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**File: 39T-16506/Z-8664
Planner: Nancy Pasato**

TO:	CHAIR AND MEMBERS PLANNING AND ENVIRONMENT COMMITTEE
FROM:	GEORGE KOTSIFAS, P.ENG. MANAGING DIRECTOR, DEVELOPMENT & COMPLIANCE SERVICES AND CHIEF BUILDING OFFICIAL
SUBJECT:	APPLICATION BY: WASTELL BUILDERS (LONDON) INC. 1245 MICHAEL STREET PUBLIC PARTICIPATION MEETING ON JANUARY 23, 2017

RECOMMENDATION

That, on the recommendation of the Senior Planner, Development Planning, the following actions be taken with respect to the Draft Plan of Subdivision and Zoning By-law amendment applications relating to 1245 Michael Street, south of Huron Street and west of Sandford Street (legally described as Plan 795 Block C, Concession 2 Part Lot 7):

- a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on January 31, 2017 to amend Zoning By-law No. Z.-1 (in conformity with the Official Plan) to change the zoning of the subject lands **FROM** a Neighbourhood Facility (NF) Zone **TO** a Holding Residential R4 Special Provision (h*h-147*R4-4(*)) Zone to permit street townhouse dwellings with a minimum lot area of 180 m², with a special provision to permit a minimum lot frontage of 6.7 metres, increased lot coverage of 45% maximum, minimum exterior side yard depth of 1.2 metres, and minimum interior side yard setback of 1.2 metres, and a Community Facility (CF2) Zone to permit public swimming pools; day care centres; elementary schools; group home type 2; libraries; post office depots; private schools; secondary schools; police stations; public recreational buildings; and studios;

The following holding provision have also been applied:

- (h) holding provision - to ensure that there is orderly development through the execution of a subdivision agreement and the provision of adequate securities;
 - (h-147) - to ensure that urban design is addressed at site plan, a site plan will be approved and a development agreement will be entered into which incorporates the design objectives as identified in the Council resolution, **IT BEING NOTED** that the h-147 will ensure building orientation to the street and adjacent open space block, in particular the end units located at street corners and the end units of Block 1 and Block 4 directly adjacent to Stronach Park;
- b) the Planning and Environment Committee **REPORT TO** the Approval Authority the issues, if any, raised at the public meeting with respect to the application for draft plan of subdivision of Wastell Builders (London) Inc. relating to a portion of the property located at 1245 Michael Street;
- c) Council **SUPPORTS** the Approval Authority issuing draft approval of the proposed plan of residential subdivision, submitted by Wastell Builders (London) Inc. (File No. 39T-16506), prepared by Ricor Engineering Limited, Project No. 1004-5, as red-line amended, which shows five (5) residential blocks (proposed 76 freehold street townhouse lots) and one (1)

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park block, served by one (1) new local street, **SUBJECT TO** the conditions contained in the attached Appendix "B"; and

- d) the applicant **BE ADVISED** that the Director of Development Finance has summarized claims and revenues information as attached in Appendix "C".

PREVIOUS REPORTS PERTINENT TO THIS MATTER

None.

PURPOSE AND EFFECT OF RECOMMENDED ACTION

The purpose and effect of the proposal is to develop a subdivision with 76 street townhouse dwellings, all served by one new local street.

RATIONALE

1. The proposed draft plan is consistent with the Provincial Policy Statement which encourages appropriate residential intensification.
2. The proposed Draft Plan of Subdivision and Zoning By-law amendment provide for a form of residential infill that is consistent with the Low Density Residential policies of the Official Plan and is compatible with the surrounding residential development.
3. The proposed development has access to existing municipal services.
4. The City's acquisition of Block 6 will provide additional parking for Stronach Arena and the adjacent park.

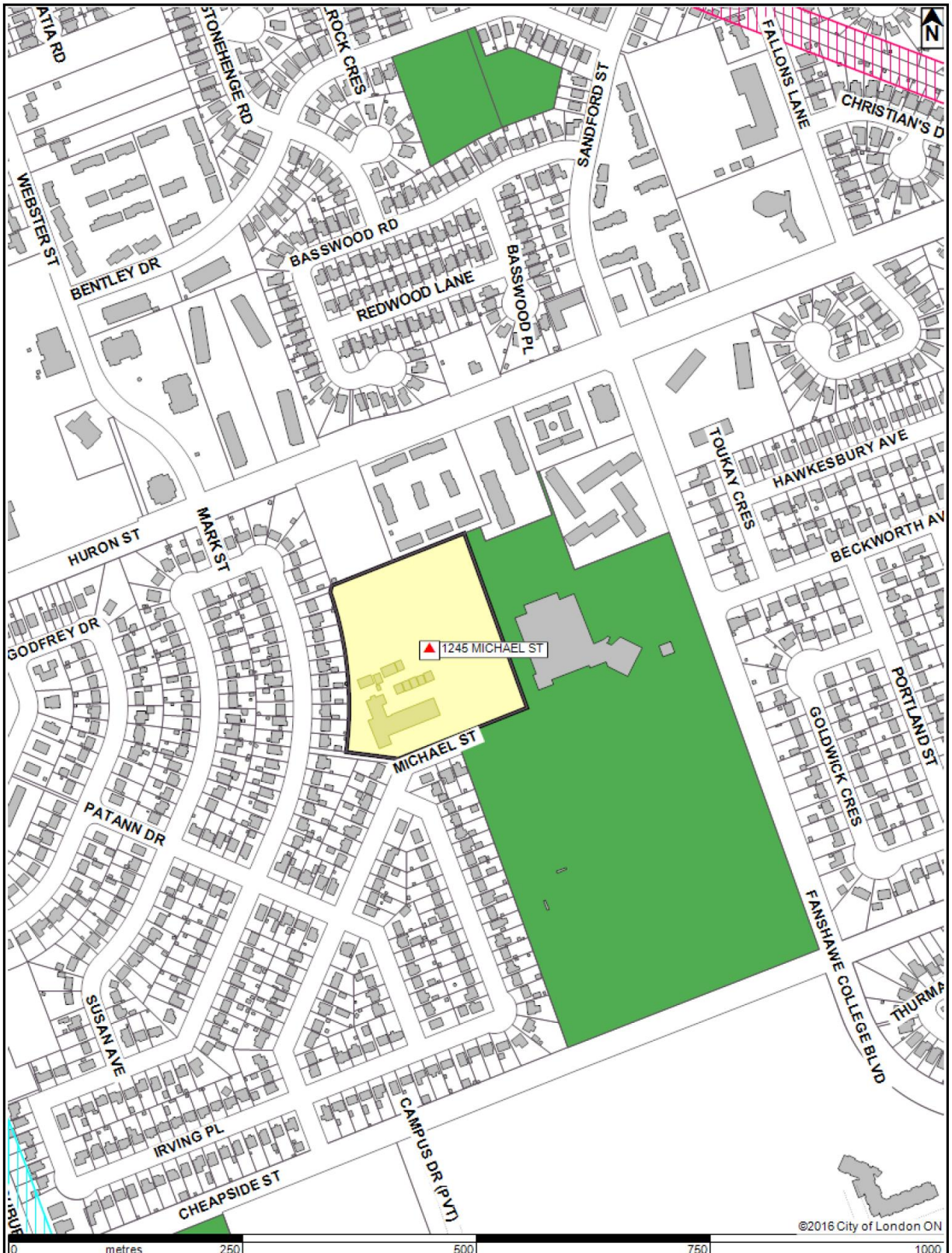
BACKGROUND

- | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| SITE CHARACTERISTICS: |
| <ul style="list-style-type: none"> • Current Land Use – vacant/former school site • Frontage – approx. 66.1 m (216.8 ft) along Michael Street • Area - 3.4 ha (8.42 ac) • Shape - irregular |

- | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| SURROUNDING LAND USES: |
| <ul style="list-style-type: none"> • North – cemetery, townhouses (cluster housing) • South – single detached dwellings, recreational uses (Stronach Arena/baseball diamonds/playground) • East – recreational uses (Stronach Arena/baseball diamonds/playground) • West – single detached dwellings |

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<p style="text-align: center;">LOCATION MAP</p> <p>Subject Site: 1245 Michael Street Applicant: Wastell Builders (London) Inc. File Number: 39T-16506/Z-8664 Planner: Nancy Pasato Created By: Nancy Pasato Date: 2016-08-03 Scale: 1:5000</p>	<p style="text-align: center;">LEGEND</p> <table border="0"> <tr> <td style="width: 20px; text-align: center;">■</td> <td>Subject Site</td> </tr> <tr> <td style="width: 20px; text-align: center;">■</td> <td>Parks</td> </tr> <tr> <td style="width: 20px; text-align: center;">⊗</td> <td>Assessment Parcels</td> </tr> <tr> <td style="width: 20px; text-align: center;">■</td> <td>Buildings</td> </tr> <tr> <td style="width: 20px; text-align: center;">123</td> <td>Address Numbers</td> </tr> </table>	■	Subject Site	■	Parks	⊗	Assessment Parcels	■	Buildings	123	Address Numbers
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123	Address Numbers										

Corporation of the City of London
 Prepared By: Development and Compliance Services

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OFFICIAL PLAN DESIGNATION: (refer to Official Plan Map)	
<ul style="list-style-type: none"> Schedule "A" - Low Density Residential, Multi Family, Medium Density Residential, Open Space 	
THE LONDON PLAN PLACE TYPE:	
<ul style="list-style-type: none"> Neighbourhood Place Type 	
INTENSIFICATION: (identify proposed number of units)	
<ul style="list-style-type: none"> The proposed 76 townhouse dwellings represent intensification within the Built-area Boundary. 	<ul style="list-style-type: none"> Proposed units are outside of the Primary Transit Area.
EXISTING ZONING: (refer to Zoning Map)	
<ul style="list-style-type: none"> Neighbourhood Facility (NF) Zone 	

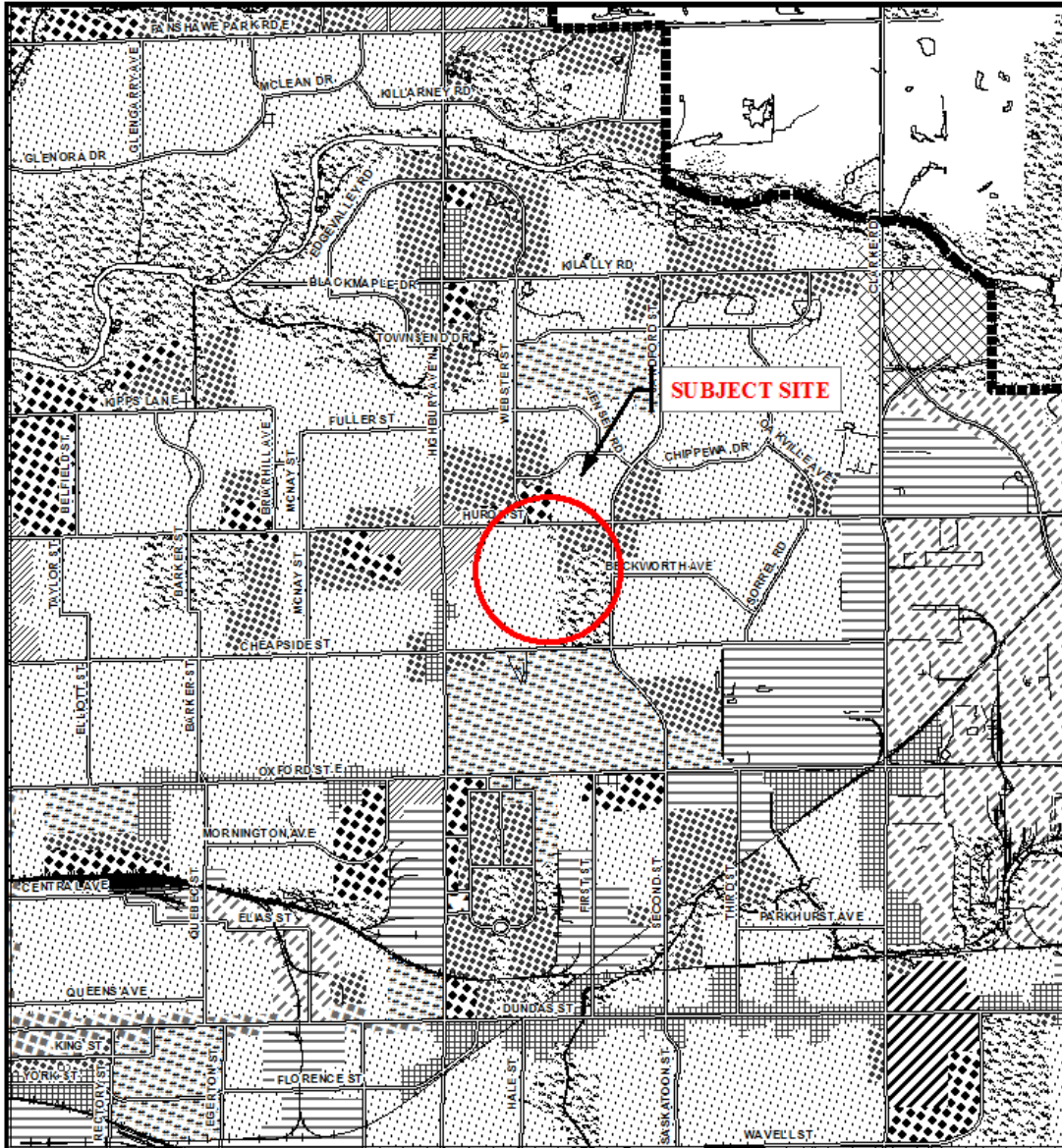
Date Application Accepted: July 29, 2016	Agent: Julian Novick, Wastell Builders
<p>APPLICANT'S REQUESTED ACTION: Draft plan of subdivision to permit 76 street townhouses on a public street.</p> <p>Consideration of a residential Plan of Subdivision with 5 residential blocks and 1 open space block, served by 1 new local street.</p> <p>Possible Amendment to Zoning By-law Z.-1 to change the zoning to a Residential R4 Special Provision (R4-4()) Zone to permit street townhouse dwellings with a minimum lot area of 180 m², a minimum lot frontage of 5.5 metres, and a maximum height of 10.5 metres. Special provisions have been requested for: increased lot coverage – from 35% to 45%, a minimum exterior side yard depth of 1.2 metres (whereas 4.5 metres would be required), and a minimum side yard setback of 1.2 metres adjacent to a community facility or park (whereas 3.0 metres would be required); and a Community Facility (CF2) Zone to permit additional lands to be added to Stronach Arena.</p>	

PLANNING HISTORY

The subject site was the former Huron Heights Public School (French Immersion). It was constructed in 1959, with a major addition added to the school in 1962. The site consisted of a main school building, several outbuildings/storage sheds and eleven classroom portables on site. The school was closed in June 2014 and declared surplus by the Thames Valley District School Board. The subject site was offered to the City, however it was determined that this site was not required for municipal purposes. The subject lands were subsequently sold to a private developer in 2016.

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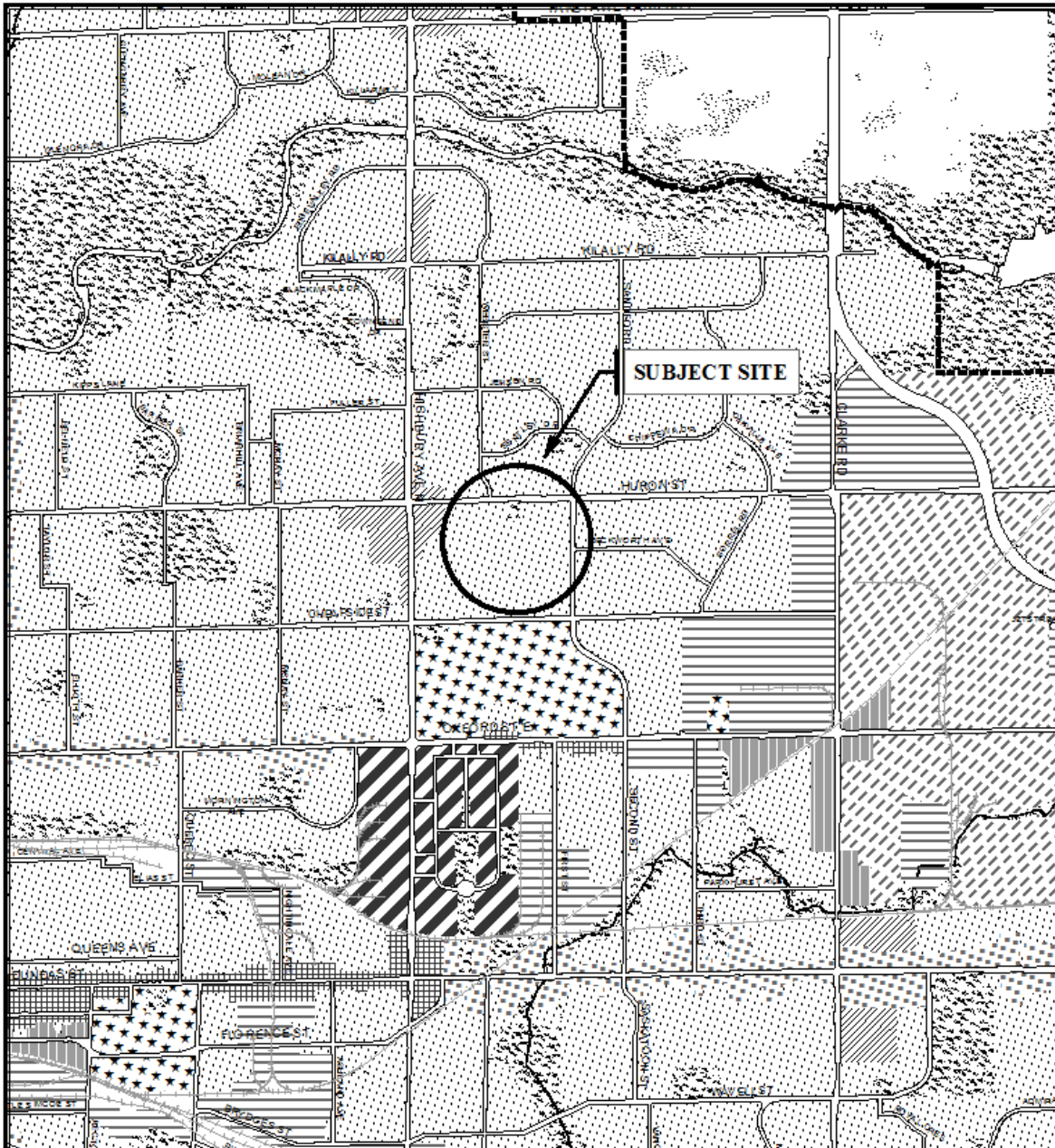
File: 39T-16506/Z-8664
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<p>Legend</p> <table border="0"> <tr> <td> Downtown</td> <td> Multi-Family, Medium Density Residential</td> <td> Office Business Park</td> </tr> <tr> <td> Wonderland Road Community Enterprise Corridor</td> <td> Low Density Residential</td> <td> General Industrial</td> </tr> <tr> <td> Enclosed Regional Commercial Node</td> <td> Office Area</td> <td> Light Industrial</td> </tr> <tr> <td> New Format Regional Commercial Node</td> <td> Office/Residential</td> <td> Commercial Industrial</td> </tr> <tr> <td> Community Commercial Node</td> <td> Regional Facility</td> <td> Transitional Industrial</td> </tr> <tr> <td> Neighbourhood Commercial Node</td> <td> Community Facility</td> <td> Rural Settlement</td> </tr> <tr> <td> Main Street Commercial Corridor</td> <td> Open Space</td> <td> Environmental Review</td> </tr> <tr> <td> Auto-Oriented Commercial Corridor</td> <td> Urban Reserve - Community Growth</td> <td> Agriculture</td> </tr> <tr> <td> Multi-Family, High Density Residential</td> <td> Urban Reserve - Industrial Growth</td> <td> Urban Growth Boundary</td> </tr> </table>			Downtown	Multi-Family, Medium Density Residential	Office Business Park	Wonderland Road Community Enterprise Corridor	Low Density Residential	General Industrial	Enclosed Regional Commercial Node	Office Area	Light Industrial	New Format Regional Commercial Node	Office/Residential	Commercial Industrial	Community Commercial Node	Regional Facility	Transitional Industrial	Neighbourhood Commercial Node	Community Facility	Rural Settlement	Main Street Commercial Corridor	Open Space	Environmental Review	Auto-Oriented Commercial Corridor	Urban Reserve - Community Growth	Agriculture	Multi-Family, High Density Residential	Urban Reserve - Industrial Growth	Urban Growth Boundary
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<p>CITY OF LONDON Department of Planning and Development</p> <p>OFFICIAL PLAN SCHEDULE A - LANDUSE -</p> <p><small>PREPARED BY: Graphics and Information Services</small></p>	<p style="text-align: center;"> Scale 1:30,000 Meters </p>	<p>FILE NUMBER: 39T-16506/Z-8664</p> <p>PLANNER: NP</p> <p>TECHNICIAN: JS</p> <p>DATE: 2017/01/06</p>																											

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Legend

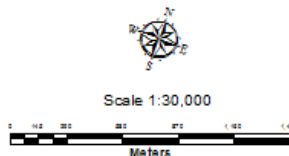
- | | | |
|------------------------|--------------------------|-----------------------------------------|
| Downtown | Future Community Growth | Environmental Review |
| Transit Village | Heavy Industrial | Farmland |
| Shopping Area | Light Industrial | Rural Neighbourhood |
| Rapid Transit Corridor | Future Industrial Growth | Waste Management Resource Recovery Area |
| Urban Corridor | Commercial Industrial | Urban Growth Boundary |
| Main Street | Institutional | |
| Neighbourhood | Green Space | |

This is an excerpt from the Planning Division's working consolidation of Map 1 - Place Types of the London Plan, with added notations.

