

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee

From: George Kotsifas, P. Eng
Managing Director, Development and Compliance Services
and Chief Building Official

Subject: Westfield Village Estates Inc.
Southern Portion of 3086 Tillmann Road

Public Participation Meeting on: December 10, 2018

Recommendation

That, on the recommendation of the Director, Development Services, the following actions be taken with respect to the application of Westfield Village Estates Inc. relating to the property located at the southern portion of 3086 Tillmann Road:

- (a) The proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on December 18, 2018 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, to change the zoning of the subject property **FROM** a Holding Residential R4 Special Provision (h-56•h-84•R4-6(6)) Zone, **TO** a Holding Residential R4 Special Provision (h-17•R4-6(__)) Zone and a Residential R4 Special Provision (R4-6(__)) Zone;
- (b) The Site Plan Approval Authority **BE REQUESTED** to consider the following design issues through the site plan process:
 - i) An interim design, landscaping, and maintenance of the northerly portion of the subject lands, which are not subject to the rezoning;
 - ii) Implementation of the noise attenuation measures, as recommended in the Noise Assessment report prepared by Development Engineering (London) Limited, dated December 4, 2017, through the Development Agreement.

Executive Summary

Summary of Request

The requested action is to remove holding provisions h-56 and h-84 and to permit special provisions on a portion of the site in order to facilitate the development of street townhouses.

Purpose and the Effect of Recommended Action

The purpose and effect of the recommended action is to permit the development of street townhouse dwellings on the southern portion of the site. A new holding provision is recommended to ensure adequate sanitary capacity is available to service the site, prior to development.

The purpose and effect of the recommended action will further request that the Site Plan Approval Authority consider the requirement for an interim design and landscaping for the northerly portion of the site, and to implement the recommendations of the noise assessment report through the development agreement.

Rationale of Recommended Action

- 1) The proposed development is consistent with the policies of the Provincial Policy Statement.
- 2) The proposed development is in conformity with the The London Plan and the 1989 Official Plan.

- 3) 12 street townhouse dwellings can be accommodated on the subject site by way of the recommended zoning, with only minor reductions in rear and side yard setbacks. As such, it is reasonable to allow the southern portion of the site to fulfill its planned function.

Analysis

1.0 Site at a Glance

1.1 Property Description

The subject site is located on the southeast corner of Southdale Road West and Tillmann Road. The site is irregularly shaped with a lengthy frontage along Tillmann Road, tapering in depth as it extends north towards Southdale Road West. The lands are currently vacant and surrounding land uses are: vacant residential land to the east, low rise residential to the south, low rise residential to the west across Tillmann Road, and a commercial plaza on the southwest corner of Southdale Road West and Tillmann Road. To the north, across Southdale Road West, is a Self-Storage Establishment and low rise residential.

1.2 Current Planning Information (see more detail in Appendix D)

- The London Plan Place Type – Neighbourhoods
- 1989 Official Plan Designation – Low Density Residential
- Existing Zoning – Holding Residential R4 Special Provision (h-56•h-84•R4-6(6)) Zone

1.3 Site Characteristics

- Current Land Use – Vacant
- Frontage (along Tillmann Road) – 106.94 metres (350.85 feet)
- Depth – 17.42 metres (57.15 feet)
- Area – 2,142.93 square metres (23,066.3 square feet)
- Shape – Irregular

1.4 Surrounding Land Uses

- North – Self-Storage Establishment and Residential
- East – Vacant Residential
- South – Residential
- West – Commercial and Residential

1.6 LOCATION MAP



LOCATION MAP

Subject Site: 3086 Tillmann Road
Applicant: Westfield Village Estates Inc.
File Number : Z-8926

Planner : CL
Created By : MB
Date : 2018/10/02
Scale : 1:1500

Legend

 Subject Site

Prepared by : Graphics & Information Services - Planning Division
Corporation of the City of London
File:planning/projects/ig_locationmaps/MXDd



2.0 Description of Proposal

2.1 Development Proposal

The owner is proposing to develop the southerly portion of the subject lands with 12 street townhouse dwellings.



Figure 1: 3086 Tillmann Road – view from Tillmann Road frontage

3.0 Relevant Background

3.1 Planning History

The subject block was created through subdivision 39T-07501, which was approved by the Ontario Municipal Board in 2008 and registered in 2010. At that time, it was expected that the lands would be consolidated with the adjacent lands to the east (municipally addressed as 799 Southdale Road West). Accordingly, holding provision h-84 was applied, which stipulates that the block must be consolidated with adjacent lands prior to its removal. The owner of the subject lands has indicated that to date, no real estate agreements have been successfully made with the adjacent landowner. Alternatively, the owner has prepared a conceptual site plan to demonstrate that orderly development of the southerly portion of the block is technically feasible without consolidation.

In addition, holding provision h-56 applies to the land which requires the owner to agree to implement all noise attenuation measures, as recommended in a noise assessment report prepared to the satisfaction of the City. The owner retained Development Engineering (London) Limited to prepare a noise assessment report, which was submitted in support of this application. The noise attenuation measures recommended in the noise assessment report are recommended to be implemented at the site plan stage through the Development Agreement.

