

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: Application By: W-3 Lambeth Farms Inc.
3700 Colonel Talbot Road and 3645 Bostwick Road**

Public Participation Meeting on: September 23, 2019 at 5:00 PM

Recommendation

That, on the recommendation of the Director, Development Services the following actions be taken with respect to the application of W-3 Lambeth Farms Inc. relating to the property located at 3700 Colonel Talbot Road and 3645 Bostwick Road:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting to be held on October 1, 2019 to amend the (1989) Official Plan to:
- i) to refine and reconfigure the extent of the Low Density, Multi-Family Medium Density, and Open Space designations, by changing the designations on Schedule "A" - Land Use **FROM** "Low Density Residential", "Multi-Family, Medium Density Residential", and "Open Space" **TO** "Low Density Residential", "Multi-Family, Medium Density Residential", and "Open Space" designation;
 - ii) to change the designation on Schedule "B1" – Natural Heritage Features, **FROM** "Unevaluated Vegetation Patch" **TO** "Significant Woodlands" and "Locally Significant Wetlands";
 - iii) to change the designation on Schedule "C" – Transportation Corridors by amending the east-west secondary collector road to align with Street A, and by amending the north-south secondary collector road to align with Street D; and,
 - iv) change Section 20.5 (Southwest Area Secondary Plan):
 - a. Schedule 2 to Southwest Area Secondary Plan (Multi-Use Pathways and Parks) by realigning the Planned Route and adding a Neighbourhood Park;
 - b. Schedule 4 (Southwest Area Land Use Plan), by refining and reconfiguring the extent of the Low Density, Medium Density, and Open Space designations, **FROM** "Low Density Residential", "Medium Density Residential", and "Open Space" **TO** "Low Density Residential", "Medium Density Residential", and "Open Space", realigning the location of the Neighbourhood Central Activity Node, and to realign two secondary collector roads;
 - c. Schedule 8 (Bostwick Residential Neighbourhood Land Use Designations), by refining and reconfiguring the extent of the Low Density, Medium Density, and Open Space designations, **FROM** "Low Density Residential", "Medium Density Residential", and "Open Space" **TO** "Low Density Residential", "Medium Density Residential", and "Open Space", adding a Park, and to realign a secondary collector road; and,
 - d. Schedule 9 (North Lambeth Residential Neighbourhood Land Use Designations), by refining and reconfiguring the extent of the Low Density, Medium Density, and Open Space designations, **FROM** "Low Density Residential", and "Medium Density Residential" **TO** "Low Density Residential", "Medium Density Residential", and "Open Space", realigning the location of the Neighbourhood Central Activity Node, and to realign a secondary collector road;

- (b) the request to amend the 1989 Official Plan to change the Southwest Area Secondary Plan, Section 20.5.3.9 ii) b) (Urban Design), 20.5.9.1 iii) (Bostwick Residential Neighbourhood), and Section 20.5.10.1 iii) (North Lambeth Residential Neighbourhood), by adding policy to allow for alternative sidewalk arrangements and not requiring sidewalk construction on both sides of all street sections or on all street sections, **BE REFUSED** for the following reasons:
- i) The Provincial Policy Statement promotes active transportation and encourages land use patterns which support active transportation, and promotes healthy, active communities by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;
 - ii) The Southwest Area Secondary Plan supports sidewalks on both sides of the street, primarily to support walkability, and encourage active mobility, and to ensure 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; and,
 - iii) The City's Complete Streets Design Manual contemplates sidewalks on both sides of the street, to ensure a more "complete" environment that will feature high-quality pedestrian environments and integrate seamlessly with transit services, cycling networks, and automobile users. London's streets will be designed for connectivity and support the use of active and sustainable modes of transportation;
- (c) the proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting to be held on October 1, 2019, to amend The London Plan by:
- i) change the Place Types on Map 1 - Place Types - **FROM** Neighbourhoods and Environmental Review **TO** Green Space, and to change the alignment of the Neighbourhood Connectors;
 - ii) change Map 3 - Street Classifications- by amending the east-west Neighbourhood Connector to align with Street A, and by amending the north-south Neighbourhood Connector to align with Street D;
 - iii) change Map 5 - Natural Heritage - **FROM** Unevaluated Vegetation Patch **TO** Significant Woodlands and Wetlands; and,
 - iv) change 1565_5. Southwest Area Secondary Plan, Section 20.5 (Southwest Area Secondary Plan):
 - a. Schedule 2 (Multi-Use Pathways and Parks) by realigning the Planned Route and adding a Neighbourhood Park;
 - b. Schedule 4 (Southwest Area Land Use Plan), by refining and reconfiguring the extent of the Low Density, Medium Density, and Open Space designations, **FROM** "Low Density Residential", "Medium Density Residential", and "Open Space" **TO** "Low Density Residential", "Medium Density Residential", and "Open Space", realigning the location of the Neighbourhood Central Activity Node, and to realign two secondary collector roads;
 - c. Schedule 8 (Bostwick Residential Neighbourhood Land Use Designations), by refining and reconfiguring the extent of the Low Density, Medium Density, and Open Space designations, **FROM** "Low Density Residential", "Medium Density Residential", and "Open Space" **TO** "Low Density Residential", "Medium Density Residential", and "Open Space", adding a Park, and to realign a secondary collector road; and,
 - d. Schedule 9 (North Lambeth Residential Neighbourhood Land Use Designations), by refining and reconfiguring the extent of the Low Density, Medium Density, and Open Space designations, **FROM** "Low Density Residential", and "Medium Density Residential" **TO** "Low Density Residential", "Medium Density Residential", and "Open Space", realigning the location of the Neighbourhood Central Activity Node, and to realign a secondary collector road;

it being noted that the amendments will come into full force and effect concurrently with Maps 1, 3 and 5 of The London Plan; and,