At the time of the printing of this map, the Rapid Transit EA is in progress. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of The London Plan.

CITY OF LONDON
 Planning Services
 LONDON PLAN MAP 1
 - PLACE TYPES -

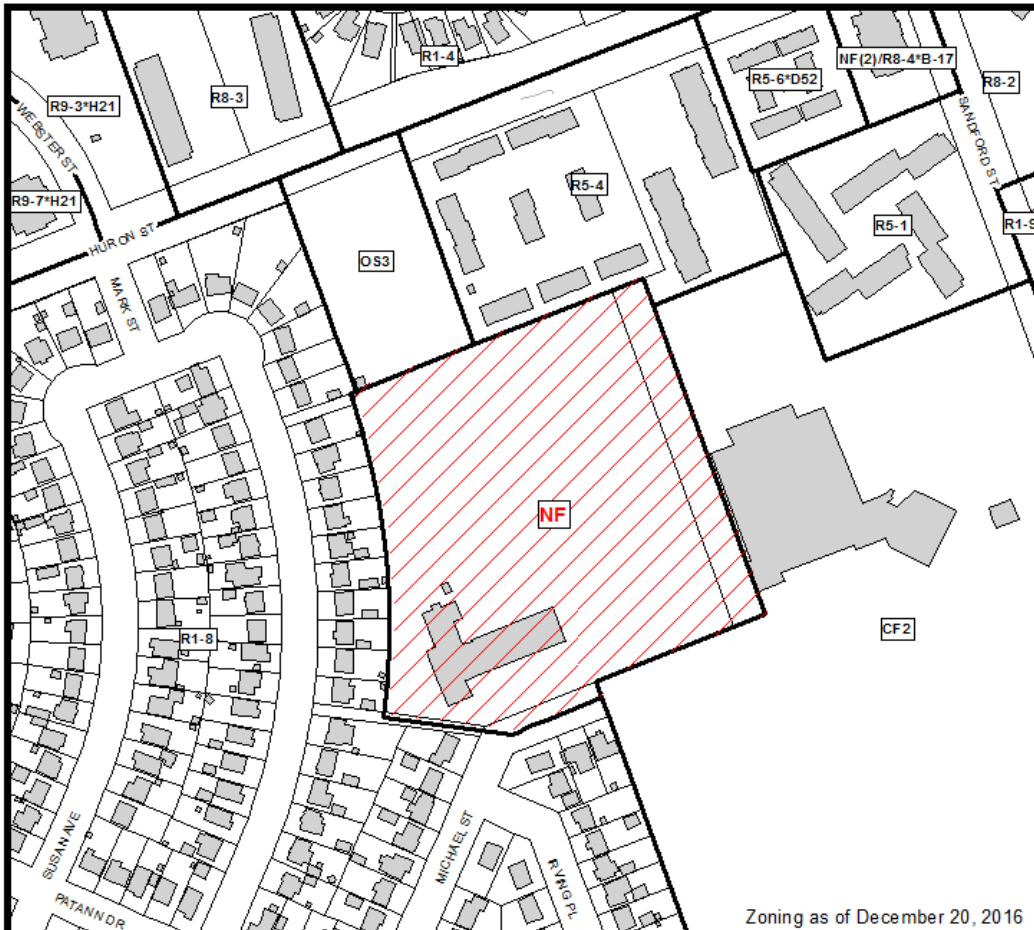
PREPARED BY: Planning Services



File Number: 39T-16506/Z-8664
Planner: NP
Technician: MB
Date: 1/11/2017

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File: 39T-16506/Z-8664
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COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: NF

1) **LEGEND FOR ZONING BY-LAW Z-1**

- | | |
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| <ul style="list-style-type: none"> R1 - SINGLE DETACHED DWELLINGS R2 - SINGLE AND TWO UNIT DWELLINGS R3 - SINGLE TO FOUR UNIT DWELLINGS R4 - STREET TOWNHOUSE R5 - CLUSTER TOWNHOUSE R6 - CLUSTER HOUSING ALL FORMS R7 - SENIOR'S HOUSING R8 - MEDIUM DENSITY/LOW RISE APTS. R9 - MEDIUM TO HIGH DENSITY APTS. R10 - HIGH DENSITY APARTMENTS R11 - LODGING HOUSE
 DA - DOWNTOWN AREA RSA - REGIONAL SHOPPING AREA CSA - COMMUNITY SHOPPING AREA NSA - NEIGHBOURHOOD SHOPPING AREA BDC - BUSINESS DISTRICT COMMERCIAL AC - ARTERIAL COMMERCIAL HS - HIGHWAY SERVICE COMMERCIAL RSC - RESTRICTED SERVICE COMMERCIAL CC - CONVENIENCE COMMERCIAL SS - AUTOMOBILE SERVICE STATION ASA - ASSOCIATED SHOPPING AREA COMMERCIAL
 OR - OFFICE/RESIDENTIAL OC - OFFICE CONVERSION RO - RESTRICTED OFFICE OF - OFFICE | <ul style="list-style-type: none"> RF - REGIONAL FACILITY CF - COMMUNITY FACILITY NF - NEIGHBOURHOOD FACILITY HER - HERITAGE DC - DAY CARE
 OS - OPEN SPACE CR - COMMERCIAL RECREATION ER - ENVIRONMENTAL REVIEW
 OB - OFFICE BUSINESS PARK LI - LIGHT INDUSTRIAL GI - GENERAL INDUSTRIAL HI - HEAVY INDUSTRIAL EX - RESOURCE EXTRACTIVE UR - URBAN RESERVE
 AG - AGRICULTURAL AGC - AGRICULTURAL COMMERCIAL RRC - RURAL SETTLEMENT COMMERCIAL TGS - TEMPORARY GARDEN SUITE RT - RAIL TRANSPORTATION
 "h" - HOLDING SYMBOL "D" - DENSITY SYMBOL "H" - HEIGHT SYMBOL "B" - BONUS SYMBOL "T" - TEMPORARY USE SYMBOL |
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CITY OF LONDON
 PLANNING, ENVIRONMENTAL AND ENGINEERING SERVICES

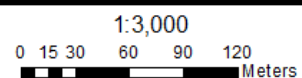
**ZONING
 BY-LAW NO. Z-1
 SCHEDULE A**



THIS MAP IS AN UNOFFICIAL EXTRACT FROM THE ZONING BY-LAW WITH ADDED NOTATIONS

FILE NO:
 39T-16506/Z-8664 NP

MAP PREPARED:
 2017/01/05 JS



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SIGNIFICANT DEPARTMENT/AGENCY COMMENTS

Planning Services

Environmental and Parks Planning

- No natural heritage issues.
- Parkland dedication will be satisfied through land dedication at a rate of 1 hectare per 300 units. Based on the proposal to construct 76 townhouse units on this site, this equates to a land requirement of 0.26 hectares (equal to the area of Block 6).
- As part of the design studies submission, the owner shall consult with the city on the design of the proposed park block and submit a conceptual park plan to the satisfaction of the City Planner.
- Based on the inclusion of a window street adjacent to Stronach Park, the City has agreed to do site improvements to the existing walkway within Stronach Park immediately east of the site. Additional screening will be installed along the west face of Stronach Community Centre to soften the blank wall.
- The Owner shall construct a 1.5m high chain link fencing without gates in accordance with current City park standards (SPO 4.8) or approved alternate, along the property limit interface of all proposed private lots adjacent to the future Park Block (Block 6). Fencing shall be completed to the satisfaction of the City Planner, within one (1) year of the registration of the plan.
- The Owner shall not grade into any public Park or Open Space lands. In instances where this is not practical or desirable, any grading into the public Park or Open Space lands shall be to the satisfaction of the City Planner.
- As part of Design Studies, the owner shall prepare and submit a tree preservation report and plan for lands within the proposed draft plan of subdivision. The tree preservation report and plan shall be focused on the preservation of quality specimen trees within lots and blocks. The tree preservation report and plan shall be completed in accordance with current approved City of London guidelines for the preparation of tree preservation reports and tree preservation plans, to the satisfaction of the City Planner. Tree preservation shall be established first and grading/servicing design shall be developed to accommodate maximum tree preservation as per the Council approved Tree Preservation Guidelines.

Staff response: the above noted comments will be addressed through conditions of draft approval.

Urban Design and Community Planning

- We commend the applicant for implementing a window street along the rear portion of the Stronach Arena, this will offer pedestrian connectivity through the subdivision to the community facility as well as create a safer environment for those using the existing skate park.
- Please include the following holding provisions to be addressed through the Site Plan process, to the satisfaction of the City Planner:
 - For all blocks to ensure orientation to the street and adjacent open space in particular the end units located at street corners and the end units of Block 1 and Block 4 directly adjacent to Stronach Park.

Staff response: a holding provision has been included to address the orientation of the units as noted above.

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Urban Regeneration (Heritage)

A Stage 1-2 Archaeological Assessment (including Stage 3 cemetery boundary investigations) for 1245 Michael Street (39T-16506/Z-8664) has been completed.

Based on the recommendation of the professional archaeologist, archaeological issues for 1245 Michael Street can be considered addressed.

Should previously undocumented (i.e., unknown or deeply buried) archaeological resources be discovered, there may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resource must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out archaeological fieldwork, in compliance with Section 48(1) of the Ontario Heritage Act. Further, archaeological sites recommended for further archaeological fieldwork or protection remain subject to Section 48(1) of the Ontario Heritage Act and may not be altered, or have artifacts removed from them, except by a person holding an archaeological license.

Upper Thames River Conservation Authority (UTRCA)

The UTRCA has no objections to this application.

Canada Post

The owner shall complete to the satisfaction of the Director of Engineering of the City of London and Canada Post:

- a) include on all offers of purchase and sale, a statement that advises the prospective purchaser:
 - i) that the home/business mail delivery will be from a designated Centralized Mail Box.
 - ii) that the developers/owners be responsible for officially notifying the purchasers of the exact Centralized Mail Box locations prior to the closing of any home sales.
- b) the owner further agrees to:
 - i) work with Canada Post to determine and provide temporary suitable Centralized Mail Box locations which may be utilized by Canada Post until the curbs, boulevards and sidewalks are in place in the remainder of the subdivision.
 - ii) install a concrete pad in accordance with the requirements of, and in locations to be approved by, Canada Post to facilitate the placement of Community Mail Boxes
 - iii) identify the pads above on the engineering servicing drawings. Said pads are to be poured at the time of the sidewalk and/or curb installation within each phase of the plan of subdivision.
 - iv) determine the location of all centralized mail receiving facilities in co-operation with Canada Post and to indicate the location of the centralized mail facilities on appropriate maps, information boards and plans. Maps are also to be prominently displayed in the sales office(s) showing specific Centralized Mail Facility locations.
- c) Canada Post's multi-unit policy, which requires that the owner/developer provide the centralized mail facility at their own expense, will be in affect for buildings and complexes with a common lobby, common indoor or sheltered space.

Staff response: Canada Post conditions are captured in the standard subdivision agreement.

Bell Canada

The Developer is hereby advised that prior to commencing any work, the Developer must confirm that sufficient wire-line communication/telecommunication infrastructure is available. In the event

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that such infrastructure is unavailable, the Developer shall be required to pay for the connection to and/or extension of the existing communication/telecommunication infrastructure. If the Developer elects not to pay for the above noted connection, then the Developer will be required to demonstrate to the satisfaction of the Municipality that sufficient alternative communication/telecommunication will be provided to enable, at a minimum, the effective delivery of communication/telecommunication services for emergency management services (i.e., 911 Emergency Services).

PUBLIC LIAISON:	<p>On August 8, 2016, Notice of Application was sent to 147 property owners in the surrounding area. Notice of Application was also published in the <i>Public Notices and Bidding Opportunities</i> section of <i>The Londoner</i> on August 18, 2016. A "Possible Land Use Change" sign was also posted on the site.</p> <p>A Neighbourhood Meeting was held by the Ward Councillor on Thursday, October 6th at Stronach Arena. Comments and issues raised at that meeting have also been summarized in the report.</p>	<p>A total of 24 replies were received – all were against the application.</p> <p>Twenty (20) separate individuals provided written responses.</p> <p>Four (4) telephone responses were received.</p> <p>One (1) petition with 198 signatures was received.</p> <p>A neighbourhood meeting with approx. 100 residents in attendance</p>
<p>Nature of Liaison: The purpose and effect of this application is to permit the development of 76 street townhouses on the subject site.</p> <p>Consideration of Residential Plan of Subdivision with five (5) residential blocks (a proposed 76 freehold street townhouse lots) and one (1) park block, served by one new local street.</p> <p>Possible Amendment to Zoning By-law Z.-1 to change the zoning from a Neighbourhood Facility (NF) Zone TO a Residential R4 Special Provision (R4-4(*)) Zone to permit street townhouse dwellings with a minimum lot area of 180 m², a minimum lot frontage of 5.5 metres, and a maximum height of 10.5 metres. The Applicant has requested special provisions for: increased lot coverage – from 35% to 45%, a minimum exterior side yard depth of 1.2 metres (whereas 4.5 metres would be required), and a minimum side yard setback of 1.2 metres adjacent to a community facility or park (whereas 3.0 metres would be required); and a Community Facility (CF2) Zone to permit public swimming pools; day care centres; elementary schools; group home type 2; libraries; post office depots; private schools; secondary schools; police stations; public recreational buildings; and studios.</p> <p>The above noted possible changes could permit the development of 76 street townhouses. The City may also consider adding holding provisions for the following: urban design, servicing.</p>		

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Responses: The following is a summary of the main issues raised through the circulation period, as part of the petition and at the October 6th meeting. Additional comments and a summary of all of the responses received are provided at the end of the report:

- Student Housing – issues associated with rentals and students housing i.e. noise, theft, vandalism, garbage, lack of property maintenance/absentee landlord, on street parking
- Traffic and access – only one access into and out of the subdivision, can emergency vehicles and city vehicles access?, too much traffic with the addition of 76 units, speeding an issue, traffic light should be installed at Cheapside and Michael Street.
- Servicing/infrastructure – old infrastructure in area cannot accommodate new development, combined sewers and stormwater in area?, overflowing storm sewers now when heavy rainfall, hydro not adequate.
- Loss of greenspace/loss of school/loss of community area – residents enjoyed open space, city should have purchased to add to the Stronach Arena area, where will children in the neighbourhood go to school now?
- Better use of land – alternative development such as: condominium tenure, single detached dwellings with a higher price point to discourage students/rentals, seniors housing, affordable housing, mix of singles and townhomes.
- Subdivision design – existing neighbourhood has garages to rear, no snout houses, loss of privacy and sunlight from units, fencing should be incorporated, mature trees should be kept on site, pedestrian walkways should all be maintained as a connection the Stronach, increased street lighting.
- Impacts on property values.
- Construction related nuisances – dirt, noise, dust etc.
- Environmental considerations – underground stream to be dealt with, possible fuel tank on site with possible site contamination, asbestos contamination in building.
- Pedestrian – no sidewalks in existing neighbourhood, dangerous at night, a crosswalk should be installed at Cheapside at Michael Street.
- Process – neighbourhood was not informed of the school being sold, how could the school be sold to a private developer? Why were only some of the residents informed of the application? Why was there a public meeting after the September deadline for comments? Traffic volume if only one street in and out and the addition of 76 units.

ANALYSIS

Subject Site

The subject site is located on Michael Street, which is generally located south of Huron Street east of Highbury Avenue, and west of Sandford Street. The subject site is approximately 3.4 ha in size, and is an irregular shape. The site is directly adjacent to the Stronach Arena and Community Centre. The site was the former Huron Heights Public School, which was owned by the Thames Valley Distract School Board and was built in 1959. There are two existing public walkways which access the site in the northwest corner and the southwest corner of the site. The site is surrounded by single detached residential uses to the west and south, a community facility (Stronach Area and Park) to the east, and a cemetery and existing townhouse development to the north.

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Application

The applicant, Wastell Builders (London) Inc. is proposing a 76 unit townhouse development within a plan of subdivision. The proposed plan of subdivision consists of five (5) multi-family residential blocks, and one (1) open space block, all served by one (1) new local street (off of Michael Street). The dwellings will be freehold townhouse units, approximately two storeys in height, and accessed by a public street. The proposed development density is approximately 23 units per hectare. The design of the development includes a window street adjacent to Stronach Arena. The previous parking lot for the Huron Heights Public School will be dedicated to the City as part of the parkland dedication required. The City intends to keep the parking lot as is and use it for extra parking for Stronach Arena and Stronach Park. The Applicant has indicated that townhouses will range from approximately 110 m² (1,200ft²) to 130 m² (1,400ft²) in size, and that each unit will include a garage. The Applicant estimates a price range of \$249,000 to \$279,000 per unit. Future applications for Site Plan and Consent/or Part Lot Control will be required in order to create the individual lots. The Applicant is also proposing to dedicate a small portion of land (0.26 ha) to the City in the southeast portion of the site which will satisfy the City's parkland dedication requirement for this subdivision. These lands were formerly a parking lot for the public school and the City will keep the parking lot and maintain it for future parking for the adjacent community facility.

PROVINCIAL POLICY STATEMENT (2014)

The Provincial Policy Statement (PPS) 2014 provides policy direction on matters of provincial interest related to land use and development. The proposed development of a vacant property located in the middle of a well-established neighbourhood provides an opportunity to achieve an efficient development while maintaining the existing land use pattern. The proposed development will focus growth within a settlement area, providing a range and mix of housing types to an area generally dominated by single detached dwellings. The proposed development will take advantage of the existing infrastructure and services in the area.