3.2 Requested Amendment

The requested amendment is to rezone the subject lands from a holding Residential R4 Special Provision (h-56•h-84•R4-6(6)) Zone to a Residential R4 Special Provision (R4-6(__)) Zone. The purpose of the application is to remove holding provisions h-56 and h-84; and to permit a reduced rear yard setback of 5.59 metres, whereas 6 metres is required and a reduced interior side yard setback of 1.2 metres, whereas 2.4 metres is required, in order to facilitate the development of 12 street townhouse dwellings. The existing special provisions for front and exterior yard depth for the main dwelling to local and secondary collector roads of 4.5 metres and front and exterior yard depth for garages of 6 metres would continue to apply to the site. The existing range of permitted uses would continue to apply to the site.

It should be noted that removal of a holding provision typically would follow a slightly different process under the *Planning Act* than that of a Zoning By-law Amendment.

However, given that the owner is unable to satisfy the requirement of holding provision h-56, a full Zoning By-law Amendment is required.

3.3 Community Engagement (see more detail in Appendix B)

One written response and two telephone calls were received from the adjacent landowner and their planning consultant, which will be addressed later in this report. One written response was also received from a neighbouring property owner. The primary concerns cited were: 1) the future use of the northerly portion of the block not subject to this application; 2) the requested reduced rear yard setback and its impact on the adjacent lands; 3) traffic and parking impacts from the proposed townhouse dwellings, as well as road design, construction, and maintenance in the broader Talbot Village neighbourhood; and, 4) traffic volumes on Southdale Road.

3.4 Policy Context (see more detail in Appendix C)

Provincial Policy Statement (PPS) 2014

The Provincial Policy Statement (PPS) 2014, provides policy direction on matters of provincial interest related to land use planning and development. All decisions affecting land use planning matters shall be “consistent with” the policies of the PPS.

Section 1.1 of the PPS encourages healthy, livable and safe communities which are sustained by accommodating an appropriate range and mix of residential, employment and institutional uses to meet long-term needs. It also promotes cost-effective development patterns and standards to minimize land consumption and servicing costs. The PPS encourages settlement areas (1.1.3) to be the main focus of growth and development and directs municipalities to provide for appropriate range and mix of housing types and densities to meet projected requirements of current and future residents (1.4). The provision of street townhouse dwellings provides a mix of housing types, and as such is consistent with the policies of the PPS.

The London Plan

The subject site is located within the Neighbourhoods Place Type and is on a Neighbourhood Connector. Permitted uses within this Place Type include: single detached, semi-detached, duplex, converted dwellings, townhouses, secondary suites, home occupations and group homes (Table 10 – Range of Permitted Uses in Neighbourhoods Place Type). Given that the proposed townhouse dwellings are a permitted use in the Neighbourhoods Place Type, the requested amendment is in conformity with the policies of The London Plan.

1989 Official Plan

The subject site is designated Low Density Residential in the 1989 Official Plan. The primary permitted uses in the Low Density Residential designation are single detached, semi-detached, and duplex dwellings. Multiple-attached dwellings, such as row houses or cluster houses may also be permitted (3.2.1). Developments within this designation should have a low-rise, low coverage form that minimizes problems of shadowing, view obstruction and loss of privacy (3.2.2).

As the proposed street townhouse dwellings are a permitted use in the Low Density Residential designation and are proposed at a low-rise scale and form, the requested amendment is in conformity with the policies of the 1989 Official Plan.

Zoning By-law Z.-1

The base zoning of the subject lands is Residential R4, which permits the requested street townhouse dwellings. Notwithstanding the requested reductions in rear and side yard setbacks, the proposed street townhouse dwellings are currently a permitted use and comply with all other regulations of the existing Residential R4 Special Provision (R4-6(6)) Zone. As such, the purpose of the application is to remove the holding provisions in order to permit development under the existing zoning permissions that

already apply to the site.

4.0 Key Issues and Considerations

4.1 Issue and Consideration # 1: Removal of h-84

The existing zoning of the site contains a holding zone which requires the subject lands to consolidate with adjacent lands prior to its removal.

h-84 Purpose: To ensure that there is a consistent lotting pattern in this area, the "h-84" symbol shall not be deleted until the part block has been consolidated with adjacent lands.

The applicant has prepared a preliminary site plan demonstrating that the southerly portion of site can support the development of 12 street townhouse dwellings and a consistent lotting pattern (Figure 2). A special provision for rear yard setback is required, due to the tapering depth of the block toward Southdale Road West and articulation in building form. The requested rear yard setback is 5.59 metres, whereas 6 metres is required. This is a minor reduction which will facilitate the development of the block and an enhanced building design. A usable private amenity space in the rear yard can still be accommodated with the reduced rear yard setback.

In addition, a reduced side yard setback of 1.2 metres is requested for both buildings in the interior of the site between the two adjacent buildings. In the R4 zone, side yard setbacks are calculated based on the number of townhouse units per building block. For a building block containing five to eight townhouse units, the side yard setback requirement is 2.4 metres. The requested 1.2 metre setback is appropriate, as it is consistent with the side yard setbacks of the single detached dwellings in the surrounding area. The requested 1.2 metre setback for each building maintains adequate separation between the two buildings, as well as access to the rear yard. Rear yard access is further provided for each unit through the attached garages.