(d) the request to amend The London Plan to change the Southwest Area Secondary Plan, Section 20.5.3.9 ii) b) (Urban Design), 20.5.9.1 iii) (Bostwick Residential Neighbourhood), and Section 20.5.10.1 iii) (North Lambeth Residential Neighbourhood), by adding policy to allow for alternative sidewalk arrangements and not requiring sidewalk construction on both sides of all street sections or on all street sections, **BE REFUSED** for the following reasons:

- i) The Provincial Policy Statement promotes active transportation and encourages land use patterns which support active transportation, and promotes healthy, active communities by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;
- ii) The London Plan and the Southwest Area Secondary Plan support sidewalks on both sides of the street, primarily to support walkability, and encourage active mobility, and to ensure 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; and
- iii) The City's Complete Streets Design Manual contemplates sidewalks on both sides of the street, to ensure a more "complete" environment that will feature high-quality pedestrian environments and integrate seamlessly with transit services, cycling networks, and automobile users. London's streets will be designed for connectivity and support the use of active and sustainable modes of transportation.

(e) the proposed by-law attached hereto as Appendix "C" **BE INTRODUCED** at the Municipal Council meeting on October 1, 2019 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan as amended in part (a) above, to change the zoning of the subject property **FROM** an Urban Reserve (UR4) Zone and an Environmental Review (ER) Zone, **TO**:

- i) a Holding Residential R1 Special Provision (h*h-100*R1-3(*)) Zone;
- ii) a Holding Residential R1 Special Provision (h*h-82*h-100*R1-3(*)) Zone;
- iii) a Holding Residential R1 Special Provision (h*h-100*R1-4(*)) Zone; ,
- iv) a Holding Residential R2 Special Provision (h*h-100*R2-1(*)) Zone;
- v) a Holding Residential R2 Special Provision (h*h-100*R2-3(*)) Zone;
- vi) a Holding Residential R2 Special Provision/Residential R4 Special Provision (h*h-100*R2-1(*)/R4-6(*)) Zone;
- vii) a Holding Residential R2 Special Provision/Residential R4 Special Provision/ Residential R6 Special Provision/Neighbourhood Facility (h*h-100*R2-1(*)/R4-6(*)/R6-5(****)/NF1) Zone;
- viii) a Holding Residential R6 Special Provision/Residential R8 Special Provision (h*h-100*R6-5(*)/R8-4(**)) Zone;
- ix) a Holding Residential R6 Special Provision/Residential R8 Special Provision (h*h-100*R6-5(**)/R8-3(*)) Zone;
- x) a Holding Residential R6 Special Provision/Residential R8 Special Provision/Residential R9 (h*h-100*R6-5(****)/R8-4(****)/R9-3(**)) Zone;
- xi) a Holding Residential R6 Special Provision/Residential R8 Special Provision/Residential R9 (h*h-100*R6-5(****)/R8-4(****)/R9-3(****)) Zone;
- xii) a Holding Residential R8 Special Provision/Convenience Commercial Special Provision (h*h-100*R8-4(*)/CC6(*)) Zone;
- xiii) a Holding Residential R8 Special Provision/Convenience Commercial Special Provision/Neighbourhood Facility Special Provision (h*h-100*R8-4(****)/CC6(**)/NF1(*)) Zone;
- xiv) a Holding Residential R9 Special Provision/Convenience Commercial Special Provision (h*h-100*R9-3(*)/CC6(****)) Zone;
- xv) an Open Space (OS1) Zone;
- xvi) an Open Space (OS5) Zone;
- xvii) an Environmental Review (ER) Zone; and
- xviii) an Urban Reserve (UR4) Zone;

(f) 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 W-3 Lambeth Farms Inc. relating to a property located at 3700 Colonel Talbot Road and 3645 Bostwick Road; and

- (g) Council **SUPPORTS** the Approval Authority issuing draft approval of the proposed plan of residential subdivision, submitted by W-3 Lambeth Farms Inc. (File No. 39T-17503), prepared by MHBC Planning, File No. 1094 'U', dated December 20, 2018, as red-line amended, which shows a draft plan of subdivision consisting of twenty-one (21) single detached/low density blocks, thirteen (13) street townhouse blocks, two (2) apartment/medium density blocks, four (4) commercial/residential mixed use blocks, two (2) cluster/low rise blocks, one (1) school block, one (1) open space block, seven (7) pathway blocks, three (3) park blocks, one (1) urban reserve/environmental review block, one (1) future road block, two (2) road widening blocks, eleven (11) 0.3 m reserve blocks, all served by two (2) secondary collector/neighbourhood connector roads (Street A and Street D), and nine (9) new local/neighbourhood streets, **SUBJECT TO** the conditions contained in the attached Appendix "D".