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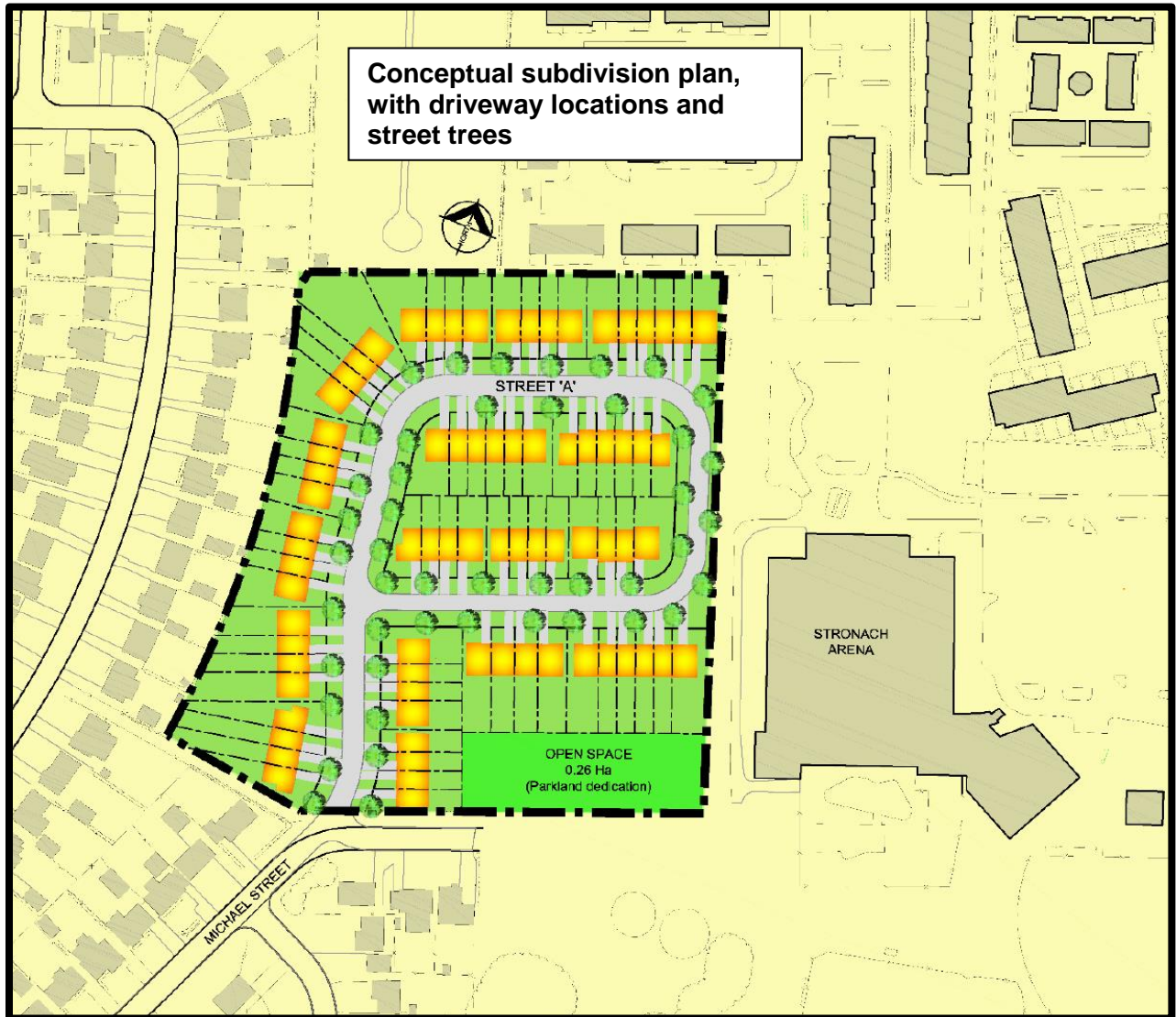
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The redevelopment of this parcel within an established neighbourhood helps sustain the financial well-being of the Municipality as no extension of services or additional land consumption is required. The additional residential units will take advantage of existing municipal services and will help support the existing public facilities in the area along with the existing bus routes in close proximity to the site. The proposal also provides an alternative form of housing at a slightly higher density than currently exists in the area helping minimize servicing costs by taking advantage of the existing infrastructure readily available to support the development of the site.

PLANNING ACT - SECTION 51(24)

Planning staff have reviewed the requirements under section 2 of the Planning Act and regard has been given to matters of provincial interest. The subject lands are surrounded by development and there are no natural areas, features and functions affected within the immediate area. Municipal water is available to service this development. Municipal services are adequately provided including sewage, water, garbage collection, roads and transportation infrastructure. The proposed draft plan is located in a municipality which actively promotes waste recycling/recovery programs, and will be served by the Blue Box collection and other municipal waste recycling facilities. There is access to nearby parks and recreational facilities, fitness facilities, medical facilities, and emergency and protective services. There are elementary schools and various cultural/social facilities in the area. This area is predominantly single family residential with townhouse uses located at Huron Street and Sandford Street. The broader area contains a mix of low, medium and high density housing. There is adequate provision for a full range of housing. There is adequate provision of employment areas throughout the City and in close proximity to this site. The proposed draft plan implements the land use policies in accordance with the City's Official Plan and the new London Plan, and represents a form of intensification. The proposed draft plan supports public transit and promotes pedestrian movement through the adjacent subdivisions. The requirements of London Hydro, Union Gas, and the City of London to adequately provide utilities and services are addressed in the conditions of draft plan approval. Adequate lands will be taken to satisfy the parkland dedication requirements under the Act. Based on planning staff's review of the criteria in the Planning Act under Section 51(24), the proposed draft plan has regard for the health, safety, convenience, accessibility for persons with disabilities, and welfare of the present and future inhabitants of the municipality.

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OFFICIAL PLAN AND THE LONDON PLAN

The subject lands are designated “Low Density Residential” on Schedule ‘A’ of the City’s Official Plan. This designation permits single detached, semi-detached, and duplex dwellings and other forms of low density residential uses at a maximum density of 35 units per hectare.

These lands are also within the “Neighbourhood” Place Type of the new London Plan (which has recently been approved by the Province). The vision for the Neighbourhoods place type includes a strong neighbourhood character, sense of place and identity, attractive streetscapes, buildings, and public spaces, a diversity of housing choices allowing for affordability and giving people the opportunity to remain in their neighbourhoods as they age if they choose to do so, well-connected neighbourhoods, from place to place within the neighbourhood and to other locations in the city such as the downtown, lots of safe, comfortable, convenient, and attractive alternatives for mobility, easy access to daily goods and services within walking distance, employment opportunities close to where we live, and parks, pathways, and recreational opportunities that strengthen community identity and serve as connectors and gathering places.

The range of permitted uses along a Neighbourhood Street (Michael Street) include single detached, semi-detached, duplex, converted dwellings, townhouses, secondary suites, home occupations, and group homes. The range of permitted heights for these uses are 1 storey to 2.5 storeys. The proposed street townhouse uses are permitted in this Place Type.

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Residential Intensification

The Low Density Residential designation in the City's Official Plan also permits residential infill development on vacant or underutilized sites. The proposal to develop this parcel with 76 residential dwellings will result in an overall density of 23 units per hectare, which is within the density limits of the Low Density Residential designation. The proposed subdivision is subject to the Residential Intensification Policies under Section 3.2.3. Residential Intensification is a means of providing opportunities for the efficient use of land and encouraging compact urban form. It may be permitted in the Low Density Residential designation through an amendment to the Zoning By-law, subject to certain criteria.

As per the requirements of the Official Plan, infill development requires additional reports to be submitted for development proposals which plan to provide opportunities for the efficient use of land and encourage compact urban form and are classified as Residential Intensification. As part of the complete application, the applicant submitted a Neighbourhood Character statement for the proposed development. Elements of the Neighbourhood Character Statement include:

- A detailed statement of the character of the existing neighbourhood that demonstrates how the proposed development respects the character of the existing neighbourhood;
- An inventory of urban design characteristic – this shall include a review of structures and the natural environment within the surrounding neighbourhood.

Generally, the extent of the area to be reviewed will be established shall include an area consisting of 120 metres radius from the subject site. The conceptual design of the project needs to be based on specific built form principles which guide what it is that the project wants to achieve.

As part of this complete application, a neighbourhood character statement and urban design brief were submitted. The Urban Design section indicated that both of these reports were acceptable. The principles of the Urban Design Brief will be used for the site plan submission.

The new London Plan also recognizes that residential intensification is fundamentally important to achieve the vision and key directions of the London Plan. Intensification within existing neighbourhoods will be encouraged to help realize our vision for aging in place, diversity of built form, affordability, vibrancy, and the effective use of land in neighbourhoods. However, such intensification must be undertaken well in order to add value to neighbourhoods rather than undermine their character, quality, and sustainability. It is an important strategy of this Plan to support all of these forms of intensification, while ensuring that they are appropriately located and fit well within their neighbourhood.

Michael Street is a local street beginning north of Cheapside Street, across from the entrance to Robarts School and ends at the subject lands. The width of the right of way is 20m, and the length of the road is approximately 520m. Michael Street does not have any sidewalks. The existing dwellings are mostly one storey ranch style homes with frontages ranging from 12-15m and lot areas of 600m² as per the R1-8 zone. The maximum height in this zone is 10.5m and the majority of the dwellings are setback 7m - 10m from the street with single width driveways. There are many existing mature street trees. The main focal point of the area is the existing community facility (Stronach Arena). The proposed street townhouse development will provide a window street onto the existing community facility. Perimeter trees are proposed to be maintained to provide further screening and buffering between the development and existing neighbourhood.

The street townhouse block sizes have been selected to provide maximum frontage and perpendicular driveways to the public right of way. The proposed zoning will require a minimum front yard setback of 4.5 m to the main building and 6 m to the garage. The reduction in the main building setback allows for front porches and entrance features to dominate the streetscape and ensure the frontages are not garage dominated, which is in keeping with the existing single detached dwellings in the area. The location of building entrances will face the public road, which

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reflects the character of the adjacent neighbourhood. The proposed design maintains the same building orientation as homes on Michael Street. The current view into the subject lands is of the existing vacant school and existing trees in Stronach Park south of Michael Street. The proposed development will instead provide an active frontage on Michael Street. A sidewalk is proposed along the west/north side of Street A, as well as the south side of Street A between the window street and Michael Street. The sidewalk will connect into the existing pathway through Stronach Arena and additional pathway enhancements within the Stornach property will be undertaken by the City. The proposed street townhouse dwellings will connect to the existing neighbourhood by extending Michael Street to loop back into itself.

The proposed road will be public and is configured to allow access for service vehicles such as garbage trucks and snow ploughs. The proposed residential development will have less vehicular traffic at peak times than the former public school. Once the development has been established, Transportation has indicated they can review the intersection of Cheapside and Michael Street to determine if any form of intersection control is warranted. There is an existing pedestrian walkway from Mark Street to Michael Street running along the southwest corner of the site, just outside of the site boundary. This walkway provides a continuous hard surface sidewalk connecting Mark Street to Stronach Park without any bends. Lighting is provided for safe pedestrian access. The closest bus route to the subject lands is located along Huron Street roughly 110 m to the north. Additionally the bus stops on Sandford Street can be accessed by walking through the community facility lands.

The proposed free hold townhouse development should not affect the existing character of the neighbourhood. The redevelopment of an underutilized site will provide new interest and new housing into the community. The compact design and proximity to community facilities will ensure a walkable development. The subject lands are prosed to provide attractive, quality housing options for future residents. The scale and density of the development will be compatible with the surrounding area in terms of form and massing. Opportunities for pedestrian connectivity are proposed to Stronach Park, to facilitate integration with the existing and future street network. The window street proposed adjacent to the Community Facility will provide a sense of security and visual interest into this proposed infill development.

Near-Campus Neighbourhood

The subject lands are located within the Near-Campus Neighbourhood. Both the Official Plan and the new London Plan contain policies related to Near Campus Neighbourhoods. It is recognized that the Near-Campus Neighbourhood area consists of neighbourhoods that differ from one another in many ways, including built form, land use mix, demographic and socio-economic structure, cultural heritage resources, community layout, and distance from campus. Furthermore, it is recognized that neighbourhoods within these areas differ in the degree to which they have been affected by near- campus neighbourhood issues. However, these areas share a common characteristic in that they are relatively close to higher education institutions and they are all part of the Near- Campus Neighbourhood area that this Plan seeks to protect and enhance. All planning and development applications in these areas are reviewed against relevant Near-Campus Neighbourhood policies.

The preferred form of intensification is midrise and high rise development in significant mobility nodes and corridors and away from the interior of neighbourhoods. The policies of the plan seek to discourage concentrations of residential intensification and residential intensity in low-rise forms of housing, incrementally. The infill and intensification that has occurred in the area has been in the form of affordable housing, directed towards Huron Street and Sandford Street. The existing homes within the internal neighbourhood are mostly owner occupied, and although there have been several properties that are currently being rented to students, by and large the area has not experienced the same pressures or cumulative impacts of significant changes in housing tenure. There is a significant number of long term resident's still living in the neighbourhood.

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Planner: Nancy Pasato**

The proposed development is an anomaly in that it is a vacant former school site within an existing neighbourhood. Within the neighbourhood there has not been a significant pressure for redevelopment or intensification on existing single detached lots. The proposed zoning will allow for development which is appropriate in form, size, scale, mass, density, and intensity. The proposed development is comprehensive and is not a series of small, incremental changes that collectively are leading to undesirable changes in the character and amenity of the neighbourhood. The development is located in close proximity to transit corridors. The proposed design of the project will incorporate urban design qualities that enhance the streetscape, complement adjacent properties, and contribute to the functional and aesthetic quality of the neighbourhood by creating a window street adjacent to the community facility and creating enhanced pedestrian connections into the park and facility. The residential intensity of the new development will be limited to three bedrooms per unit. The proposed lots will be adequately sized to accommodate the use, intensity and form. Rear yard amenity areas are required as per the Zoning By-law regulations. Parking for the units will be incorporated on the site in driveways and in the proposed garages, and on street parking will be added where appropriate. The proposed setbacks will ensure that the units will not be garage-dominated and that excessive proportions of the site are not devoted to parking areas and driveways. The proposed built form is consistent in scale and character with other development in the area.

Zoning By-law Amendment

The requested amendment to the Zoning By-law is to change the zoning from Neighbourhood Facility (NF), which permits community uses such as schools and churches, to: a Residential R4 Special Provision (R4-4(*)) Zone to permit street townhouse dwellings with a minimum lot area of 180 m², minimum lot frontage of 6.7 metres and a maximum height of 10.5 metres. The Applicant has requested special provisions for: increased lot coverage – from 35% to 45%, a minimum exterior side yard depth of 1.2 metres (whereas 4.5 metres would be required), and a minimum side yard setback of 1.2 metres adjacent to a community facility or park (whereas 3.0 metres would be required); and a Community Facility (CF2) Zone to permit public swimming pools, day care centres, elementary schools, group home type 2, libraries, post office depots, private schools, secondary schools, police stations, public recreational buildings, and studios.

Planning Impact Analysis under Section 3.7 in the Official Plan and within the London Plan is used to evaluate applications for an Official Plan and/or zoning amendment, to determine the appropriateness of a proposed change in land use, and to identify ways of reducing any adverse impacts on surrounding uses.

Compatibility

The requested zoning permits street townhouse dwellings on freehold lots developed in conjunction with a plan of subdivision. The requested zoning would permit these lots with frontage on Street A.

The surrounding land uses consist of single storey, single detached homes to the west and south, a cemetery, two storey townhomes and three storey walk ups to the north/northeast, and a community facility to the east. The Applicant has indicated that the proposed development is likely to be two storeys in height. The proposed development is of a height and form that is currently present in the neighbourhood. The greatest potential for conflict between existing and proposed uses is the western property edge adjacent to existing single detached dwellings. Although the size of the proposed lots will be smaller than existing lots, the proposed development will include a 7 m rear yard setback to ensure an adequate amenity area on the lot, as well as reasonable buffer to the existing development.

Ability of Site to Accommodate Development

The subject land is 3.4 hectares in size. The size and the shape of the parcel make it a suitable candidate for residential infill development. The existing topography does not pose a challenge. A new local street has been proposed to service the subdivision.

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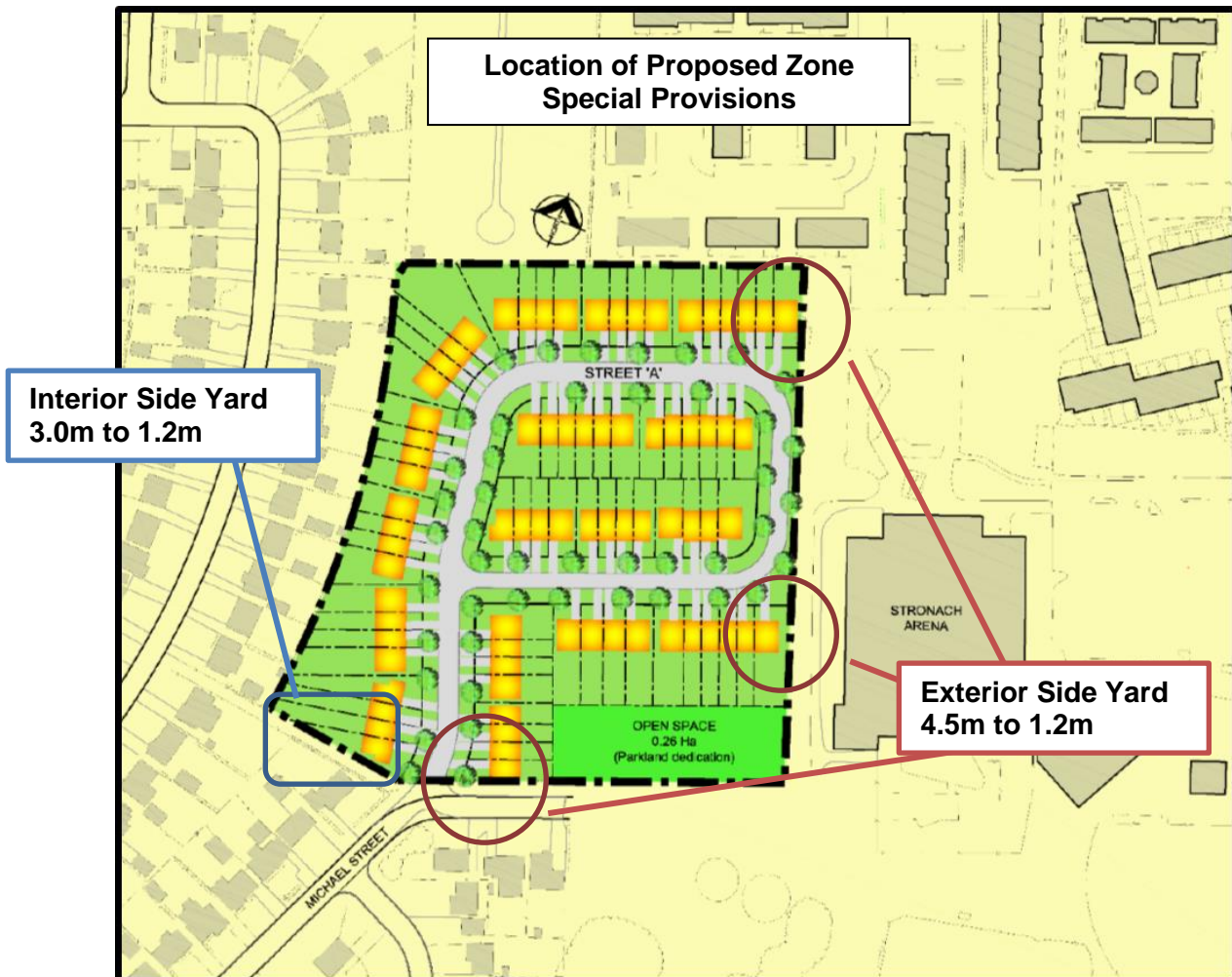
**File: 39T-16506/Z-8664
Planner: Nancy Pasato**

Building Siting

The applicant has provided concepts on the proposed homes, and has indicated the units will range from 110 m² (1,200 ft²) to 130 m² (1,400 ft²) in area. The building footprint is sufficient to accommodate reasonably sized street townhomes, as well as provide sufficient flexibility for building design and placement. The shape of the site is conducive to street townhouse dwellings with the orientation of buildings towards Street A. The request from the applicant for increased lot coverage (from 35% to 45%) is to ensure a dwelling with garage and a minimum dwelling size of 1200 square feet. The Applicant has indicated that only a few of the smaller internal lots require this increased lot coverage, and that for the most part most of the units achieve 35% lot coverage. It should be noted that the 45% lot coverage is permitted through the R4-6 Zone variation, which also requires a smaller lot size. There Applicant however did not want to complicate the zoning by requesting site specific special provisions for increased lot coverage on individual street townhomes. A reduction has also been requested for exterior side yard setback (from 4.5m to 1.2m). This regulation would only apply to Block 1 and Block 4 on the east side of the block as it abuts the community facility (and therefore has ample separation from the pathways and the community facility to the townhouse dwelling) and Block 5 adjacent to Michael Street (which will be adjacent to a road). The reduction in interior side yard setback will only apply at the southern edge of the property adjacent an existing walkway. These special provisions are considered minor and appropriate for this development.

Vacant Land in the Area

This is the last remnant parcel in this area which is entirely built out. There are no vacant parcels of land within the immediate vicinity of the subject lands which are designated or zoned for residential development.



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Vegetation and Natural Features

The site does not contain any natural heritage features. There are several mature trees along the north and western property boundary. As part of the conditions of draft approval, a tree preservation plan is required to assess these trees and provide maximum protection through mitigation measures. Also as a standard requirement of the subdivision agreement, street trees will be planted.

Site Access

A new local street is proposed to service this subdivision, which will have direct access from Michael Street. The proposed local street will have a 19 m road allowance. Street A will also be constructed with sidewalks along the north and west boulevard, to ensure pedestrian connections to the park pathways.

Exterior Design

The applicant has provided a sketch of the proposed development. Site Plan Approval is required to permit the development of these townhouse blocks. Urban design considerations including exterior design of the units and building orientation will be addressed through Site Plan process.

