

## Report to Planning and Environment Committee

**To:** Chair and Members  
Planning & Environment Committee

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

**Subject:** Residential Plan of Subdivision and Zoning By-law  
Amendment  
Application By: Whiterock Village Inc.  
3087 White Oak Road

**Public Participation Meeting on: June 4, 2019**

## Recommendation

That, on the recommendation of the Director, Development Services, the following actions be taken with respect to the application of Whiterock Village Inc. relating to the property located at 3087 White Oak Road (legally described as Adams St PL 643 London; Reserve PL 643 London; PT LT 31 CON 2 London; PT LT 5 PL 643 London; PT Reserve B PL 643 London PT 1, 2, 3, 4, 5, 6, 7, 33R3762; London:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting June 11, 2019 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, to change the zoning of the subject property **FROM** an Urban Reserve (UR4) Zone, and a Residential R1 (R1-10) Zone, **TO** a holding Residential R1 Special Provision (h\*h100\*h-161\*R1-3(\*)) Zone; a holding Residential R1 Special Provision (h\*h100\*h-161\*h-\_\_\*R1-3(\*)) Zone; a holding Residential R1 Special Provision (h\*h100\*h-161\*R1-3(\*\*)) Zone; a holding Residential R6 Special Provision (h\*h-71\*h-100\*h-161\*h-\_\_\*R6-5(\*\*)) Zone; a holding Residential R6 Special Provision/Residential R8 Special Provision Bonus (h\*h-71\*h-100\*h-161\*h-\_\_\*R6-5(\*\*)/R8-4(\*\*)\*B-\_\_) Zone; a holding Urban Reserve Special Provision (h-94\*UR4(\*)) Zone; and an Urban Reserve Special Provision (UR4(\*\*)) Zone.

The following holding provisions 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-71) holding provision – to encourage street oriented development
- (h-94) holding provision – to ensure there is a consistent lotting pattern, the holding provision shall not be deleted until adjacent lands have been consolidated
- (h-100) holding provision – to ensure there is adequate water service and appropriate access, a looped watermain system must be constructed and a second access must be available, permitting a maximum of 80 residential units
- (h-161) holding provision – to ensure the proposed stormwater management system is constructed and operational
- (h-\_\_) new holding provision – to ensure the existing sanitary forcemain traversing the site has been appropriately relocated

The B-(\_\_) Bonus Zone shall be implemented through one or more agreements to provide for a maximum apartment building height of 4 storeys or 16m (52.4ft) with an increased density of up to 79 units per hectare in return for the provision of the following facilities, services and matters:

- 1) A high quality development which substantially implements the Site Plan, Concept Landscape Plan, and Elevations as attached in Schedule “1” to the amending by-law.

- (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 Whiterock Village Inc. relating to a property located at 3087 White Oak Road; and
- (c) Council **SUPPORTS** the Approval Authority issuing draft approval of the proposed residential plan of subdivision, submitted by Whiterock Village Inc., File No. 39T-18505, prepared by Development Engineering File No DEL16-038, October 24, 2018, as red-line amended, which shows a draft plan of subdivision consisting of 72 single detached dwelling lots, two (2) medium density residential blocks, and the extension of four (4) existing streets, **SUBJECT TO** the conditions contained in the attached Appendix "B".

## Executive Summary

### Summary of Request

The request is to permit a draft plan of subdivision to create 72 single detached dwelling lots, two (2) medium density blocks including townhouse and low-rise apartment uses, the extension of four (4) existing streets, and a future development block.

### Purpose and the Effect of Recommended Action

The purpose and effect of the recommended action is for Municipal Council to approve the recommended Zoning By-law Amendments, and recommend that the Approval Authority for the City of London issue draft approval of the proposed plan of subdivision, subject to conditions and red-line revisions.

### Rationale of Recommended Action

- i) The recommended draft plan and zoning amendments are consistent with the *Provincial Policy Statement (PPS), 2014*, which promotes a compact form of development in strategic locations to minimize land consumption and servicing costs and provide for a range of housing types and densities to meet projected requirements of current and future residents;
- ii) The recommended draft plan and zoning amendments will facilitate an appropriate form of low and medium density residential development that conforms to The London Plan, the 1989 Official Plan, the Southwest Area Secondary Plan and the North Longwoods Area Plan policies;
- iii) The recommended Bonus Zone will allow for an increase to the height and density of a medium density block which provides for a commensurate increase in density and height in return for enhanced building and landscape design; and
- iv) The draft plan design is appropriate for the site, compatible with abutting land uses and makes efficient use of the existing services and infrastructure available in this area.

## Analysis

### 1.0 Site at a Glance

#### 1.1 Property Description

The subject site has a total area of approximately 6.41ha and is currently vacant with some existing vegetation consisting of trees, shrubs and grasses. Previously, the lands were used passively for agricultural and pastoral activities. The site has frontage on Southdale Road West and White Oak Road, though the majority of land is located in the interior of the established built areas fronting these two roads.

There is an established low density residential neighbourhood located to the west which was created through subdivision plans 33M-542, and 33M-576 in 2006 and 2007 respectively, as well as a medium density cluster townhouse block to the northwest of the site. The commercial corridor of Southdale Road is located to the north, consisting of vehicle sales and service establishments, restaurants and retail uses. A series of streets associated with the Copperfield subdivision currently terminate on the west side of the plan area. Temporary street connections in the north-south direction are located between Biddulph Street to the north portion of Bateman Trail.

To the east, there are existing single detached dwellings constructed circa the 1950's along White Oak Road and a newer residential subdivision, 33M-604 registered in 2008 located on the east side of White Oak Road at Devon Road. A range of commercial and industrial uses are located to the southeast further along White Oak Road, including a class III industry use that specializes in paint and solvent recycling. Remnant residential, vacant commercial lands, park and stormwater management facilities are all located to the south of the site.

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

- The London Plan Place Type – Neighbourhoods and Shopping Area
- Official Plan Designation – Low Density Residential (LDR), Multi-Family, Medium Density Residential (MFMDR), and Auto-Oriented Commercial Corridor (AOCC)
- Existing Zoning – Urban Reserve (UR4) and Residential R1 (R1-10) Zone

**1.3 Site Characteristics**

- Current Land Use – vacant
- Frontage – 33m frontage along White Oak Road and 20m frontage along Southdale Road East
- Depth – varies
- Area – 6.41ha
- Shape – Irregular

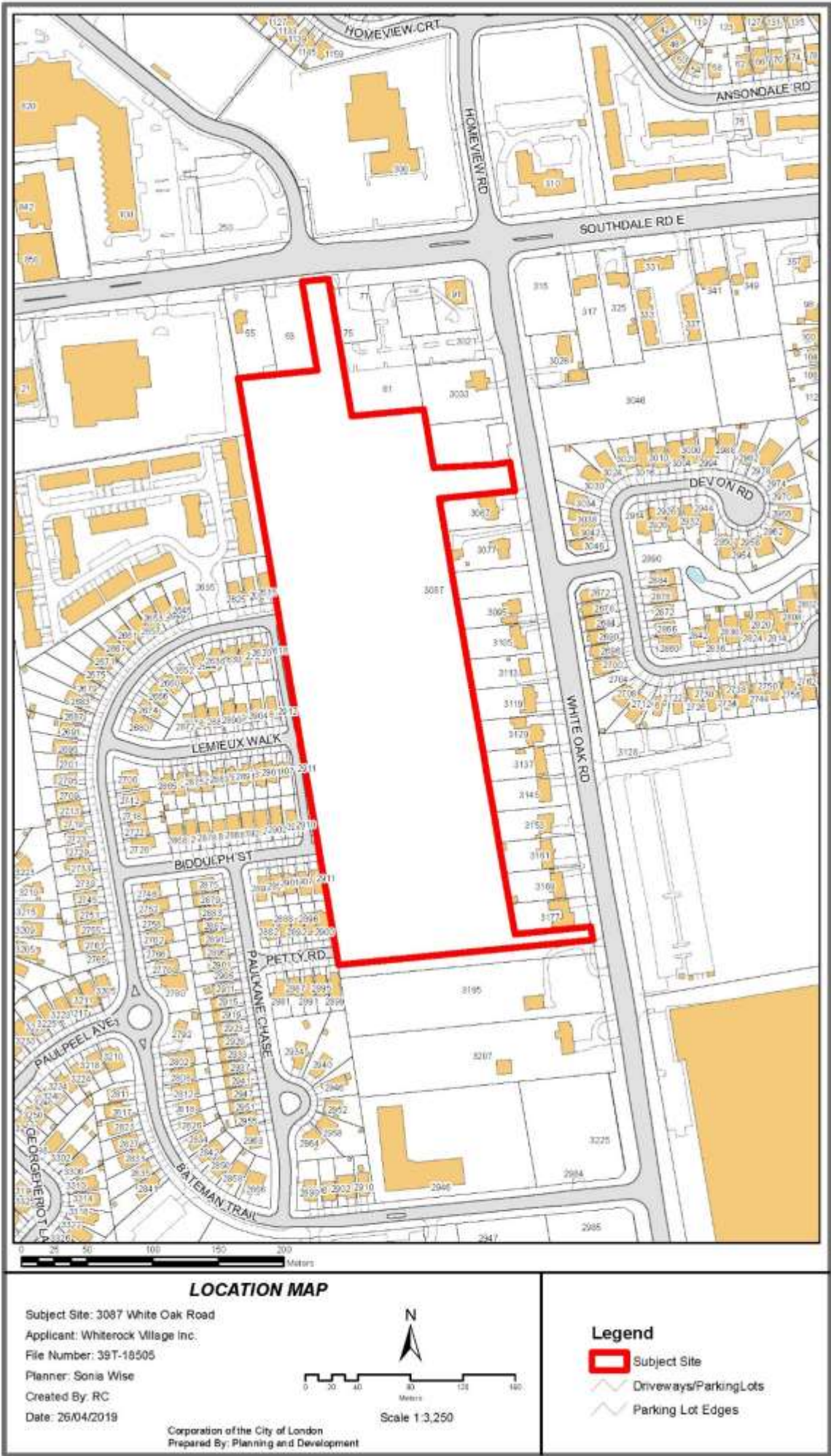
**1.4 Surrounding Land Uses**

- North – Commercial
- East – Residential
- South – Residential, Commercial and Industrial
- West – Residential

**1.5 Intensification (identify proposed number of units)**

- 181 units represents intensification outside of the Built-area Boundary
- A small portion of the site is located within the Primary Transit Area, though the majority of the site including the majority of the 181 units are located outside of the Primary Transit Area

1.6 Location Map





## 2.0 Description of Proposal

### 2.1 Development Proposal

The proposed draft plan of subdivision consists of 72 single detached dwelling lots, and two (2) medium density residential blocks (block 100 and 101), in one phase. Bateman Trail, Petty Road, Biddulph Street and Lemieux Walk are all proposed to be extended to complete the road pattern established from earlier development in the west. Petty Road and Bateman Trail will provide access to Southdale Road East and White Oak Road respectively. Block 100 has been identified for development of townhouse dwellings, and Block 101 is proposed to be developed for a low-rise apartment building through a site specific bonus zone.



Figure 1: Simplified Plan of Subdivision

2.2 Recommended Plan and Amendments (red-line)

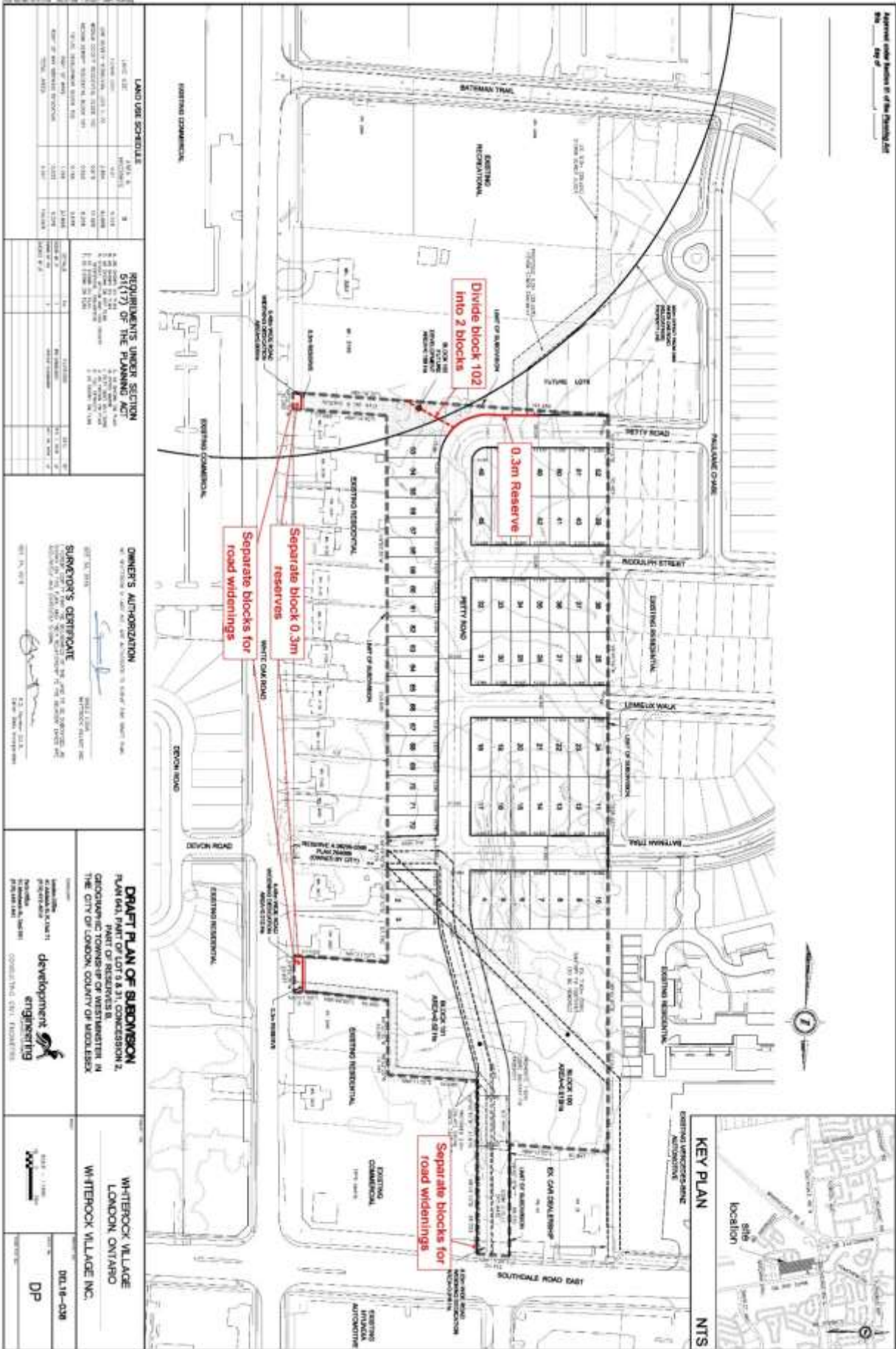


Figure 2: Red-line Revisions

Red-line Revisions

Several technical revisions are being recommended through input from Development Services and Transportation staff. The red line revisions to the draft plan are as outlined below.

- Provide road widening dedication as separate blocks
- Provide a 0.3m reserve along the frontage of the two White Oak Road properties

- Divide Block 102 into two blocks
- Provide a 0.3m reserve for the new Block 103 as the most westerly half of the former Block 102

### Recommended Holding Provisions

It is recommended that the standard 'h' holding provision be applied to all proposed residential lots and blocks. The 'h' holding provision is applied in almost all subdivision approvals for the purpose of ensuring adequate provision of municipal services, that the required security has been provided, and that a subdivision agreement or development agreement has been entered into.

An 'h-71' holding provision to encourage street orientated development for the two medium density blocks is recommended to ensure the front façade of the dwelling units can be oriented to the abutting street, which will be executed by a future development agreement for blocks 100 and 101.

An 'h-100' holding provision to ensure there is adequate water service and appropriate access is recommended for all residential lots and blocks which exceed a total of 80 residential units.

An 'h-161' holding provision is proposed for all residential lots and blocks to ensure the proposed stormwater management system servicing this subdivision is constructed and operational. The proposed stormwater servicing is proposed to be connected via easement to Bateman Trail.

An 'h-94' holding provision is proposed for the new Block 103 to ensure there is a consistent lotting pattern in this area which requires the consolidation of adjacent lands.

A new site-specific 'h-\_\_' holding provision is recommended for Blocks 100, 101 and lots 1-3 to ensure the existing sanitary forcemain is relocated within the future municipal right-of-ways.

### Recommended Zoning

Residential R1 (R1-3(\*)) Zone (All lots except 4, 17, 18, 31, 32 45 and 46) – the single detached dwelling lots are proposed to have a Residential R1 (R1-3) Zone variation, which requires a minimum lot frontage of 10m and a minimum lot area of 300m<sup>2</sup>. A special provision is recommended that implements direction provided in SWAP to ensure that garages shall not project beyond the front façade or porch of the dwelling and not occupy more than 50% of the lot frontage.

Residential R1 (R1-3(\*\*)) Zone (Lots 4, 17, 18, 31, 32 45 and 46) – the single detached dwelling lots are proposed to have a Residential R1 (R1-3) Zone variation, which requires a minimum lot frontage of 10m and a minimum lot area of 300m<sup>2</sup>. A special provision is recommended that implements direction provided in SWAP to ensure that garages shall not project beyond the front façade or porch of the dwelling and not occupy more than 50% of the lot frontage, and that the primary entrance of the dwellings be oriented to Petty Road for these corner lots.

Residential R6 Special Provision (R6-5(\*)) Zone (Block 100) – The medium density residential block proposed to be developed for cluster townhouse dwellings is recommended to have a Residential R6 Special Provision (R6-5(\_)) Zone to permit cluster single detached dwellings, semi-detached dwellings, duplexes, triplexes, fourplexes, townhouse and stacked townhouse dwellings. Special provisions are recommended to provide greater certainty for the eventual development form by removing the apartment building use, to allow for an increased maximum density of 75 units per hectare, and a reduced front yard setback of 3m.

Residential R6 Special Provision/R8 Bonus (R6-5(\*\*)/R8-4(\*\*)\*B- ) Zone (Block 101) – The medium density residential block proposed to be development for a low-rise



apartment building is recommended to have a Residential R6 Special Provision/R8 Bonus (R6-5(\*\*)/R8-4(\*\*)\*B-\_\_\_) Zone to permit cluster single detached dwellings, semi-detached dwellings, duplexes, triplexes, fourplexes, apartment buildings, townhouse and stacked townhouse dwellings, and handicapped person’s apartment buildings, lodging house class 2, senior citizen apartment buildings, emergency care establishments, and continuum of care facilities. Special provisions are recommended to the R6 and R8 zone variations to interpret Petty Road as the frontage, allow a reduced front yard setback of 3m, and allow for an increased maximum density of 75 units per hectare in the R6 zone. A Bonus Zone is recommended to allow for an increased height of 16m and density of 79 units per hectare for a maximum four (4) storey apartment building (16m) with 41 dwelling units and a reduced front setback of 3m.