Executive Summary

Summary of Request

The request is to permit a mixed use subdivision consisting of low density single detached dwellings/lots, cluster dwellings, street townhouse dwellings, apartment buildings, convenience commercial, small scale offices, mixed use (residential/commercial/live work/offices), school, parks, multi-use pathways, and public road access via street connections to Colonel Talbot Road and Bostwick Road.

Purpose and the Effect of Recommended Action

The purpose and effect of the recommended action is for Municipal Council to approve the recommended London Plan, (1989) Official Plan, Southwest Area Secondary Plan and 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

1. The proposed and recommended amendments are consistent with the Provincial Policy Statement, 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.
2. The proposed and recommended amendments conform to the in-force policies of The London Plan, including but not limited to Our Strategy, Our City and the Key Directions, as well as conforming to the policies of the Neighbourhoods and Green Space Place Type.
3. The proposed and recommended amendments conform to the in-force policies of the (1989) Official Plan, including but not limited to the Low Density Residential designation, the Multi-Family., Medium Density Residential designation, and the Open Space designation.
4. The proposed and recommended amendments conform to the policies of the Southwest Area Secondary Plan.
5. The proposed and recommended zoning amendments will facilitate an appropriate form of low and medium density residential development that conforms to The London Plan, the (1989) Official Plan, and the Southwest Area Secondary Plan.

6. The proposed and recommended redlined draft plan supports a broad range of low and medium density residential development opportunities within the site including more intensive, mid-rise apartments along the Bostwick Road corridor, limited convenience commercial uses at locations along the Bostwick and Colonel Talbot frontages, and a mixed-use, community oriented development node at the intersection of the proposed secondary collector roads (neighbourhood activity node). The red lined Draft Plan has been designed to support these uses and to achieve an aesthetically-pleasing, mixed-use development that is pedestrian friendly, transit supportive and accessible to the surrounding community.
7. The proposed amendments to The London Plan and (1989) Official Plan, clauses (b) and (d) above, are recommended to be refused as the Provincial Policy Statement promotes active transportation and encourages land use patterns which support active transportation, and promotes healthy, active communities by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity; The London Plan and the Southwest Area Secondary Plan support sidewalks on both sides of the street, primarily to support walkability, and encourage active mobility, and to ensure 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; and the City's Complete Streets Design Manual contemplates sidewalks on both sides of the street, to ensure a more "complete" environment that will feature high-quality pedestrian environments and integrate seamlessly with transit services, cycling networks, and automobile users. London's streets will be designed for connectivity and support the use of active and sustainable modes of transportation.

1.0 Site at a Glance

1.1 Property Description

The subject properties are located on lands bounded by Bostwick Road to the east and Colonel Talbot Road to the west; mid-block between Pack Road and the planned Kilbourne Road extension. The subject site measures approximately 53.0 ha (130.9 ac) in size and is generally described as Part of Lots 74 and 75, Concession East of the North Branch of Talbot Road (Westminster). Only a portion of 3700 Colonel Talbot Road is subject to this application. There is a single detached dwelling and three outbuildings associated with the farm operation (accessed from Colonel Talbot Road) located on this property but are not within the draft plan subject site. The property at 3645 Bostwick Road is a rural residential parcel measuring approximately 4.0 ha (9.9 ac) in size and currently has a single detached dwelling and an outbuilding.

The property is irregular in shape and includes 63.2 m (207.3 ft) of frontage along Colonel Talbot Road and 425.3 m (1,395.4 ft) of frontage along Bostwick Road. The total depth of the property measures 1,996.5 m (6,550.2 ft). Currently, the lands are used predominately for agricultural purposes. Additionally, the subject lands contain two natural heritage features: a 9.0 ha (22.2 ac) woodlot situated in the southeastern quadrant of the subject site (known as vegetation Patch 10069)); and a regulated area in the vicinity of Patch 10069 reflective of a former drain in the area which presently traverses a low point on the adjacent property.

The subject site forms part of a developing, suburban residential community, with residential subdivisions established west of the subject lands, and a newly developing residential subdivision to the south. The Forest City Community Church is located adjacent to the southeastern limit of the property (immediately south of Patch 10069). Agricultural lands and buildings, a construction yard and office, and naturalized areas surround the balance of the property. Currently, there is limited London Transit Commission (LTC) bus service (one bus route is provided along Colonel Talbot Road, north of Pack Road).

A draft plan of subdivision was approved for residential lands south of the subject site, addressed as 3924 and 4138 Colonel Talbot Road (City of London File: 39T-12503). A future institutional use (Harvest Baptist Church) is planned for the 3.2 ha (7.9 ac) parcel located immediately northwest of the subject site (addressed as 3680 Colonel Talbot Road). An application for draft plan of subdivision is currently under review for the lands north of the subject site (addressed as 3614, 3630 Colonel Talbot Road and 6621 Pack Road, File: 39T-16509). An unevaluated vegetation patch (Patch 10066) also abuts the northeastern boundary of the subject property.