Surrounding Natural Features and Heritage Resources

The surrounding area is developed and there are no significant natural features.

Environmental Constraints

Based on our review of the site and its surroundings, and the report on site decommissioning, there are no known environmental constraints, such as soil contamination or noise and vibration sources, which could adversely affect residents. The previous site owners, Thames Valley District School Board, excavated an area that was thought to contain a buried fuel oil tank. No tank was found upon excavation of the area; however, there was evidence that it had been previously removed.

Compliance with Official Plan, Zoning By-law, and Site Plan Control By-law

The applications being considered as part of this review are evaluated against the policies of the Official Plan, and Zoning By-law to ensure compliance prior to approval by the City.



London Plan Criteria

The London Plan also includes criteria for the evaluation of Planning Act Applications. Additional criteria not considered through the Official Plan have been highlighted here. The proposed development is consistent with the Provincial Policy Statement, and all applicable legislation, and

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is in conformity with the Our City, Our Strategy, City Building, and Environmental policies of this Plan. The proposal for a street townhouse development at this location meets the policies for the Neighbourhood Place type and Neighbourhood Street. There are no applicable guideline documents that apply to this neighbourhood. Municipal services are available, in conformity with the Civic Infrastructure chapter of the Plan and the Growth Management/Growth Financing.

The possible potential impacts on adjacent and nearby properties in the area and the degree to which such impacts can be managed and mitigated have been considered. From a traffic and access management perspective, although there is one access directly into the subdivision from Michael Street, the area is serviced by several streets that bisect with arterial roads, including Cheapside Street and Michael Street, Huron Street and Mark Street, and Highbury Avenue and Godfrey Street. Another direct access to the subdivision is not possible given the surrounding land uses. Additional street lighting and sidewalks will be required as part of the design of the subdivision to ensure pedestrian safety. It is not expected that additional noise or emissions will be generated by the proposed development.

As with any infill development, construction related impacts can be expected; however, the Applicant has indicated these will be short term. Every effort will be made to ensure that construction related impacts are kept to a minimum. Parking for the residents is planned on the individual lots, with some street parking being made available. The lots will be individually owned and garbage pickup will be carried out by the City. With respect to shadowing, loss of privacy and loss of views, the development is proposed to be two storeys in height, which will not have a substantial impact on shadowing. Fencing adjacent to existing homes will be required through the Site Plan Approval process which will help to address privacy concerns. Tree retention will be assessed through a tree presentation report as part of design studies. There will be no impact with respect to natural heritage, natural resources, or cultural heritage.

Holding provisions have been recommended as follows:

1. The 'h' holding provision is implemented to address servicing, including sanitary, stormwater and water, to the satisfaction of the City Engineer, and the entering of a subdivision agreement. This will be applied to all lands for development in the area. It will ensure that municipal services are available.
2. The 'h-147' holding provision is to ensure that urban design is addressed at site plan. A site plan will be approved and a development agreement will be entered into which incorporates the design objectives as identified by Urban Design, such as ensure orientation to the street and adjacent open space, in particular the end units located at street corners and the end units of Block 1 and Block 4 directly adjacent to Stronach Park.

Subdivision Design and Placemaking/Urban Design

The proposed subdivision design is consistent with the Official Plan policies in the general layout and arrangement of land uses. Staff are proposing a small redline change by adding a 0.3m reserve along the frontage of Block 5 adjacent to Michael Street, to ensure access to this lot/block will be oriented to Street A.

Sidewalks will be provided within the subdivision to connect to the pathway system on the Stronach Arena lands. The existing subdivision to the south and west does not contain sidewalks. There are two City owned walkways that previously serviced the school site. One is located at the northwest corner of the subject lands and one is located at the southwest corner of the subject lands. The existing walkways to the northwest will no longer be necessary as no safe walkway connections can be provided within the proposed development. The walkways to the southwest will be maintained by the City. Pedestrian linkages to the arterial road through the internal road network will meet the general objective of pedestrian connectivity and will allow easy access to transit.

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Based on the inclusion of a window street adjacent to Stronach Park, the City has agreed to carry out site improvements to the existing walkway within Stronach Park immediately east of the site. Additional screening will be installed along the west face of Stronach Community Centre to soften the blank wall.

A Stage 1-2 Archaeological Assessment (including Stage 3 cemetery boundary investigations) was completed for the subject lands adjacent to the cemetery property. Based on the recommendation of the professional archaeologist, there are no archaeological issues on site.

Placemaking Guidelines were adopted by the City to ensure livable communities and provide an identifiable character, sense of place, and a high quality of life for new subdivision development.

From a Placemaking perspective, the proposed subdivision will ensure buildings are located close to the street and will be architecturally articulated to provide an appropriate level of detail that will visually animate the streetscape. The Site Plan process will ensure that unattractive and uninviting features, blank building walls, low quality fencing, noise walls and infrastructure are not placed at the entries to neighbourhoods. The orientation of the buildings adjacent to the window street and park will promote an “eyes-on-the-street” approach to streetscapes and public spaces. A holding provision for design will ensure special attention is paid to architecture and landscaping at visually prominent locations such as corner lots, and lots facing onto public spaces.

Servicing

The subject site will be serviced by the extension of an internal road, accessed via Michael Street and will not be accessed directly from the arterial. The road allowance is proposed at 19 m which is a minimum requirement for local streets, and is sized to permit on-street parking and access by waste collection and disposal, and emergency services.

Municipal services, such as sanitary and stormwater, are available to service this site. The developer will be required to connect to the existing 200 mm sanitary and 300 mm storm sewers on Michael Street. The developer will also be required to connect to the 150 mm water service on Michael Street. As part of the Design Studies process, the applicant will be required to carry out a further assessment of services to demonstrate sufficient capacity to accommodate the addition of units without impact on the existing neighbourhood and confirm the detailed servicing strategy.

Additional issues raised

Student Housing

A large part of the concerns raised by area residents include the fear that this development will turn into student housing.

The City has taken many steps to improve housing within near campus neighbourhoods. Rental licensing, proactive enforcement, new development criteria, and limiting the number of bedrooms for types of development have all been effective in reducing the impact of student housing. It is recognized however that a large concentration of student housing can affect a neighbourhood in a negative way. Residential intensification is a key tenant of the PPS, the Official Plan and the new London Plan. It is an essential component of a City’s growth by ensuring efficient development that will take advantage of the existing infrastructure and services in the area. The development within an established neighbourhood helps sustain the financial wellbeing of the Municipality as no extension of services or additional land consumption is required. The proposal also provides an alternative form of housing at a slightly higher density than currently exists in the area. This helps minimize servicing costs by taking advantage of the existing infrastructure readily available to support the development of the site.

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The existing neighbourhood, although near Fanshawe College, has not seen a dramatic change to rental tenure. While there are rental units within the existing neighbourhood, they are a low percentage. The Applicant has indicated they would anticipate selling the dwellings to families, however, there is no way to control who purchases these dwellings.

Type of Development

Several concerns were raised about the type of development being proposed. Some individuals felt a condominium type of development would be a better fit within the neighbourhood and ensure a level of property management that is not present with individually owned homes. Others would like to see single detached dwellings, or a mix of single detached and townhouses. Still others indicated that a seniors residences would be the best use of land.

The proposed street townhomes are a housing form that already exists in the area. The proposed height of two storeys and density of 23 units per hectare is permitted within the policies of the Official Plan for Low Density Residential. This type of development meets the policies of the Official Plan and the new London Plan and is compatible with housing in this area.

Existing Infrastructure and Services

Many residents have indicated that the existing municipal services will not have sufficient capacity to service the additional dwellings. As well, several residents believe that the services in this area are combined (i.e. the sewer and stormwater are one pipe). Residents have indicated that during rainfall events flooding can be seen in various locations and on individual lots.

The Applicant has submitted preliminary information with respect to servicing for the development. As part of Design Studies, further information will be required to ensure development will not overload the existing services and that adequate capacity is available. If it was determined that any of the services were not adequate within the existing system to service this site, the applicant would be required to construct new services, or development could not occur.

Development Engineering has confirmed that there are no combined sewers in the existing neighbourhood.

Traffic and Pedestrian Movement

Concerns were raised about the amount of traffic that would be generated by this subdivision. Residents in the area are concerned about negative impacts on the neighbourhood in terms of increased traffic and safety from the additional units, and the lack of sidewalks on the internal local streets.

Residents currently have three ways to exit the neighbourhood – north on Mark Street to Huron Street, south on Michael Street to Cheapside Street, and west on Godfrey Drive to Highbury Avenue. None of these intersections are signalized. Several residents have suggested a fully functional traffic light be installed at the intersection of Michael Street and Cheapside Street, which would allow motorists and pedestrians to exit the subdivision at any time of day.

As part of this application, the Transportation Division has calculated a comparison of an elementary school versus single family (townhouses) using Institute of Traffic Engineers (ITE) trip generation rates.

	School (estimated at 25,000 ft²)	Single Family (76 dwelling units)
AM Peak Hr. Number of vehicles	In - 70 Out - 60 Total - 130	In - 7 Out - 33 Total - 40

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PM Peak Hr. Number of vehicles	In – 33 Out - 44 Total - 78	In - 41 Out - 23 Total - 64
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Overall the traffic volumes of the proposed development are projected to be less than the previous school volumes.

An additional access point for traffic cannot be accommodated on the adjacent Stronach lands as it would severely impact the functionality of the community facility. No further access is required for Transportation purposes or even from an emergency access perspective.

Typically, signalized intersections require higher traffic volumes than that which would be generated by the internal neighbourhood, including the traffic generated by 76 additional units. A traffic signal at Michael Street and Cheapside Street, for instance, will not meet the criteria to warrant signalization. This intersection would service a small area, and the traffic volumes will be too low to meet the warrant. The City can evaluate this intersection for a pedestrian crosswalk in the future. This year’s budget for crosswalks (2016) has been fully used, therefore if a crosswalk is warranted, the City will review and add to the list of potential crosswalks for future installation.

Sidewalks can be added to streets in existing neighbourhoods in one of two ways:

- Local improvement - where the community is assessed the value of the sidewalk and it is constructed and the cost associated with it is added to the individual tax bill; or
- Warranted Sidewalk Program – the City has this program to introduce sidewalks on streets which do not have sidewalks. With a limited annual budget, the City will evaluate various locations and schedule works based on relative scoring. This program does not cost the residents any funds, but can improve the safety in the area. The City has a long list of locations, but this area may be a candidate site once an evaluation has been completed.

Staff have asked the Transportation Division to assess Michael Street to see if it may qualify for the addition of sidewalks in the future.

Site Plan considerations

Questions related to fencing, tree retention, garbage pick-up, building form and height were also raised. This application will require Site Plan Approval to ensure these issues are addressed. Privacy fencing will be required as part of site plan approval. As well, the h-147 holding provision will ensure building orientation, the building form and materials used are attractive and fit within the context of the neighbourhood.

Loss of Parkland and School

Some residents feel that the City of London should have done more to stop the closure of the neighbourhood school, and should have purchased the former school to be kept as park space.

In August, 2014, a report from the City Treasurer to Corporate Services Committee recommended that the City take no action on the purchasing of the Huron Heights Public School. When the City was notified of the Realty Services circulated a Property Inquiry Liaison to all civic departments including UTRCA, London Hydro, London Transit and London Police on July 9, 2014 to identify any existing or future municipal need. Parks and Recreation had expressed the desire to retain the use of the baseball diamond located at 1245 Michael Street if at all possible and if cost effective. Realty Services solicited feedback from the TVDSB as to whether consideration would be given to a partial disposition of the site. The TVDSB indicated that a partial disposition would not be considered. It was therefore recommend that the City not purchase the site, as there was no source of financing and there was no need to acquire the entire site.

On street parking

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Planner: Nancy Pasato**

The proposed lots will have small frontages that makes on street parking problematic. However, a parking plan will be required through Design Studies to try to maximize on street parking spaces for the residents.

Removal of Trees and Street Trees

Residents were concerned over the loss of trees on the site due to development. As part of the conditions of draft approval, the applicant will be required to provide a tree preservation plan. This will ensure edge trees will be protected and retained during construction of the subdivision. As well, the City will require monies from the Applicant in order for the City to install street trees within the City boulevard for Street A.

Construction Noise and Traffic

The impact of construction traffic was a concern raised by neighbourhood residents. Unfortunately there is no ability to provide an alternate routing for construction vehicles. The City has a by-law to ensure that construction traffic and associated nuisances (noise and dust) does not impact residents by limiting construction to certain times of the day, watering to suppress dust if required, etc.

Red-line changes to the plan

The only redline change proposed to this draft plan is the addition of 0.3 m reserve along the frontage of the site adjacent to Michael street. This will ensure access to the subdivision and lots will be via Street A.

CONCLUSION

Approval and development of these lands is consistent with Provincial Policy, the Official Plan and the recently approved London Plan. The recommended redline draft plan and conditions of draft approval will ensure a compatible form of development with the existing neighbourhood. Overall, the redline draft plan of subdivision with associated conditions represents good land use planning and is an appropriate form of development.

PREPARED AND RECOMMENDED BY:	REVIEWED BY:
NANCY PASATO MCIP, RPP SENIOR PLANNER, DEVELOPMENT SERVICES	ALLISTER MACLEAN MANAGER, DEVELOPMENT PLANNING
REVIEWED BY:	SUBMITTED BY:
TERRY GRAWAY MCIP, RPP MANAGER, DEVELOPMENT SERVICES & PLANNING LIAISON	G. KOTSIFAS, P.ENG MANAGING DIRECTOR, DEVELOPMENT & COMPLIANCE SERVICES & CHIEF BUILDING OFFICIAL

January 11, 2017
NP/

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Planner: Nancy Pasato**

Michael Street (NP)\report 1245 Michael.docx

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Responses to Public Liaison Letter and Publication in “The Londoner”

Telephone Responses

**Joe Secord
96 Susan Avenue**

- Concern – this will become Fleming Drive
- Possible student ghetto
- Too many requested changes the by-law
- Single family detached would be ok
- Will affect property values in area
- Traffic volume if only one street in and out
- No sidewalks in area

**Myra Maclean
176 Irving Place, N5V 2H9**

- How many houses can be built of only one access?
- Can emergency vehicles access the units?
- What about on street parking?
- If this development were a condominium there would be more controls
- Concerns over students/another Fleming Drive
- If by-law limits to 3 bedrooms what is to stop additional bedrooms being added?
- Can an existing 5 bedroom home be rented out for 5 bedrooms?

**Jean Sturdy
1248 Michael Street**

- Oppose application
- Only one entrance into the development will create traffic and chaos on the internal roads
- Old infrastructure – old sewers can't handle the additional people
- Noise generated by more people
- Possible students and rentals
- Area is too small for so many units

**Evelyn Thomas
228 Irving Place**

- Questions on how to send comments to all of Council
- Can I send letters for neighbours as well?
- School had 400 students, 5-6 buses a day and cars, then over by 4pm
- 76 townhouses multiply by 3 cars each equals 500 cars a day
- Is there no other options for access?

**Joe Tornabuono
1183 Michael Street**

- Michael Street is already busy, addition of units will make it worse
- Worried it will become student housing
- Property values will plummet in area
- No sidewalks makes it dangerous for pedestrians already
- Was a great neighbourhood don't want this disrupted

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**File: 39T-16506/Z-8664
Planner: Nancy Pasato**

Written Responses

**Bevin Ashton and Claire Cyr
130 Mark Street**

My partner and I recently moved into the Huron Heights neighbourhood backing onto an elementary school, now intended to be developed into town homes by Wastell Builders (at 1245 Michael St., assessment number 030400041000000). We are extremely upset about this change to the land usage, as our home currently backs onto a beautiful green space for the community. This will not only impact the view in our yard, but the countless people who enjoy this green space daily, walking dogs and enjoying the outdoors with their families.

We are also concerned about the technical aspect of this development. Our road will be one of only two access points for the builders and residents of the proposed units, which will cause considerable increase to the traffic on what are now quiet streets with no sidewalks. As this is an older neighbourhood, we are concerned about the infrastructure as well. Is the plumbing, electrical and roadways equipped to deal with such a large increase in usage?

There are endless possibilities for the use of this land that will benefit the people of London more than a few extra townhouses. More green space, trees, daycare, walking/biking trails, schools, splash pads, dog parks, or playgrounds are just a few of the options.

They call London the Forrest City for a reason. Let's keep it that way.

**Margaret Ceneviva
79 Hawkesbury Avenue**

Please note my objection to the proposed townhome project by Wastell Homes behind Stronach Arena. I completely agree with the petition being circulated in Huron Heights and strenuously object to the disruption of Phase 1 Huron Heights due to the expected traffic and possible student noise. It is a well-established neighbourhood with many senior residents who do not wish to be confronted with the expected noise and traffic. I know in my neighbourhood when people buy homes to rent out it frequently causes disruptions and disputes.

**Mike Roi
5 Irving Place, N5V 2H6**

(Email 1)

We seem to continually fight to keep our neighbourhood free of poorly kept properties/absentee landlords, students with disregard for cleanliness, noise considerations and sometimes outright rudeness. The layout of our streets already lend to excessive speeds through neighbourhood, with drivers feeling like it's a racetrack...the proposed addition of so many houses are sure to add to the issue. I understand development must happen, the land can't sit empty, and ultimately is all about the mighty dollar, but as a longtime resident, am absolutely opposed to and will fight actively to see a better solution.

(Email 2)

...a few questions would be how development is going to blend in with Stronach green areas, single family or townhomes as well? Price points? Townhomes, lower priced/multi bedroom units tend to attract landlords hoping for student rentals...and as well how traffic flows out of development.

**Christine Gray
935 Country Club Place, N6C 5R5**

(Email 1)

I see the proposed Michael street townhouse plan as a future student ghetto!

The plan calls for an increased lot coverage to 45% up from the regular 35% with a minimum side yard depth of 1.2 metres rather than the required 4.5 meters. Far too much coverage in a

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**File: 39T-16506/Z-8664
Planner: Nancy Pasato**

traditional neighbourhood such as we now have. I would be more open to a mixture of single family homes and some townhouses, far fewer than the proposed 76 townhouses.

I propose we ask Wastell to rethink their proposal. Michael Street and Irving Place would have the brunt of the increased traffic which would certainly change the tone of the quiet neighbourhood we now have.

We own two homes on Irving Street and this many town homes would definitely decrease the value, the neighbourhood would be changed in a negative way.

I do hope you share similar concerns for this neighbourhood.

(Email 2)

Upon further thought I am wondering if you have answers to my following questions:

1. Are the proposed townhomes rentals or for individual sale? If they are rental, is the street city owned or is it part of the complex?
2. Parking? It is difficult to tell by looking at the concept Plan but to me it looks like parking will be in the back of the units. If this is true and students rent the units I can see the tenants using their front yards as a meeting place. I believe this will lead to "street" type parties which would be problematic.
3. Can you please clarify for me the intended number of bedrooms in the unit? Will there be egress windows in the basement that would permit the addition of more bedrooms than intended?
4. If these townhomes attract Fanshawe students the number of students crossing Cheapside Street at Michael will increase dramatically. Perhaps it would be wise to propose to the city they consider a lighted crosswalk on this corner to assist students crossing Cheapside. Cheapside is getting busier, and traffic exiting Fanshawe comes far too quick for someone trying to cross safely. Let's be proactive rather than reactive after someone gets hit.

Thank you for clarifying the above for me.

**Ron Grootjen
121 Mark Street, N5V 2G8**

My thoughts are if they want to do town house style buildings they should pursue access from Huron or Sandford Sts. If Michael St is the only option for access they should build single family homes consistent with the immediate area.

**Jim Hale
1407 Beckworth Avenue**

As a resident of Ward 3 Huron Heights I am strongly opposed to the Wastell development plan behind Stronach Arena.

The loss of the valuable green space would be a terrible loss for us longtime residents of this area.

The additional stress on streets, water, sewer etc would also be problematic as well.

I hope you will side with us residents to oppose this project.

**Pauline House
189 Irving Place**

Well I have to say after listening to some of our residence I am shocked that we did not know that we had only till Feb then the building would begin. Do you not think Mo that this should have been mentioned at the very first meeting or was it something that was being kept from us?

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**File: 39T-16506/Z-8664
Planner: Nancy Pasato**

I would like it Mo if you could tell us when the next meeting are in advance so we can get flyers out as I am sure you could tell from the meeting that we are all against this development going in but somehow I have a gut feeling that it is going to happen whether we like it or not.