Urban Reserve Special Provision (UR4(\*)) Zone (Block 102) – This Zone is recommended for Block 102 to permit existing dwellings, agricultural uses except for mushroom farms, commercial greenhouses, livestock facilities and manure storage facilities, conservation lands, managed woodlot, wayside pit, passive recreation use, kennels, private outdoor recreation clubs, and riding stables. The special provision is to regulate for a minimum lot frontage of 10m on Petty Road and no minimum lot area.

Urban Reserve Special Provision (UR4(\*\*)) Zone (Block 103) – This Zone is recommended for Block 103 to permit existing dwellings, agricultural uses except for mushroom farms, commercial greenhouses, livestock facilities and manure storage facilities, conservation lands, managed woodlot, wayside pit, passive recreation use, kennels, private outdoor recreation clubs, and riding stables. The special provision is to regulate for no minimum lot frontage and no minimum lot area.

**3.0 Relevant Background**

**3.1 Planning History**

In June of 2003, the North Longwoods Area Plan (NLAP) was prepared for 106 hectares (262 acres) of land bounded by Wharncliffe Road S, Southdale Road E, White Oaks Road and the future Bradley Avenue extension. The NLAP was created to respond to development demands in the area, and re-designated the lands from “Urban Reserve – Community Growth”.

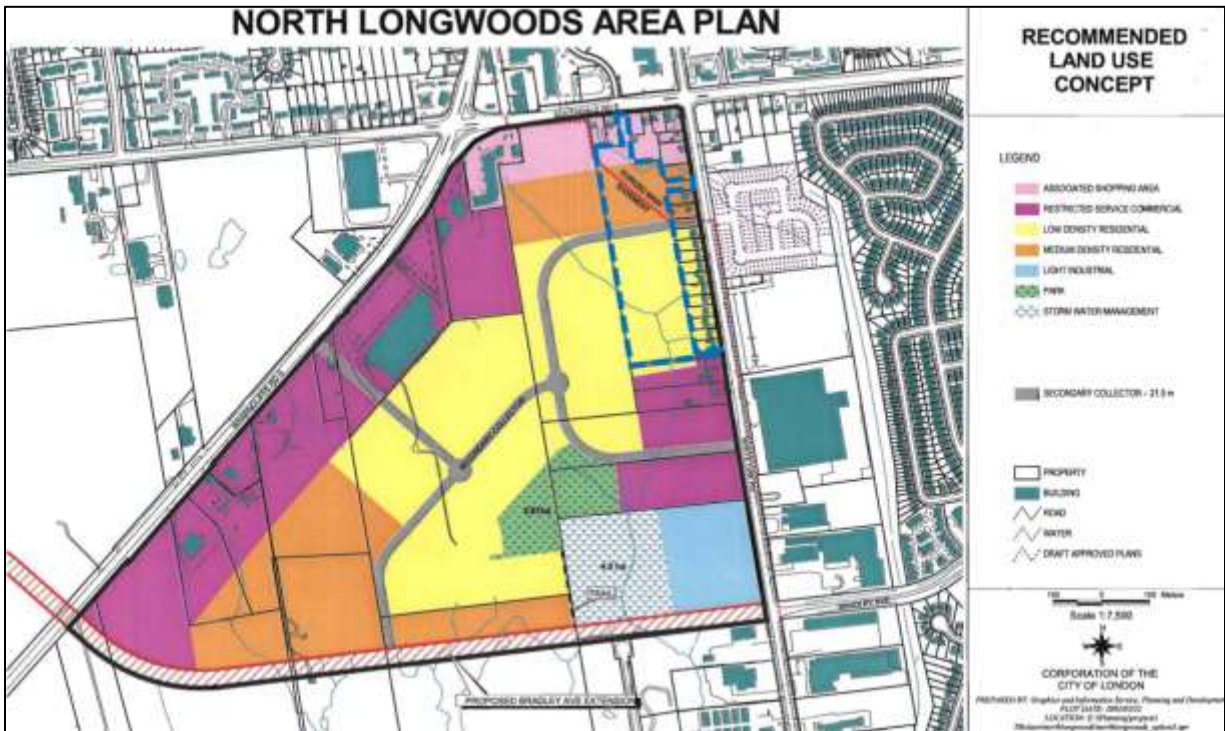


Figure 3: Recommended Land Use Concept – North Longwoods Area Plan

The NLAP was created to ensure a coordinated approach to future development in the area, and was based on a comprehensive review of various background studies such



as: Land Needs Requirement Study; Community Facilities Report; Archaeological Resources and Built Heritage; Natural Heritage Review; Municipal Services Study and Traffic and Transportation Report. The area plan resulted in direction for a mix of residential, commercial and industrial uses, as well as community infrastructure such as streets, a stormwater management facility and park uses.

The subject site is vacant and represents some of the last undeveloped land within the study area. The adopted land use concept for the subject site allows low density and medium density residential uses, and Restricted Service Commercial uses on Southdale Road East.

### 3.2 Community Engagement (see more detail in Appendix C)

The Notice of Application was circulated on December 20, 2018 to neighbours within 120m of the subject site and notice was published in the Londoner on December 20, 2019. There were 7 responses provided through the community consultation period, including interest and concerns for:

#### General

- Concern this site was set aside for run-off for a possible flood.
  - Concern the area is too developed and building on this land will result in negative challenges to the area.
  - New dwellings should be two storeys maximum and not have flat roofs.
  - New dwellings should have high quality architecture and materiality.
  - Construction activity and noise be limited to between the hours of 8am-6pm Monday to Friday.
  - Concerned about increase in traffic in area, install lights at White Oak Road.
  - No concern with the proposed development.
- Block 100 & 101 – Townhouses and Apartment Building.
- Interest if the apartment building would be geared to high or low income earners.
  - Should not have anything over a two-storey house.
  - Concern for impacts of privacy from the apartment building and townhouses.
  - Apartment should be built closer to commercial uses to the west.
  - Opposed to block 101 to be used and zoned as an apartment building, should only be for single detached dwellings.

#### Low Density Residential

- Oppose lot pattern and smaller lots proposed that abut the White Oak Road properties due to transition, compatibility and consistency with existing built form.
- Rear elevations should have variation to mitigate monotonous housing forms.
- Rear yard setbacks for lots along Petty Road should be a minimum of 7.5m or greater.
- Consistent privacy fence should be installed along the shared property boundary with the White Oak Road properties for privacy, mitigate headlights from vehicles etc..
- Mature landscaping be introduced along fence line.
- Unfair to have 23 new homes mirror the 13 existing along White Oak Road.
- Concern for impacts to property values.
- Homes behind White Oak Road should be larger lots with larger homes.

All public comments received have been considered, addressed or incorporated where possible in the proposed development and/or detailed further through this report.

## 4.0 Policy Context

### Planning Act

Sections 2 and 51(24) of the *Planning Act* provide municipalities with criteria which must be considered to determine the effect on matters of provincial interest, and the appropriateness of the draft plan of subdivision. The Act requires consideration of the overall fit of the subdivision within the specific context of the surrounding area, whether it is premature or can be supported by existing services and infrastructure, what the impact will be on natural resources, housing, and transportation, and if the subdivision conforms to the Official Plan and is in the public interest.

### 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. The proposed development meets objectives of creating healthy, liveable, safe, and sustainable communities by promoting efficient and resilient development patterns, and accommodating an appropriate range and mix of low and medium density residential uses to meet long-term needs. These lands are adjacent to existing built-up areas to the north east, west and south, and located within the City's Urban Growth Boundary. Development will efficiently utilize full municipal services which are currently available, under construction, or will be available through future extension.

### The London Plan

The London Plan is the new Official Plan for the City of London (Council adopted, approved by the Ministry with modifications, and the majority of which is in force and effect). The London Plan policies under appeal to the *Local Planning Appeals Tribunal* (Appeal PL170100) and not in force and effect are indicated with an asterisk (\*) throughout this report. The London Plan policies under appeal are included in this report for informative purposes indicating the intent of City Council, but are not determinative for the purposes of this planning application.

The subject site is located within the Neighbourhoods and Shopping Area place types within frontage on two civic boulevards. Neighbourhoods allow for a range of low to mid-rise residential uses and Shopping Areas allow for commercial and retail uses, as well as some mid-rise residential uses.

### 1989 Official Plan

The subject site is located within the Low Density Residential (LDR), Multi-Family, Medium Density Residential (MFMDR), and Auto-Oriented Commercial Corridor (AOCC) Designations in the 1989 Official Plan. The LDR and MFMDR designations permit a range of residential low to mid-rise residential uses, and the AOCC designation permits auto-oriented commercial uses along Southdale Road East. The site is also within the North Longwoods Community Specific Policy Area which addresses compatibility between sensitive and industrial uses in the southern portion of the plan area.

### Southwest Area Secondary Plan

Both The London Plan and the 1989 Official Plan recognize the need and role of a Secondary Plan to provide more detailed policy guidance for a specific area that goes beyond the general policies. The Southwest Area Secondary Plan (SWAP) forms part of The London Plan and the 1989 Official Plan, and its policies prevail over the more general Official Plan policies if there is a conflict (1556 & 1558\*). The subject site is within the North Longwoods Residential Neighbourhood, and within the Low Density Residential (LDR), Medium Density Residential (MDR) and Commercial designations. The Secondary Plan serves as a basis for the review of planning applications, which will be used in conjunction with the other policies of the Official Plan.

The SWAP further recognizes that some areas within the secondary plan are also subject to existing area plans, such as the North Longwoods Area Plan, and in certain cases, that the area plan policies prevail in the event of a conflict.

### **North Longwoods Area Plan**

The lands are within the North Longwoods Area Plan (NLAP) which designated the majority of the lands Low Density Residential and Medium Density Residential, with the northern extent of the lands where Petty Road will connect to Southdale Road designated for commercial uses. The NLAP envisioned that a mix of housing types and densities would meet community demand and needs in housing type, tenure and affordability. The NLAP reinforced the City's Official Plan policies and direction that promoted compact urban form and increased densities to maximize the use of land and investment in infrastructure and services.

## **5.0 Subdivision Design and Placemaking**

### **5.1 Planning Act**

The proposed plan of subdivision and zoning by-law amendment have been evaluated with respect to the requirements under Sections 2, 51(24) and 51(25) of the *Planning Act* and for matters of provincial interest and subdivision design. Based on Development Planning Staff's review of the criteria in the *Planning Act*, the proposed plan of subdivision has regard for the health, safety, convenience, accessibility for persons with disabilities, and welfare of the present and future inhabitants of the Municipality.

### **5.2 Provincial Policy Statement (PPS), 2014**

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 (1.1.1 b) PPS). The proposed low and medium density residential uses are appropriate for the site and contribute to a mix of uses in the surrounding communities. Land use within settlement areas shall be based on densities which efficiently use land and resources, and are appropriate for and efficiently use the infrastructure and public service facilities which are planned or available and support active transportation (1.1.3.2.a). The proposal will develop a vacant site within a settlement area which will utilize the existing public service facilities, create a walkable neighbourhood and support public transit and active transportation options. Further, the PPS directs that "land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation" (1.6.7.5). The draft plan of subdivision will include sidewalks to facilitate pedestrian comfort to nearby transit services as an alternative to vehicle trips.

The PPS encourages municipalities to provide for all forms of housing to meet projected requirements by permitting and facilitating all forms of residential intensification in locations where appropriate levels of infrastructure and public service facilities are or will be available (1.4.3 d) PPS). The proposal includes a variety of housing types including single detached, townhouse and apartment units which are appropriate for the site, add to local housing diversity, and are well located with access to nearby transit, services and amenities.

The PPS acknowledges that the long-term prosperity, environmental health and social well-being of Ontario depends, in part, on reducing the potential public cost and risk associated with natural or human-made hazards (3.0 PPS). The recommended draft plan of subdivision has been evaluated with regards to the potential impacts associated with nearby industry and does not pose any public health and safety concerns, or include any known human-made hazards.



### 5.3 The London Plan

The London Plan includes criteria for evaluating plans of subdivision through policy 1688\* that requires consideration of:

1. Our Strategy
2. Our City
3. City Building policies
4. The policies of the place type in which the proposed subdivision is located
5. Our Tools
6. Relevant Secondary Plans and Specific Policies

#### Our Strategy

Direction #5 is to *Build a Mixed-use Compact City* by managing outward growth by supporting infill and intensification within the Urban Growth Boundary in meaningful ways (59\_8).

The proposed subdivision is located within the Urban Growth Boundary and develops some of the last vacant greenfield land within the North Longwoods Plan Area. The site is surrounded by existing development and provides sensitive and integrated land uses that will complete the existing development pattern. The site has access to nearby shopping, services and transit and makes efficient use of the lands.

Direction #7 is to *Build Strong, Healthy and Attractive Neighbourhoods for Everyone* through designing complete neighbourhoods by meeting the needs of people of all ages, incomes and abilities, and allowing for affordability and ageing in place (61\_2).

The proposed Draft Plan of Subdivision and Zoning By-law Amendment will facilitate a subdivision with a variety of housing forms including low density single detached dwellings, as well as medium density townhouse and apartment building uses. There is a compatible range of housing which creates a complete community of residential uses that provides opportunities for ageing in place, affordability and housing choice.

Direction #8 is to *Make Wise Planning Decisions* by ensuring that planning is in accordance with the *Accessibility for Ontarians with Disabilities Act*, so that all of the elements of the City are accessible for everyone (62\_11).

The recommended draft subdivision will be required to incorporate sidewalks on both sides of all streets to ensure a walkable and connected community that promotes active health and accessibility.

#### Our City

The London Plan directs infill and intensification to the Primary Transit Area to achieve a target of accommodating 45% of all future residential growth in the Built-Area Boundary (91\*). Additionally, a target of 75% of all intensification is to be achieved in the Primary Transit Area which includes the greatest amount and highest level of transit service in the city (92\_2\*). The Built-Area Boundary is generally located along Southdale Road West and the east side of White Oak Road, and does not include the subject site. The Primary Transit Area includes properties on both sides of Southdale and White Oak roads which captures a small portion of the site, though the majority of the site is located outside of the PTA.

The infill potential for such a site located at the edge of the targeted growth areas is more moderate than lands within the Built-Area Boundary or Primary Transit Area. The range of uses and intensities proposed are appropriate to optimize the site, without resulting in an over-intensification or level of intensity that would be better located in a more central and transit served location.

The Our City policies require that adequate municipal infrastructure services can be supplied prior to any development proceeding (172), and the site has access to existing

water, stormwater, sanitary servicing and transportation infrastructure that the proposed development can access.

### City Building Policies

The City Building policies provide the over-arching direction for how the City will grow as over the next 20 years.

*Active Mobility* is supported by requiring sidewalks to be located on both sides of all streets (349\*). The recommended draft plan conditions require the new streets to include sidewalks on both sides of the streets to reflect the direction of The London Plan as well as the Southwest Area Secondary Plan to plan for enhanced walkability and connectivity going forward, rather than reflecting the existing situation where area streets may have none or only one sidewalk existing.

*Affordable Housing* for land exceeding 5ha in secondary planned areas should be in forms other than single detached dwellings (518). The proposed plan of subdivision is comprised of 6.41ha of land, and includes two medium density blocks that provide for a variety of housing options through a difference in dwelling form. Townhouses and a low-rise apartment dwelling units provide for a choice in size, cost and function than entirely all single detached dwellings.

The *Street Network* will include streets planned for new neighbourhoods to be a grid or modified grid, with cul-de-sacs and other dead-ends to be minimized (212\*). The proposed street layout is of a modified grid and does not include any terminating streets. The road pattern provides connections to Southdale Road and White Oak Road and will enhance the local access for future and existing residents.

### Place Types

The northern portion of the site is located within the Shopping Area place type which generally reflects lands along the Southdale Road corridor and allows a broad range of retail, service, office and residential uses (877\_1). Shopping Areas allow mid-rise residential development to promote activity on these sites and strengthen their role as neighbourhood centres (876\_5). The proposal for the northern part of the plan is for medium density residential development which will support commercial activities along the corridor, instead of introducing commercial uses within the interior of the site. Heights of buildings within the Shopping Area place type are up to four storeys in height with the potential to bonus up to 6 storeys (878\_2). The proposed apartment building on Block 101 will have a maximum 4 storey form or 16m height, which is consistent with the intent of the place type.

The southern portion of the site is located within the Neighbourhoods place type with lots fronting Neighbourhood Streets and a Neighbourhood Connector, which permits single detached, semi-detached, duplex, townhouse, triplex and small-scale community facilities (table 10\*). The lands within the Neighbourhoods place type are proposed to be developed for single detached dwelling lots, which is a compatible land use to existing neighbourhoods to the east and west.

Residential intensification within Neighbourhoods includes the development of a property at a higher residential density than currently exists (938). Despite being a vacant and greenfield parcel, the site is located adjacent to existing residential developments and represents a form of infill development. The proposed uses, layout, intensities and scale of development represent a good fit with adjacent and nearby residential uses to the east and west.

### Secondary Plans

The lands are within the Southwest Area Secondary Plan, as well as within the North Longwoods Area Plan boundary. Residential areas within SWAP will develop as traditional suburban neighbourhoods with characteristics similar to those found in the

older areas of the City, reflecting compact development, a diversity of building massing and types, and walkable amenities (20.5.4.1.ii). The secondary plan is organized on the basis of Neighbourhood Areas which have specific functions and characteristics, and the site is located within the North Longwoods Residential Neighbourhood (20.5.5).

The primary permitted uses within the North Longwoods Residential Neighbourhood for new developments within lands designated low and medium density residential include those as set out from the 1989 Official Plan, including single, semi-detached, and duplex dwellings in the low density; and multiple-attached dwellings such as row houses cluster houses, and low-rise apartment buildings in the medium density residential (20.5.11.1 ii & iii, and 20.5.17.3 3.2 & 3.3). The policies in the medium density residential designation allow for development generally up to 4 storeys in height and 75 units per hectare in density. Exceptions to exceed the density and height can be considered through a site-specific bonus request, and block 101 is requesting a density of 79 units per hectare to accommodate two additional residential units (20.5.17.3.3.3.ii.b).

## **5.4 Subdivision Design**

The Southwest Area Plan directs that all development in residential areas “shall be designed in a form that is to be compact, pedestrian oriented and transit friendly” (20.5.3.9.i.a). The proposed subdivision represents efficient use of the land which will cater to pedestrians through provision of sidewalks on both sides of all streets, and facilitate connections to transit. The SWAP identifies that blocks should be short and regular in length to make walking efficient and allow for variation in routes (20.5.3.9.i.i). The proposed draft plan extends the existing blocks from the west and results in smaller blocks that create a pedestrian-friendly environment, as the length of the block contributes significantly to walkability and provides inherent traffic calming. Further, the SWAP requires that “plans of subdivision shall accommodate a diversity of building types”, which is achieved by the provision of low density single detached residential lots, and the two medium density blocks providing a mix of cluster townhouse and low-rise apartment building uses (20.5.4.1.iii.c).