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

- The London Plan Place Type – “Green Space”, “Environmental Review”, and “Neighbourhoods”
- Southwest Area Secondary Plan – North Lambeth Residential Neighbourhood – “Low Density Residential” and “Medium Density Residential”; Bostwick Residential Neighbourhood - “Low Density Residential”, “Medium Density Residential”, and “Open Space and Environmental Review”
- Official Plan Designation – “Low Density Residential”, “Multi-Family, Medium Density Residential”, “Environmental Review” and “Open Space”
- Existing Zoning – an Urban Reserve (UR4) Zone and an Environmental Review (ER) Zone

1.3 Site Characteristics

- Current Land Use – agriculture (3700 Colonel Talbot Road), single detached residential (3645 Bostwick Road)
- Frontage – 63.2 m (207.3 ft) on Colonel Talbot Road and 425.3 m (1,395.4 ft) on Bostwick Road
- Depth – 1,996.5 m (6,550.2 ft).
- Area – 49.0 ha (121.0 ac) (3700 Colonel Talbot Road), and 4.0 ha (9.9 ac) (3645 Bostwick Road) (Total: 53.0 ha (130.9 ac))
- Shape – irregular

1.4 Surrounding Land Uses

- North – agriculture, future residential plan of subdivision 39T-16509, and vacant/natural heritage
- East – agriculture
- South – church, agriculture, residential plan of subdivision 39T-12503, offices (Tricar), industrial (Insulcon Insulation)
- West – single detached dwellings

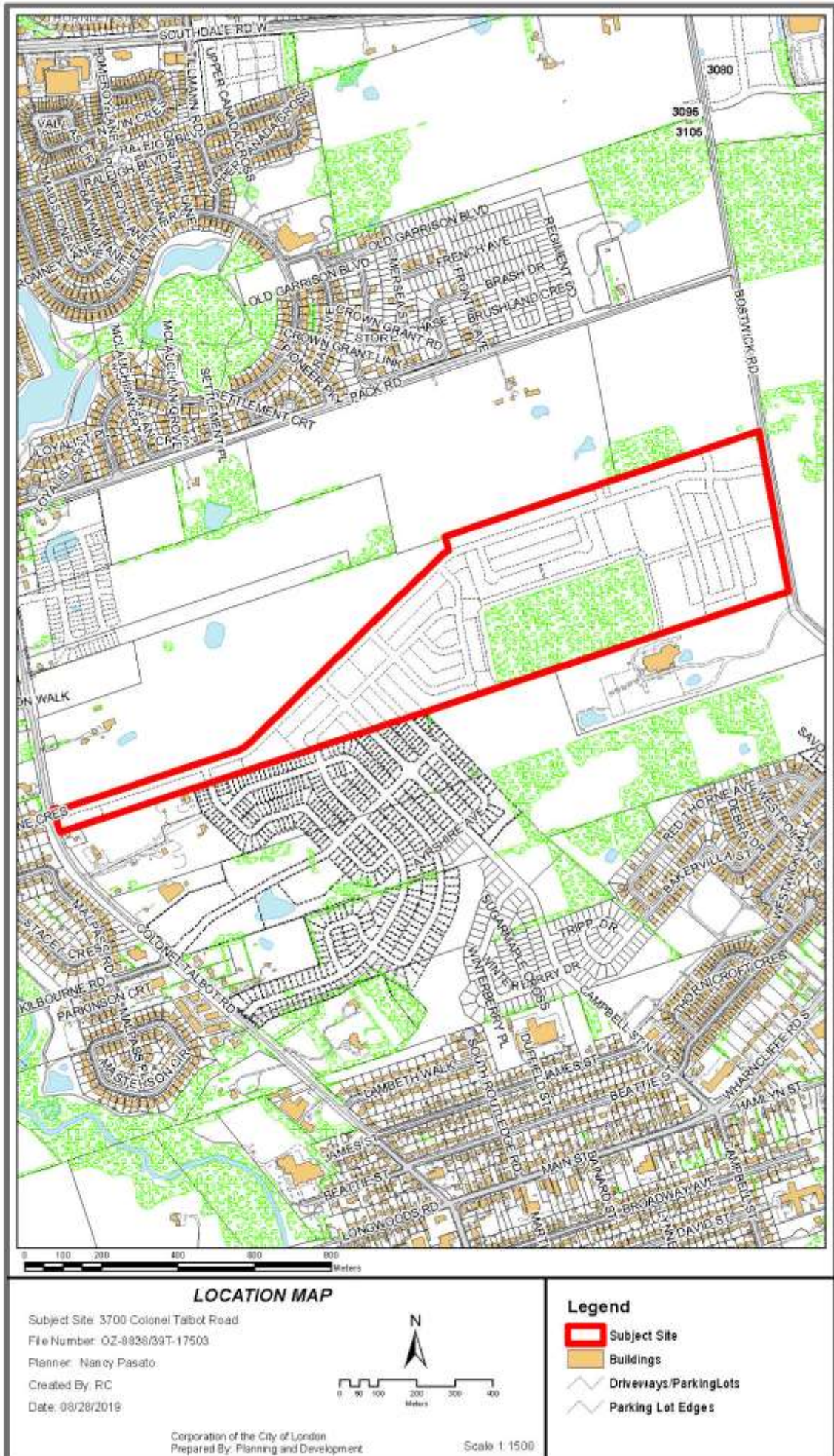
1.5 Additional Details

There are several listed heritage properties in the vicinity of the subject site:

- 3551 Colonel Talbot Road – Mather’s Cemetery (designated under Part IV of the Ontario Heritage Act).
- 3700 Colonel Talbot Road (outside of subject site) - Listed as a Priority 2 on the Inventory of Heritage Resources
- 3808 Colonel Talbot Road – Listed as a Priority 1 on the Inventory of Heritage Resources
- 3814 Colonel Talbot Road – Listed as a Priority 3 on the Inventory of Heritage Resources

A progress report on preliminary research on the property at 3700 Colonel Talbot Road (dated February 10, 2017) was provided as part of the complete application. As part of the Initial Proposal Summary process, it was determined that a full Heritage Impact Assessment (HIA) would be required as part of the next phase (Phase 2) for this subdivision. It is expected that the HIA will include an evaluation of the potential cultural heritage resource at 3700 Colonel Talbot Road as well as assess and provide recommendations to mitigate any potential impacts on the above noted adjacent cultural heritage resources in the context of the proposed subdivision.