Feel free to pop by Mo on the weekends so you can actually see and feel why we hold back on this decision of townhouses. You will see what it feels like to be woken up and have the bar crowd land next door. We have NOT had a solid night's sleep from Friday to Sunday since students moved in next door with car doors slamming, screaming their drunken good bye, loud talking and laughing etc etc but Mo don't come before 2 AM because the party doesn't get started until then and any time before that they are just warming up. Yes it's true they have improved from not having over 100 people attend but we have a regular party house and flop house every weekend. I only hope this weekend they will all go home for Thanksgiving. This house next to me is bringing negative reaction to anyone other than landlords who is looking to buy. Ya I can see this new development putting us on the map just like Fleming.

**Francine Jones
102 Goldwick Crescent**

Have just been informed of wastell homes wanting to build behind stronach community centre. I have lived in this neighbourhood for 54 years. This is a Good neighbourhood. I have seen many changes. And I strongly believe more building in this green space behind stronach is not a need. There is several town homes empty and trashed facing north on the south side of Huron street near Sanford street. How much more can these sewer and storm drains take. There is issues now.

**Myra Maclean
176 Irving Place, N5V 2H9**

(Email 1)

Thank you so much for responding to my telephone call yesterday.

I don't wish to be a nuisance but I have a feeling I may become one of your nightmares! I think I may have misunderstood your explanation of "grandfathering a property" and would appreciate clarification please. We discussed the Notice of Application by Wastell to build 67 town homes at 1245 Michael Street and I understood that with "new builds" a landlord cannot add bedrooms as rental rooms, and new owners of existing properties area also not allowed modifications to be used for rental purposes.

I understand that a stop work order was granted at 184 Irving Place because the new owner did not get a Building Permit. Is this correct please? Does this mean that in order to increase the 67 town homes from three to five bedrooms all that is required is for the home owner to apply for a building permit.

I know you referenced the latest Near Campus Neighbourhoods Strategy Review but even though I consider myself to have a modicum of common sense and reasoning, I have very little understanding of what the latest amendment was all about. Way too complicated with all the references to Section 3.5 19.3, Planning Act 1990 R.S.O c.P 13 etc for my brain to understand. Any chance those of us interested in our neighbourhoods could receive a version translated into everyday English please?

I appreciate you taking the time to consider my concerns Nancy, and hope you understand that I recognize that your position is one of following prescribed procedures. But I also hope you understand that I care about diversity in a neighbourhood, and unlike absentee landlords who see only dollar signs in our homes, the residents of this neighbourhood care about their neighbours and their quality of life. Before I start my rant, may I extend my thanks and appreciation to the London Police Department on the excellent response and calm, professional manner in which they dealt with what could have been a potentially serious situation. With the amount of young people involved, presence of alcohol, and number of cars at the scene there was definitely the possibility of a riot with property and personnel adversely affected.

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**File: 39T-16506/Z-8664
Planner: Nancy Pasato**

(Email 2)

At approx 11.15 p.m. screeching of tyres was heard, people exiting cars using all kinds of profanity and the orderly, calm of Irving Place was disrupted by these inconsiderate, entitled young people on their way to crash a party at 193 Irving Place. There must have been around 100 individuals arriving in the space of about 10 mins and the words that come to mind upon viewing the commotion was a "swarm of loud mouthed, obnoxious youth."

When are we as residents going to get some resolution to this "us" vs "them" situation. How long do we have to wait whilst city departments debate, and try to placate us with inane solutions? From a residents perspective I feel we are entitled to far more consideration than we presently receive. Suggestion.....EVERY absentee landlord should be charged at least \$5000.00 per year for the opportunity to run a business. Purchasing property to rent out for income is, in essence a business is it not? Furthermore, anytime an issue that police deem as problematic involving students, should involve a fine, not only to the home owner but also to the college or university.

We have a strong neighbourhood connection in Huron Heights and value diversity in our residents. We are not unreasonable. Most of us have enjoyed parties, and boisterous times with our own teenagers but we have taught our families to be respectful of others. Should we not be entitled to that same level of respect from "visitors" to our neighbourhoods.

Suggestion.....ALL first year students MUST live in supervised accommodation, a charge of \$5000.00 per annum levied on all absentee landlords and the proliferation of absentee landlords addressed before this neighbourhood becomes another Fleming Drive. Oh and one more thing.....we need to re-visit the plans for 76 town homes in a new sub division at the end of Michael Street. We have enough problems without adding another 76 would-be student rentals.

(Email 3)

As was obvious by all comments from attendees, residents are totally against this proposed development because we feel it has all the hallmarks of another Fleming Drive. Apart from a few problem landlords our sub-division is coping well with rental properties. Would we prefer more single families and children....absolutely, but this is 2016 and times have changed from the inception of this sub-division. This improvement has been achieved by added bylaws and their enforcement, neighbours who work well with landlords and residents who follow up on issues. Might I add that Pauline, who has been instrumental in bringing about a great many of these changes has a real challenge with her next door neighbours. I would not presume to speak for others but might I suggest that a grave concern is that all the homes in the proposed new sub-division will be purchased by landlords, and without any owner occupied homes who care about the area, we have the propensity for unruly behaviour to go unchecked until a serious situation arises.

I recognize that the present boarded up school must be demolished, but would ask that we brain storm with Wastell and try to find an alternative. Am I correct in my thought that the original R1 designation was Single Family owner occupied homes. I think I know the answer but I'll ask the question because it would be the absolute best scenario for this proposed sub-division. Return R1 zoning to the original designation for this NEW subdivision and voila ...problem solved for both Wastell and all residents.

**Allan & Lynda Mahon
37 Goldwick Crescent**

I trust you and your fellow councillors will make the correct choice on behalf of the citizens of London, particularly Huron Heights regarding the proposed 76 Town house development in the old Huron Heights public school property.

If you would consider the following comments, derived from the information shown on Wastell Homes, 76 Townhome propose drawings.

1. A single road entrance is unsafe and restrictive to local traffic and access for Fire and rescue vehicles.
2. Too high density.
3. Proximity to Fanshawe College will draw large student population.
4. The plan is a complete departure from the City of London subdivision plans.
5. Plan is an obvious attempt to maximize profits.

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**File: 39T-16506/Z-8664
Planner: Nancy Pasato**

6. The layout and single road access is identical to Fleming Drive layout.
7. The complex will attract low income and no income tenants.
8. The area already has more % basement and absentee landlord properties than similar subdivisions.

The area would be better served if the property was used for single family homes. Please say no to Wastell!

Stephanie Marsh
1192 Portland Street, N5V 2L3

My concern is the size of the proposed project. It truly seems like too many units for the area. We live on the other side of Stronach and I worry about the traffic all around the area, not just on Michael Street. Though how that street could handle the traffic is beyond me. It is a nice quiet neighbourhood, and it would be ideal for it to stay that way. Even if it was not occupied by students, (which it likely will be), that amount of population on our area would be too much. If it did get rented out to students, look at Thurman Circle as an example of current housing conditions.

Thanks for taking the time to reach out to the area and I hope this can be a spot put to good use and not become an eye sore for Huron Heights.

Cynthia McNorgan
1218 Patann Drive

(Email 1)

I have a few concerns about the redevelopment of Huron Heights School property. I am a long time resident of the area in question:

1. How could the school be sold to a developer without the community being notified?
2. Our subdivision has many very long time residents like myself (54 Years and counting) who in the next few years will be moving and the subdivision will again be families with children who need a school. I am very disturbed that our local school is to be razed which will no doubt have an effect on our property values.
3. The proposed development will no doubt attract Fanshawe students and we can look forward to another Fleming Drive situation, especially as the surrounding park land will attract a lot of people.
4. Said parkland will be reduced considerably.
5. Traffic on Michael Street will increase considerably, and access to Huron Street will affect other streets in the subdivision - Patann Drive, Mark Street especially.
6. I am in favour of the zoning amendment to a community facility (CF2) and sincerely hope that will be the final decision.

(Email 2)

Further to the facts about our sewage system in this area, I know for a fact (from my experience with back-up and plumbing work done) that my house at 1218 Patann Drive had only one pipe for both sewer and grey water. I can't be the only one as I believe it was the way it was done in 1959-1960 when the subdivision was built. I was very concerned when you told me that city engineers stated that we had dual systems. You said you would check this out for me. I would be happy to have a visit from someone in the engineering dept to discuss this matter - also the fact that a heavy rain creates a flood on my corner and the drain has a very large amount of water coming from two directions (from Michael street to my corner of Mark street and down the north part of Mark street to Mark & Patann. There should be more drains to deflect some of this water. I have felt some of my back-up problems could develop from this flooding.

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**Ruth Perkins
1 Susan Ave, N5V2G1**

I have lived in Huron Heights near the former school property for 30 years. I plan to be here for another 20. My neighbours and I have serious opposition to your planned subdivision development. Here are some of our concerns.

1. Any large development will ruin the recreational enjoyment of Stronach Park.
2. We do not have sidewalks and the traffic that will be created would be significant, creating dangerous situations for pedestrians.
1. We have had to be diligent for the last 10 years in dealing with student housing issues as rentals are often neglected and affect our property values negatively. Added housing that close to Fanshawe College is sure to add unwanted absentee landlords, and more student problems.
2. Infrastructure ie sewer systems are already compromised due to age, and added housing would cause further problems.

**Catherine Reeves
69 Mark Street, N5V 2G7**

(Email 1)

In regards to the application for the draft plan of subdivision, I would like to provide my concerns regarding the proposed development and zoning bylaw amendment dated August 8, 2016. Please take the following under consideration for the proposed development.

1. Firstly, I am truly disappointed that only a select few property owners within the current planning district, Huron Heights, were notified by direct mailing of the proposed development and opportunity to provide comments by September 22, 2016.
2. As proposed, currently there is only one street allowing entrance and exit to the property. Will this impact the response of emergency services and any need for evacuation of the area or other services?
3. Does the current infrastructure (sewer, storm drains, etc) meet the requirements of the proposed development? Huron Heights has recently undergone improvements. Did these improvements incorporate any proposed development on the subject lands, or will additional works be necessary?
4. It appears the developer is requesting a reduction on setback allowances. There is no instance where this should be allowed, especially if there is the possibility of encroachment on public lands and green space and increasing the density of a proposed infill development. As such, will proper fencing be installed by the developer within the boundary of the subject property?
5. If a development of 75 street townhouses were to be permitted on the subject site, this would increase the number of inhabitants, amount of vehicles, and alternative modes of transportation within Huron Heights including pedestrian traffic. Previously, when the school was open, there was an increase of vehicular traffic during peak times, specifically during rush hours and school pick up and drop off times. I had timed my exits during peak times and it would take a minimum of 20 minutes to leave the planning area from any of the 3 exits. How would this proposed development impact the flow of traffic? And what would be done to improve the flow of traffic out of Huron Heights?
6. Additionally, there are no sidewalks within Huron Heights. Presumably, the proposed development would increase the amount of pedestrian traffic within the planning district. Currently, pedestrians walk side by side across the roadways and barely move to the side when vehicles approach and pass. These pedestrians also cross Cheapside as they exit Huron Heights from Michael St. With increased traffic and pedestrians, this exit will become more troublesome. Subsequently, it is probable that pedestrian traffic will increase throughout Huron Heights due to exercise, and to exit the planning district to reach amenities and access public transit.
7. Several of the current pedestrians are inconsiderate, examples include not picking up after their pets, discarding their garbage, trespassing, theft, and disrespecting current property owners. This leads me to question the continued safety of the neighbourhood, as it has been relatively safe for individuals to walk alone at night.
8. I also have concerns regarding pedestrian and alternative modes of transport in the winter months as the roadways within the planning district are intermittently plowed, leaving them

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covered in snow and ice generally making it difficult and somewhat hazardous to walk safely throughout.

9. Will the proposed development incorporate community mailboxes and have they been properly incorporated into the draft plan?
10. Several of my neighbours and me consider this neighbourhood to be quiet, family oriented and safe with long term residents. We would like to continue to see it remain as such, a safe and respectable area with responsible landowners considerate of their neighbours.
11. My fear is that the proposed development would lead to the devaluation of the current neighbourhood with transient and low income individuals moving in, especially if absentee landlords are not held accountable.

I understand the desire to develop and infill the closed school property, however, I would like to offer the following preferred options to the proposed development, which would integrate well within the current planning district.

Employ SMART Growth, Energy Efficient techniques and Low Impact Development alternatives to:

1. Develop detached single family homes similar to those currently existing within Huron Heights, such as 2-3 bedroom units limited to either 1 or 1.5 storeys, with similar lot sizes. Include an option for income suites for owner occupied dwellings only.
2. Develop a mature or adult oriented 2 bedroom bungalow style condominium complex that would include a community building/centre with a therapy pool. A similar complex is present in Summerside.
3. Develop a 2 storey maximum apartment complex for mature adults or seniors, also incorporating a community/common area and therapy pool with access for community members.

I believe these alternatives would blend better with and be in keeping with the current planning district and neighbourhood. It should look as though it has always been there, not an afterthought.

If these preferred options become the approved plan of development, the developers should provide the current property owners within Huron Heights the first right of refusal to purchase within the development.

I also believe that there was a missed opportunity for the City of London to purchase even a portion of this property if not all and incorporate it into Stronach Park and allow for future expansion of the facility. Specifically, an accessible heated therapy pool is lacking in the east end especially with the closure of the pool at St Joes hospital. A year round pool would also make a great addition to the community area.

It is unfortunate that the City of London did not canvas the landowners within Huron Heights and neighbouring communities to determine the best use and options for the development of the subject property prior to the developer purchasing the property.

Based on the information provided in this letter, I believe the proposed Notice of Application for Draft Plan of Subdivision and Zoning Bylaw Amendment is NOT suitable for the Municipal Address 1245 Michael Street within the Planning District of Huron Heights. Please forward my concerns and preferred alternatives to the Planning and Environmental Committee of City Council for their consideration.

(Email 2)

In regards to the application for the draft plan of subdivision, I have additional concerns regarding the proposed development and zoning bylaw amendment dated August 8, 2016. Please take the following under consideration for the proposed development.

1. It is evident that there is a flaw in the planning process because the public meeting on October 6, 2016 was held after the official date of September 22, 2016 to provide comments to the planning department. Is it any wonder that the public believes their efforts to provide comments will be futile? Several members of the community were unable to attend and provide comments within the specified time.

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2. The audience was left feeling as though their concerns were not addressed and the answers were not specific enough, just providing lip service to a “done deal” and stating the current policies and procedures. For example:
 - a) Several people mentioned their concern for the response of emergency services mainly due to the one entrance and exit to the proposed development. The response was it is the same as other streets within the city. Further to this; have any emergency service vehicles had to navigate through the traffic parked on both sides of the streets within the subdivision?
 - b) The concern for whether the current infrastructure (sewer, storm drains, etc) would meet the requirements of the proposed development was also mentioned several times. The response from the city engineers was that 75 townhomes would have the equivalent use as the elementary school had and was sufficient as is. What would happen if all those in the proposed 75 townhomes decided to do their laundry and run their dishwashers at the same time? This in all likelihood would not happen, but, please have the engineers tell us how this is similar to the use of an elementary school.
3. The plan for development is suggesting that the current parking lot for the school would be transformed into park space. However, the city said that Parks would like to retain it to return it to future overflow parking for Stronach.
 - a) It would be best to maintain any of the remaining 8 acres of open space as park rather than attempt to restore compacted soil, only pave it again later. Are there any significant areas such as memorial trees etc within the current school property? Perhaps that would be better suited to maintain as a park area. If not, perhaps adjacent to the cemetery and incorporated into the north walking path is a solution.
 - b) We all know this parking lot would be used as overflow parking for the proposed development and others in the neighbourhood. When modifying this lot, ensure the use of porous surfaces and low impact development techniques.
4. Since the City had little regard for the need of improving Stronach Park, were there any considerations given to other adjacent landowners specifically, the cemetery. Would there be a need to increase their lands? What are the future needs/life span of the Beacock Branch of the public library or other nearby municipal facilities?
5. The proposed development leaves the current path at the north end of the property in question whether it would be left or removed. It should remain as a viable option to walk to Stronach based on the current issues with pedestrians and lack of sidewalks.
6. The audience was astonished when the developer admitted to having not even considered the influence from Fanshawe college when purchasing the property for development. What else wasn't considered? Based on expectations for the development, perhaps, the current owner should conduct further research into property values within the area as it is not the same as north London or Victoria on the river amongst other issues.

Based on the demographics of and the comments provided by the audience; I would like to reiterate preferred options for the property with some modifications that would integrate well within the current planning district and community needs.

1. Develop detached single family homes similar to those currently existing within Huron Heights, such as 2-3 bedroom units limited to either 1 or 1.5 storeys, with similar lot sizes to existing properties. Include an option for 1-2 bedroom income suites for owner occupied dwellings only, since we all know this could happen and this may be the best way to regulate it, from the beginning.
2. Develop a mature or adult oriented 2 bedroom maximum bungalow style detached freehold complex that would include a community building/centre with a year round therapy pool. There are similar complexes located in Tillsonburg where they only allow 2 people to live within each home.
3. Develop a 2 storey maximum 1-2 bedroom unit apartment complex for mature adults or seniors, also incorporating a community/common area and therapy pool with access for community members.
4. Develop the Wastell wing of Stronach Park with an aquatics wing, open access therapy pool, walking track and library. This would be similar to the Y in north London and there is an example of a modified pool in Collingwood (Centennial Aquatic Centre). If the city is interested in community connectiveness, this could go a long way in achieving that rather than having to drive across the city to reach specific amenities.

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5. Develop a combination of the above, by adding to Stronach (squaring off the property lines), place the park at the north end of the property with walking path and extend Micheal Street to a no exit, with detached single family homes.

Perhaps, one and preferably number 5 would provide a viable alternative to the proposed development.

If the developer does not expect that any of the proposed alternatives would yield the desired return (which might possibly be the result of the current proposal anyway), then perhaps the developer should have completed their due diligence investigating the property prior to purchase.

Once again, it is unfortunate that the City of London did not canvas the landowners within Huron Heights and neighbouring communities to determine the best use and options for the development of the subject property prior to the developer purchasing the property. Was any information gleaned from the community survey completed earlier this year? There seems to be a void in planning and development priorities and the current and future needs of the community.

Based on the information provided in this letter and my previous letter, plus the show of hands opposing the development at the end of the meeting, I believe the proposed Notice of Application for Draft Plan of Subdivision and Zoning Bylaw Amendment is NOT suitable for the Municipal Address 1245 Michael Street within the Planning District of Huron Heights. Please consider my concerns and preferred alternatives prior to your vote on the proposed development. I look forward to hearing a resulting NO VOTE to this application.

**Robert Sexsmith
120-1231 Sandford Street N5V 2J8**

(Email 1)

Have they set a date for the planning department to have a public hearing on the Huron Heights change to Residential Housing?

With 76 housing units at about 3 bedrooms that can be more but with 3 people to a unit the total would be 228 people plus. With about 1.5 cars. I would ask:

1. Where do they send children to school, and do they have more than the local schools to handle. Has the School board said anything about this?
2. I know that the one road out to Huron or Cheapside St is old and does not have the sewer ability to handle more flow, nor can it handle the storm water runoff.
3. What is the height of the unit to be built? Will we lose the small wooded area that is on the South side of the present parking lot for the school? Do they know that there is underground stream in "open space" that floods the ball diamond and runs around between the garbage area of Stronach?

(Email 2)

Here is the list of issues/comments we discussed for 1245 Michael Street.

1. I know is that the ground get very wet at the garbage cement area and go over towards the school.
2. Homes built in the 50's & 60's had only one hook up to street services.
3. When we built Huron Pines and Gethsemene that we had to go up Huron St to past the cemetery to hook up to things.
4. There is/may be an underground stream that transects the property.
5. There is regular flooding on the Stronach property adjacent to the subject site.
6. There is a watershed map that shows where stormwater flows go.
7. It's a combined sanitary/storm service in this area
8. Where do the services connect?
9. Did the Record of Site Condition sign off on this site that it has been cleaned appropriately?
10. They should use impervious surfaces for stormwater/infiltration
11. Peak water events will cause issues
12. Where will students go if there is no school nearby?
13. Garages are located to the rear in this neighbourhood
14. This neighbourhood needs age friendly one floor bungalows
15. Keep all trees near the playground and on the perimeter

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- 16. Not opposed to development but needs to be the right fit
- 17. Cost for the units is too high for the area
- 18. Will sump pumps be used in the new units?
- 19. How will parking work? It needs to be flush with the house/no snout house

**Jon Sutherland
119 Susan Avenue**

This is in regards to 1245 Michael Street the former Huron Heights F.I. P.S.