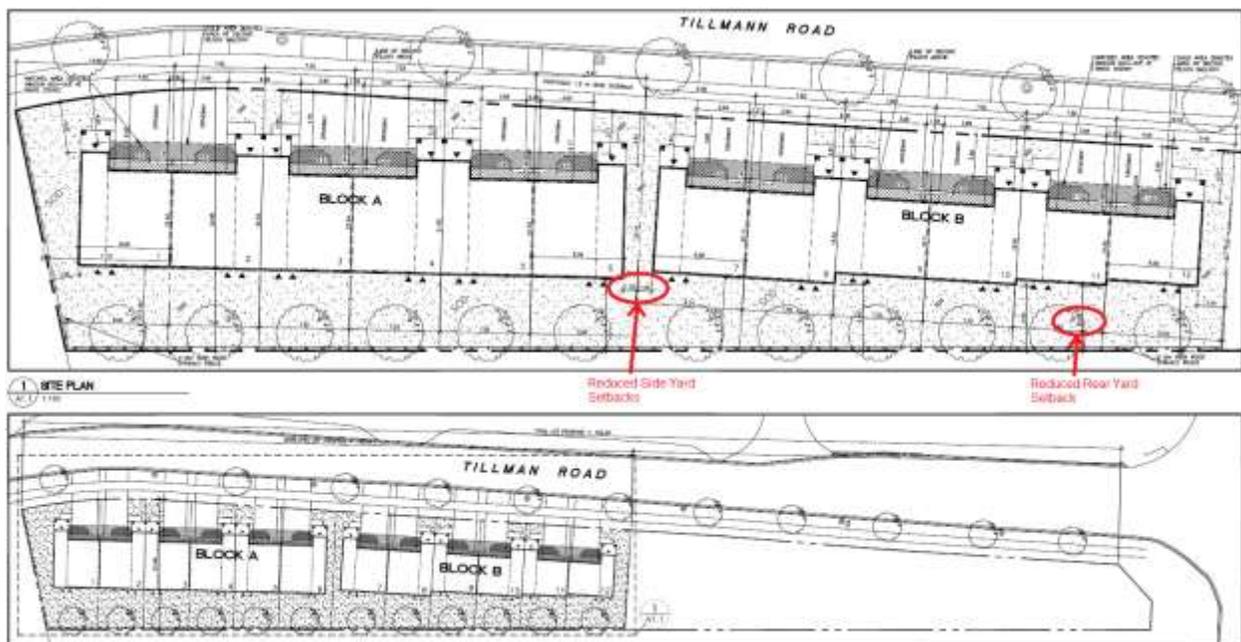


Figure 2: Conceptual Site Plan Showing Proposed Setback Reductions

4.2 Issue and Consideration # 2: Removal of h-56

The existing zoning of the site contains a second holding zone which requires a noise assessment to be undertaken in order to determine potential noise impacts from nearby arterial roads, and further, that the owner agrees to implement any noise attenuation measures recommended by the report.

h-56 Purpose: To ensure there are no land use conflicts between arterial roads and the proposed residential uses, the "h-56" shall not be deleted until the owner

agrees to implement all noise attenuation measures, recommended in noise assessment reports acceptable to the City of London.

A noise assessment report was prepared by Development Engineering (London) Limited, dated December 4, 2017, and submitted in support of this application. The report concluded that noise warning clauses should be included in agreements of purchase and sale or lease for unit 12 exclusively, and that provisions must also be made for central air conditioning. Civic administration recommends that these recommendations be implemented through the Development Agreement required at the site plan approval stage. As such, the requirements of the holding h-56 zone have been satisfied.

4.3 Issue and Consideration # 3: Servicing

Through the circulation of the application, it was determined that there is insufficient sanitary capacity in the interim to service townhouse Block A, until such time as the Colonel Talbot Pumping Station is fully operational and the two temporary pumping stations are decommissioned. Commissioning of the Colonel Talbot Pumping Station is anticipated for the end of 2019, therefore it is recommended the following holding provision be applied to the portion of the lands containing the proposed townhouse Block A:

h-17 Purpose: To ensure the orderly development of lands and the adequate provision of municipal services, the "h-17" symbol shall not be deleted until full municipal sanitary sewer and water services are available to service the site.

Permitted Interim Uses: Dry uses on individual sanitary facilities permitted by the applied Zone.

4.4 Issue and Consideration # 4: Remnant Block

The proposed street townhouse development and requested amendment applies only to the wider portion of the block that is developable without the need for consolidation with adjacent lands. As such, the northerly portion of the block at the intersection of Tillmann Road and Southdale Road West will remain undeveloped, and the holding provisions would continue to apply. As a result, development could not commence until such time as a deal between the owner of the subject lands and the adjacent land owner is reached and the lands are consolidated.

Viable development of the northerly portion of the block is possible provided the lands are consolidated with adjacent lands, as originally intended. As such, there is no concern related to the creation of an orphaned parcel by excluding the northerly portion of the site from the development.

A concern raised through the circulation of this application was with respect to the future of this block and its interim maintenance. To ensure the remnant portion of the block is adequately maintained in the interim, civic administration is recommending the Site Plan Approval Authority consider enhancing interim design, landscaping, and maintenance of these lands through the site plan approval process required for the proposed 12 street townhouse dwellings. This will ensure that obligations to provide for landscaping and maintenance of these lands are captured in the Development Agreement.

4.5 Issue and Consideration # 5: Traffic and Parking

Through the circulation of this application, concerns were raised regarding potential traffic and parking issues generated by the proposed development. The proposed street townhouse dwellings have been designed with private garages and driveways to accommodate each unit, and no reductions to the required parking have been requested. Further, as the street townhouse dwelling use is already permitted under the current R4-6 zoning, the primary purpose of the application is to remove holding provisions to facilitate the development of the site to its planned function.

Concerns were also expressed with respect to road design, construction, and maintenance within the broader Talbot Village neighbourhood, as well as traffic volumes on Southdale Road. However, as the site is already zoned for the proposed use and scale of development, these concerns are not directly relevant to this re-zoning.