1.6 Location Map



2.0 Description of Proposal

2.1 Development Proposal

The proposed Draft Plan provides a broad range and mix of housing types, including single and semi-detached dwellings, townhouses, and apartments (supported by open space, commercial, and public facilities). The Draft Plan incorporates the following key features:

- Low density housing planned to be compatible with existing and planned low density residential development in the North Lambeth and Bostwick communities and to provide a broad mix of housing opportunities and lot types for future residents;
- Low-rise to mid-rise apartments located along the Bostwick Road and Colonel Talbot Road frontages to provide a more intensive scale of development that supports a compact urban form and future transit services. Moderate density residential dwellings (e.g. street townhouses) are planned to complement the apartment buildings and low density housing planned for internal locations;
- Opportunities for convenience commercial uses within medium density residential blocks to service existing and planned communities in the immediate area. Currently, there are no prominent, neighbourhood-oriented commercial enterprises within convenient walking/cycling distance of this development area;
- A neighbourhood activity node intended to function as the community's town square. Zoning permissions within this node would support retail/service commercial uses, community facilities, live-work opportunities and residential units;
- An elementary school block situated in close proximity to the community park and fronting the east-west collector road (Street 'A') in accordance with the locational requirements of the Thames Valley District School Board (TVDSB);
- An internal street pattern designed to support community connectivity, as well as efficient and safe traffic movement;
- A balance of residential densities, open space, low impact development techniques for stormwater management and institutional uses to help promote sustainable development;
- Visual components to enhance the aesthetic character of the development (e.g., unobstructed views of park features, vistas into the open space features, and an enhanced, pedestrian-oriented streetscape associated with the neighbourhood central activity node);
- Protection and enhancement of existing natural features and linkages to the City's multi-use pathway system; and
- Opportunities for future development on lands north and south of the site.

Further detail on the application can be found in the "Requested Amendments" section of the report.

3.0 Relevant Background

3.1 Planning History

The subject lands were previously a part of the Town of Westminster. In 1993, the subject lands, and the larger area south to Lambeth, were annexed to the City of London.

The site at 3700 Colonel Talbot Road contains a single detached dwelling and three outbuildings associated with a farm operation. The buildings at 3700 Colonel Talbot Road (outside of the subject site) are listed as a Priority 2 on the Inventory of Heritage Resources. A portion of the site was the subject of an application for Official Plan amendment and zoning bylaw amendment (OZ-6521) in 2003 for the Bethel Baptist Church to permit a church with accessory uses, such as a senior's complex, parsonage, and a Bible Institute with dormitories and additional classrooms/teaching facilities. On October 20, 2003, Municipal Council passed a resolution to amend the Official Plan and Zoning By-law No. Z-1, and Zoning By-law No. 2000 (Township of Westminster) to

permit a church use on private septic systems. This resolution of Council further refused the request to permit the associated accessory uses, as no municipal services were available at that time. The decision was appealed and the City's OPA and By-law were upheld by the OMB. A subsequent consent application (B.078/04) was approved in 2004 to sever 3700 Colonel Talbot Road and create the church parcel (municipally known as 3680 Colonel Talbot Road).

The property at 3645 Bostwick Road contains a single detached dwelling and an associated outbuilding, constructed around 1975.

The subject site is located within the Southwest Area Secondary Plan (SWAP). The Southwest London Area Planning Study was a City-initiated and funded project that provided a comprehensive assessment of the opportunities and constraints for the planning and development of the study area. City Council approved the SWAP and associated Official Plan amendments in November 2012, which were subsequently appealed to the Ontario Municipal Board (OMB). A decision from the OMB, making some changes to the SWAP was issued on April 29, 2014.

In 2018, portions of The London Plan came into effect. The *Planning Act* does not permit amendments to new Official Plans for two years following the date of the adoption of the new Official Plan, unless otherwise permitted by Municipal Council. Due to the two year moratorium, the Applicant was granted a delegation and requested permission from City Council in order to submit an application for an Official Plan Amendment to these in-force London Plan policies (which includes amendment to the Southwest Area Secondary Plan). On June 26, 2018, Municipal Council directed Civic Administration to accept and process applications for this site (as well as one other site 3080 Bostwick Road).

3.2 Applicant's Requested Amendment

The Applicant has submitted a draft plan of subdivision, Official Plan amendments, London Plan amendments, and Zoning By-Law amendments, to permit the creation of a mixed use subdivision consisting of low density single detached dwellings/lots, cluster dwellings, street townhouse dwellings, apartment buildings, convenience commercial uses, mixed use (residential/commercial/live work/offices), school, parks, multi-use pathways, and public road access via street connections to Colonel Talbot Road and Bostwick Road. Details on the full amendment application is provided under Appendix B- Public Engagement.