The building of 76 townhouses in such a small area will have a multitude of negative effects on all aspects of our neighbourhood. Including:

- 1. With this neighbourhood being around 60 years old the sewer and water infrastructure could not handle the extra load from 76 townhouses. Its a known fact that every time it rains every sewer on Patann Drive overflows onto the street. Adding to this is a ridiculous idea.
- 2. Another Fleming Drive fiasco. There is no way Wastell is building these townhouse for families so lets just say it openly, they are building for the students. This presents a whole lot of extra chaos the builders don't care about, and that the surrounding residents have to deal with. With such a small and confined space there is going to be a large student presence which will turn into another fleming drive.
- 3. Building at the very back end of a neighbourhood now means a lot more traffic will come in and out of our subdivision. Not to mention the ridiculous and dirty construction traffic. This poses a risk for not only children playing but the many senior residents in the neighbourhood. You see there isn't any sidewalks in the whole neighbourhood! When you add low-income or student townhouses you get more idiots that can't drive and want to blast through the subdivision as fast as they can.

I cannot express my utter disappointment in City Hall for allowing this to get this far. You really want a dense student population at the end of a subdivision?!?! Use your head. If any single board member actually lived here you would see how nice and peaceful it is. Protect us!

**Evelyn Thomas
228 Irving Place**

Hello: I am writing to you in objection to the new subdivision on Michael Street, London Ontario.
Re: 1245 Michael Street.

I am objecting to this new subdivision for the following reasons. One way in and the same way out. The traffic is going to be terrible. 76 new homes x 2 cars per family makes 152 cars daily, several times a year. I am really concerned that landlords from Toronto buying and renting to students. The cars will double if this happens. It is not fair that you do this to the residents of Huron Heights who have lived here for 50 years. We have taken good care of our properties, paid taxes for 50 years!!! Now you are going to invade our subdivision with all these houses.

There is going to be stress on the sewers. I am so upset. The trucks will be coming in like an army back and forth back and forth. So much dirt and dust.

I doubt you will take care of us and sympathize with us because I don't think you really care. It is all down to \$\$\$\$\$\$ for the city.

I register my opposition to this subdivision as do all of the people in the Huron Heights subdivision.

Apologies for not being able to come to the meeting but we wanted to forward you our thoughts on the matter so that you have our opinion.

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File: 39T-16506/Z-8664
Planner: Nancy Pasato

**Rob and Ashley Wilson
42 Susan Avenue**

We bought our house at 42 Susan Ave to be our forever home; to build our life together and to raise our future children in. We bought it because the neighbourhood is fantastic and we couldn't ask for better neighbours. In our subdivision you have a close and small town feel between neighbours and that means so much to us. This will be destroyed with more student housing with the Traffic, waste and electrical needs would come along with it coming into the middle of our subdivision.

We all know what happened and what happens every year on Fleming drive with the mass amounts of students there every year and we cannot justify raising my future children in the new Fleming drive.

We truly begging that they not be allowed in so that we don't have to leave this amazing area and move from our home.

**Larry and Avis Kilpatrick
142 Mark Street, N5V 2G9**

LARRY & AVIS KILPATRICK
142 MARK ST
LONDON ON N5V2G9

FILE 39T-160506-1245 MICHAEL ST



TO MANAGER OF DEVELOPMENT SERVICES,

We do not approve of the proposed plan as drafted at present 76 2-story town houses. This plan proposes using the present infrastructure of Phase One Huron Heights storm sewers, sanitary sewers, and hydro if the plan includes using the present lines. Increased road traffic will occur on the only entrance and exits in the subdivision. Additionally there will be water mains that are compromised. There will be an increase in 35-45% or greater of land use. Which means more population on a subdivision that was built for the houses that are currently there. The present Phase One Huron Heights has approximately 325 one-story three-bedroom houses. The 10 houses on Mark St. are planned to back onto 20 2-story town houses with the present plan. These houses should blend into the existing subdivision being 1-story three bedroom townhouses. We wish to appeal this plan:

- The environmental contamination under Huron Heights French Immersion school should be validated by an independent contractor
- There is an alternative route for infrastructure out to Sanford or Cheapside
- The new townhouses being built should blend into existing roots that the community living there has currently

I would like to see the Ontario Municipal Board involved.

SINCERELY,

Larry A. Kilpatrick

Avis M. Kilpatrick

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**File: 39T-16506/Z-8664
Planner: Nancy Pasato**

Sept 15/16

LARRY & AVIS KILPATRICK
142 MARK ST
LONDON ON N5V2G9

FILE 39T-160506-1245 MICHAEL ST



TO MANAGER OF DEVELOPMENT SERVICES,

We would like to be notified of the decision changes to the proposed plan:

1. Changes to infrastructure to be connected to Phase One of Huron Heights
2. Environment concerns of construction in and under Huron Heights Public School
3. Any open meeting at City Hall about zoning by law changes and City Council meetings of all of the above

SINCERELY,

Larry A. Kilpatrick

L.A. Kilpatrick

Avis M. Kilpatrick

Avis M. Kilpatrick

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**File: 39T-16506/Z-8664
Planner: Nancy Pasato**

Larry & Avis Kilpatrick
142 Mark Street
London, ON N5V 2G9

September 5, 2016

File Number: 39T-16506-1245 Michael Street



To Environmental and Engineering Services Department,

1. This concerns R4-4 * zoning infrastructure of Huron Height Phase (1) proposed plan using current infrastructure sanitary sewers not designed to handle 76 new town houses. Storm sewers already overflow with heavy rain. Water mains are compromised by cement lining. Hydro if planning to use present lines, street lighting Phase (1) not bright enough. There are no sidewalks and this development will increase traffic. There is no stop light at Michael street and Cheapside street.
2. Environmental concerns: Huron heights school phase (1) is contaminated in the ground under the school. The heating oil leached into the ground. There is also the concern of asbestos in the school. I would like to see an independent contractor assess the clean up to ensure the clean-up is done properly.
3. My alternative recommendation for this proposed plan is to design this new subdivision with two subdivision outlets for infrastructure. Access through Sandford street through Stronach as well as access through Irving through Cheapside.

I do not approve of the proposed plan. I am opposed to 35% to 45% or greater of this land use. I feel this plan is a disaster about to happen. Fleming drive is an example, with one way in and one way out. I look forward to hearing from you to address my concerns.

Sincerely,

L. A. Kilpatrick
Larry A. Kilpatrick

Avis M. Kilpatrick
Avis M. Kilpatrick

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**File: 39T-16506/Z-8664
Planner: Nancy Pasato**

**Jason Mac Innis
146 Mark Street, N5V 2G9**

To:Nancy Pasato
Re:39T-16506/Z-8664
The rezoning of 1245 Michael Street



From:Jason Mac Innis
146 Mark Street

I would like to take this opportunity, to ask you, to quickly deny the recent application to rezone this site. There are a number of reasons I would like you to make note of regarding, the notification process, design, infrastructure, current and possible future uses.

Residents of Huron Heights were informed through local media and photo ops, of the purchase of this property by the islamic centre. It was announced it would remain a school by our ward 3 councilor. Several months past when a legal document arrived,only showing our property line, and the new schools. (or so we thought) I had made the assumption Wastell was developing and expanding the new school. I did not sign the objection. I was not told that a developer had bought it, and a school was no longer happening. We should have been notified immediately of this change in ownership and legal documents that would follow. We were told nothing again by our councilor until late June 2016.

Wastell builders failed to notify all residents within the area of the first meeting June.29 2016. No resident of London public housing nor the hundreds living on the south side of Huron street were told. Neighbors on my street received notice on different days less than 10 days from the meeting. The site in question has been publicly used green space for 60 years. It borders a fantastic city facility in stronach arena and community center. Bordered on the south side of Huron Street by one of London's oldest cemeteries. It has been used by generations for various recreational activities over the years, not to mention the home of hot air balloon lifts for 30 years, I enjoy watching them leave from my park, i'll miss that most of all I think. From my backyard, I can watch and hear the zamboni exiting and entering the arena, you can see a pool with a large spiral slide, and life guards pacing about. I watch city of London parks and recreation trucks and lawn equipment drive back and forth. They do a fantastic job maintaining those amazing baseball facilities at stronach park. At night the stadium lights and surrounding field lights are turned on, and from where I see them they look unique and provide character to our area. It sure looks like a park to me. That is why I purchased my first house here. No hesitation an available house on Mark Street in between two walkways to open protected green space, sold. I bought here for the same reason neighbors did 1965, and the same as those in 2016. Those same lights I see as unique, surely will no longer even be visible to us. From lighting the entire 8 acres of grass including our back yards, to shining directly at the town houses. I hope they have good blinds and shutters. It will be lit up like a federal jail most nights in the summer.

The size of the proposed development and scale will fill this space and dominate our property. Removing privacy of any sort. Blocking light and creating excessive noise, when compared to current levels. To go from a protected open green space to this, is shocking. The developer has not only changed this from a neighborhood facility, they would like exceptions to nearly all limits, to increase to maximum capacity. This cannot be acceptable. There is currently a variance 20 ft from

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**File: 39T-16506/Z-8664
Planner: Nancy Pasato**

the fence line on our side for line maintenance. However access to these quite old poles has always been done from the school side. They will not get a truck past my garage.

As a homeowner how could I ever have predicted that someone could see this as a great place to build ? Over baseball diamonds, behind our community center over the last remaining open green space. It's not located on a public transit route, and what would have been the fastest way to access transit(walkway north side mark street) is going to be closed and blocked off by the developer. This is a poorly planned design, which lacks integrity and consideration of this location and it's current and future residents. Wastell insists that a 60 year old, rusted chain link fence will be enough to contain this massive mistake. I disagree. We live in a student sensitive zone in London. I love it, I chose to buy here. They have not been a problem on my street, not all students are bad, however sometimes in mass we have legitimate concerns. To not allow for the possibility that this development will have a large student population is putting your head in the sand. A sound barrier is the least the developer could do. I've watched footage of the Flemming drive riot, a very rare occurrence, but this did happen approximately 500 meters from this site. I realized yes there was a riot student or not involved, but it was the design of neighborhood and complex which left first responders waiting on the main street while the sub division was on fire and bottles rained down. Never again. It's a lesson I hope development services learned from this incident how not to develop in the future, but here we are. This does appear to be a Flemming drive phase 2. I remember brand new houses built over there, families bought in. Most are gone now. The playground equipment was removed this summer. Broken beer bottles and "lack of family use" was given for the reason.

This is a quite family neighborhood with modest bungalow homes and large trees. The demographics have changed dramatically over just the past 5 years around here. The natural evolution of neighborhood I suppose. First generation citizens now have adult children and are selling. Younger families are moving in and loving all this area offers. Close to all amenities, Fanshawe and the community center, but for all of these great things we lack basic infrastructure. We have no sidewalks here, there has been no need up until now. To increase traffic around here would be nightmare to exit the neighborhood. Traffic through the Huron Street corridor has never been as congested as it is currently. Walking around the block would bring new dangers, and with no green space to access where are we supposed to go ?This rezoning will destroy the character of Huron Heights. It will pave over our last remaining open green space.(or park as most of us would call it) To increase traffic in this circuit by 228 cars a day, back and forth to this development, will put all of us in serious danger, with relation to traffic flow and pedestrian accommodation. The lighting is bad due to mature trees and slight road curves in the existing design. Not only is the neighborhood not able to safely and efficiently contain traffic flow, I have concerns with using the existing old sewer line. Very few, if any houses in this neighborhood have sump pumps or back flow valves to protect our properties from future flooding, or backflow caused by overloading due to this development. On Mark Street the houses face east and west. We do not have south facing windows. We rely on sunlight from the proposed site to provide light to basements. This will block essential light to our homes increasing already out of control hydro costs. This development does not benefit or improve the liveability of our community or the city at large. It's a tax on all of us when you consider how much it will really cost to upgrade everything just to accommodate this builder.

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**File: 39T-16506/Z-8664
Planner: Nancy Pasato**

I have no knowledge of current density graphs, but I think it's reasonable to assume we have enough residents in the immediate area to justify the denial of this rezone application. It is zoned for Day care facilities and early years programs, which have been identified as areas in need of development. The recent rezoning to accommodate and build a new school over 8 acres of zoned R1-3 and R1-4 land two blocks north of here, leaves many questions about this process. The new school to be built, north east public school has these facilities built into the design, with input from city staff. A 8600 sq.ft. single storey child care centre, and a 4100 sq.ft. city of London family centre have been included into that design. It would appear the city of London has already identified a clear need for this type of zoning in north east London. The question is why not use this 8 acre, already zoned and cleared property? One answer could be the existence of soil contamination. The developer admitted this at the meeting as well. We have a right to know about contaminated soil. The clean up of this must be observed by a third party to insure it's done properly.

The closing of schools is a relatively new reality in our society. This will be challenging times upcoming with relation to redeveloping these schools. Precedent setting decisions will be made with regard to this development. But we must treat each proposal based on their own merit. Some areas need more green space, some should be developed according to location. With no policy in place to guide and inform us, I feel we are doomed. The recent investment to expand Stronach arena and skate park by taxpayers has proven to be a valuable asset to the city at large. We should build on recent investments, expand stronach, the ability to build and maintain a park are on site. There has to be a balanced and completely transparent approach, when it comes to development. Neither of these principles have existed to date. In fact I feel as though we were misled by officials who have an agenda not previously announced to it's citizens.

I have lived in this area for 36 years, this development will truly destroy the character of this neighborhood. It will not safely sustain it on various levels of measuring its compatibility. We must keep the zoning for future needs and current recreation designation.

Please note the online petition which was generated using my name, and personally handed out, and some cases signed, to review the signatures and comments related to this rezoning, and it's effect on our community. A formal printed version will be submitted upon request.

Thank you, very concerned citizen.
Jason Mac Innis



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**File: 39T-16506/Z-8664
Planner: Nancy Pasato**

1245 Michael street rezoning and redevelopment

File Number: 39T-16506-8664

Sept 7, 2016

Jason Mac Innis
 146 Mark St
 London, Ontario
 N5V2G9
 519 495 3735



The proposed rezoning to R4-4 from a neighborhood facility should be considered sprawl and inappropriate for this location based on the following concerns.

1. This developer has not considered the full impact to residents of Huron Heights phase 1 With regard to the current infastructure.
2. Density of the area and up to date demographics will show the need to keep the zoning as is for future schools and or day care facilities. The average age of residents on Mark street alone has dramatically changed in just the last 5 years.
3. This sites location and design with relation to Fanshawe college and rental student housing.
4. This design serves only to make the developer wealth while downloading it's negative aspects on us residents, and the taxpayers at large. Current new neighborhoods are built with green space and areas zoned for future schools build into the design. We should expect nothing less with this area. It has historically been a public green space for 60 years, with various development styles on the border from town homes to apartments and single family homes. One of the oldest cemeteries in London also borders this development. Generations of Londoners have used this valuable green space.

The current infastructure of Huron Heights phase 1 will not safely sustain this development. The lighting in this area is not the best due to large trees and slight curves in the road design. There are no sidewalks. To

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**File: 39T-16506/Z-8664
Planner: Nancy Pasato**

increase traffic in a small circuit like this without side walks and bad lighting is negligible and irresponsible. Think of the kids please.

Old sewer and water systems are also a concern. The extra load from this oversized proposal threatens us and not the developer. These houses do not have sub pumps or back flow valves for future flooding caused by unneeded student sprawl.

The size and proximity of the development will remove my right to the enjoyment of my property. To go from open protected green space, to this design is a tragedy for us. It will overshadow our modest homes, block essential light and eliminate all aspects of privacy. Noise will undoubtedly be amplified and reverberate off current structures, mainly Stronach arena and back at my property. Let's hope it's 'family' noise and not student housing, but we know it will be students partying. The use of existing 60 year old chain link fence by the developer is insulting with regard to this issue and many others. The closing of a walkway built into my street. A one entrance design to and from is dangerous for all of us and emergency response teams.

Also a concern about contaminated soil.

I do not approve of this development.

Thank you

Jason F Mac Innis



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File: 39T-16506/Z-8664
Planner: Nancy Pasato

Petition – change.org – 198 supporters

Stop Wastell from building 76 town houses behind Stronach Community Recreation Centre.

Concerned Residents of Huron Heights Canada

Wastell builders are gearing up to wedge 76 town home's in Huron Heights behind Stronach arena. This is a grim prospect for our community and here is why.

Student housing?

Fanshawe College is a stone's throw away from the proposed development creating a convenient opportunity for Investors to buy and convert our neighbourhood into a student housing district. Fanshawe student riots made international headlines four years ago putting our community and first responders at risk.

“Never, in my 32 years as a police officer, have I observed behaviours that escalated to the point that there was risk that individuals could seriously be hurt, or quite frankly, killed.” - Former London Police Chief Brad Duncan

While the riots were an isolated incident, the return of first year students and non-stop partying certainly are not.

One Entrance

There is only one proposed access road to and from the 76 units. The sole road will run off Michael street which backs onto Stronach Arena.

One access road also equates to a dramatic traffic increase in a small circuit. The residents of Michael Street, Irving Place, Patann Drive, Mark Street, Susan Avenue and Godfrey Drive will act as a traffic funnel to and from the proposed site.

Sidewalks

How safe will our children be with increased traffic and no sidewalks?

Infrastructure

When asked, Wastell indicated that they're going to tap into the current infrastructure for electricity, sanitary sewers and storm drains. They indicated that traffic from this development is planned to merge with Michael Street to exit and enter this subdivision.

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File: 39T-16506/Z-8664
Planner: Nancy Pasato

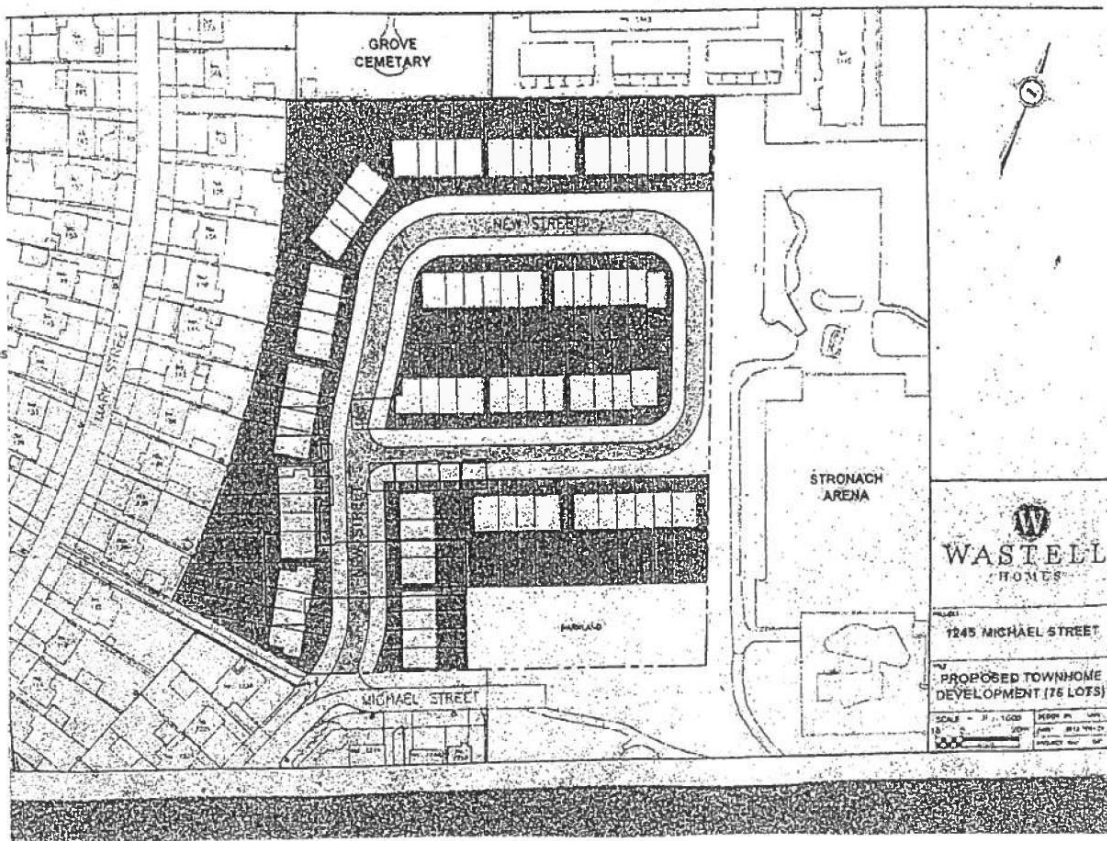
Some concerns with tapping into the current infrastructure, are:

- 1) Increased traffic to the current subdivision;
- 2) Sanitary sewers were not designed to handle this capacity;
- 3) Storm sewers already overflow with heavy rain; and
- 4) Hydro supply of the existing subdivision was not designed for this volume.