City Transportation staff have reviewed the application and had no concerns with respect to traffic and parking as a result of the re-zoning. Further review of site access and design will be undertaken through the review of a future site plan application.

More information and detail is available in Appendix B and C of this report.

5.0 Conclusion

The recommended amendment is consistent with the Provincial Policy Statement and conforms to the policies of The London Plan and the 1989 Official Plan. The recommended amendment will enable the development of a vacant, underutilized parcel of land that will facilitate its planned function while ensuring necessary servicing is available prior to development. Further, the recommended action will ensure the northerly portion of the site that is not subject to the amendment will be adequately landscaped and maintained in the interim, until development is viable.

Prepared by:	Catherine Lowery, MCIP, RPP Planner II, Current Planning
Submitted by:	Michael Tomazincic, MCIP, RPP Manager, Current Planning
Recommended by:	Paul Yeoman, RPP, PLE Director, Development Services
Submitted by:	George Kotsifas, P. Eng Managing Director, Development and Compliance Services and Chief Building Official
Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Planning Services	

December 3, 2018
MT/mt

Appendix A

Bill No. (number to be inserted by Clerk's Office)
2019

By-law No. Z.-1-19 _____

A by-law to amend By-law No. Z.-1 to rezone an area of land located at the southerly portion of 3086 Tillmann Road.

WHEREAS Westfield Village Estates Inc. has applied to rezone an area of land located at the southerly portion of 3086 Tillmann Road, 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:

- 1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at the southerly portion of 3086 Tillmann Road, as shown on the attached map comprising part of Key Map No. A110, from a Holding Residential R4 Special Provision (h-56•h-84•R4-6(6)) Zone to a Holding Residential R4 Special Provision (h-17•R4-6(__)) Zone and a Residential R4 Special Provision (R4-6(__)) Zone.
- 2) Section Number 8.4 f) of the Residential R4 (R4-6) Zone is amended by adding the following Special Provision:

__)	R4-6()	3086 Tillmann Road	
	a)	Regulations	
		i) Front and Exterior Yard Depth for Main Dwelling to Local and Secondary Collector Roads (Minimum)	4.5 metres (14.8 feet)
		ii) Front and Exterior Yard Depth for Garages	6 metres (19.7 feet)
		iii) Rear Yard Depth (minimum)	5.59 metres (18.3 feet)
		iv) Interior Side Yard Depth (minimum)	1.2 metres (3.9 feet)

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 Section 34 of the *Planning Act, R.S.O. 1990, c. P13*, either upon the date of the passage of this by-law or as otherwise provided by the said section.

PASSED in Open Council on December 18, 2018.

File: Z-8926
Planner: Catherine Lowery

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – December 18, 2018
Second Reading – December 18, 2018
Third Reading – December 18, 2018

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



File Number: Z-8926
Planner: CL
Date Prepared: 2018/10/02
Technician: MB
By-Law No: Z.-1-

SUBJECT SITE 

1:2,000

0 10 20 40 60 80 Meters



Appendix B – Public Engagement

Community Engagement

Public liaison: On July 25, 2018, Notice of Application was sent to 102 property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on July 26, 2018. A “Planning Application” sign was also posted on the site.

Three replies were received.

Nature of Liaison: Possible change to Zoning By-law Z.-1 from a Holding Residential R4 Special Provision (h-56•h-84•R4-6(6)) Zone to a Residential R4 Special Provision (R4-6(__)) to permit the development of the subject lands for street townhouses, and to permit a reduced rear yard setback of 5.59 metres, whereas 6 metres is required, and a reduced interior side yard setback of 1.2 metres, whereas 2.4 metres is required.

Responses: A summary of the various comments received include the following:

Concern for:

The northerly portion of the block not subject to the re-zoning:

Concerned that by not removing the holding provisions on the entire block, the northerly portion of the block will be undevelopable, remaining undeveloped and unmaintained.

Reduced rear yard setback:

Concerned that the proposed reduced rear yard setback will result in unreasonable expectations by future home owners as future development occurs to the east. As a result, future development to the east may have to provide additional spatial separation.

Traffic and parking:

Concerned that the proposed townhouses will cause further issues with traffic and parking in this area. Also concerned about road design, construction, and maintenance in Talbot Village, as well as traffic volumes on Southdale Road.

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

Telephone	Written
Vito Frijia, Southside Group 799 Southdale Road West	Matt Campbell, Zelinka Priamo Ltd. 318 Wellington Road
Matt Campbell, Zelinka Priamo Ltd. 318 Wellington Road	Ron and Sharon Wimperis



Sent via e-mail

August 17, 2018

Ms. Catherine Lowery, BES, MCIP, RPP
City of London – Planning Services
206 Dundas Street
London, ON.
N6A 1G7

Re: Zoning By-Law Amendment Application Z-8926
Westfield Village Estates Inc.
3086 Tillmann Road
Our File: SSD/LON/18-02

We are the Land Use Planning Consultants for Southside Group, owners of the lands abutting to the east of 3086 Tillmann Road, known municipally as 799 Southdale Road West. The intent of this letter is to express our concern to City planning staff regarding the proposed townhouse development, and the use of the remnant portion of 3086 Tillmann Road that is not part of Z-8926.

The Westfield Village Estates Inc. ("Westfield") development proposes to utilize the southern half 3086 Tillmann Road. The entire parcel is currently subject to two holding provisions (*h-56* and *h-84*). Provision *h-84* requires that these lands be consolidated with our client's lands (799 Southdale Road) prior to removal of the holding provision.