## **Placemaking**

Placemaking Guidelines were adopted by the City in 2007 to ensure new subdivision development results in livable communities that provide an identifiable character, sense of place, and a high quality of life. From a Placemaking perspective, the proposed subdivision provides a mix of complementary residential densities and building scales, provides for housing choice and options, is designed to create pleasant pedestrian environments, and reduces the visual impact of garages on the streetscape. The two medium density blocks will further utilize the Site Plan process to ensure that building massing provides a sense of enclosure to the street by avoiding large unnecessary front yard setbacks and utilizing landscaping to enhance the pedestrian environment.

## **Use**

The northern portion of the site is within the Multi-Family, Medium Density Residential and Auto-Oriented Commercial Corridor Designations in the 1989 Official Plan, the Neighbourhoods and Shopping Area place type in The London Plan, the Medium Density Residential and Commercial designation in the Southwest Area Secondary Plan and the Medium Density Residential and Associated Shopping Area in the North Longwoods Area Plan. The southern portion of the site is within the Low Density Residential designation and Neighbourhoods place type.

The various commercial designations apply to the lands abutting the Southdale Road corridor, which generally only includes the northern extension of Petty Road as there is no developable land area directly fronting Southdale Road. The remainder of the northern portion of the lands are interpreted to be within the medium density residential designation, which has a generally consistent intent across all Official Plan policies, that allows for the consideration of mid-rise residential forms. Medium density residential



uses permit development that has a low-rise profile which typically consist of row houses, cluster houses, and low-rise apartment buildings.

Table 1: Summary of Land Use Designations

Official Plan	Designation/Place Type	
	Blocks 100 & 101	Residential Lots
Southwest Area Secondary Plan	Medium Density Residential & Commercial	Low Density Residential
North Longwoods Area Plan	Medium Density Residential & Associated Shopping Area	Low Density Residential
1989 Official Plan	Medium Density Residential & Auto-Oriented Commercial Corridor	Low Density Residential
The London Plan	Shopping Area	Neighbourhoods

The two medium density blocks (block 100 and block 101) are located on either side of the proposed extension of Petty Road at the north end of the subdivision. The medium density blocks take best advantage of the convenient access to the Southdale Road commercial amenities and transit, as well as act as a transition to the lower intensity residential uses that are towards the southern extent of the subdivision. The southern portion of the site is intended for low-rise, low density housing forms which includes the 72 single detached dwelling lots.

Form and Intensity

Block 100

Block 100 is proposed for a cluster townhouse development that is located adjacent to an existing cluster townhouse development to the west at 2635 Bateman Trail. The recommended zone will allow for a variety of housing forms including cluster single detached, semi-detached, triplex, fourplex, townhouse and stacked townhouses. A special provision will restrict the site from developing as a low-rise apartment building to ensure the positive mix of dwelling form is achieved. The zoning provides options for different housing forms up to a maximum height of 12m, which creates flexibility to facilitate a local mix of housing diversity and choice. Based on the lot area of 0.918ha and the requested density of 75 units per hectare, the total number of dwellings units could equate to a maximum of 68 units. A concept plan was provided for discussion, though the specific details of the proposed use, layout, orientation, function, height and internal circulation will be determined through a future Site Plan application process.



Figure 4: Block 100 concept plan

A special provision to allow for a reduced front yard setback of 3m was requested, which is appropriate and desirable to locate the built edge closer towards the street. A holding provision is also proposed to ensure street-orientation for the building design.

Figure 7: Landscape Plan – White Oak Road frontage



The apartment building is located to the south of commercial uses to the north and east, with the nearest existing residential zoned dwelling located at 3067 White Oak Road to the southeast. The apartment will be oriented to Petty Road, and provides sufficient setbacks to the single detached dwellings to ensure retention of privacy, buffering and screening is possible. The east portion of the site connects to White Oak Road and will have enhanced landscaping at the road interface to improve the view, support the bonus request and ensure there is not a blank wall or fence. A 0.3 m (1 ft.) reserve block is recommended along White Oak Road to ensure that no vehicular access is provided via White Oak Road to this site.



Figure 6: Block 101 Conceptual Rendering

The requested Bonus Zone equates to an additional 3m for the increased height (16m), and an additional 2 residential units for the density (79 units per hectare). The London Plan requires type 1 bonusing to achieve the upper threshold of the standard maximum height to provide certainty and ensure features required to mitigate impacts are provided (1645\*). The elevations, landscaped plan, and site plan will be tied to the bonus zone to provide certainty that the proposed design will be implemented, and that the enhanced landscaping will be delivered to provide a positive interface along White Oak Road. The bonusing proposed is considered to be commensurate and satisfactory to the moderate requested increase in height and density through the 'locking in' of the proposed built form and the provision of enhanced landscaping along the north of the building and at the White Oak Road frontage.

### Lots 1-72

The proposed subdivision includes 72 single detached dwelling lots within the low density residential designation and neighbourhoods place type, which are consistent with the lot pattern, size and zoning applied to the recently developed lands to the west. The R1-3 zone requires a minimum frontage of 10m, and a minimum lot area of 300m<sup>2</sup>. Interior side yard setbacks are increased with the height of the structure which allows up to 9m maximum, and rear yard setbacks require a minimum depth of 6m. The single detached dwelling lots encompass a development area of approximately 2.89ha which equates to a net density of approximately 25 units per hectare.

Certain lots in the subdivision that terminate a view, or are located at corner lots have additional design considerations to reinforce their priority location such as the provision of porches or articulation on multiple road facades. Additionally, as the subject site is located within the SWAP, there is policy to govern the front façade of dwellings to ensure that garages do not dominate the streetscape. Special provisions are recommended to limit the size and location of garages for all single detached dwelling lots. This combined approach is considered to be appropriate in ensuring compatible dwelling design without resulting in overly prescriptive design requirements.





Figure 8: Proposed single detached dwellings

### **Transportation and Connectivity**

The road pattern and arrangement of corresponding lots and blocks has largely been influenced by the existing subdivision to the west which established the location of roads and prevailing parcel fabric. Bateman Trail is identified as a neighbourhood connector on Map 3 of The London Plan, and as a secondary collector on Schedule C of the 1989 Official Plan, and will be extended with a total width of 21.5m to connect to White Oak Road in accordance with both plans. Petty Road is to be extended in a north-south direction to intersect with Southdale Road, which will enhance the local connectivity of existing communities to the west and south that are reliant on Legendary Drive or Bateman Trail to access to the nearby arterials. All other roads are proposed to be local/neighbourhood streets extended from the west to complete the road pattern. There is a logical and thoughtful extension of the roads proposed through the draft plan of subdivision which results in a modified grid pattern that better facilitates connectivity and ease of access. Implementation of the Complete Streets Design Manual will be required through a condition of draft approval to ensure that the principles and priorities of creating safe, pedestrian-friendly, active, and sustainable rights-of-way is achieved.

A transportation study was completed at the time of the preparation of the North Longwoods Area Plan, and the broader Southwest Area Secondary Plan. High turning movement volumes were noted at the Southdale Road intersection because of the indirect link between Wharncliffe Road South and White Oak Road. The study noted the future Bradley Avenue extension is expected to handle 70% of the traffic turning between White Oak Road and Bradley Avenue, which is currently scheduled for 2022 in the Growth Management Implementation Strategy (GMIS) for the phase 1 extension between Wharncliffe to Jalna.

### **Transit**

Transit Services are located at the periphery of the subdivision with route 10 along Southdale providing services to the Natural Science Museum via Byron and White Oaks Mall, and nearby routes 12 along Wharncliffe Road with services to the Downtown, approximately 500m away, and route 26 along Jalna Boulevard with services to the Downtown and White Oaks Mall, approximately 1,000m away. The LTC provided comments that future transit routes are planned to operate on White Oak Road and Bradley Avenue once it is extended. The LTC recommended the provision of a pedestrian corridor connecting Petty Road to White Oak Road, which will be provided as public access in two places: as a sidewalk along the Bateman Trail extension, and as a pedestrian walkway at the southeast corner of the plan. An additional private walkway from Block 101 to White Oak Road will provide access for the residents of the apartment building to transit.

## Sidewalks

Sidewalks promote healthy lifestyles, facilitate active transportation choices including connections to public transit and improve pedestrian safety. “Sidewalks shall generally be required on both sides of all streets” as directed by the Southwest Area Secondary Plan (20.5.3.9.ii.b) and The London Plan (349\*). Some of the existing roads being extended by the plan of subdivision have only one side of the road serviced by a sidewalks (Petty Road) or neither in the case of Biddulph and Lemieux. The draft plan of subdivision is recommended to provide new sidewalks on both sides of all streets to promote active transportation and enhance pedestrian comfort. Providing even a portion of the street with sidewalks means that if there is a desire from existing or future residents to request sidewalks through either Local Improvement Charges or the Warranted Sidewalk Program, only half of the street would be need to be installed to complete the sidewalk instead of an entire new sidewalk.

The Warranted Sidewalk Program is part of a complete streets approach that aims to make London’s streets more welcoming to all users of all ages and abilities. The program introduces new sidewalks in existing areas that are requested by the public, and implements principles of The Ontario Human Rights Code and Accessibility for Ontarians with Disabilities Act, which requires municipalities to remove barriers and design inclusively.

## **Natural Heritage and Green Space**

During the preparation of the North Longwoods Area Plan and the Southwest Area Secondary Plan, the natural environment of the site and area was examined in the context of the wider community planning studies and in particular under the Dingman Creek Subwatershed process. The planning area’s intermittent watercourses were also evaluated in the context of the environmental assessment for the stormwater management facility to protect water quality such that existing conditions, particularly downstream conditions, can be maintained.

A scoped Environmental Impact Study (EIS) was prepared by Natural Resource Solutions Inc. in August of 2018 and submitted to evaluate any natural features on site and determine the impacts of development. The EIS concluded there were no significant species, communities or significant wildlife habitat found on site. Approximately 6.5ha of cultural meadow and cultural thicket will be removed, with potential retention of trees along the backs of the existing residential lots along White Oak Road. A Tree Preservation Plan will also be required as part of the draft plan conditions, as well as the implementation of the EIS recommendations for future development on the site.

The subject site has a portion of lands within the Upper Thames River Conservation Authority regulated area and a section 28 permit will be required prior to development or site alteration activity.

## **Parks and Recreation**

Parks and recreation are an essential component to the quality of life in a community. Neighbourhood parks are generally 0.5 to 4.0 hectares in size and service the local neighbourhood population and are designed to support unorganized recreation programs. Neighbourhood parks should be accessible by foot to more of the neighbourhood it serves and should be designed to have extensive frontage for visibility and safety. The new residential uses proposed will be served by the existing Paul Haggis Park located to the south of the site which includes a play structure, baseball diamond and soccer field, as well as being located next to additional open space lands at the stormwater management facility block. The park block represents 5% of the residential developable area and 2% of the commercial area for a total of 3.61ha (8.9ac).

The proposed neighbourhood at 3087 White Oak Road can access the park by foot and

is within the 800m radius target distance from the park without having to cross barriers such as major roads or watercourses (SWAP 20.5.3.4.ii.b). The average distance to the park based on the furthest portion located at 650m and the nearest portion at 215m, is approximately 430m which generally equates to a 5 minute walk from the middle of the subdivision. Recognizing that the area is well supported with existing parkland, the City is requiring a dedication of cash-in-lieu of parkland for the draft plan of subdivision.

### **Community Facilities, Schools and Services**

The area is served by the new Bostwick Community Centre, South London Community Centre and Jalna Library branch which are located to the east and west within 3km from the site. The facilities include pool, arena, meeting rooms and other recreation and community facilities that will accommodate the new residents. The build-out of the North Longwoods Area plan did not result in a projected student population for the Thames Valley District School Board to warrant a school site. The Separate School Board similarly did not identify a requirement for a facility through the area plan and noted that future students will be accommodated at nearby schools. All four school boards were circulated notice of the application, and none requested lands for a school. It is not anticipated that any additional police, fire or ambulance facilities will be necessary for coverage. The nearest fire hall is station 9 located at the intersection of Wellington Road and Southdale Road, police services are provided out of headquarters on Dundas Street, and the nearest ambulance services are located at Adelaide Street South and the Highway 401.

The daily, high-frequency shopping requirements is readily accessible by commercial developments east on Bradley, east and west along Southdale Road and north on Wharncliffe Road North. Major retailers, offices and regional shopping centres are located nearby at Westmount Mall and White Oaks Mall within 5km.

### **Municipal Servicing and Infrastructure**

At the time of the preparation of the North Longwoods Area Plan a servicing study for the lands was undertaken that determined the provision of services was readily accessible to the area, and adequate to service the lands.

#### Sanitary

The subject site and NLAP area are located within the “Southside” sewershed and Wonderland sub-watershed. During the Copperfields Subdivision, flows generated by the subject site were anticipated to outlet to the 200mm sanitary sewers on Batemain Trail and Lemieux Walk. Following the preliminary grading and servicing design for the subject property, it was determined that those areas would be better suited outletting east to follow the proposed storm sewer and road profiles, ultimately outletting to the 250mm sanitary sewer on White Oak Road.

Sanitary services for the development will contribute to the existing downstream infrastructure utilizing two existing potential sanitary outlets along White Oak Road which both ultimately discharge at the same location. The flows will travel south along White Oak road and southwest through the White Oak Subdivision towards the Dingman Creek Pump Station prior to flowing towards the Wonderland and Bostwick pumping stations and terminating at the Greenway Pollution Control Plant.

The forcemain that traverses the site is not currently in use, but the City has undertaken to replace the original 5km length of forcemain from the Dingman Creek Pump Station to Wharncliffe Road to provide redundancy in the municipal system.

#### Water

The draft plan of subdivision will be serviced by extending the existing 200mm and 250mm PVC watermain stubs located at Petty Road, Biddulph Street, Lemieux Walk,

and Bateman Trail from the Copperfields Subdivision to the west, and the existing 600mm diameter watermain on Southdale Road to create a closed loop.

The medium density blocks would be serviced with a single water connection to the network and sized to accommodate the required domestic and fire demands. No additional external works or special design considerations are anticipated as requiring upsizing, relocation, or extension for this development.

### Stormwater

The subject area is within the Dingman Creek Sub-watershed study, prepared in 1995. All of the lands will ultimately drain to the White Oak storm channel, which is a tributary of Dingman Creek. Storm drainage requirements for the study area, including pond locations, sized and trunk storm sewer routing have been reviewed and identified in the White Oak Area Storm Drainage Remediation Study. The SWMF #2 is a permanent facility designed to provide SWM quality, erosion and some quantity control for the majority of the lands. Approximately 4.6ha of the 6.41ha total area (equivalent to 70%) of the site is tributary to the existing White Oaks Stormwater Management Facility (SWMF #2) for quality and quantity control up to the 100 year storm event. The primary storm connection for the proposed development will be through a proposed 900mm storm sewer within a 9m wide municipal storm sewer easement extended along the rear of 3195 & 3207 White Oak Road from Bateman Trail to Petty Road.

The remaining 30% of the site includes the multi-family medium density blocks, and includes onsite attenuation and quality treatment with an oil/grit separator, proposed to outlet to the proposed municipal storm sewer extending from the west side of Petty Road to White Oak Road. The storm sewer will also pick up surface drainage from the northerly portion of Petty Road and the existing used car dealership located to the north of Block 100. The outcome of the hydrogeological and water balance analysis will provide recommendations for LID technologies such as at-source conveyance controls which may provide opportunities to utilize various types of technologies and strategies including soakaway pits, perforated pipe systems, or infiltration galleries.

### Water Balance

A Geotechnical Report was prepared by LDS which included hydrogeological considerations for the proposed development. The site is bordered by development to the east, north and west, and is not identified as being within a Significant Groundwater Recharge Area or a Highly Vulnerable Aquifer area.

The detailed Stormwater Management Strategy and implementation of Low Impact Development (LID) technologies will assist in determining the optimal water balance targets based on the subsurface conditions including the depth to the water table, infiltration rate of the native soils, recharge rates, and groundwater flow patterns. The preliminary test pits indicate that the site is compressed of silt till overlying silt and/or silty sand with the horizontal gradient of the groundwater appearing to flow towards the north end of the site. A preliminary water balance was completed for the site under current conditions, and a more detailed assessment will be completed to compare pre-development and post-development water balance parameters following acceptance of the SWM strategy for the proposed development.

## **6.0 Key Issues and Considerations**

### **6.1 Class III Industry**

The PPS requires that development and land use patterns which may cause environmental or public health and safety concerns be avoided (1.1.1.c). During the North Longwoods Area Plan and OPA 290 review, a land use compatibility issue was identified between an existing Class III industrial use (Oakside Chemicals Ltd and Kelcoatings Ltd) and the proposed future residential land uses on the west side of White Oak Road. The Ministry of Environment Industrial Categorization Criteria classifies the



manufacturing of paint and solvent recovery plants as a Class III Industrial use – categorized as the highest probability of fugitive emissions and frequent outputs of major annoyance. A distance of 300 metres from the paint manufacturing businesses at the source was identified as the potential influence area, consistent with the Ministry guidelines, to prohibit the establishment of new sensitive land uses.

A small portion of the southeast corner of the subject lands is located within the 300m radius where sensitive uses are prohibited, though does not include any residential or other sensitive uses within the potential area of influence.



Figure 9: Area of Influence – Class III Industry – 300m radius

An Air Quality Study was submitted by AECOM to assess and address the compatibility issue, and update the situation from the earlier 'Performance of an Air and Odour Study for Howden Lands White Oak Road' study, which was completed by URS in 2004. The study included the following conclusions:

- Interviews with local businesses on May 11, 2018 during a site visit where no odour complaints were noted;
- There were no registered complaints with the Ministry of Environment, Conservation and Parks within the last 10 years period;
- The meteorological data determined that the predominant wind direction is from the west, with winds originating from Kelcoatings/Oakside approximately 12% of the time; and,
- Based on emission rates taken from the most recent Emission Summary and Dispersion Modelling (ESDM) report no contaminants were shown to have exceeded their respective Point of Impingement (POI) criteria limits for the 10-minute, 1 hour or 24 averaging periods.

The study concluded that based on the findings, the operations of Kelcoatings Limited and Oakside Chemicals Limited are not expected to adversely impact the residences located within the proposed Whiterock Village Property boundaries, and supports the reduction from the 1,000m separation distance to 300m. Furthermore, in an abundance of caution, a warning clause is recommended to be added to the title of those dwellings located within proximity to the area of influence to caution future residents of the potential impact.

## 6.2 Sanitary Forcemain

There is an existing sanitary forcemain and easement of 7.62m (25ft) width that traverses the site from Southdale Road East to White Oak Road in a diagonal alignment. Through the subdivision process, new municipal road locations have been identified and the forcemain is proposed to be relocated to align with the future roads to remove the constraint from the site and allow for the development of block 100, and lots

1-3. A holding provision will ensure the infrastructure has been relocated prior to the development of the various residential uses.