A map of the Applicant submitted draft plan of subdivision, Official Plan amendments, London Plan amendments and zoning by-law amendments is found below.

3.3 Community Engagement (see more detail in Appendix B)

Public Circulation #1

The original application was circulated on October 30, 2017. Stakeholder comments included the following:

- Issues with the delineation of the environmental features – buffer sizes, hydrogeological concerns, monitoring strategies;
- Additional pathway connections required throughout the site;
- Urban design and subdivision layout to be in keeping with SWAP policies on Urban Design; and,
- Additional road connections

Public comments were received from three individuals, where the issues brought forward were:

- Lack of infrastructure in the area, and the need for road improvements (street lights, traffic lights, sidewalks);
- Density too high and homes are too small;
- Will affect property values of neighbouring larger homes;
- SWM Pond and flooding concerns in the area;
- Lack of integration of parks and pathways with the rest of London;

- Road noise on Colonel Talbot Road; and,
- Elimination of medium density housing adjacent to the church due to potential noise conflict.

Public Circulation #2

The second circulation was circulated on June 27, 2018. Stakeholder comments included the following:

- Issues with environmental:
 - related to buffer sizes, use of buffers
 - appropriate mitigation and relocation of wetland feature
 - systems based approach to environmental protection and enhancement
- Urban design considerations (to be implemented through the zoning) and connectivity/subdivision layout; and,
- Frontage of street townhomes and impact on public streetscape

Only one public comment was received from the second circulation. The main issue raised was from the adjacent church use. Representatives from the Church requested the elimination of medium density housing adjacent to the church due to potential noise conflicts. Through their correspondence the church has indicated they are a busy congregation with many events and prolonged noise on Sundays. Their issue is the belief that nearby residents will complain about the church use and the associated noise and traffic impacts.

3.4 City's Redline Plan and Amendments

Staff are recommending a redlined revision of the Applicant's draft plan subdivision. The plan differs from the Applicant's in the following ways:

- The addition of a future road Block (Block 71), a continuation of Street J south towards the Forest City Community Church - a possible street connector to lands to the south will allow for better connectivity north and south, to link neighbourhoods and allow pedestrians an opportunity to access services such as the futures elementary school. Further analysis is provided under the "Issues" section of the report;
- Changes in road width - Street M (connection to Bostwick Road) will be redlined to 20m, the minimum for a local street;
- Revised pathway widths - from 13m to 15m to allow for the full extent of a public pathway and provide better connections through the plan (Block 49, 50, 51)