Our client has attempted to purchase 3086 Tillman Road from Westfield Village Estates Inc. / York Developments / Dave Tennant Urban Concepts to satisfy the requirements of *h-84*. However, the owners of 3086 Tillman Road have not provided an equitable proposal to our client (see attached offer for reference), and therefore consolidation of 3086 Tillman Road and 799 Southdale Road has not yet occurred.

Part of Westfield's justification to remove the *h-84* provision on the southerly portion of 3086 Tillmann Road is that it is deemed unnecessary for the appropriate development of the lands. While this may be true for the southerly portion which can accommodate the proposed 12 townhouses, it is not true for the northerly portion of the parcel, which is not subject to Z-8926. Given that attempts by our client to acquire 3086 Tillman Road have not resulted in an agreeable or equitable transaction, it is unreasonable to omit the northerly portion of the parcel from a defined development solution. The two scenarios for this land are either to be included in the development of the townhouses, likely as amenity space or landscaped open space, or to be consolidated with 799 Southdale Road.

We are concerned that if the development proceeds as proposed, and that an equitable consolidation of the northerly portion of 3086 Tillman Road is not possible, these lands will be undevelopable. As these lands are situated at a highly visible location at the intersection of a major Arterial Road and a Secondary Collector Road, it is in the public interest to develop these lands as part of either scenario identified above.

In Westfield's submitted Planning Justification Report, the author (Kirkness Consulting Inc.) claims that "The easterly abutting owner [Southside Group] has no intention to develop its lands but has no objection to the development of the 12 street townhouses. He has provided an email stating that position." This is not accurate. Our client has imminent plans to develop 799 Southdale Road and we are currently preparing a development proposal to present to City staff.

August 17, 2018

While our client has previously expressed a general acceptance of development on the subject lands, his comments were not intended to address the specific townhouse development currently proposed and are not applicable to the northerly portion of the lands.

With regard to the development of 3086 Tillman Road for townhouse dwellings, we note that the rear yard setbacks are at the minimum permitted in the *R4-6(6)* zone and, due to the rounding permissions of Section 1.9 of the Zoning By-Law, are in fact less than would otherwise be permitted if the required setback were denoted as 6.0m, rather than 6m. Such compact forms of development can result in unreasonable expectations by future home owners as future development occurs to the east.

It is important to note the proposed rear yard setback as it could result in our client being required to accommodate additional spatial separation on 799 Southdale Road that otherwise would not be required if 3086 Tillman Road were consolidated and developed comprehensively or if it had sufficient lands to provide more generous yards.

As such we would request that municipal staff review this application in light of this information.

We thank you for the opportunity to provide the above comments on behalf of Southside Group. If we can be of any assistance, please do not hesitate to contact the undersigned.

Yours very truly,

ZELINKA PRIAMO LTD.



Matt Campbell, BA, CPT
Planner

cc: Vito Frijia, Southside Group

From: Ron & Sharon Wimperis
Sent: Monday, October 29, 2018 9:40 AM
To: Lowery, Catherine <clowery@london.ca>
Cc: Hopkins, Anna <ahopkins@london.ca>
Subject: 3086 Tillman Road File: Z-8926

I just read the public notice regarding the above address.

I am concerned about a couple things.

- 1) The townhouses that will be built will increase the number of cars that will require parking from households with multiple cars and “guest traffic” in the area. Tillman Road in this area is already undersized. It can be difficult to avoid oncoming traffic due to its width, pot holes and has minimal parking spots available in the parking lane. The density of the buildings will make this worse.
- 2) The area current developers (York and Southside), have been slow to maintain their commitments to ensure safely passible roads. They needed to hear complaints, before solving the line painting required at the intersection of Tillman and Southdale. There are large pot holes that have continually been a concern and maneuvering them is needed to safely enter the subdivision, which is already in the city’s possession. I would suggest stronger commitments, from the developers, towards the immediate surface roads needs stronger language and municipal follow up, as part of this development. Talbot Village is an example of a problem. Phases of the subdivision are over 10 years old and some roads still don’t have the top coat of asphalt, including Settlement Trail, Old Garrison and Crane Road. Then take a look at a local collector road, Pack Road. It’s a mess with no end in sight.
- 3) There is a lack of infrastructure in the area to handle the increased traffic on Southdale Road. The plans I saw indicate Southdale will be widened in 2 stages and not for a few years. Widening this road should happen before additional pressures are placed on it. Try driving this road between 3 and 7, its already crazy. This widening should include alignment of the turning lanes from Southdale to Tillman. They are out of alignment in both directions and makes it difficult to turn safely, slowing down the turning process and keeping the traffic on the road, longer than needed.

Looking forward to your response.

Agency/Departmental Comments

July 31, 2018: UTRCA

No objections.

August 10, 2018: Wastewater

WADE has no objection to this application; the Zoning By-law Amendment.

Notes on City Plan #24,382 (Interim Sanitary Drainage Area Plan) indicate the proposed Block ‘A’ townhouses (six individual connecting units) cannot outlet to the 200mm sanitary sewer system on Tillman Drive until the temporary pumping stations are not required anymore.

However this will change in the near future as the two lengths of sanitary sewer on Tillman Drive downstream of manhole S15 will be reactivated. A “manmade weir” will be created in sanitary manhole S15 and overflow effluent will flow south using the said two lengths of unused sanitary sewer. This means that the proposed Block ‘A’ townhouses can be built as they will now have a sanitary outlet.