### **6.3 Block 101 – Low-rise Apartment Building**

Community concern was expressed with the proposed low-rise apartment building based on the perceived impact on the character of the area, property values, and impact of the intensity. The proposed low-rise apartment building represents an attractive and appropriate built form fronting on Petty Road that provides a complementary land use and alternative form of housing in the area; as built design is emphasized in the PPS by “encouraging a sense of place by promoting well-designed built form” (1.7.1 d) PPS). The apartment building is low-rise in nature with a maximum height of 4 storeys or 16m, and breaks up the massing with an articulated façade. The location of the low-rise apartment building takes advantage of being in proximate distance to the Southdale Road commercial services and transit, and provides a transition from the commercial corridor to the internal low density residential uses.

Incorporating the low-rise apartment building provides a positive mix of residential uses other than single detached residential dwellings in the neighbourhood, which is encouraged to provide for a housing variety, intrinsic affordability through the provision of smaller units, and providing local options for downsizing and ageing in place. The proposed building is appropriately setback from the property boundaries, and brought closer to Petty Road through a reduced front yard setback, which frames the street and strategically separates the apartment building and the nearby low density residential dwellings. In addition to the setbacks, there is also adequate space to provide screening or buffering, which minimizes the loss of privacy for nearby properties to the extent feasible (11.1.1 xiv).

### **6.4 Compatibility of proposed lot sizes**

There was some community concern that the proposed dwellings on the west side of Petty Road were smaller in size than the existing dwellings that they would back onto which front White Oak Road. The dwellings along White Oak Road were constructed as larger lots circa the 1950's, and many were on private services at the time. The lots proposed along the east side of Petty Road have full municipal services, and promote a more compact urban form which better maximizes the use of land and investment in infrastructure and services. Additionally, the lots along Petty Road front a local street rather than an arterial road which generally warrants greater front yard setbacks for single detached dwellings.

The proposed lot pattern, shape and size of the single detached dwellings are considered to be well integrated with the existing developments to the east and west, and provides a compatible and harmonious land use and intensity with the existing dwellings that front on White Oak Road. It is important to note that the proposed lots do not need to be identical in size to what is existing in order to be considered a compatible or appropriate land use.

The regulations of the R1-3 zone will shape the setbacks, height and coverage for the single detached dwellings, and are considered to be appropriate to guide the design and massing of the future single detached dwellings. The zoning provisions regulate the building envelope and landscape open space areas, while also allowing for flexibility in dwelling style, design preference, market demand, marketability, and building innovation. A requested feature of the installation of privacy fencing along the rear of the new single detached dwellings will be incorporated as a requirement through a draft plan condition to address the privacy impacts and provide buffering.

More information and detail is available in the appendices of this report.

5.0 Conclusion

The proposed draft plan of subdivision and Zoning By-law Amendment are consistent with the Provincial Policy Statement, and conform to The London Plan, 1989 Official Plan, the Southwest Area Secondary Plan, and the North Longwoods Area Plan. The proposed draft plan of subdivision provides an appropriate mix of residential uses and enhances connectivity through provision of a modified grid road pattern. The recommended draft plan and conditions of draft approval ensures a compatible form of development with the existing surrounding neighbourhoods and results in an efficient use of land. Overall, the draft plan of subdivision with associated conditions represents good land use planning and is an appropriate form of development.

Prepared by:	<div>Sonia Wise, MCIP, RPP</div> <div>Senior Planner, Development Services</div>
Recommended by:	<div>Paul Yeoman, RPP, PLE</div> <div>Director, Development Services</div>
Submitted by:	<div>George Kotsifas, P.ENG</div> <div>Managing Director, Development and Compliance Services and Chief Building Official</div>
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 Development Services.	

May 27, 2019  
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White Oak SW 1 of 1.docx

cc: Lou Pompilii, Manager – Development Planning  
cc: Matt Feldberg, Manager – Development Services  
cc: Ismail Abushehada, Manager – Development Engineering

## 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 3087  
White Oak Road.

WHEREAS Whiterock Village Inc. has applied to rezone an area of land located at 3087 White Oak 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 3087 White Oak Road, as shown on the attached map comprising part of Key Map No. A111 from an Urban Reserve (UR4) Zone, and a Residential R1 (R1-10) Zone, **TO** a holding Residential R1 Special Provision (h\*h100\*h-161\*R1-3(\*)) Zone; a holding Residential R1 Special Provision (h\*h100\*h-161\*h-\_\_\*R1-3(\*)) Zone; a holding Residential R1 Special Provision (h\*h100\*h-161\*R1-3(\*\*)) Zone; a holding Residential R6 Special Provision (h\*h-71\*h-100\*h-161\*h-\_\_\*R6-5(\*)) Zone; a holding Residential R6 Special Provision/Residential R8 Special Provision Bonus (h\*h-71\*h-100\*h-161\*h-\_\_\*R6-5(\*\*)/R8-4(\*\*)\*B-\_\_) Zone; a holding Urban Reserve Special Provision (h-94\*UR4(\*)) Zone; and an Urban Reserve Special Provision (UR4(\*\*)) Zone.
- 2) Section Number 3.8 2) (Holding "h" Zones/Holding Zone Provisions) is amended by adding the following new holding zone:

h-\_\_ Purpose: To ensure the orderly development of land and the adequate provision of municipal services, the "h-\_\_" symbol shall not be deleted until the sanitary force main has been relocated to the future municipal right-of-ways, all to the satisfaction of the City Engineer.

Permitted Interim Uses: Existing uses

- 3) Section 4.3. 4) (Bonus Zones/Site Specific Bonus Provisions) is amended by adding the following new bonus zone:

4.3.4( ) B( ) 3087 White Oak Road

This bonus zone is intended to facilitate a high quality development which substantively implements through the required development agreement(s), the Site Plan, Elevations and Concept Landscape Plan, attached as Schedule "1" to the amending by-law; and

- i) Enhanced landscaping along White Oak Road with wrought iron (or similar) fencing and provision of a pedestrian pathway from Petty Road to White Oak Road;

The following special regulations apply within the bonus zone upon the execution and registration of the required development agreement(s):

- a) Regulations:



- i) For the purpose of this by-law the front lot line shall be interpreted as Petty Road
  - ii) Front Yard Depth (Minimum) 3m (9.8ft)
  - iii) Density (Maximum) 79 units per hectare
  - iv) Height (Maximum) four storeys 16m (52.5 ft)
- 4) Section Number 5.4 of the Residential R1 (R1-3) Zone is amended by adding the following Special Provision:
  - c) R1-3 (\*)
    - a) Regulation
      - i) Garages shall not project beyond the façade of the dwelling or façade (front face) of any porch, and shall not occupy more than 50% of lot frontage.
- 5) Section Number 5.4 of the Residential R1 (R1-3) Zone is amended by adding the following Special Provision:
  - c) R1-3 (\*\*)
    - a) Regulations
      - i) Garages shall not project beyond the façade of the dwelling or façade (front face) of any porch, and shall not occupy more than 50% of lot frontage.
      - ii) The primary entrance of the dwelling shall be oriented and accessed from Petty Road.
- 6) Section Number 6.4 of the Residential R6 (R6-5) Zone is amended by adding the following Special Provision:
  - e) R6-5 (\*)
    - a) Permitted Uses
      - i) All uses within the R6-5 zone variation with the exception of apartment buildings, or cluster apartment buildings
    - b) Regulations
      - i) Front Yard Depth (Minimum) 3m (9.8ft)
      - ii) Density (Maximum) 75 units per hectare
- 7) Section Number 6.4 of the Residential R6 (R6-5) Zone is amended by adding the following Special Provision:
  - e) R6-5 (\*\*)
    - a) Regulations
      - i) For the purpose of this by-law the front lot line shall be interpreted as Petty Road
      - ii) Front Yard Depth (Minimum) 3m (9.8ft)

- iii) Density (Maximum) 75 units per hectare
- 8) Section Number 8.4 of the Residential R8 (R8-4) Zone is amended by adding the following Special Provision:
  - d) R8-4 (\*\*)
    - a) Regulations
      - i) For the purpose of this by-law the front lot line shall be interpreted as Petty Road
      - ii) Front Yard Depth (Minimum) 3m (9.8ft)
- 9) Section Number 49.4 of the Urban Reserve (UR4) Zone is amended by adding the following Special Provision:
  - d) UR4 (\*)
    - a) Regulations
      - i) Lot Frontage on Petty Road (Minimum) 10m (32.8ft)
      - ii) No Minimum Lot Area
- 10) Section Number 49.4 of the Urban Reserve (UR4) Zone is amended by adding the following Special Provision:
  - d) UR4 (\*\*)
    - b) Regulations
      - i) No Minimum Lot Frontage
      - ii) No Minimum Lot Area

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 June 11, 2019.

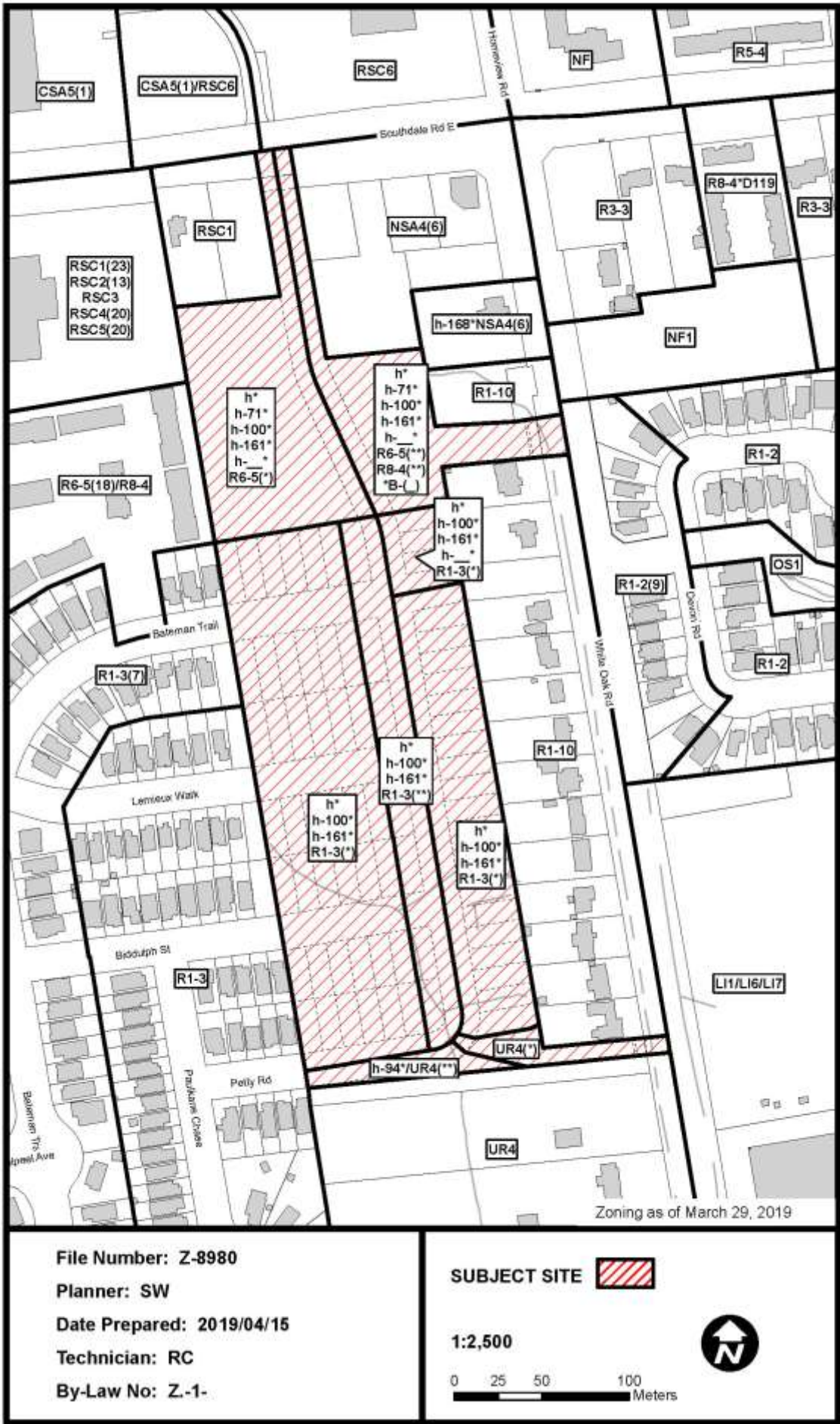
Ed Holder  
Mayor

**39T-18505/Z-8980**  
**S. Wise**

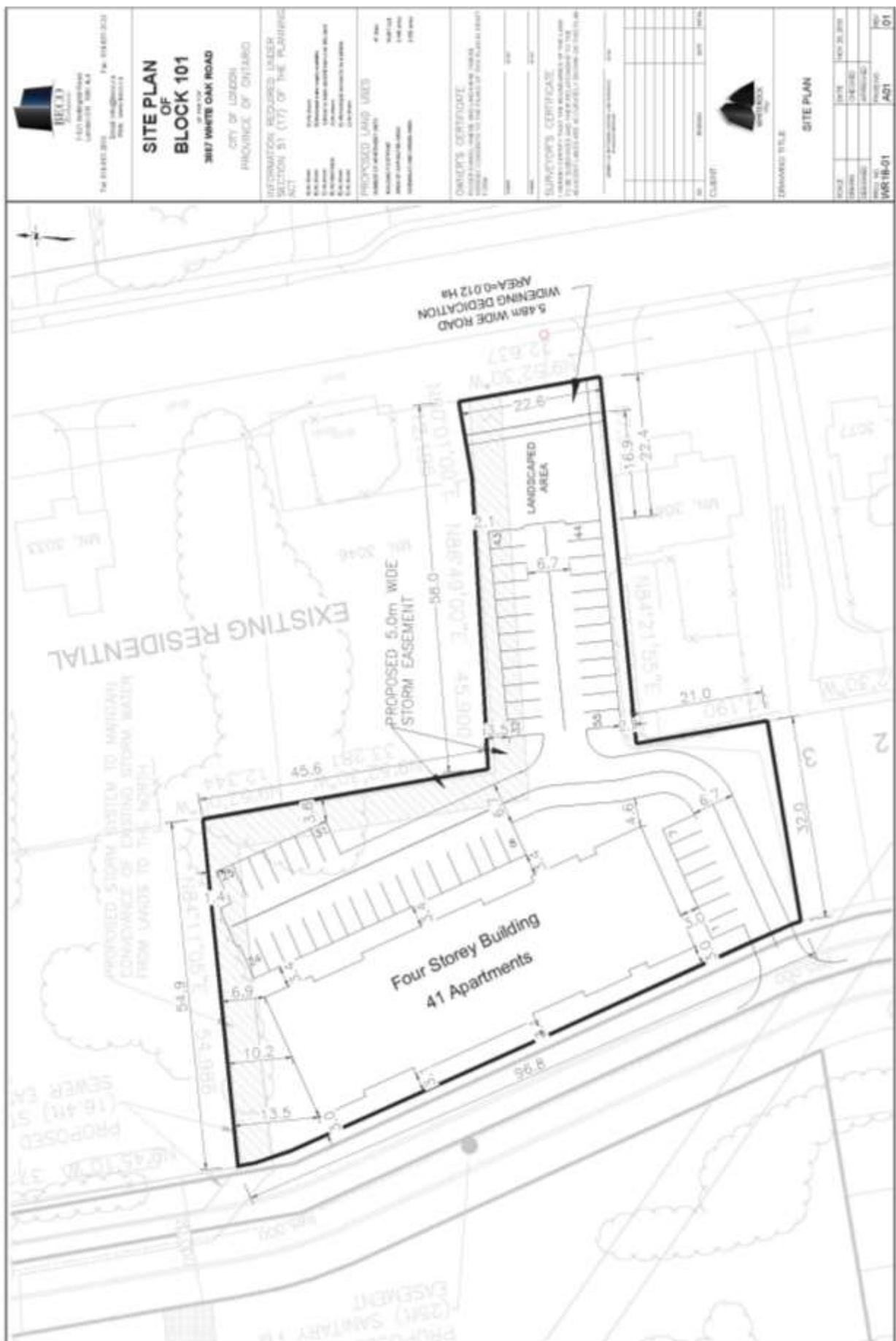
Catharine Saunders  
City Clerk

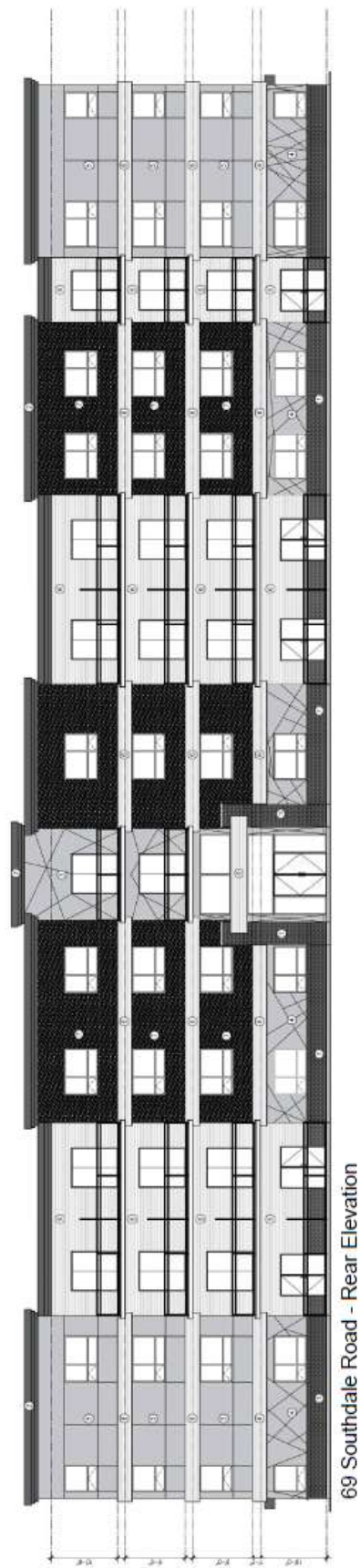
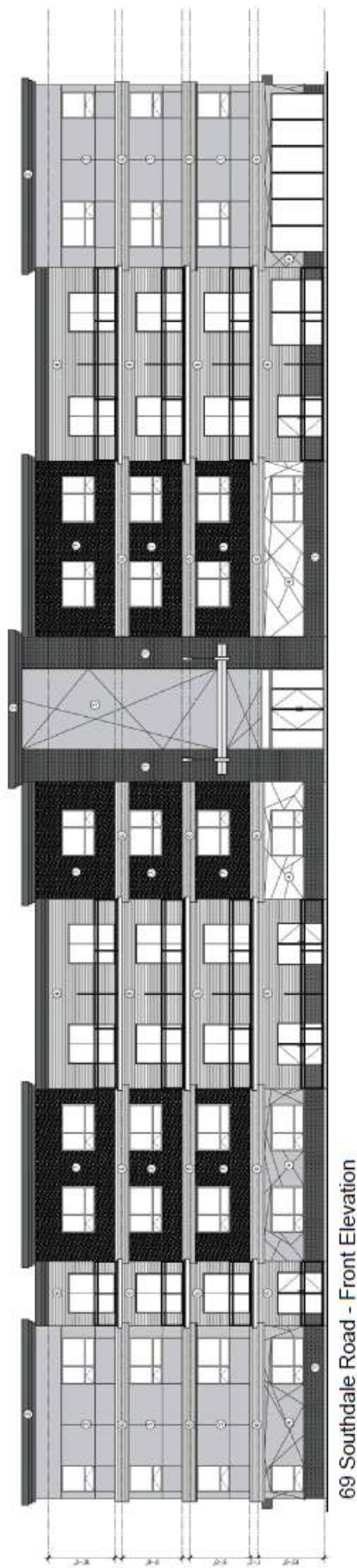
First Reading – June 11, 2019  
Second Reading – June 11, 2019  
Third Reading – June 11, 2019