Property value

Ladies and gentleman, welcome to Wastell's latest proposed development. They would like to offer you lowered property value in exchange for student housing, one access road, increased traffic, no sidewalks leading to safety concerns and elevated noise levels. Wastell intends to tax our infrastructure which is not designed to handle this capacity while destroying a beautiful green space. How much will your property be worth once construction begins? Let's stop Wast by signing this petition.

Sincerely, concerned resident's of Huron Heights.



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**File: 39T-16506/Z-8664
Planner: Nancy Pasato**

**Meeting Summary – Neighbourhood Meeting
Thursday, October 6, 2016, 6 pm – 8 pm
Location: Stronach Arena
Attendance: 100**

Questions:

When application submitted and when 180 days expire?
 What was parking lot for the school (park land vs parking) – where are all of the people going to park? Why not just leave it as residential?
 Environmental concerns (school leaking into the ground, school has asbestos)
 Student issues – one way in one way out (land locked) – why doesn't fanshawe step up and take some of the blame?
 CF zone?
 3 bedroom townhouses, probably not students because it would not be economically viable. Are they going to add more bedrooms? Who were the builders targeting for the townhomes?
 Amendments to official plan presented to council say that any future development requires community acceptance. Is that excluded or is that still part of it?
 Residential zoning -- 40% building space → 45% -- Will that include the rest of the neighbourhood?
 Would there be an emergency fund for crushed infrastructure?
 Could you put another entrance on Cheapside?
 What weight does the city give to the issues raised today?
 Why isn't builder building single family dwellings?
 Can you put a traffic light at Michael and Cheapside?
 Adding sidewalks in subdivision.
 Add speed bumps on the streets.
 What is the timeline of the development?
 Would the builder consider building condominiums?
 How would an emergency vehicle be able to access the development with one entrance?
 Are you keeping the pathway at the back near the arena?
 Will there be a cost to home owners to have street lights, side walks, etc.?
 What will stop people from using the basement as a den?
 Can you have a landlord rental fee of \$5000/house?
 Can you put in the housing contract that the buyer can't rent it out for five years?
 Who is liable for damaged water/sewage/homes?
 How do you prevent privacy loss in backyards?
 Is there any way that the development could be turned into something to enhance the neighbourhood?
 Why not use the 8 acres of already zoned land?

Arguments:

Safety concerns because no sidewalks. Students speeding on streets in the morning.
 Construction - Weight of trucks going down Michael street
 Student spark on the street, so hard to get through in the winter time.
 Increase in volume of traffic.
 People have lived in subdivision for 50 years, pay taxes. (people dont deserve this)
 Allowing half way houses in the zoning, would like that removed as a safeguard.
 There is a difference between the volume of traffic and sewage from school and new townhouses.
 Have a car counter to gage traffic.
 Residents are going to lose property value.
 Build high density in midst of neighbourhood with limited resources—starting wrong.
 Its up to the city to enforce the three bedroom limit , make sure they enforce that
 Landlords need to be taxed or have a \$5000/house rental fee.
 Solution: Make the houses more expensive in the area, so they only a certain population can buy houses.
 Street lights are out at night, floods around sewers when it rains. Preserve park land in Stronach park.

Two empty rectangular boxes for Agenda Item # and Page #.

**File: 39T-16506/Z-8664
Planner: Nancy Pasato**

**APPENDIX "A"
Zoning By-law Amendment**

Bill No. (number to be inserted by Clerk's Office)
2017

By-law No. Z.-1-_____

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 1245 Michael Street.

WHEREAS Wastell Builders (London) Inc. have applied to rezone an area of land located at 1245 Michael Street, as shown on the map attached to this by-law, as set out below;

AND WHEREAS this rezoning conforms to the Official Plan;

THEREFORE the Municipal Council of The Corporation of the City of London enacts as follows:

Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 1245 Michael Street, as shown on the attached map, from a) from a Neighbourhood Facility (NF) Zone to a Holding Residential R4 Special Provision (h*h-147*R4-4(*)) Zone, and a Community Facility (CF2) Zone.

1) Section 8.4 Residential R4 Zone is amended by adding the following Special Provisions:

a) R4-4(____) Zone Variation

Regulation:	i)	Lot Frontage (Minimum)	6.7 metres (22.0 feet)
	ii)	Exterior Side Yard (Minimum)	1.2 metres (3.9 feet)
	iii)	Interior Side Yard (Minimum)	1.2 metres (3.9 feet)
	iv)	Lot Coverage (Maximum)	45%

The inclusion in this By-law of imperial measure along with metric measure is for the purpose of convenience only and the metric measure governs in case of any discrepancy between the two measures.

This By-law shall come into force and be deemed to come into force in accordance with subsection 34 of the *Planning Act, R.S.O. 1990, c. P.13*, either upon the date of the passage of this by-law or as otherwise provided by the said section.

PASSED in Open Council on January 31, 2017.

Agenda Item # Page #

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**File: 39T-16506/Z-8664
Planner: Nancy Pasato**

Matt Brown
Mayor

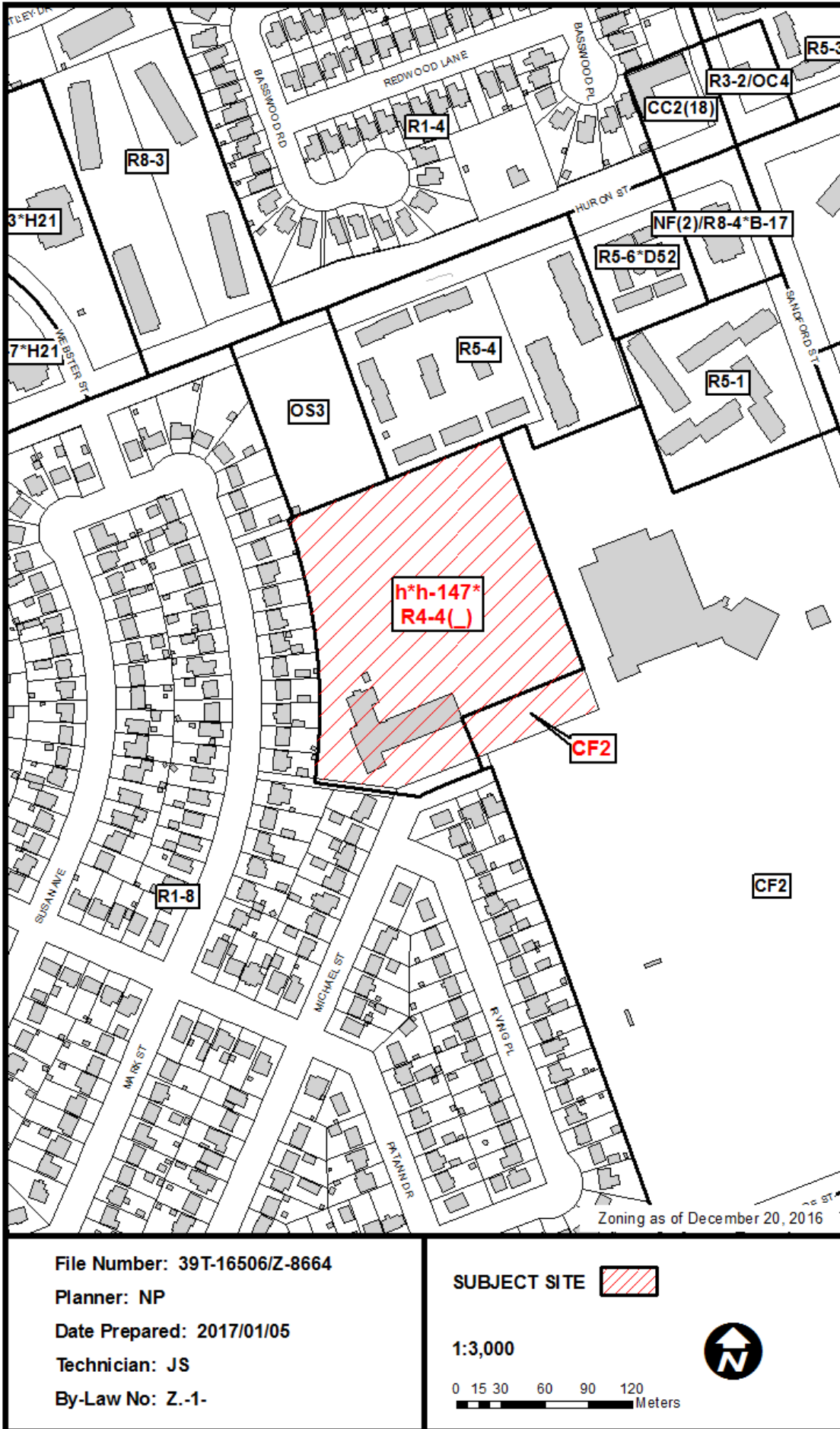
Catharine Saunders
City Clerk

First Reading - January 31, 2017
Second Reading – January 31, 2017
Third Reading - January 31, 2017

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File: 39T-16506/Z-8664
Planner: Nancy Pasato

AMENDMENT TO SCHEDULE "A" (BY-LAW NO. Z.-1)



File Number: 39T-16506/Z-8664
 Planner: NP
 Date Prepared: 2017/01/05
 Technician: JS
 By-Law No: Z.-1-

SUBJECT SITE

1:3,000

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**File: 39T-16506/Z-8664
Planner: Nancy Pasato**

**Appendix “B”
Conditions of Draft Approval**

THE CORPORATION OF THE CITY OF LONDON’S CONDITIONS AND AMENDMENTS TO FINAL APPROVAL FOR THE REGISTRATION OF THIS SUBDIVISION, FILE NUMBER 39T-16506 ARE AS FOLLOWS:

NO. CONDITIONS

1. This draft approval applies to the draft plan as submitted by Wastell Builders (London) Inc. (File No. 39T-16506), prepared by Ricor Engineering Limited and certified by Jason Wilband, AGM Surveyors (Project No. 1004-5, dated July 11, 2016), as redlined, which shows 5 multi-family residential blocks, 1 open space block, and one 0.3 m reserve, all served by 1 new local road.
2. This approval applies for three years, and if final approval is not given by that date, the draft approval shall lapse, except in the case where an extension has been granted by the Approval Authority.
3. The Owner shall request that street(s) shall be named to the satisfaction of the City.
4. The Owner shall request that the municipal address shall be assigned to the satisfaction of the City.
5. Prior to final approval, the Owner shall submit to the City a digital file of the plan to be registered in a format compiled to the satisfaction of the City of London and referenced to NAD83UTM horizon control network for the City of London mapping program.
6. The subdivision agreement between the Owner and the City shall be registered against the lands to which it applies. Prior to final approval the Owner shall pay in full all municipal financial obligations/encumbrances on the said lands, including property taxes and local improvement charges.
7. In conjunction with registration of the plan, the Owner shall provide to the appropriate authorities such easements as may be required for all municipal works and services associated with the development of the subject lands, such as road, utility, drainage or stormwater management (SWM) purposes, where such services and drainage cannot be accommodated in the existing and/or proposed right-of-way, to the satisfaction of the City, at no cost to the City.
8. Prior to final approval, for the purposes of satisfying any of the conditions of draft approval herein contained, the Owner shall file with City a complete submission consisting of all required studies, reports, data, information or detailed engineering drawing, clearances, fees, and final plans, and to advise the City in writing how each of the conditions of draft approval has been, or will be, satisfied. The Owner acknowledges that, in the event that the final approval package does not include the complete information required by the City, such submission will be returned to the Owner without detailed review by the City.
9. Prior to final approval for the purpose of satisfying any of the conditions of draft approval herein contained, the Owner shall file, with the City, complete submissions consisting of all required studies, reports, data, information or detailed engineering drawings, all to the satisfaction of the City. The Owner acknowledges that, in the event that a submission does not include the complete information required by the City, such submission will be returned to the Owner without detailed review by the City.

Planning

10. The Owner shall provide the purchasers of all lots in the subdivision with a zoning information package pertaining to residential driveway locations and widths. The Owner shall obtain and provide to the City written acknowledgement from the purchaser of each lot in this plan that

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**File: 39T-16506/Z-8664
Planner: Nancy Pasato**

their driveway will be installed and maintained in accordance with the requirements of the Zoning By-law. The information package and written acknowledgement shall be in a form satisfactory to the City.

11. In conjunction with the Design Studies submission, the Owner shall submit for approval an on-street parking plan to the satisfaction of the City.

Parks and Open Space

12. The Owner shall dedicate Block 6, which will satisfy parkland dedication for the subdivision.
13. In conjunction with Design Studies submissions, the Owner shall consult with the City on the design of the proposed park block and submit a conceptual park plan to the satisfaction of the City.
14. Prior to any work on the site and as part of the Design Studies submission, the Owner shall have a Tree Preservation Report and Plan prepared for lands within the proposed draft plan of subdivision. Tree preservation shall be established prior to grading/servicing design to accommodate maximum tree preservation. The Tree Preservation Report and Plan shall focus on the preservation of quality specimen trees within Blocks and shall be completed in accordance with the current City of London Guidelines for the preparation of Tree Preservation Reports and Tree Preservation Plans to the satisfaction of the City.
15. The Owner shall construct a 1.5m high chain link fencing without gates in accordance with current City park standards (SPO 4.8) or approved alternate, along the property limit interface of all proposed private lots adjacent to the future Park Block (Block 6). Fencing shall be completed to the satisfaction of the City Planner, within one (1) year of the registration of the plan.
16. The Owner shall not grade into any open space or park areas. Where lots or blocks abut an open space or park area, all grading of the developing lots or blocks at the interface with the open space areas are to match grades to maintain existing slopes, topography and vegetation. In instances where this is not practical or desirable, any grading into the open space shall be to the satisfaction of the City.

Sanitary

17. In conjunction with the Design Studies submission, the Owner shall have his consulting engineer prepare and submit the following sanitary servicing design information:
 - i) Provide a sanitary drainage area plan, including the preliminary sanitary sewer routing and the external areas to be serviced, to the satisfaction of the City;
 - ii) Provide an appropriate capacity assessment and layout of the sewers to determine the impact on the sewers in the area; and
 - iii) To meet allowable inflow and infiltration levels as identified by OPSS 410 and OPSS 407, provide an hydrogeological report that includes an analysis to establish the water table level of lands within the subdivision with respect to the depth of the sanitary sewers and recommend additional measures, if any, which need to be undertaken.
18. In accordance with City standards or as otherwise required by the City Engineer, the Owner shall complete the following for the provision of sanitary services for this draft plan of subdivision:
 - i) Construct sanitary sewers to serve this Plan and connect them to the existing municipal sewer system, namely, the 200 mm diameter sanitary sewer located on Michael Street;
 - ii) Implement recommendations from the Design Studies which may include constructing new sanitary sewers external to this plan if insufficient capacity for this development is identified, at no cost to the City; and

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- iii) Construct a maintenance access road and provide a standard municipal easement for any section of the sewer not located within the road allowance, to the satisfaction of the City.
19. In order to prevent any inflow and infiltration from being introduced to the sanitary sewer system, the Owner shall, throughout the duration of construction within this plan, undertake measures within this draft plan to control and prevent any inflow and infiltration and silt from being introduced to the sanitary sewer system during and after construction, satisfactory to the City, at no cost to the City, including but not limited to the following:
- i) Not allowing any weeping tile connections into the sanitary sewers within this Plan;
 - ii) Permitting the City to undertake smoke testing or other testing of connections to the sanitary sewer to ensure that there are no connections which would permit inflow and infiltration into the sanitary sewer;
 - iii) Installing Parson Manhole Inserts (or approved alternative satisfactory to the City Engineer) in all sanitary sewer maintenance holes at the time the maintenance hole(s) are installed within the proposed draft plan of subdivision. The Owner shall not remove the inserts until sodding of the boulevard and the top lift of asphalt is complete, all to the satisfaction of the City Engineer;
 - iv) Having his consulting engineer confirm that the sanitary sewers meet allowable inflow and infiltration levels as per OPSS 410 and OPSS 407; and
 - v) Implementing any additional measures recommended through the Design Studies stage.
20. Prior to registration of this Plan, the Owner shall obtain consent from the City Engineer to reserve capacity at the Adelaide Pollution Control Plant for this subdivision. This treatment capacity shall be reserved by the City Engineer subject to capacity being available, on the condition that registration of the subdivision agreement and the plan of subdivision occur within one (1) year of the date specified in the subdivision agreement.

Failure to register the Plan within the specified time may result in the Owner forfeiting the allotted treatment capacity and, also, the loss of his right to connect into the outlet sanitary sewer, as determined by the City Engineer. In the event of the capacity being forfeited, the Owner must reapply to the City to have reserved sewage treatment capacity reassigned to the subdivision.

Storm and Stormwater Management (SWM)

21. In conjunction with the Design Studies submission, the Owner shall have his consulting engineer prepare and submit a Storm/Drainage and SWM Servicing Functional Report or a SWM Servicing Letter/Report of Confirmation to address the following:
- i) Identifying the storm/drainage and SWM servicing works for the subject and external lands and how the interim drainage from external lands will be handled, all to the satisfaction of the City;
 - ii) Identifying major and minor storm flow routes for the subject and external lands, to the satisfaction of the City;
 - iii) Demonstrate sufficient capacity in the existing storm sewer system on Michael Street;
 - iv) Developing an erosion/sediment control plan that will identify all erosion and sediment control measures for the subject lands in accordance with City of London and Ministry of the Environment standards and requirements, all to the satisfaction of the City. This plan is to include measures to be used during all phases on construction; and
 - v) Implementing SWM soft measure Best Management Practices (BMP's) within the Plan, where possible, to the satisfaction of the City. The acceptance of these measures by the City will be subject to the presence of adequate geotechnical conditions within this Plan and the approval of the City Engineer.
22. The above-noted Storm/Drainage and SWM Servicing Functional Report or a SWM Servicing Letter/Report of Confirmation, prepared by the Owner's consulting professional

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engineer, shall be in accordance with the recommendations and requirements of the following:

- i) The SWM criteria and environmental targets for the Pottersburg Creek Subwatershed Study and any addendums/amendments;
 - ii) The stormwater and storm drainage letter/report of confirmation for the subject development prepared and accepted in accordance with the File Manager process;
 - iii) The City's Design Requirements for Permanent Private Stormwater Systems approved by City Council and effective as of January 1, 2012. The stormwater requirements for PPS for all medium/high density residential, institutional, commercial and industrial development sites are contained in this document, which may include but not be limited to quantity/quality control, erosion, stream morphology, etc.;
 - iv) The City of London Environmental and Engineering Services Department Design Specifications and Requirements, as revised;
 - v) The City's Waste Discharge and Drainage By-laws, lot grading standards, Policies, requirements and practices;
 - vi) The Ministry of the Environment and Climate Change (MOECC) SWM Practices Planning and Design Manual (2003), as revised; and
 - vii) Applicable Acts, Policies, Guidelines, Standards and Requirements of all required approval agencies.
23. In accordance with City standards or as otherwise required by the City Engineer, the Owner shall complete the following for the provision of stormwater management (SWM) and stormwater services for this draft plan of subdivision:
- i) Construct storm sewers to serve this plan, located within the Pottersburg Creek Subwatershed, and connect them to the existing municipal storm sewer system, namely, the 300 mm diameter storm sewer located on Michael Street;
 - ii) Implement recommendations from the Design Studies which may include constructing new storm sewers external to this plan if insufficient capacity for this development is identified, at no cost to the City;
 - iii) Make provisions to oversize and deepen the internal storm sewers in this plan to accommodate flows from upstream lands external to this plan;
 - iv) Construct and implement erosion and sediment control measures as accepted in the Storm/Drainage and SWM Servicing Functional Report or a SWM Servicing Letter/Report of Confirmation for these lands and the Owner shall correct any deficiencies of the erosion and sediment control measures forthwith; and
 - v) Address forthwith any deficiencies of the stormwater works and/or monitoring program.
24. Prior to the issuance of any Certificates of Conditional Approval for any lot in this plan, the Owner shall complete the following:
- i) For lots and blocks in this plan or as otherwise approved by the City Engineer, all storm/drainage and SWM related works to serve this plan must be constructed and operational in accordance with the approved design criteria and accepted drawings, all to the satisfaction of the City;
 - ii) Construct and have operational the major and minor storm flow routes for the subject lands, to the satisfaction of the City; and
 - iii) Implement all geotechnical recommendations made by the geotechnical report accepted by the City.
25. Prior to the acceptance of engineering drawings, the Owner's professional engineer shall certify the subdivision has been designed such that increased and accelerated stormwater runoff from this subdivision will not cause damage to downstream lands, properties or structures beyond the limits of this subdivision. Notwithstanding any requirements of, or any approval given by the City, the Owner shall indemnify the City against any damage or claim for damages arising out of or alleged to have arisen out of such increased or accelerated stormwater runoff from this subdivision.