Note (supplementary comments August 20, 2018): The Colonel Talbot Pumping Station is the 'change' and when it comes on line at the end of 2019 the two other Pumping Stations will be decommissioned. We need a holding provision on the subject lands until this happens.

Presently the proposed Block 'B' townhouses (6 individual connecting units) can outlet to the 200mm sanitary sewer system on Tillman Drive and can be built.

An adequate size for the san. p.d.c. for each individual townhouse should be determined by the Applicant's Engineer, all to City Standards and servicing should be consistent with Drawing SW-7.0.

August 14, 2018: Engineering

Transportation

No comments for the re-zoning application.

The following items are to be considered during the site plan approval stage:

- Ensure no conflicts with existing utilities ensuring all access is a minimum of 1.5m away from all utilities
- Additional comments regarding access location and design will be provided.

Stormwater

No comments for the re-zoning application.

Water

The applicants consulting engineer would be required to submit a servicing concept for the townhouse units confirming services can be installed to each unit while maintaining minimum separation distances and confirm where the water meters for each unit will be located and how they can be accessed. For the re-zoning, we do not need to see a servicing concept.

Noise

The Noise Assessment Report dated December 4th, 2017 by Development Engineering is acceptable.

Ensure the noise attenuation recommendations in the report for provision of forced air heating, central air conditioning and specific Warning Clauses are applied within this development and included within the Development Agreement for this site.

Appendix C – Policy Context

The following policy and regulatory documents were considered in their entirety as part of the evaluation of this requested land use change. The most relevant policies, by-laws, and legislation are identified as follows:

Provincial Policy Statement, 2014 (PPS)

1.1.1 Healthy, liveable and safe communities are sustained by:

- b) accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons)

1.1.3.1 Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.

1.1.3.2 Land use patterns within settlement areas shall be based on:

- a) densities and a mix of land uses which:

1. efficiently use land and resources;

2. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;

The London Plan

Table 10 permits townhouses in the Neighbourhood Place Type on a Neighbourhood Connector.

Table 11 permits form up to 2.5 storeys in height in the Neighbourhood Place Type on a Neighbourhood Connector.

1658_ The Zoning By-law will be amended by application to remove the holding symbol when City Council determines that the requirements relating to the appropriate purpose as set out in the by-law have been met.

1989 Official Plan

3.2 Low Density Residential

The Low Density Residential designation is applied to lands that are primarily developed or planned for low-rise, low density housing forms including detached, semi-detached, and duplex dwellings. Where appropriate, some multiple attached dwellings at densities similar to neighbouring detached units may be permitted. Policies in this Plan promote development which shall enhance the character of the residential area. Certain secondary uses of a non-residential nature which are integral to, and compatible with, a neighbourhood environment, are also permitted.

3.2.1 The primary permitted uses in areas designated Low Density Residential shall be single detached; semi-detached; and duplex dwellings. Multiple-attached dwellings, such as row houses or cluster houses may also be permitted subject to the policies of this Plan and provided they do not exceed the maximum density of development permitted under policy 3.2.2. Residential Intensification may be permitted subject to the provisions of policy 3.2.3.

19.4.3 iii) Holding Zones – Removal

The Zoning By-law will be amended to remove the holding symbol when Council determines that the conditions relating to the appropriate purpose as set out in the By-law have been met.

Zoning By-law Z.-1

8.2 PERMITTED USES

No person shall erect or use any building or structure, or use any land or cause or permit any building or structure to be erected or used, or cause or permit any land to be used, in any Residential R4 Zone variation or any use other than the following uses:

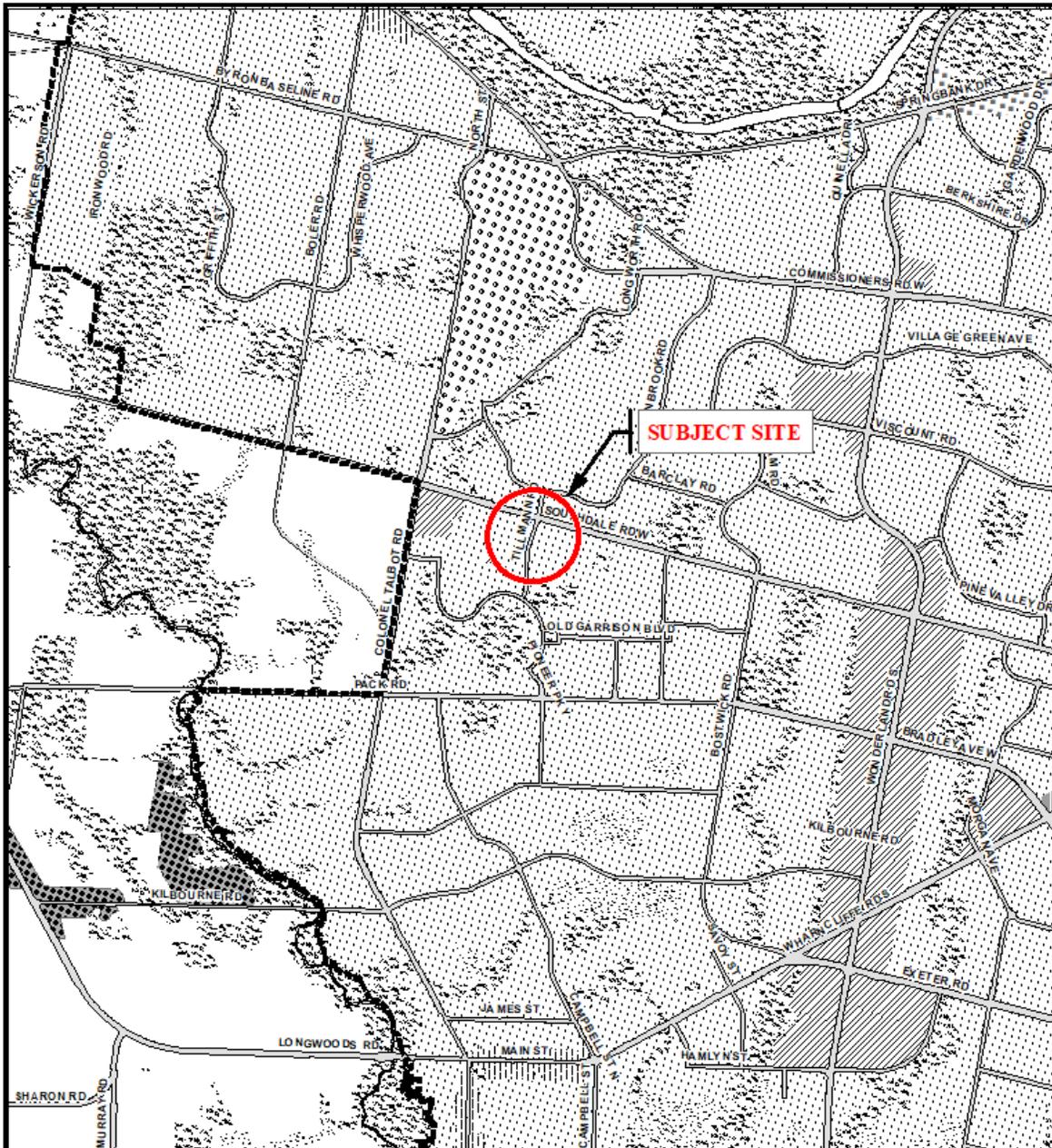
- a) Street townhouse dwellings

Additional Reports

None

Appendix D – Relevant Background

Additional Maps



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	

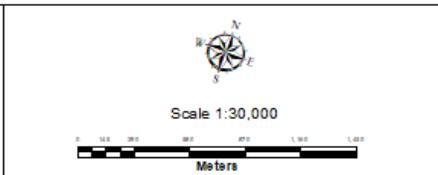
This is an excerpt from the Planning Division's working consolidation of Map 1 - Place Types of the London Plan, with added notations.

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.

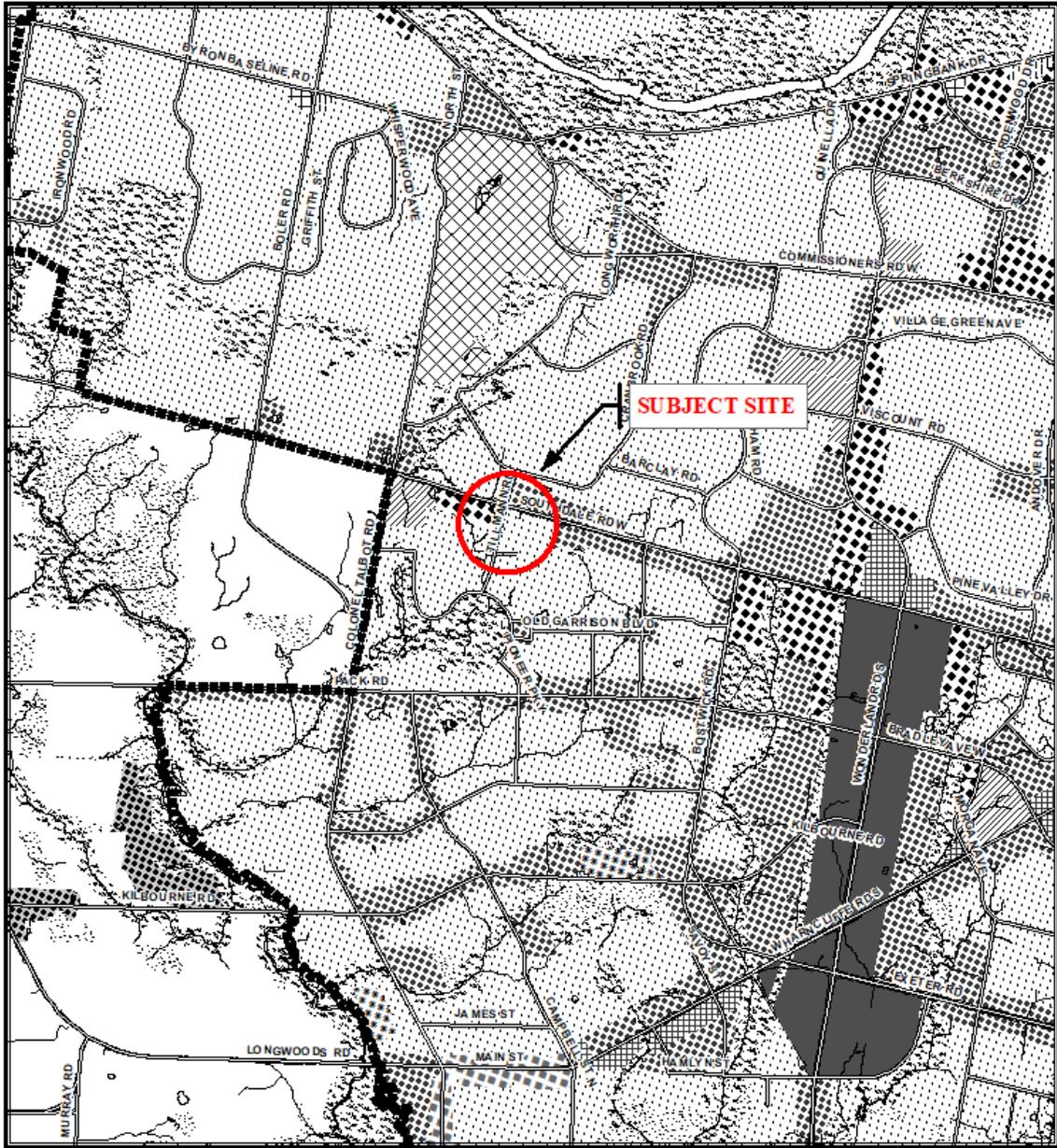
CITY OF LONDON
 Planning Services /
 Development Services