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







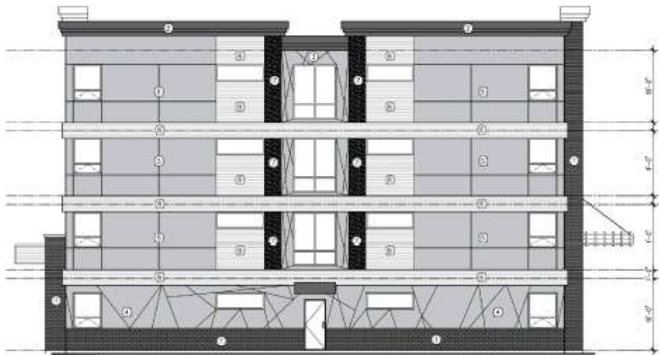


## MATERIAL LEGEND

- 1 BLACK BRICK
- 2 PREFINISHED ALUMINUM FASCIA- BLACK
- 3 STUCCO FINISH- WHITE
- 4 STUCCO FINISH- LIGHT GRAY
- 5 SMOOTH FINISH- PANELIZED STUCCO
- 6 ALUMINUM SIDING - WOOD FINISH
- 7 STUCCO FINISH - TERRA NEO FINISH



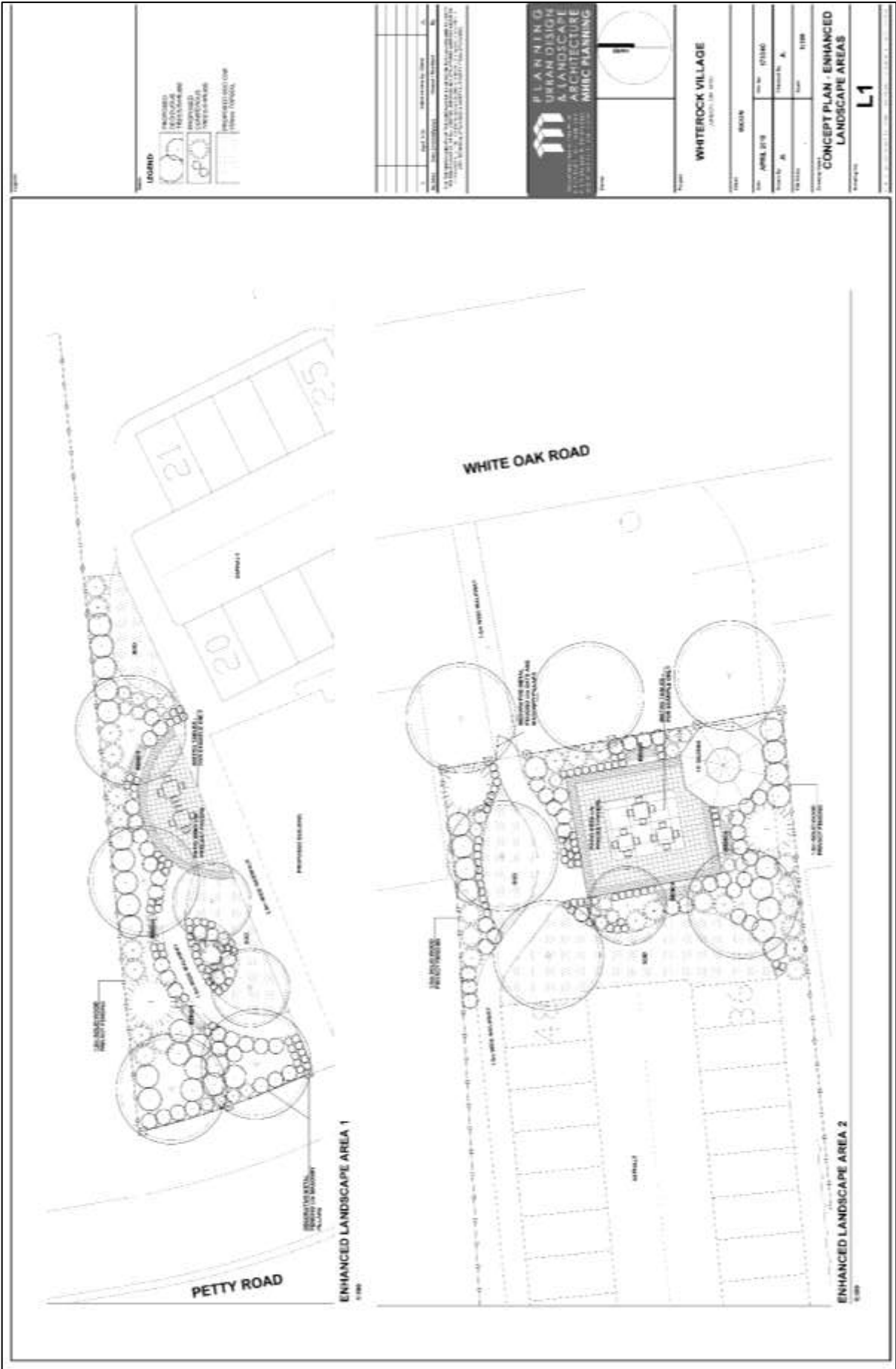
69 Southdale Road - Right Side Elevation



69 Southdale Road - Left Side Elevation

MATERIAL LEGEND

- ① BLACK BRICK
- ② PREFINISHED ALUMINUM FASCIA- BLACK
- ③ STUCCO FINISH- WHITE
- ④ STUCCO FINISH- LIGHT GRAY
- ⑤ SMOOTH FINISH PANELIZED STUCCO
- ⑥ ALUMINUM SIDING - WOOD FINISH
- ⑦ STUCCO FINISH - TERRA-NEO FINISH





## Appendix B – Draft Conditions

### Conditions of Draft Approval

#### THE CORPORATION OF THE CITY OF LONDON'S CONDITIONS AND AMENDMENTS TO DRAFT APPROVAL FOR THE REGISTRATION OF THIS SUBDIVISION, FILE NUMBER 39T-18505 ARE AS FOLLOWS:

##### NO. CONDITIONS

1. This approval applies to the draft plan, submitted by Whiterock Village Inc. (File No. 39T-18505), prepared by Development Engineering certified by P.G. Moreton, OLS, (dated October 24, 2018), as red-lined, which shows 72 single detached lots, 2 Medium Density Blocks, 1 future development block, serviced by the extension of four existing public streets (Petty Road, Bateman Trail, Lemieux Walk, and Biddulph Street).
2. This approval of the draft plan applies for a period of three (3) years, and if final approval is not given within that time, the draft approval shall lapse, except in the case where an extension has been granted by the Approval Authority.
3. The road allowances included in this draft plan shall be shown and dedicated as public highways.
4. The Owner shall request that street(s) shall be named to the satisfaction of the City.
5. The Owner shall request that the municipal address shall be assigned to the satisfaction of the City.
6. The Owner, prior to final approval, shall submit to the Approval Authority 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.
7. The Owner shall enter into the City's standard subdivision agreement (including any added special provisions) which 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.
8. In conjunction with registration of the Plan, the Owner shall provide to the appropriate authorities such easements and/or land dedications 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, to the satisfaction of the City, at no cost to the City.
9. Prior to final approval, appropriate zoning shall be in effect for this proposed subdivision.
10. 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.

11. 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.

## **DEVELOPMENT PLANNING**

12. Block 102 shall be divided into two separate and distinct blocks as per the red-line plan which includes Block 102 as the eastern portion with a minimum 10m frontage on Petty Road, and Block 103 as the western portion.
13. The Owner agrees to withhold Block 103 from development until future development lots are available for consolidation that produce developable lands with direct frontage on a public road. The Owner also agrees to maintain the 'h-94' holding provision on this block until such time as a development agreement has been entered into which provides for appropriate development patterns and servicing.
14. In conjunction with the first submission engineering drawings, the owner shall submit a concept plan for Block 102 which includes an engineered pedestrian walkway connecting Petty Road to White Oak Road, to the satisfaction of the City.
15. The Owner shall construct 1.8m high wood, board on board privacy fencing or approved alternative, along the property limit interface of all existing private residential dwelling lots fronting White Oak Road. Fencing shall be completed to the satisfaction of the City, within one (1) year of the registration of the plan.
16. In conjunction with the first submission engineering drawings, the Owner shall submit for approval an on-street parking plan to the satisfaction of the City. An approved parking plan will form part of the subdivision agreement for the registered plan.
17. 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 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.
18. The Owner shall include a statement in all offers of purchase and sale within 1,000 metres of the industrial property at 3300 White Oak Road, and in the subdivision agreement to include a suitable warning clause advising future purchasers that there are active industrial operations in the area and that nuisances may be encountered.
19. The Owner shall implement the recommendations of the Noise Feasibility Study Prepared by HGC Engineering, July 10, 2018 for the lands, to the satisfaction of the City.

## **PARKS PLANNING**

20. The Owner shall convey up to 5% of the lands included within this plan to the City of London for park purposes or 1 hectare per 300 units, whichever is greater for residential uses, or as cash in lieu, in accordance with By-law CP-9.

21. In conjunction with the first submission engineering drawings, 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.
22. The Owner shall implement the recommendations of the Whiterock Village Environmental Impact Study prepared by Natural Resource Solutions Inc. dated August 2018 for the lands, to the satisfaction of the City. In conjunction with the Focused Design Studies submission, the Owner shall provide a schedule indicating how each of the accepted Environmental Impact Study recommendations will be implemented and satisfied as part of the subdivision approval process.

## **URBAN DESIGN**

23. In conjunction with the first submission engineering drawings, the Owner shall provide conceptual block plans for the medium density blocks, detailing locations of buildings, parking areas, building orientation towards the public streets and open spaces, and other relevant information, to the satisfaction of City. Building orientation shall be directed to the highest order street as a priority, and all other streets/open spaces for secondary facades.
24. The Owner shall register on title and include in all Purchase and Sale Agreements the requirement that the dwellings to be designed and constructed on all corner lots in this plan are to have design features, such as but not limited to porches, windows or other architectural elements that provide for a street oriented design and limited chain link or decorative fencing along no more than 50% of the exterior sideyard abutting the exterior sideyard road frontage.
25. The Owner shall register on title and include in all Purchase and Sale Agreements the requirement that the dwellings on lots 4, 17, 18, 31, 32, and 45 are to have the principle entrance to the dwelling provided from Petty Road and limited chain link or decorative fencing along no more than 50% of the exterior side yard abutting Petty Road.

## **UTRCA**

26. Prior to undertaking any works or site alteration including filling, grading, construction or alteration to a watercourse in a Conservation Regulated Area, the Owner shall obtain a permit or receive clearance from the Upper Thames River Conservation Authority.

## **SEWERS & WATERMAINS**

### Sanitary:

27. In conjunction with the first submission of engineering drawings submission, the Owner shall have his consulting engineer prepare and submit a Sanitary Servicing Study to include the following 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) Propose a suitable routing for the sanitary sewer to be constructed through this plan. Further to this, the consulting engineer shall be required to provide an opinion for the need for an Environmental

- Assessment under the Class EA requirements for this sanitary trunk sewer;
- iii) Provide confirmation or provide a suitable routing and alignment of the municipal forcemain;
  - iv) Implementing all inflow and infiltration mitigation measures to meet allowable inflow and infiltration level as identified by OPSS 407 and OPSS 410 as well as any additional measures recommended in the hydrogeological report.
28. 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 250 mm diameter sanitary sewer located on White Oak Road;
  - ii) Construct a maintenance access road and provide a standard municipal easement for any section of the sewer and forcemain not located within the road allowance, to the satisfaction of the City;
  - iii) Make provisions for oversizing of the internal sanitary sewers in this draft plan to accommodate flows from the upstream lands external to this plan, all to the satisfaction of the City. This sewer must be extended to the limits of this plan and/or property line to service the upstream external lands; and
  - iv) Where trunk sewers are greater than 8 metres in depth and are located within the municipal roadway, the Owner shall construct a local sanitary sewer to provide servicing outlets for private drain connections, to the satisfaction of the City. The local sanitary sewer will be at the sole cost of the Owner. Any exception will require the approval of the City Engineer.
29. The Owner shall make arrangements with the City and the City's Engineering Consultant for the provision, construction and realignment as necessary of the municipal forcemain through this plan and shall provide satisfactory easements over the sewers and forcemain, as necessary, all to the specifications and satisfaction of the City Engineer.
30. Prior to the issuance of a Certificate of Conditional Approval, the Owner shall confirm the sanitary forcemain through Block 100 and Lots 1, 2 and 3 has been rerouted/relocated to Petty Road to connected to Southdale Road, to the satisfaction of the City.
31. 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.
32. Prior to registration of this Plan, the Owner shall obtain consent from the City Engineer to reserve capacity at the Greenway 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)

33. In conjunction with the first submission of engineering drawings, 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) Identify 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) Identify major and minor storm flow routes for the subject and external lands, to the satisfaction of the City;
  - iii) Provide confirmation the proposed development limits can be accommodated within the existing White Oaks SWM Facility P2 for both minor and major flows;
  - iv) Provide a capacity analysis for the existing outlet sewers and identify if there are any functional design impacts to the existing White Oaks SWM Facility P2;
  - v) Provide a statement addressing the 250 year major overland flow conveyance;
  - vi) 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.
  - vii) Provide sufficient information to confirm that the sewer easement, proposed by the Owner, through Block 101 and 102 and across 3195 and 3207 White Oak Road, are adequate and viable to comply with City standards;
  - viii) Provide permission from the adjacent property owners to the south to allow this storm sewer easement and sewer;
  - ix) Develop 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, Conservation and Parks (MECP) 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
  - x) Provide an erosion/sediment control plan associated with any proposed Low Impact Development features that will identify all erosion and sediment control measures to be used prior, during and after the Low Impact Development features are implemented. These measures shall be a component of the Functional Storm/Drainage Servicing Report along with any other identified erosion and sediment control measures for the site, all to the satisfaction of the City Engineer.
34. Should there be any proposed stormwater management design deviations for the major and minor storm outlets from the pertinent Functional SWM reports



listed below for the development of this Plan of Subdivision, in conjunction with the first submission of drawings, these proposed design changes shall be provided in a detailed functional SWM report for this plan of Subdivision identifying both major and minor flow proposals, and if required, the Owner shall make arrangements to revise any issued Environmental Compliance Approval's (ECA's) for the existing SWM facilities to reflect the proposed changes, at no cost to the City and to the satisfaction of the City.

35. 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 engineer, shall be in accordance with the recommendations and requirements of the following:
  - i) The SWM criteria and environmental targets for the Dingman Creek Subwatershed Study Update (2005) and any addendums/amendments;
  - ii) The Dingman Creek Stormwater Servicing Strategy Schedule C Municipal Class EA;
  - iii) The approved functional design for the White Oaks SWM Facility P2 and the White Oak EA Addendum by AECOM dated September 23, 2014;
  - iv) The accepted functional SWM report for the Devon Place Subdivision, dated March 2006, by Earth Tech Canada Inc.;
  - v) The approved Storm/Drainage and SWM Servicing Functional Report for the subject lands;
  - vi) 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.;
  - vii) The City of London Environmental and Engineering Services Department Design Specifications and Requirements, as revised;
  - viii) The City's Waste Discharge and Drainage By-laws, lot grading standards, Policies, requirements and practices;
  - ix) The Ministry of the Environment, Conservation and Parks (MECP) SWM Practices Planning and Design Manual (2003) as revised; and
  - x) Applicable Acts, Policies, Guidelines, Standards and Requirements of all required approval agencies.
36. 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 Dingman Creek Subwatershed, and connect them to the existing municipal storm sewer system, namely, the 1.85 m x 1.4 m box culvert located on White Oak Road at Block 101 and the 900 mm diameter storm sewer located within an easement on 2946 Bateman Trail;
  - ii) Make provisions to oversize and deepen the internal storm sewers in this plan to accommodate flows from upstream lands external to this plan;
  - iii) 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.
  - 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.

37. 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) Make arrangements with the property owners of 3195 and 3207 White Oak Road from the extension of a storm sewer and associated easements for the servicing of this Plan.
  - iii) Confirm registration of the easement across external lands (2946 Bateman Trail) to be provided to the City is available for the storm outlet for this Plan;
  - iv) Construct and have operational the major and minor storm flow routes for the subject lands, to the satisfaction of the City;
  - v) Implement all geotechnical/slope stability recommendations made by the geotechnical report accepted by the City;
38. 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.
39. In conjunction with the first submission of engineering drawings 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;
  - viii) provide recommendations regarding soil conditions and fill needs in the location of any existing watercourses or bodies of water on the site.;
  - ix) To meet allowable inflow and infiltration levels as identified by OPSS 410 and OPSS 407, include 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
- all to the satisfaction of the City.
40. In conjunction with the first submission of engineering drawings, the Owner shall conduct a hydrogeological assessment to identify a target infiltration rate in millimetres per hectare and implement Low Impact Development measures to achieve the water balance and meet groundwater recharge objectives, to the satisfaction of the City Engineer. Alternatively, the Owner shall implement Low Impact Development measures in accordance with the target infiltration rate and design criteria established by the Dingman Creek Stormwater Servicing Strategy Schedule C Municipal Class EA.

Any proposed Low Impact Development solutions shall be supported by a Geotechnical Report and/or Hydrogeological Investigation prepared with focus on the type of soil, its infiltration rate, hydraulic conductivity (under field saturated conditions), and seasonal high ground water elevation. The report(s) shall include geotechnical and hydrogeological recommendations of any preferred/suitable Low Impact Development solution.

41. 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.
42. 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.