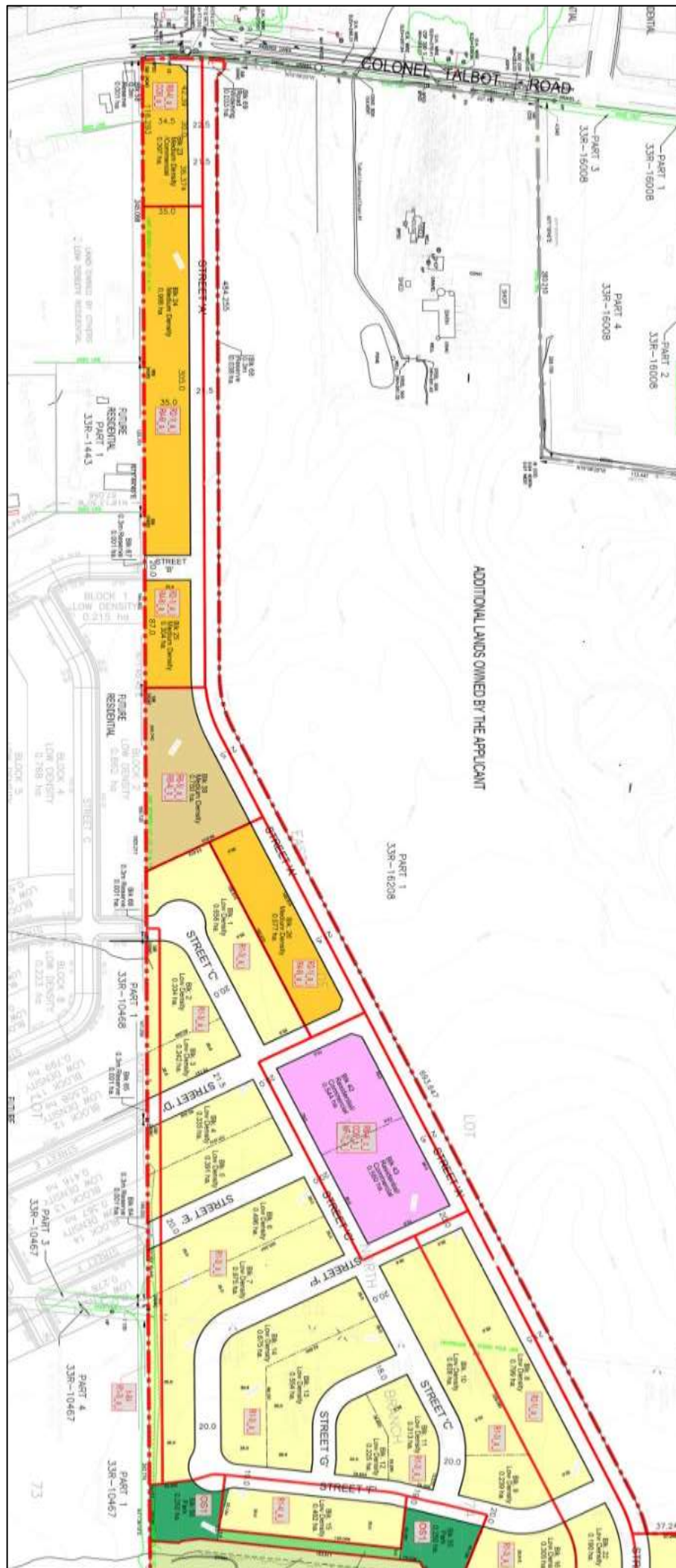


Figure 1 - Western (North Lambeth) portion of subdivision, with zoning

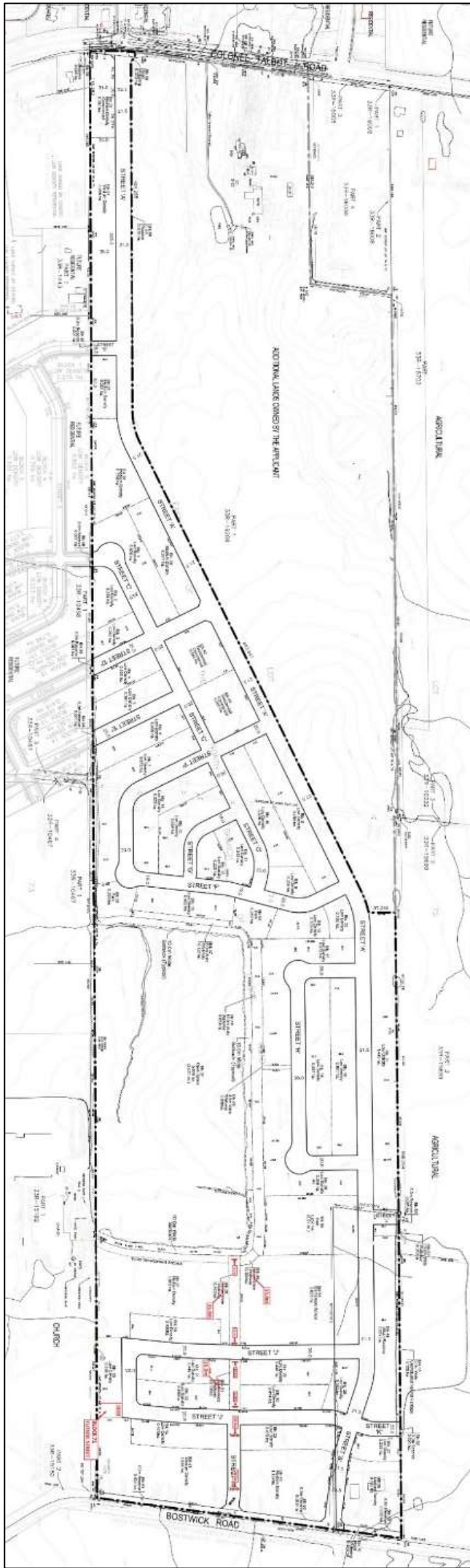


Figure 3 - Redlined draft plan of subdivision

Figure 1 shows the western portion (North Lambeth) of the subdivision, Figure 2 will detail the eastern portion of the subdivision (Bostwick), and Figure 3 shows the redlined draft plan. A breakdown with figures of the land uses are as follows:

- Streets A and D - An internal development pattern organized by one east-west secondary collector road/neighborhood connector (Street A) and one north-south collector road/neighborhood connector (Street D). Street A will provide direct access to the adjacent arterial roads/Civic Boulevards (Colonel Talbot Road and Bostwick Road) and aligns with Diane Crescent on the west side of Colonel Talbot Road. Street D extends north-south and provides connectivity with the approved subdivision located to the south of the site and future residential lands north of the property;