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26. In conjunction with the Design Studies submission, the Owner shall have a report prepared by a qualified consultant, and if necessary, a detailed hydro geological investigation carried out by a qualified consultant, to determine, including but not limited to, the following:
 - i) The effects of the construction associated with this subdivision on the existing ground water elevations and domestic or farm wells in the area;
 - ii) Identify any abandoned wells in this plan;
 - iii) Assess the impact on water balance in the plan;
 - iv) Any fill required in the plan;
 - v) Provide recommendations for foundation design should high groundwater be encountered;
 - vi) Identify all required mitigation measures including Low Impact Development (LIDs) solutions;
 - vii) Address any contamination impacts that may be anticipated or experienced as a result of the said construction; and
 - ix) Provide recommendations regarding soil conditions and fill needs in the location of any existing watercourses or bodies of water on the site, all to the satisfaction of the City.

27. Prior to the issuance of any Certificate of Conditional Approval, the Owner's professional engineer shall certify that any remedial or other works as recommended in the accepted hydro geological report are implemented by the Owner, to the satisfaction of the City, at no cost to the City.

28. The Owner shall ensure the post-development discharge flow from the subject site must not exceed capacity of the stormwater conveyance system. In an event where the condition cannot be met, the Owner shall provide SWM on-site controls that comply to the accepted Design Requirements for permanent Private Stormwater Systems.

29. The Owner shall ensure that all existing upstream external flows traversing this plan of subdivision are accommodated within the overall minor and major storm conveyance servicing system(s) design, all to the specifications and satisfaction of the City Engineer.

Water

30. In conjunction with the Design Studies submission, the Owner shall have his consulting engineer prepare and submit the following water servicing design information, all to the satisfaction of the City Engineer:
 - i) A water servicing report which addresses the following:
 - a) Identify external water servicing requirements;
 - b) Identify fireflows available from each hydrant proposed to be constructed and identify appropriate hydrant colour code markers;
 - c) Confirm capacity requirements are met;
 - d) Identify need to the construction of external works;
 - e) Identify the effect of development on existing water infrastructure – identify potential conflicts;
 - f) Water system area plan(s);
 - g) Water network analysis/hydraulic calculations for subdivision report;
 - h) Phasing report and identify how water quality will be maintained until full built-out;
 - i) Oversizing of watermain, if necessary and any cost sharing agreements;
 - j) Water quality;
 - k) Identify location of valves and hydrants;
 - l) Identify location of automatic flushing devices as necessary; and
 - m) Looping strategy;
 - ii) Submit a servicing layout to the lots for the street townhouse configuration which indicates adequate separation requirements will be met for all servicing.

31. Prior to the issuance of any Certificate of Conditional Approval, the Owner shall implement the accepted recommendations to address the water quality requirements for the watermain system, to the satisfaction of the City Engineer, at no cost to the City. The requirements or

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measures which are necessary to meet water quality requirements shall also be shown clearly on the engineering drawings.

32. Prior to the issuance of any Certificate of Conditional Approval and in accordance with City standards or as otherwise required by the City Engineer, the Owner shall complete the following for the provision of water services for this draft plan of subdivision:
 - i) Construct watermains to serve this Plan and connect them to the existing municipal system, namely, the existing 150 mm diameter watermain on Michael Street;
 - ii) Deliver confirmation that the watermain system has been looped to the satisfaction of the City Engineer when development is proposed to proceed beyond 80 units; and
 - ii) The available fireflow and appropriate hydrant colour code (in accordance with the City of London Design Criteria) are to be shown on engineering drawings. The fire hydrant colour code markers will be installed by the City of London at the time of Conditional Approval.

33. In conjunction with Design Studies, the Owners Consulting Engineer shall demonstrate and confirm a proposed water servicing strategy (e.g. increased watermain sizes, additional looped connections) to provide sufficient flows to provide fire protection and domestic water supply to support the development of this plan, to the satisfaction of the City. This will include works external to this plan which shall be confirmed in conjunction with Design Studies submissions.

34. Prior to the issuance of any Certificate of Conditional Approval, the Owner shall implement the proposed water servicing strategy to support the development of this plan to the extent identified during design studies, to the satisfaction of the City, at no cost to the City.

35. Prior to the issuance of a Certificate of Conditional Approval, the Owner shall install and commission temporary automatic flushing devices and meters at all dead ends and/or other locations as deemed necessary by the hydraulic modelling results to ensure that water quality is maintained during build out of the subdivision. These devices are to remain in place until there is sufficient occupancy use to maintain water quality without their use. The location of the temporary automatic flushing devices as well as their flow settings are to be shown on engineering drawings. The Owner is responsible to meter and pay billed cost of the discharged water from the time of their installation until assumption. Any incidental and/or ongoing maintenance of the automatic flushing devices is/are the responsibility of the Owner.

36. The Owner shall obtain all necessary approvals from the City Engineer for individual servicing of blocks in this subdivision, prior to the installation of any water services for the blocks.

Transportation

Roadworks

37. All through intersections and connections with existing streets and internal to this subdivision shall align with the opposing streets based on the centrelines of the street aligning through their intersections thereby having these streets centred with each other, unless otherwise approved by the City Engineer.

38. In conjunction with the submission of detailed design drawings, the Owner shall have his consulting engineer provide a proposed layout of the tapers for streets in this plan that change right-of-way widths with minimum 30 metre tapers (eg. from 20.0 metre to 19.0 metre road width), all to the satisfaction of the City Engineer. The roads shall be tapered equally aligned based on the alignment of the road centrelines. It should be noted tapers are not to be within an intersection.

39. In conjunction with the Design Studies submission, the Owner shall provide a conceptual layout of the roads and rights-of-way of the plan to the City Engineer for review and

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acceptance with respect to road geometries, including but not limited to, right-of-way widths, tapers, bends, intersection layout, daylighting triangles, etc., and include any associated adjustments to the abutting lots.

40. At 'tee' intersections, the projected road centreline of the intersecting street shall intersect the through street at 90 degrees with a minimum 6 metre tangent being required along the street lines of the intersecting road. The Owner shall revise the plan accordingly.
41. In conjunction with the Design Studies submission, the Owner shall have its consulting engineer prepare and submit a concept plan of the Street 'A' connection to Michael Street and the reconfiguration of the Michael Street street stub, to the satisfaction of the City Engineer.
42. Prior to the issuance of a Certification of Conditional Approval, the Owner shall reconfigure the street stub of Michael Street at Street 'A', to the satisfaction of the City Engineer and at no cost to the City.
43. The Owner shall align Street 'A' opposite Michael Street, to the satisfaction of the City Engineer.
44. The Owner shall provide a minimum of 5.5 metres (18') along the curb line between the projected property lines of irregular shaped lots around the bends on Street 'A'.
45. In conjunction with the Design Studies submission, the Owner shall have its professional consulting engineer confirm that all streets in the subdivision have centreline radii which conforms to the City of London Standard "Minimum Centreline Radii of Curvature of Roads in Subdivisions:"
46. The Owner shall have its professional engineer design and construct the roadworks in accordance with the following road widths:
 - i) Street 'A' (north, south and west legs) have a minimum road pavement width (excluding gutters) of 7.0 metres with a minimum road allowance of 19 metres; and
 - ii) Street 'A' (window street portion) has a minimum road pavement width (excluding gutters) of 7.0 metres with a minimum road allowance of 14.5 metres.
47. In conjunction with Design Studies submission, the Owner shall have its professional engineer prepare a conceptual design for the window street for Street 'A' to consider such issues as grading between Stronach Park and the window street, overland flow routes, sidewalk connections, servicing, etc., to the satisfaction of the City Engineer.
48. The Owner shall construct the window street portion of Street 'A' abutting Stronach Park in accordance with the City's window street standard or as otherwise specified by the City Engineer, to the satisfaction of the City Engineer and at no cost to the City.

Sidewalks/Bikeways

49. The Owner shall construct a 1.5 m (5') sidewalk on one side of the following street:
 - i) Street 'A' – north, south and west boulevards.

Street Lights

50. Within one year of registration of the plan, the Owner shall install street lighting on all streets and walkways in this plan to the satisfaction of the City, at no cost to the City. Where an Owner is required to install street lights in accordance with this draft plan of subdivision and where a street from an abutting developed or developing area is being extended, the Owner shall install street light poles and luminaires, along the street being extended, which match the style of street light already existing or approved along the developed portion of the street, to the satisfaction of the London Hydro for the City of London.

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Boundary Road Works

- 51. The Owner shall reconstruct or relocate any surface or subsurface works or vegetation necessary to connect Street 'A' to Michael Street, to the satisfaction of the City and at no cost to the City.

Vehicular Access

- 52. The Owner shall ensure that no vehicular access will be permitted to Block 5 from the existing Michael Street. All vehicular access is to be via the internal subdivision streets, Street 'A'.

Construction Access/Emergency Access Roads

- 53. The Owner shall direct all construction traffic associated with this draft plan of subdivision to utilize Cheapside Street via Michael Street or other routes as designated by the City.
- 54. Should an emergency access be required to accommodate development at the Design Studies stage, the Owner shall locate, construct, maintain and close the access to the satisfaction of the City Engineer and provide all necessary easements, at no cost to the City.
- 55. The Owner shall ensure any emergency access required is satisfactory to the City with respect to all technical aspects, including adequacy of site lines, provisions of channelization, adequacy of road geometries and structural design, etc.
- 56. Prior to commencing any construction on this site, the Owner shall notify the City of London Police Services of the start of construction of this plan of subdivision.
- 57. In the event any work is undertaken on an existing street, the Owner shall establish and maintain a Traffic Management Plan (TMP) in conformance with City guidelines and to the satisfaction of the City for any construction activity that will occur on existing public roadways. The Owner shall have its contractor(s) undertake the work within the prescribed operational constraints of the TMP. The TMP will be submitted in conjunction with the subdivision servicing drawings for this plan of subdivision.

General Engineering

- 58. The Owner shall comply with all City of London standards, guidelines and requirements in the design of this draft plan and all required engineering drawings, to the satisfaction of the City. Any deviations from the City's standards, guidelines or requirements shall be satisfactory to the City.
- 59. Prior to the issuance of a Certificate of Conditional Approval for each construction stage of this subdivision, all servicing works for the stage and downstream works must be completed and operational, in accordance with the approved design criteria and accepted drawings, all to the specification and satisfaction of the City.
- 60. Prior to final approval, the Owner shall make arrangements with the affected property owner(s) for the construction of any portions of services or grading situated on private lands outside this plan, and shall provide satisfactory easements over these works, as necessary, all to the specifications and satisfaction of the City, at no cost to the City.
- 61. In conjunction with the Design Studies submission, the Owner shall provide, to the City for review and acceptance, a geotechnical report or update the existing geotechnical report recommendations to address all geotechnical issues with respect to the development of this plan, including, but not limited to, the following:
 - i) Servicing, grading and drainage of this subdivision;
 - ii) Road pavement structure;

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- iii) Dewatering;
 - iv) Foundation design;
 - v) Removal of existing fill (including but not limited to organic and deleterious materials);
 - vi) The placement of new engineering fill;
 - vii) Any necessary setbacks related to slope stability for lands within this plan;
 - viii) Identifying all required mitigation measures including Low Impact Development (LIDs) solutions;
and any other requirements as needed by the City, all to the satisfaction of the City.
62. The Owner shall implement all geotechnical recommendations to the satisfaction of the City.
 63. In the event that replotting of the Plan is undertaken, the Owner shall relocate and construct services to standard location, all to the specifications and satisfaction of the City.
 64. The Owner shall connect to all existing services and extend all services to the limits of the draft plan of subdivision, at no cost to the City, all to the specifications and satisfaction of the City Engineer.
 65. In conjunction with Design Studies submission, the Owner shall have his consulting engineer submit a concept plan which shows how all servicing (water, sanitary, storm, gas, hydro, street lighting, water meter pits, Bell, Rogers, etc.) shall be provided to condominiums/townhouses indicated on Street 'A'. It will be a requirement to provide adequate separation distances for all services which are to be located on the municipal right-of-way to provide for required separation distance (Ministry of Environment Design Standards) and to allow for adequate space for repair, replacement and maintenance of these services in a manner acceptable to the City and in accordance with City standard SW 7.0.
 66. Prior to the issuance of any Certificate of Conditional Approval, the Owner shall implement the approved servicing for the street townhouse units on Street 'A', to the satisfaction of the City Engineer.
 67. With respect to any services and/or facilities constructed in conjunction with this Plan, the Owner shall permit the connection into and use of the subject services and/or facilities by outside owners whose lands are served by the said services and/or facilities, prior to the said services and/or facilities being assumed by the City. The connection into and use of the subject services by an outside Owner will be conditional upon the outside Owner satisfying any requirements set out by the City, and agreement by the outside Owner to pay a proportional share of the operational maintenance and/or monitoring costs of any affected unassumed services and/or facilities.
 68. If, during the building or constructing of all buildings or works and services within this subdivision, any deposits of organic materials or refuse are encountered, the Owner shall report these deposits to the City Engineer and Chief Building Official immediately, and if required by the City Engineer and Chief Building Official, the Owner shall, at his own expense, retain a professional engineer competent in the field of methane gas to investigate these deposits and submit a full report on them to the City Engineer and Chief Building Official. Should the report indicate the presence of methane gas then all of the recommendations of the engineer contained in any such report submitted to the City Engineer and Chief Building Official shall be implemented and carried out under the supervision of the professional engineer, to the satisfaction of the City Engineer and Chief Building Official and at the expense of the Owner, before any construction progresses in such an instance. The report shall include provision for an ongoing methane gas monitoring program, if required, subject to the approval of the City engineer and review for the duration of the approval program.

If a permanent venting system or facility is recommended in the report, the Owner shall register a covenant on the title of each affected lot and block to the effect that the Owner of the subject lots and blocks must have the required system or facility designed, constructed and monitored to the specifications of the City Engineer, and that the Owners must maintain

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the installed system or facilities in perpetuity at no cost to the City. The report shall also include measures to control the migration of any methane gas to abutting lands outside the Plan.

69. Should any contamination or anything suspected as such, be encountered during construction, the Owner shall report the matter to the City Engineer and the Owner shall hire a geotechnical engineer to provide, in accordance with the Ministry of the Environment "Guidelines for Use at Contaminated Sites in Ontario", "Schedule A – Record of Site Condition", as amended, including "Affidavit of Consultant" which summarizes the site assessment and restoration activities carried out at a contaminated site, in accordance with the requirements of latest Ministry of Environment and Climate Change "Guidelines for Use at Contaminated Sites in Ontario" and file appropriate documents to the Ministry in this regard with copies provided to the City. The City may require a copy of the report should there be City property adjacent to the contamination.

Should any contaminants be encountered within this Plan, the Owner shall implement the recommendations of the geotechnical engineer to remediate, removal and/or disposals of any contaminates within the proposed Streets, Lot and Blocks in this Plan forthwith under the supervision of the geotechnical engineer to the satisfaction of the City at no cost to the City. In the event no evidence of contamination is encountered on the site, the geotechnical engineer shall provide certification to this effect to the City.

70. The Owner's professional engineer shall provide inspection services during construction for all work to be assumed by the City, and shall supply the City with a Certification of Completion of Works upon completion, in accordance with the plans accepted by the City Engineer.
71. In conjunction with the Design Studies submission, the Owner shall have its professional engineer provide an opinion for the need for an Environmental Assessment under the Class EA requirements for the provision of any services related to this Plan. All class EA's must be completed prior to the submission of engineering drawings.
72. The Owner shall have its professional engineer notify existing property owners in writing, regarding the sewer and/or road works proposed to be constructed on existing City streets in conjunction with this subdivision, all in accordance with Council policy for "Guidelines for Notification to Public for Major Construction Projects". The Owner shall undertake the necessary consultations, discussions with and notifications to, property owners who will be affected by any proposed construction external to this plan.
73. The Owner shall not commence construction or installations of any services (eg. clearing or servicing of land) involved with this Plan prior to obtaining all necessary permits, approvals and/or certificates that need to be issued in conjunction with the development of the subdivision, unless otherwise approved by the City in writing (eg. Ministry of the Environment Certificates, City/Ministry/Government permits: Approved Works, water connection, water-taking, crown land, navigable waterways, approvals: Upper Thames River Conservation Authority, Ministry of Natural Resources, Ministry of the Environment, City, etc.).
74. Prior to any work on the site, the Owner shall decommission and permanently cap any abandoned wells located in this Plan, in accordance with current provincial legislation, regulations and standards. In the event that an existing well in this Plan is to be kept in service, the Owner shall protect the well and the underlying aquifer from any development activity.
75. The Owner shall develop this plan of subdivision in one phase, all to the satisfaction of the City.
76. The Owner shall remove any temporary works when no longer required and restore the land, at no cost to the City, to the specifications and satisfaction of the City.

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77. The Owner shall decommission any abandoned infrastructure, at no cost to the City, including but not limited to, cutting existing water services and capping it at the watermain and the removal of existing services to the former school, all to the specifications and satisfaction of the City.
78. The Owner shall remove all existing accesses and restore all affected areas, all to the satisfaction of the City, at no cost to the City.
79. All costs related to the plan of subdivision shall be at the expense of the Owner, unless specifically stated otherwise in this approval.

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**Appendix "C"
Related Estimated Costs and Revenues**

Estimated DC Funded Servicing Costs ^(Note 1)	Estimated Cost (excludes HST)
Claims for developer led construction from CSRF - None identified.	\$0
Claims for developer led construction from UWRF - None identified.	\$0
Claims for City led construction from CSRF - None identified.	\$0
Total	\$0
Estimated Total DC Revenues ^(Note 2) (2016 Rates)	Estimated Revenue
CSRF	\$894,108
UWRF	\$80,903
TOTAL	\$975,011

- 1 There are no claims for DC funded works associated with this application.
- 2 Estimated Revenues are calculated using 2016 DC rates and may take many years to recover. The revenue estimates includes DC cost recovery for "soft services" (fire, police, parks and recreation facilities, library, growth studies). There is no comparative cost allocation in the Estimated Cost section of the report, so the reader should use caution in comparing the Cost with the Revenue section.
- 3 The revenues and costs in the table above are not directly comparable. The City employs a "citywide" approach to recovery of costs of growth – any conclusions based on the summary of Estimated Costs and Revenues (above table) should be used cautiously.

Reviewed by:

Dec 6 / 16

Peter Christiaans

Date

Peter Christiaans
Director, Development Finance

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**Bibliography of Information and Materials
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Request for Approval:

City of London Subdivision Application Form, completed by Wastell Builders (London) Inc., submitted July 21, 2016.

City of London Zoning By-law Amendment Application Form, completed by Wastell Builders (London) Inc., submitted July 21, 2016.

Ricor Engineering Ltd. *Draft Plan of Subdivision 1245 Michael Street*, July 11, 2016

Reference Documents:

Ontario. Ministry of Municipal Affairs and Housing. *Planning Act, R.S.O. 1990, CHAPTER P.13*, as amended.

Ontario. Ministry of Municipal Affairs and Housing. *Provincial Policy Statement*, 2014.

City of London. *Official Plan*, June 19, 1989, as amended.

City of London. *The London Plan*, June, 2016, as amended.

City of London. *Zoning By-law No. Z-1*, May 21, 1991, as amended.

Ricor Engineering Ltd. *Final Proposal Report – 1245 Michael Street, London, Ontario*, July, 2016

Monteith Brown Planning Consultants. *Urban Design Brief and Neighbourhood Character Statement*, June, 2016.

Timmins Martelle Heritage Consultants Inc. *Stage 1 and 2 Archeological Assessment and Cemetery Boundary Investigation (Stage 3) Proposed Residential Development 1245 Michael Street*, June, 2016.

Englobe, *Geotechnical Engineering Report*, June 13, 2016.

Correspondence: (all located in City of London File No. 39T-16506 unless otherwise stated)

*Also see attached public correspondence in previous section.