#### Watermains

43. In conjunction with the first submission of engineering drawings, the Owner shall have their consulting engineer prepare and submit a water servicing report including the following design information, all to the satisfaction of the City Engineer:
  - i) Water distribution system analysis & modeling and hydraulic calculations for the Plan of Subdivision confirming system design requirements are being met residential A.D.D. shall be 255 litres per capita per day; maximum residual pressure 80 psi);
  - ii) Identify domestic and fire flows for the residential Lots and development Blocks from the low-level water distribution system;
  - iii) Address water quality and identify measures to maintain water quality within all watermains throughout the entire subdivision from zero build-out through full build-out of the subdivision;
  - iv) Include modeling for two fire flow scenarios as follows:
    - a. Max Day + Fire confirming velocities and pressures within the system at the design fire flows; and
    - b. Max Day + Fire confirming the available fire flows at fire hydrants at 20 PSI residual. Identify fire flows available from each proposed hydrant to be constructed and determine the appropriate colour hydrant markers (identifying hydrant rated capacity);
  - v) Include a staging and phasing report as applicable which addresses the requirement to maintain interim water quality;
  - vi) Develop a looping strategy when development is proposed to proceed beyond 80 units;
  - vii) Provide a servicing concept acceptable to the City Engineer for the proposed street townhouse (or narrow frontage) lots within Block 100 which demonstrates separation requirements for all services in being achieved;
  - viii) Identify any water servicing requirements necessary to provide water servicing to external lands, incorporating existing area plans as applicable;
  - ix) Identify any need for the construction of or improvement to external works necessary to provide water servicing to this Plan of Subdivision;
  - x) Identify any required watermain oversizing, if necessary, and any cost sharing agreements;
  - xi) Identify the effect of development on existing water infrastructure – identify potential conflicts;
  - xii) Include full-sized water distribution and area plan(s); and
  - xiii) Identify on the water distribution plan the location of valves, hydrants, and the type and location of water quality measures to be implemented

(including automatic flushing devices), fire hydrant rate capacity and marker colour, and the design domestic and fire flow demands applied to development Blocks.

44. Prior to the issuance of any Certificates of Conditional Approval the Owner shall install and commission the accepted water quality measures required to maintain water quality within the water distribution system during build-out, all to the satisfaction of the City Engineer, at no cost to the City. The measures which are necessary to meet water quality requirements, including their respective flow settings, etc shall be shown clearly on the engineering drawings.
45. The Owner shall ensure implemented water quality measures shall remain in place until there is sufficient occupancy demand to maintain water quality within the Plan of Subdivision without their use. The Owner is responsible for the following:
  - i) To meter and pay the billed costs associated with any automatic flushing devices including water discharged from any device at the time of their installation until removal;
  - ii) Any incidental and/or ongoing maintenance of the automatic flushing devices;
  - iii) Payment for maintenance costs for these devices incurred by the City on an ongoing basis until removal;
  - iv) All works and the costs of removing the devices when no longer required; and
  - v) Ensure the automatic flushing devices are connected to an approved outlet.
46. The Owner shall ensure the limits of any request for Conditional Approval shall conform to the staging and phasing plan as set out in the accepted water servicing report and shall include the implementation of the interim water quality measures. In the event the requested Conditional Approval limits differ from the staging and phasing as set out in the accepted water servicing report, the Owner would be required to submit revised plans and hydraulic modeling as necessary to address water quality.
47. Prior to the issuance of any Certificates 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 service to this draft Plan of Subdivision:
  - i) Construct watermains to serve this Plan and connect them to the existing low-level municipal system, namely the existing 600 mm diameter watermain on Southdale Road East, the 250 mm diameter watermain on Batemain Trail, the 200 mm diameter watermain on Lemieux Walk, the 200 diameter watermain on Biddulph Street and the 250 mm diameter watermain on Petty Road.
  - 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;
  - iii) Available fire flows and appropriate hydrant rated capacity colour code markers are to be shown on the engineering drawings; the coloured fire hydrant markers will be installed by the City of London at the time of Conditional Approval; and
  - iv) Have their consulting engineer confirm to the City that the watermain system has been constructed and is operational;
48. The Owner shall obtain all necessary approvals from the City Engineer for the servicing of Blocks 100 and 101 in this Plan of Subdivision prior to the installation of any water services to or within these Blocks.
49. With respect to the proposed blocks 100 and 101, the Owner shall include in all agreements of purchase and sale, and/or lease of Blocks in this plan, a warning

clause advising the purchaser/transferee that should these develop as a Vacant Land Condominium or in a form that may create a regulated drinking water system under O.Reg. 170/03, the Owner shall be responsible for meeting the requirements of the legislation.

If deemed a regulated system, there is potential the City of London could be ordered to operate this system in the future. As such, the system would be required to be constructed to City standards and requirements.

50. The Owner shall connect the Blocks in this Plan to the internal water distribution system, to the satisfaction of the City.

## **STREETS, TRANSPORTATION & SURVEYS**

### Roadworks

51. 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.
52. In conjunction with the first submission of engineering drawings submission, the Owner shall have its consulting engineer provide the following, all to the specifications and satisfaction of the City Engineer:
- i) provide a proposed layout plan of the internal road network including taper details for streets in this plan that change right-of-way widths with minimum 30 metre tapers for review and acceptance with respect to road geometries, including but not limited to, right-of-way widths, tapers, tangents, bends, intersection layout, daylighting triangles, etc., and include any associated adjustments to the abutting lots. The roads shall be equally tapered and aligned based on the road centrelines and it should be noted tapers are not to be within intersections.
  - ii) confirm that the asphalt portion of Bateman Trail is centred and aligned opposite Devon Road, to the satisfaction of the City Engineer.
  - iii) 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."
  - iv) identify how internal access to external parcels 3195 and 3207 White Oak Road can be accommodated;
  - v) confirm all streets with bends of approximately 90 degrees shall have a minimum inside street line radius with the following standard:  
Road Allowance – 20.0m; S/L Radius – 9.0m;
  - vi) provide design and access details on street connection to Southdale Road;
53. At 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, to the satisfaction of the City.
54. The Owner shall align the proposed Bateman Trail opposite to the existing Devon Road and perpendicular to White Oak Road, to the satisfaction of the City Engineer.
55. The Owner shall align the proposed Petty Road opposite to the existing driveway and perpendicular to Southdale Road East, to the satisfaction of the City Engineer.
56. The Owner shall align all roads in this plan connecting to roads in Plan 33M-542, all to the specifications and satisfaction of the City.



57. The Owner shall have its professional engineer design and construct the roadworks in accordance with the following road widths:
- i) Bateman Trail has a minimum road pavement with (excluding gutters) of 9.5 metres with a minimum road allowance of 21.5 metres.
  - ii) Petty Road, Biddulph Street and Lemieux Walk have a minimum road pavement width (excluding gutters) of 8.0 metres with a minimum road allowance of 20 metres.
58. The Owner shall comply with the Complete Streets Design Manual, to the satisfaction of the City.

#### Sidewalks

59. The Owner shall construct a 1.5 metre (5') sidewalk on both sides of the following streets, to the satisfaction of the City:
- i) Bateman Trail
  - ii) Petty Road
  - iii) Biddulph Street
  - iv) Lemieux Walk

#### Street Lights

60. In conjunction with the first submission of engineering drawings, the Owner shall provide a photometric analysis of the intersection of Petty Road and Southdale Road to confirm adequate illumination levels can be obtained, to the satisfaction of the City. Should additional lighting be required at this intersection, the Owner shall construct street lights at this intersection, prior to the issuance of any Certificate of Conditional Approval, to the satisfaction of the City, at no cost to the City.
61. 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.

#### Boundary Road Works

62. In conjunction with first submission of engineering drawings, the Owner shall provide a pavement marking plan, to include all turn lanes, etc., to the satisfaction of the City Engineer.
63. Prior to the issuance of any Certificate of Conditional Approval, the Owner shall modify the pavement markings on White Oak Road to provide for a left turn lane to Bateman Trail, to the satisfaction of the City Engineer, at no cost to the City.
64. In conjunction with first submission of engineering drawings, the Owner shall submit a concept of the access arrangement of Petty Road (Adam Street RP-643) at Southdale Road noting the access may need to be restricted to right in/right out and a driveway access will need to be provided for 91 Southdale Road East (SP 15-029478), to the satisfaction of the City Engineer.
65. Prior to the issuance of a Certificate of Conditional Approval, the Owner shall construct the access arrangements for Petty Road and driveway access for 91 Southdale Road East, as accepted by the City Engineer, to the satisfaction of the City Engineer, at no cost to the City.

66. The Owner shall make minor boulevard improvements on White Oak Road and Southdale Road East adjacent to this Plan, to the specifications of the City and at no cost to the City, consisting of clean-up, grading and sodding as necessary.
67. The Owner shall reconstruct or relocate any surface or subsurface works or vegetation necessary to connect Petty Road to Southdale Road East and Bateman Trail to White Oak Road, to the satisfaction of the City and at no cost to the City.

#### Road Widening

68. The Owner shall be required to dedicate sufficient land to widen White Oak Road to 18.0 metres from the centreline of the original road allowance.

#### Vehicular Access

69. The Owner shall ensure that no vehicular access will be permitted to Block 101 from White Oak Road. All vehicular access is to be via the internal subdivision streets.

#### Traffic Calming

70. In conjunction with the first submission of engineering drawings, the Owner shall have its professional engineer provide a conceptual design of the extension of the parking lay-by on Bateman Trail to Petty Road, to the satisfaction of the City.
71. Prior to the issuance of any Certificate of Conditional Approval, the Owner shall extend the parking lay-by on Bateman Trail to Petty Road, to the satisfaction of the City.

#### Construction Access/Temporary/Second Access Roads

72. The Owner shall direct all construction traffic associated with this draft plan of subdivision to utilize White Oak Road or other routes as designated by the City.
73. 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.
74. 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.
75. At the time the roads in this draft plan are available to connect to Plan 33M-542, the Owner shall have its consulting engineer confirm to the City that the roads in this Plan have been constructed and operational to provide a public access to Plan 33M-542 such that the City shall make arrangements with the owner of Plan 33M-542 for the removal of the temporary road over Lots in Plan 33M-542.
76. Prior to the issuance of a Certificate of Conditional Approval, the Owner shall remove the existing retaining wall at the east limit of Lemieux Walk in Plan 33M-542 to the west of this Plan and make all necessary arrangements to grade the adjacent lands outside the boundaries of this Plan to be compatible with the accepted grades in this Plan, to the satisfaction of the City, at no cost to the City.

77. Prior to the issuance of a Certificate of Conditional Approval, the Owner shall construct the extension of Bateman Trail external to this plan (from this plan of subdivision to White Oak Road over Reserve A 08209-0098, Plan 264089), as a fully serviced road, with all underground servicing and a minimum of granular 'B' road consistent with the servicing of Bateman Trail within this plan as required herein, all to the specifications of the City Engineer, at no cost to the City.
78. The Owner shall maintain the extension of Bateman Trail external to this plan until construction is fully complete, all deficiencies cleared, a Certificate of Completion of Works covering the road construction has been issued to the City by the Owner's consulting professional engineer and the road is assumed by the City, all to the satisfaction of the City Engineer, at no cost to the City.
79. Prior to assumption, the Owner shall prepare and pay for the cost of registering and depositing the dedication by-law to create the portion of Bateman Trail external to this plan.
80. The Owner shall initiate with the City to rename Adam Street (RP 643) to Petty Road, to the satisfaction of the City.

## GENERAL CONDITIONS

81. 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.
82. 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.
83. 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.
84. In conjunction with the first submission of engineering drawings, 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
  - 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,
  - ix) Addressing all issues with respect to construction and any necessary setbacks related to erosion, maintenance and structural setbacks related to slope stability for lands within this plan, if necessary, to the satisfaction and specifications of the City. The Owner shall provide written acceptance from the Upper Thames River Conservation Authority for the final setback.

and any other requirements as needed by the City, all to the satisfaction of the City.

85. The Owner shall implement all geotechnical recommendations to the satisfaction of the City.
86. Once construction of any private services, ie: water storm or sanitary, to service the lots and blocks in this plan is completed and any proposed relotting of the plan is undertaken, the Owner shall reconstruct all previously installed services in standard location, in accordance with the approved final lotting and approved revised servicing drawings all to the specification of the City Engineer and at no cost to the City.
87. 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.
88. The Owner shall have the common property line of Southdale Road East and White Oak Road graded in accordance with the City of London Standard "Subdivision Grading Along Arterial Roads", at no cost to the City.

Further, the grades to be taken as the centreline line grades on Southdale Road East and White Oak Road are the future ultimate centreline of road grades as determined by the Owner's professional engineer, satisfactory to the City. From these, the Owner's professional engineer is to determine the ultimate elevations along the common property line which will blend with the ultimate reconstructed road, all to the satisfaction of the City.

89. The Owner shall advise the City in writing at least two weeks prior to connecting, either directly or indirectly, into any unassumed services constructed by a third party, and to save the City harmless from any damages that may be caused as a result of the connection of the services from this subdivision into any unassumed services.
90. Prior to connection being made to an unassumed service, the following will apply:
  - i) In the event discharge is to unassumed services, the unassumed services must be completed and conditionally accepted by the City;
  - ii) The Owner must provide a video inspection on all affected unassumed sewers;Any damages caused by the connection to unassumed services shall be the responsibility of the Owner.
91. The Owner shall pay a proportional share of the operational, maintenance and/or monitoring costs of any affected unassumed sewers or SWM facilities (if applicable) to third parties that have constructed the services and/or facilities to which the Owner is connecting. The above-noted proportional share of the cost shall be based on design flows, to the satisfaction of the City, for sewers or on storage volume in the case of a SWM facility. The Owner's payments to third parties shall:
  - i) commence upon completion of the Owner's service work, connections to the existing unassumed services; and
  - ii) continue until the time of assumption of the affected services by the City.
92. 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.

93. 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 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.

94. 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.

95. 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.
96. In conjunction with the first submission of engineering drawings, 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.

97. 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".
98. 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.)
99. 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.
100. In conjunction with the first submission of engineering drawings submission, in the event the Owner wishes to phase this plan of subdivision, the Owner shall submit a phasing plan identifying all required temporary measures, and identify land and/or easements required for the routing of services which are necessary to service upstream lands outside this draft plan to the limit of the plan to be provided at the time of registration of each phase, all to the specifications and satisfaction of the City.
101. If any temporary measures are required to support the interim conditions in conjunction with the phasing, the Owner shall construct temporary measures and provide all necessary land and/or easements, to the specifications and satisfaction of the City Engineer, at no cost to the City.
102. 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.
103. The Owner shall decommission any abandoned infrastructure, at no cost to the City, including cutting the water service and capping it at the watermain, all to the specifications and satisfaction of the City.
104. 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.
105. All costs related to the plan of subdivision shall be at the expense of the Owner, unless specifically stated otherwise in this approval.
106. The Owner shall submit confirmation that they have complied with the requirements of Bell Canada with regards to any easements required, which may include a blanket easement, for communication/telecommunication infrastructure. In the event of any conflict with existing Bell Canada facilities or easements, the Owner shall be responsible for the relocation of such facilities or easements.
107. The Owner shall submit confirmation that they have complied with the requirements of Union Gas with regards to any necessary easements and/or

agreements required by Union Gas for the provision of gas services, in a form satisfactory to Union Gas.

108. The Owner shall make all necessary arrangements with any required owner(s) to have any existing easement(s) in this plan quit claimed to the satisfaction of the City and at no cost to the City. The Owner shall protect any existing private services in the said easement(s) until such time as they are removed and replaced with appropriate municipal and/or private services at no cost to the City.

Following the removal of any existing private services from the said easement and the appropriate municipal services and/or private services are installed and operational, the Owner shall make all necessary arrangement to have any section(s) of easement(s) in this plan quit claimed to the satisfaction of the City, at no cost to the City.

109. In conjunction with engineering drawings submission, the Owner shall submit a Development Charge work plan outlining the costs associated with the design and construction of the DC eligible works. The work plan must be approved by the City Engineer and City Treasurer (as outlined in the most current DC By-law) prior to advancing a report to Planning and Environment Committee recommending approval of the special provisions for the subdivision agreement.
110. Prior to the issuance of any Certificate of Conditional Approval, the Owner shall make adjustments to the existing works and services on Petty Road, Biddulph Street, Lemieux Walk and Bateman Trail in Plan 33M-542, adjacent to this plan to accommodate the proposed works and services on this street to accommodate the lots in this plan fronting this street (eg. private services, street light poles, traffic calming, etc.) in accordance with the approved design criteria and accepted drawings, al to the satisfaction of the City Engineer, at no cost to the City.
111. Prior to the issuance of any Certificate of Conditional Approval, the Owner shall make adjustments to the existing works and services on White Oaks Road and Southdale Road East, adjacent to this plan to accommodate the proposed works and services on this street to accommodate this Plan (eg. private services, street light poles, traffic calming, etc.) in accordance with the approved design criteria and accepted drawings, al to the satisfaction of the City Engineer, at no cost to the City.
112. At the time this plan is registered, the Owner shall register all appropriate easements for all existing and proposed private and municipal storm and sanitary works required in this plan, to service external lands, all to the satisfaction of the City Engineer, at no cost to the City.

## Appendix C – Public Engagement

### Community Engagement

**Public liaison:** On December 20, 2019, Notice of Application was sent to 253 property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on December 20, 2019. Two “Planning Application” signs were also posted on the site.

7 replies were received

**Nature of Liaison:** The purpose and effect of these applications would be the creation of a plan of subdivision with 72 single detached dwellings and two (2) medium density blocks, served by extending Bateman Trail, Petty Road, Biddulph Street, and Lemieux Walk.

Consideration of a Draft Plan of Subdivision consisting of 72 single detached dwelling lots, two (2) multi-family, medium density blocks, and one (1) future development block, all served by extending one Neighbourhood Connector/Secondary Collector (Bateman Trail) and three (3) Neighbourhood/Local Streets, (Petty Road, Biddulph Street, and Lemieux Walk) connecting to Southdale and White Oak Road.

Possible Amendment to Zoning By-law Z.-1 to change the zoning from an Urban Reserve (UR4), and a Residential R1 (R1-10) Zone to: a) a Residential R1 (R1-3) Zone (Lots 1-72) to permit single detached dwellings with a minimum lot frontage of 10m and a minimum lot area of 300m<sup>2</sup>; b) a Residential R6 Special Provision/Residential R8 Special Provision (R6-5(\_)/R8-4(\_)) Zone (Block 100), to permit cluster single detached dwellings, semi-detached dwellings, duplexes, triplexes, fourplexes, apartment buildings, townhouse and stacked townhouse dwellings, and handicapped person’s apartment buildings, lodging house class 2, senior citizen apartment buildings, emergency care establishments, and continuum of care facilities. Special provisions are requested to allow for an increased maximum density of 75 units per hectare, and reduced front and exterior side yard setbacks of 3m; c) a Residential R6 Special Provision/R8 Bonus (R6-5(\_)/R8-4\*B-\_\_) Zone (Block 101), to permit cluster single detached dwellings, semi-detached dwellings, duplexes, triplexes, fourplexes, apartment buildings, townhouse and stacked townhouse dwellings, and handicapped person’s apartment buildings, lodging house class 2, senior citizen apartment buildings, emergency care establishments, and continuum of care facilities, with special provisions to allow for an increased maximum density of 75 units per hectare, and a bonus zone to allow for an increased height of 15.5m and density of 78 units per hectare for a four storey apartment building with 41 dwelling units and reduced front, exterior and rear yard depths of 3m; and d) a holding Urban Reserve Special Provision (h-(\_)\*UR4(\_)) Zone (Block 102), to permit existing dwellings, agricultural uses except for mushroom farms, commercial greenhouses, livestock facilities and manure storage facilities, conservation lands, managed woodlot, wayside pit, passive recreation use, kennels, private outdoor recreation clubs, and riding stables, with a special provision for a minimum lot frontage of 10m and a minimum lot area of 0.166 ha.