**LONDON PLAN MAP 1
 - PLACE TYPES -**

PREPARED BY: Planning Services



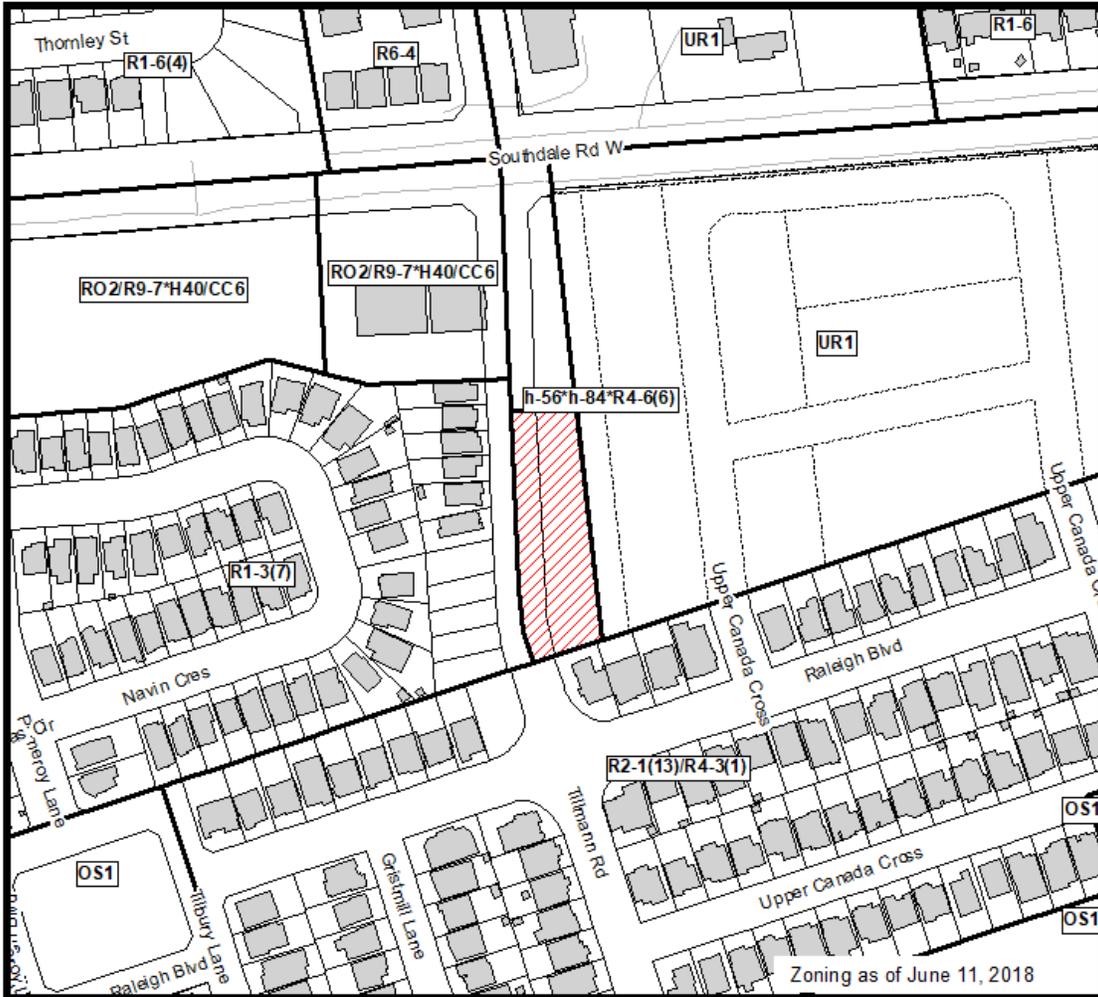
File Number: Z-8926
Planner: CL
Technician: MB
Date: October 2, 2018



Legend		
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

<p>CITY OF LONDON Planning Services / Development Services OFFICIAL PLAN SCHEDULE A - LANDUSE -</p> <p><small>PREPARED BY: Graphics and Information Services</small></p>	 Scale 1:30,000 Meters	<p>FILE NUMBER: Z-8926 PLANNER: CL TECHNICIAN: MB DATE: 2018/10/02</p>
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PROJECT LOCATION: e:\planning\projects\p_officialplan\work\consol\00\excerpts\mod_templates\scheduleA_b&w_8x14_with_SWAP.mxd



 **COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: h-56*h-84*R4-6(6)**

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

- | | |
|--|---|
| <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 |
|--|---|

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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



FILE NO:

Z-8629

CL

MAP PREPARED:

2018/10/02

MB

1:2,500

0 12.525 50 75 100
 Meters

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