The City is also considering the following amendments: special provisions in zoning to implement the urban design requirements and considerations of the Southwest Area Secondary Plan; and holding provisions for the following: urban design, municipal servicing, phasing, and the orderly development of lands with proximity to a class III industry.

**Responses:** A summary of the various comments received include the following:  
**Concern for:**

General

- Concern this site was set aside for run-off for a possible flood

- Concern the area is too developed and building on this land will result in negative challenges to the area
- New dwellings should be two storeys maximum and not have flat roofs
- New dwellings should have high quality architecture and materiality
- Construction activity and noise be limited to between the hours of 8am-6pm Monday to Friday
- Concerned about increase in traffic in area, install lights at White Oak Road
- No concern with the proposed development

Block 100 & 101 – Townhouses and Apartment Building

- Interest if the apartment building would be geared to high or low income earners
- Should not have anything over a two-storey house
- Concern for impacts of privacy from the apartment building and townhouses
- Apartment should be built closer to commercial uses to the west
- Opposed to block 101 to be used and zoned as an apartment building, should only be for single detached dwellings

Low Density Residential

- Oppose lot pattern and smaller lots proposed that abut the White Oak Road properties due to transition, compatibility and consistency with existing built form
- Rear elevations should have variation to mitigate monotonous housing forms
- Rear yard setbacks for lots along Petty Road should be a minimum of 7.5m or greater
- Consistent privacy fence should be installed along the shared property boundary with the White Oak Road properties for privacy, mitigate headlights from vehicles etc.
- Mature landscaping be introduced along fence line
- Unfair to have 23 new homes mirror the 13 existing along White Oak Road
- Concern for impacts to property values
- Homes behind White Oak Road should be larger lots with larger homes

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

Telephone	Written
Kamal 3067 White Oak Road London ON N6E 1L7	Chris Ellison 2635 Bateman Trail, Suite 28 London ON N6L 0C1
Larry Brady 109-2635 Bateman Trail London ON N6L 0C1	David and Wendy Anderson 2951 Palkane Chase London ON N6L 0A7
	Henry Guetter 3153 White Oak Road London ON N6E 1L7
	Julie & Frank Minifie 3077 White Oak Road London ON N6E 1L7
	Rola and Farouq Rawashdeh 3030 Devon Road London ON N6E 0A4

**From:** dr.anderson dr.anderson [mailto: [REDACTED]]  
**Sent:** Monday, January 7, 2019 12:11 PM  
**To:** Wise, Sonia <swise@london.ca>  
**Cc:** Pelosa, Elizabeth <epelosa@london.ca>  
**Subject:** File: 39T-18505/Z-8980

Hi Sonia. We live at 2951 Paulkane Chase and are affected by this amendment. We have no problem with the 72 single detached lots, cluster townhouse dwellings and the Public road access. But we have a few questions with regards to the 2 medium density blocks for low rise apartments.

1. Are these going to be luxury apartments or low income use.
2. From the conceptual drawings are they only going to be 3 story high.

Look forward to your reply.

David and Wendy Anderson  
[REDACTED]

**From:** [REDACTED] [mailto: [REDACTED]]  
**Sent:** Wednesday, January 9, 2019 6:01 PM  
**To:** Wise, Sonia <swise@london.ca>; Pelosa, Elizabeth <epelosa@london.ca>  
**Subject:** Draft Plan of Subdivision and Zoning By-law Amendments - 3087 White Oak Road

January 9, 2018

Sonia Wise  
Development Services, City of London

Elizabeth Pelosa  
Ward Councillor, Ward 12

Hello Sonia & Elizabeth:

**Re: Draft Plan of Subdivision and Zoning By-law Amendments - 3087 White Oak Road**

We, Julie & Frank Minifie are homeowners at 3077 White Oak Road. We have lived at this location for approximately 20 years. A lot has changed in this neighbourhood over those years. We love where our house is located and as much as we are thrilled about the development happening around us, we do have a few concerns.

**First:**

Lots 1-3 and 53-72 which are directly behind the existing residential, the concern is with the size of the lots that are proposed. It's not fair to have 23 new homes mirrored with 13 existing homes. If we are surrounded by small homes on small lots, our property value will decrease significantly. We have a large home with a large pool on an approximately half acre lot. When it's time to sell, we will not get the real value for it. I did not purchase this home 20 years ago to turn around and sell it when I'm ready to retire to receive significantly less than its worth. The homes that will be directly behind the existing residential homes should have larger lots and larger homes on it. We have spoken to a number of home owners on this street and they feel the same way.

**Second:**

Block 101 should not be an apartment building, it should have residential homes and continue north after Lot 3 and continue to have single family homes mirroring the existing residential homes.

Third:

Our subdivision should not have any apartment buildings due to current zoning. We bought this property as a low density residential and we would not approve of having anything over a two-storey house.

Forth:

Page 2 – Application Details  
Requested Zoning

**WE DO NOT APPROVE THE FOLLOWING -**

Residential R6 Special Provision/R8 Bonus (R6-5( )/R8-4\*B- ) Zone (Block 101) – to permit cluster single detached dwellings, semi-detached dwellings, duplexes, triplexes, fourplexes, apartment buildings, townhouse and stacked townhouse dwellings, and handicapped person's apartment buildings, lodging house class 2, senior citizen apartment buildings, emergency care establishments, and continuum of care facilities, with special provisions to allow for an increased maximum density of 75 units per hectare, and a bonus zone to allow for an increased height of 15.5m and density of 78 units per hectare for a four storey apartment building with 41 dwelling units and reduced front, exterior and rear yard setbacks for 3m.

If you would like to discuss this further, please reach out to us. Also, please keep us advised of any scheduled meetings to further discuss this situation.

Thank you for you time,

Julie & Frank Minifie  
3077 White Oak Road  
London, ON N6E 1L7  
[REDACTED]

-----Original Message-----

From: [REDACTED] [mailto:[REDACTED]]  
Sent: Thursday, January 17, 2019 6:01 PM  
To: Wise, Sonia <swise@london.ca>  
Subject: 3087 White Oak Road proposed development

Dear Sonia,

I am contacting you about the notice of planning application that is geared to 3087 White Oak Road. I live near this location. I am opposed to this development for a few reasons. I believe that the property was set as run off space for possible flood. I think it should be kept undeveloped and in its current condition or further developed with a run off pond that has been developed around the city. There is a similar one on the south west corner of White Oaks rd. and Bateman Trail. I also think this area is too developed and building on this land will result in a number of negative challenges to the area.

Thank you for the opportunity to provide my feedback.

Chris Ellison



Ellison Counselling Services  
2635 Bateman Trail, Suite 28  
London, Ontario N6L 0C1  
Tel: [REDACTED]  
Email: [REDACTED]  
[www.EllisonCounselling.com](http://www.EllisonCounselling.com)

**From:** Henry Guetter [mailto:[REDACTED]]  
**Sent:** Tuesday, January 22, 2019 9:52 AM  
**To:** Wise, Sonia <[swise@london.ca](mailto:swise@london.ca)>  
**Cc:** Peloza, Elizabeth <[epeloza@london.ca](mailto:epeloza@london.ca)>  
**Subject:** 39T-1850 5/Z-8980 Draft plan of Subdivision

**To:** Development Services, City of London  
Elizabeth Peloza, Councillor, Ward 12

**Re:** 39T-1850 5/Z-8980

This correspondence is being provided in relation to the above referenced City Files and pertains to development applications for a residential subdivision that abuts my property. Thank you for sending me the notice of Planning Application referenced above. Based on the notice information received, I would appreciate receiving a more legible copy of the proposed plan of subdivision and a full copy of the draft zoning bylaw amendment. If these could be emailed to me at [REDACTED] I would be very grateful.

I own the property at 3153 White Oak Road, which backs on to the proposed subdivision and is proposed to share rear lot lines with proposed Lots 57-59, which are at the terminus of the extension of Biddulph Street. I have lived here since 1989, and have no plans to move given the appeals of the property to my well being and livelihood. One of the appeals of my property and its location has been the large lot size (1/3 acre) and the open space behind my fence line. Historically, these lands have been vacant and although the development of the open space has been inevitable, there are important comments that I would ask Staff and Council consider carefully in the evaluation of this application. While I realise the development of these lands are contemplated by the City's Official Plan, their careful planning should ensure compatibility and proper transition in built form to my lot and my neighbours' lots in order to allow for the co-existence of the old and existing with the new.

Based on my review of the information received, I have specific concerns and comments and herein request specific modifications to the plan as well as specific conditions to ensure that these comments are implemented.

**1. Lot Frontage, Lot Area and Compatibility** - Given the important interface between my lot and those adjacent along proposed Petty Road, I recognize the need for an intensified lot pattern; however, I do not support the proposed Zoning By-law minimum of 10.0 metre frontage, and I do not support the proposed 12.2 metre frontage as proposed on the plan of subdivision concept. I am concerned that the proposed lot frontage is incompatible with the lot fabric to the east, which is my rear lot condition. I would request the lots along the east side of Petty Road be increased in frontage to 45' or 50' lot widths and that their corresponding minimum lot area be increased commensurate with the increased lot frontage. These adjustments would result in lots that are still considerably narrower and smaller than the lots on White Oak Road, but would represent a better transition in lotting from the east to the west. This would also result in better compatibility and a fewer number of dwellings viewed from my rear yard. Given that the proposed lots are also considerably smaller in area and much shallower than the lots along White Oak Road, the lot frontage and area adjustments are key factors in the achievement of compatibility.

**2. Massing, Building Height and Architecture** – Given that I will be in direct view of the rear elevations of the new dwellings and in order to ensure the reasonable use and enjoyment of my rear yard, I request assurance from the City and Builder that the homes will be maximum 2 stories high and will not have flat roofs. I also would like assurances that the homes are to be constructed with high quality architecture and materiality, so as to represent quality built form

and architecture composition to be added to the neighbourhood. I would prefer some variation in the rear elevations and in the unit models in order to mitigate monotonous housing forms and uniformity in the rear elevations.

**3. Rear Yard Setback** – Given the desire for compatibility and transition in scale as well as the need for proper transition in rear yard conditions, I would request that the rear yard setback for the lots along Petty Road be a minimum of 7.5 metres or greater, which would ensure that the buildings are adequately setback to ensure spatial separation between buildings along White Oak Road and the new lots contiguous thereto.

**4. Fencing and Privacy** – Given that there will be more than one new detached lot adjacent to my common lot line, I request that a consistent privacy fence be installed along the shared property line in order to ensure consistent privacy. Furthermore, given that Lots 57-59 will be at the easterly terminus of Biddulph Street, a privacy fence is necessary to ensure that vehicle lighting for eastbound traffic will not impact my rear yard and interior privacy. In addition to the installation of privacy fencing, I would suggest mature landscaping could also be introduced to assist in providing a transition between the new lots and existing lots along White Oak Road.

**5. Construction and Noise** - I request assurance from the City and Builder that construction activity and noise be limited to between the hours of 8 am – 6 pm Monday to Friday.

I would request that the above comments and this letter be provided to the Builder and be circulated to City Council for their information. I am hopeful that Staff and the Builder are receptive to the above comments and can make the appropriate modifications to the plan accordingly. Should there be modifications to the plan, I would appreciate being provided with the same and I would ask to be notified of any further meetings or recommendations concerning these applications.

In addition, I reserve the right to provide additional comments, as appropriate, and I thank you for the opportunity to participate in the evaluation of these applications.

Thank you.

Henry Guetter  
3153 White Oak Road  
Phone: [REDACTED]

-----Original Message-----

From: rola rawashdeh [mailto:[REDACTED]]  
Sent: Sunday, February 3, 2019 11:45 AM  
To: Wise, Sonia <swise@london.ca>  
Subject: 3087 white oak road new subdivision

Hello Sonia,

My name is Rola, i am a resident of 3030 Devon rd. Just cross the street from the new 3087 white oak road subdivision.

Me and my husband are planning to appeal regarding the planning of the apartments and townhouses, the way they designed will provoke my privacy since they will be directly facing my back yard.

Keeping in mind that if those apartments to be build in the other side of the area they will be facing a commercial and business area which is I believe a better option.

How can i proceed with my appeal?

Would really appreciate your help in this matter

Thank you  
Rola and Farouq

## **Agency/Departmental Comments**

### Hydro One – December 21, 2018

No comments or concerns

### Bell Canada – December 21, 2018

“The Owner shall indicate in the Agreement, in words satisfactory to Bell Canada, that it will grant to Bell Canada any easements that may be required, which may include a blanket easement, for communication/telecommunication infrastructure. In the event of any conflict with existing Bell Canada facilities or easements, the Owner shall be responsible for the relocation of such facilities or easements”.

### Union Gas – January 2, 2019

It is Union Gas Limited's ("Union") request that as a condition of final approval that the owner/developer provide to Union the necessary easements and/or agreements required by Union for the provision of gas services for this project, in a form satisfactory to Union Gas.

### Sun-Canadian Pipeline – January 2, 2019

We have received notification of a plan of subdivision and zoning amendment for the above address. Sun-Canadian Pipe Line Company does not have any facilities in the area. We have no objection to the proposed development.

### London Transit Service – January 31, 2019

London Transit has reviewed the draft plan of subdivision for the above noted development and would offer the following comments:

London Transit's maximum walking distance standard to a transit stop is 400m. This roughly equates to a five minute walk and is in line with industry standards.

Currently, Route 10 operates on Southdale Rd E. and Route 12 operates on Wharncliffe Rd S. adjacent to the site in question. Future transit routes are planned to operate on White Oak Rd. and Bradley Ave. once it is completed between Wharncliffe Rd S. and White Oak Rd. No other routes are planned or would possibly provide efficient transit services in this area.

With the above configuration, the proposed Draft Plan of Subdivision for 3087 White Oak Road would leave the majority of the current neighbourhood to the west, outside of 400m to a transit stop.

## **Recommendation**

1. Provide a pedestrian corridor connecting Petty Rd. and White Oak Rd.

We trust that you will find this to be in order. If you have any questions please or comments, please do not hesitate to contact the undersigned.

### Development Services: Heritage – February 19, 2019

Please be advised that heritage planning staff has reviewed the Archaeological Assessment (Stage 1-2) submitted as part of the application for the above file, and recognizes the conclusion of the report that states, “as no archaeological resources were found on the subject property, no further archaeological assessment of the property is required” (p15).

### Upper Thames River Conservation Authority – February 19, 2019 Excerpt

As indicated, the subject lands are regulated by the UTRCA and are located within the Dingman Subwatershed Screening Area. A Section 28 Permit will be required. UTRCA permitting requirements will include a favourable review of Grading Plan and Stormwater Management Plan (including any proposed L.I.D. features) for the subject lands.

Parks Planning and Design – February 20, 2019

- Required parkland dedication shall be calculated pursuant to section 51 of the Planning Act at 5% of the lands within the application or 1 hectare per 300 units, whichever is greater for residential uses. Parkland dedication calculations for the proposed development are listed in the table below.
- It is the expectation of E&PP that the required parkland dedication will be satisfied through a cash-in-lieu payment through By-law CP-9.
- Proposed Block 102 has been identified as a sewer easement to White Oak Road. Consideration should be given to incorporate these lands as an engineered pedestrian walkway.
- The table below summarizes the information as per the submitted plan of subdivision.

Land Use	Area (ha)	Density (units)		Expected Dedication (ha)
Low Density Residential		(73)	1/30 0	0.243
Medium Density Residential (townhouse)	0.918	75 uph (68)	1/30 0	0.227
Medium Density Residential (low rise apartment)	0.52	78 uph (41)	1/30 0	0.137
<b>Total Dedication required</b>				<b>0.607</b>
Total Dedication on Plan				0.0
<b>Outstanding Balance</b>				<b>0.607</b>

- As part of the first engineering submission, 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.

Ministry of Natural Resources and Forestry – February 21, 2019

Ministry of Natural Resources and Forestry (MNRF), Aylmer District staff have reviewed the EIS provided on February 12<sup>th</sup>. The EIS states that only one single male Eastern Meadowlark was observed during breeding bird surveys and the assessment of the cavity tree for potential bat habitat found that it was not suitable. Additionally, tree removal is being proposed during appropriate timing windows.

MNRF does not have species at risk concerns with this proposal.

Development Services: Ecology: April 8, 2019

As per our previous discussions, the SLSR completed by NRSI did not identify any Natural Heritage Features that would be designated/ protected under provincial policy or municipal policy. So there are no concerns with this project moving forward.

Development Services: Urban Design – February 27, 2019

- Explore opportunities to rotate the lots currently flanking the N-S portion of Petty Road in order for the homes to face the street similar to the houses on the east side of this portion of Petty Road.
- Ensure all multi-family blocks are oriented towards their fronting street, consistent with the policies of the SWASP. This can be achieved by applying a holding provision to for street orientation.
- Corner lots should be treated with enhanced side facades and limited fencing along the right-of-way in order to be consistent with the policies of the SWASP. This can be achieved with the following conditions,
  - a. Both front and side elevations shall be of equal quality in terms of their architectural components, number and proportions of openings, materials and attention to detail.
  - b. Fencing along the exterior property line will be limited to a maximum of 50% of the length of the property line
- Consistent with the policies of the SWASP, ensure garages occupy no more than 50% of the lot widths and are set back behind the main building facades. This can be achieved by including zoning that ensures garages are set back and no more than 50% of the frontage.

## Appendix D – 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:

### Planning Act, R.S.O. 1990

Section 2 – matters of Provincial interest

Section 51(24) – subdivision of land

Section 51(25) – conditions of subdivision

Section 37 – bonusing

### Provincial Policy Statement, 2014

1.0 – building strong communities

1.1.1 b – appropriate mix of uses

1.1.3.a – mix and range of residential uses

1.1.3.1 – settlement areas

1.1.3.2 – efficient use of land

1.4 – housing

1.4.3.d – appropriate intensification

1.6.7.5 – Land use pattern and vehicle trips

1.7.1.d – sense of place

3.1 – natural hazards

3.2 – human-made hazards

### 1989 Official Plan

Chapter 2: Strategic Plan

Chapter 3: Residential Land Use Designations

Chapter 10 cxlix: North Longwoods Area Plan

Chapter 11: Urban Design

10.1.3.ci – North Longwoods Community Special Policy

Chapter 19: Implementation

### The London Plan

59\_8 – compact, mixed-use city

61\_2 – healthy neighbourhoods for all

62\_11 – planning for accessibility

91\* – built-area boundary targets

92\_2\* – primary transit area targets

172 – adequate servicing

212\* – street network

349\* – active mobility

518 – affordable housing

877\_1 – shopping area place type

876\_5 – mid-rise in shopping areas

878\_2 – intensity of mid-rise

Table 10\* – neighbourhoods place type

938 – residential intensification

1138 – D-6 Guidelines

1556 – Secondary Plans

1638\* – bonusing

1645\* – type 1 bonusing

### Southwest Area Secondary Plan

20.5.3.9.i.a – pedestrian and transit oriented design

20.5.3.9.i.i – short blocks

20.5.4.1.ii – residential character

20.5.4.1.iii.c – diversity of building types

20.5.5 – North Longwoods Residential Neighbourhood

20.5.11.1 i & ii – Intent and Permitted uses

20.5.11.1 iii – built form and intensity



20.5.17.3.3.2 – low density residential policies from 1989 official plan  
20.5.17.3.3.3 – medium density residential policies from 1989 official plan  
20.5.17.3.3.3.ii.b – bonusing in medium density residential  
20.5.17.10.1.3.ci – North Longwoods Community Special Policy

Z.-1 Zoning By-law

Section 3: Zones and Symbols  
Section 4: General Provisions  
Section 5: Residential R1 Zone  
Section 6: Residential R6 Zone  
Section 8: Residential R8 Zone  
Section 49: Urban Reserve Zone

Accessibility for Ontarians with Disabilities Act, 2005

City of London – London Complete Streets Design Manual – August 2018

City of London – Small Lot Study Subdivision Guidelines – November 2001

City of London - Dingman Creek Sub-watershed study update, 2005

City of London - North Longwoods Area Plan, 2003.

MHBC – Final Proposal Report – October, 2018

MHBC – Urban Design Brief – November, 2018

AECOM – Air Quality Study – July, 2018

LDS – Geotechnical Investigation – May, 2018

HGC Engineering – Noise Feasibility Study – July, 2018

Lincoln Environmental Consulting – Stage 1-2 Archaeological Study – April, 2018

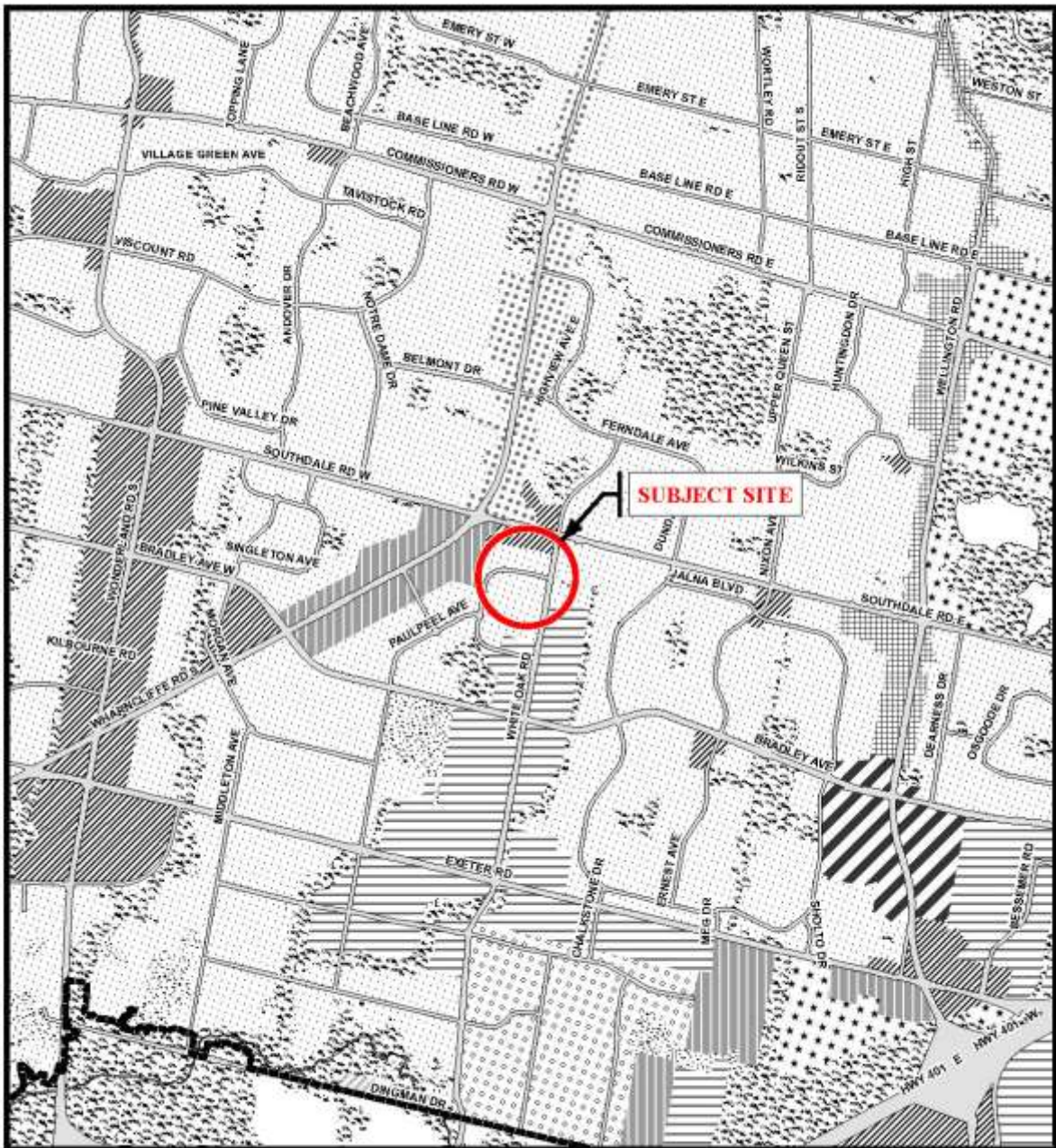
Natural Resource Solutions Inc – Environmental Impact Study – August, 2018

Appendix E – 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.*

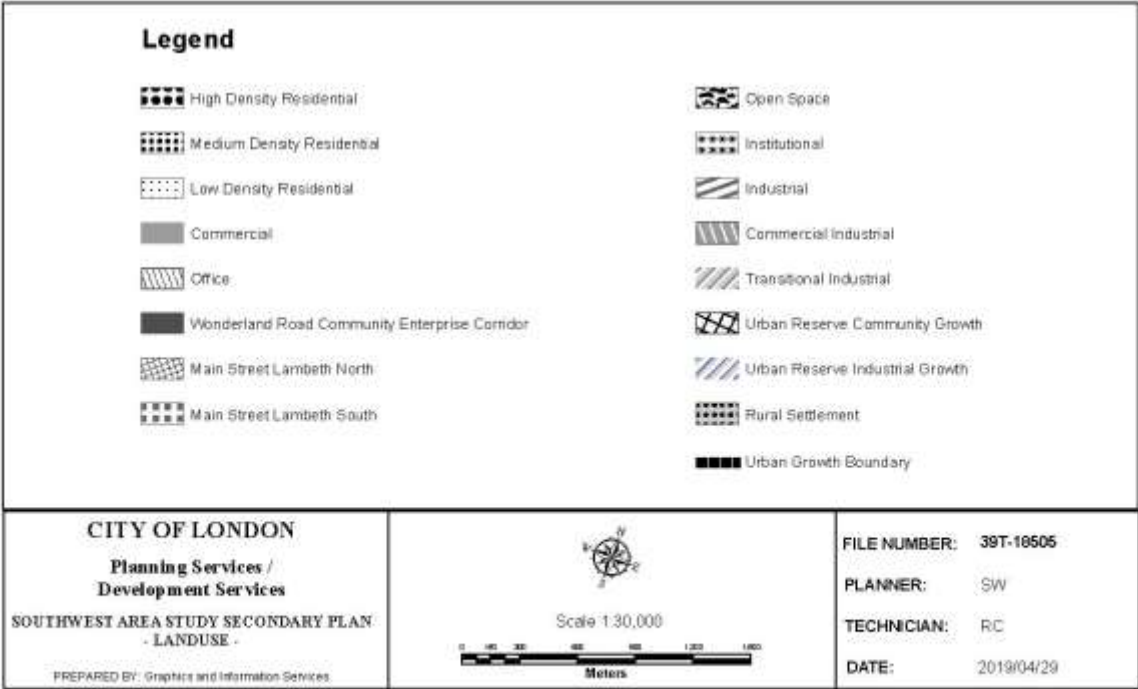
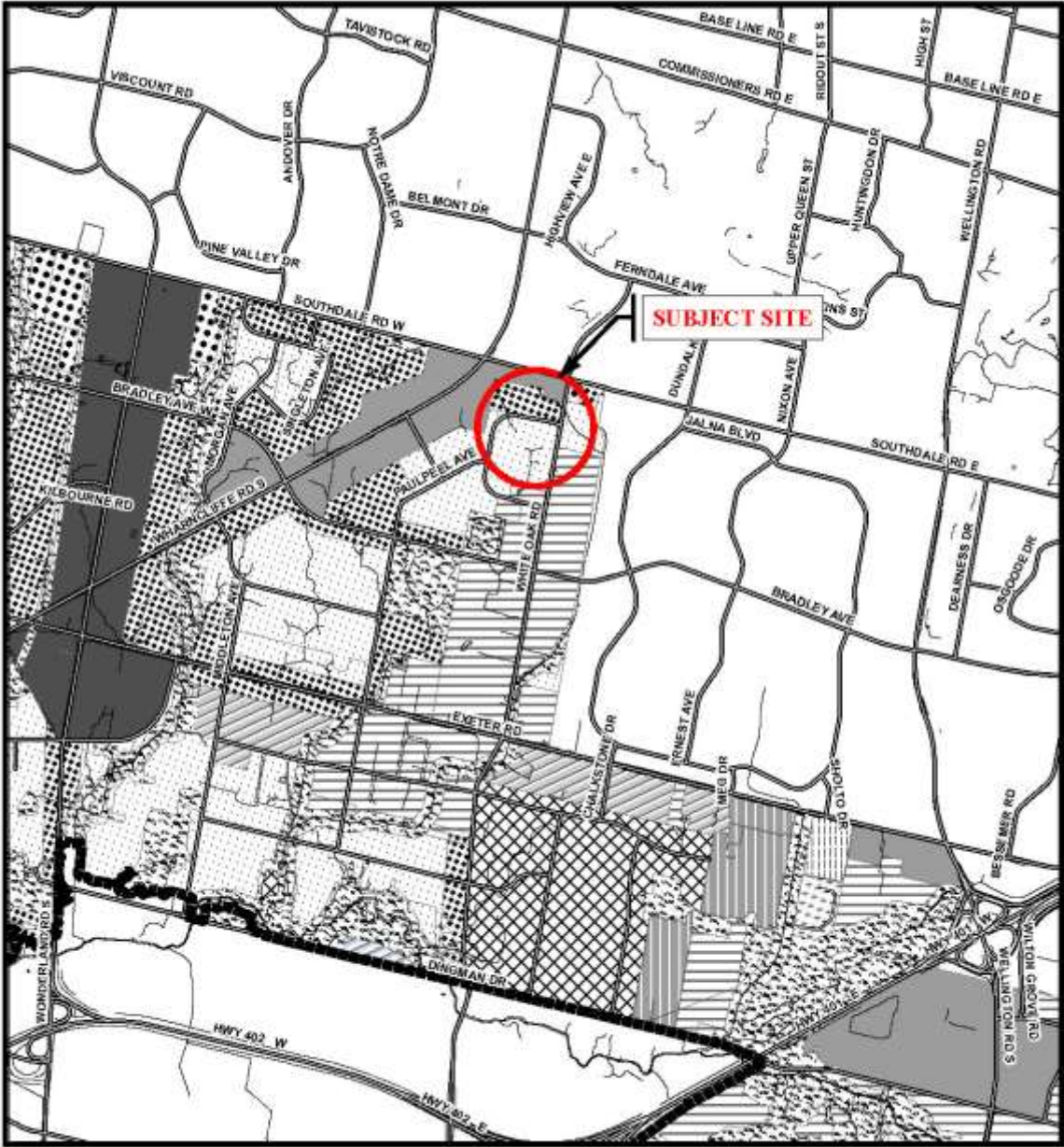
*At the time of the printing of this map, the Rapid Transit EA is in progress. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of The London Plan.*

**CITY OF LONDON**  
Planning Services /  
Development Services  
**LONDON PLAN MAP 1**  
**- PLACE TYPES -**  
PREPARED BY: Planning Services

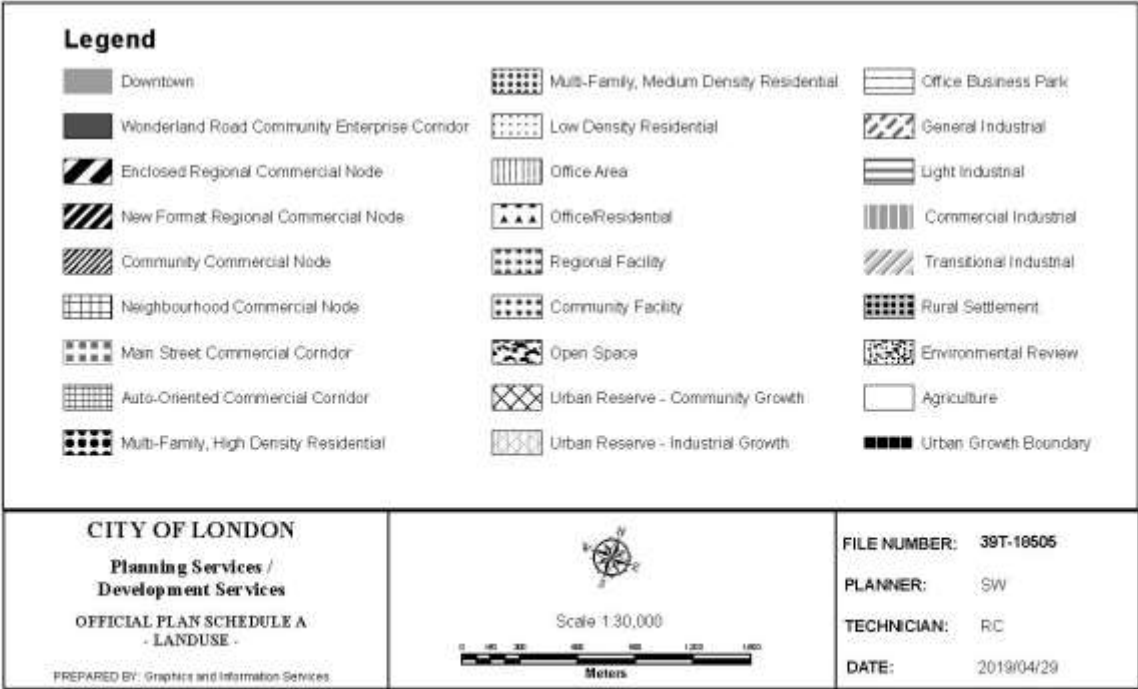
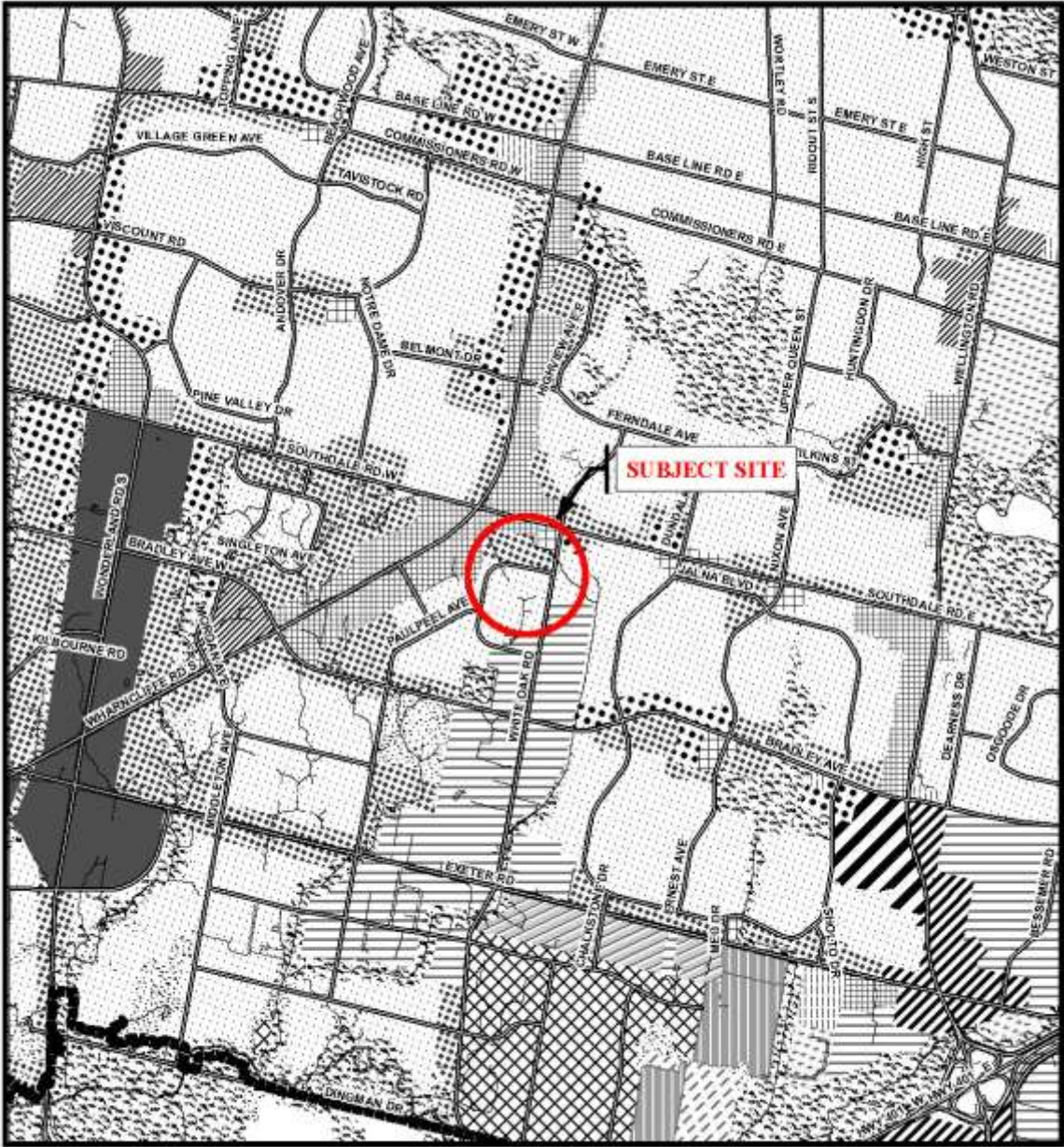


**File Number:** 39T-18505  
**Planner:** SW  
**Technician:** RC  
**Date:** April 19, 2019











**COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:**

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

"Y" - HOLDING SYMBOL  
 "D" - DENSITY SYMBOL  
 "H" - HEIGHT SYMBOL  
 "B" - BONUS SYMBOL  
 "T" - TEMPORARY USE SYMBOL

A scale bar with markings at 0, 20, 40, 80, 120, and 160 meters.

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