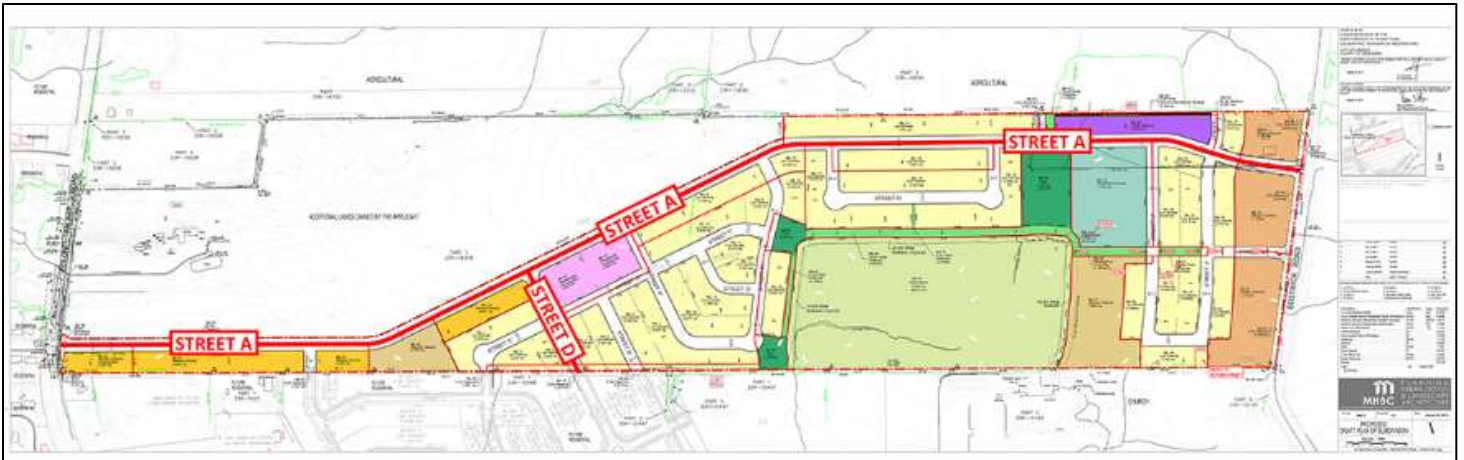


Figure 4 - Streets A and D - secondary collector/neighborhood connector

- Blocks 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36 - Medium and Low Density residential blocks intended for street townhouse dwellings located along the corridors of Streets A (secondary collector/neighborhood connector) and J (local street/neighborhood street). Blocks 24-26 are located within the Medium Density Residential designation of the North Lambeth Residential Neighborhood, which requires a minimum density of 30 units per hectare and a maximum density of 75 units per hectare. Blocks 27-36 are located within the Low Density Residential designation of the Bostwick Residential Neighbourhood. Street townhouse dwellings are permitted within the Low Density Residential designation (20.5.9.1. ii), at a minimum density of 25 units per hectare and a maximum density of 40 units per hectare;

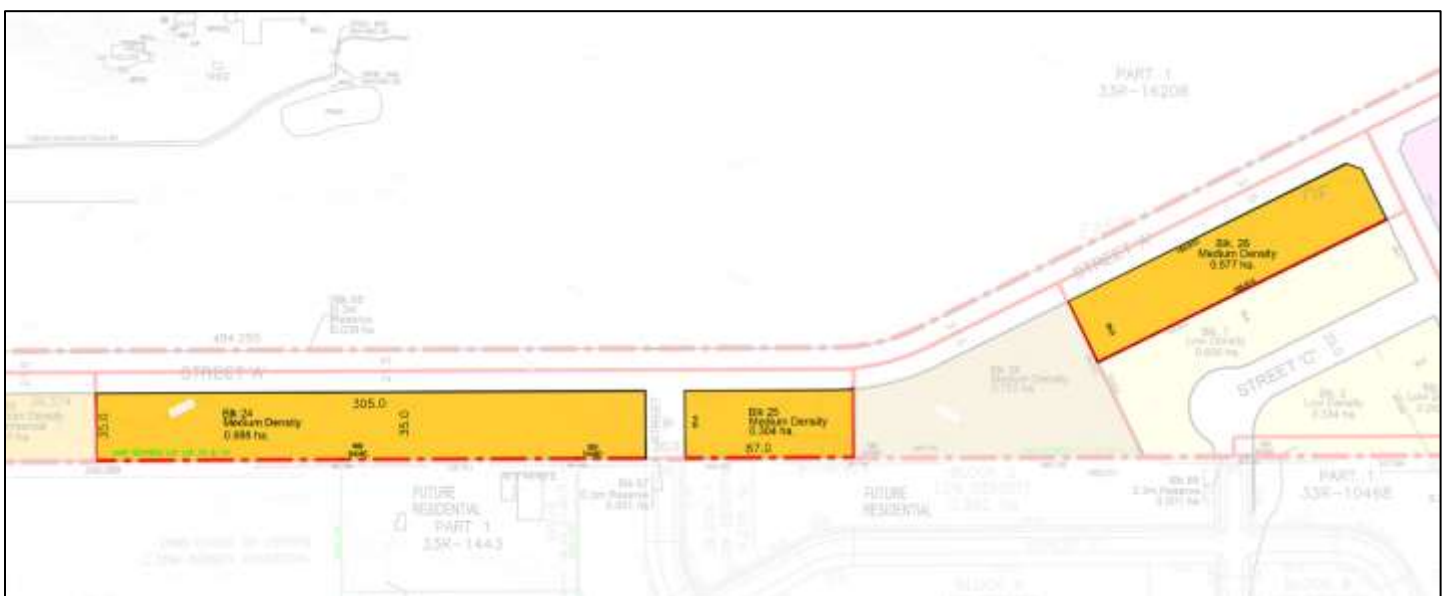


Figure 5 - Blocks 24-26 - Medium Density Residential (street townhouses)



Figure 6 -Blocks 27-36 - Low Density Residential (street townhouses)

- Streets B, C, E, F, G, H, H, J, K, L, M and Block 71 - A number of local streets/neighbourhood streets are proposed to implement the “modified grid” pattern and provide connectivity throughout the site. Streets B, D and E will connect to an existing draft approved development (Auburn/Hunt Lands 39T-12503) and Streets K and L will connect to future development to the north. The local street arrangement promotes traffic calming within this residential community, view corridors and vista opportunities into public spaces. Block 71 has been added as a possible future connection for lands to the south;



Figure 7 - Streets B (local street/neighbourhood connector)

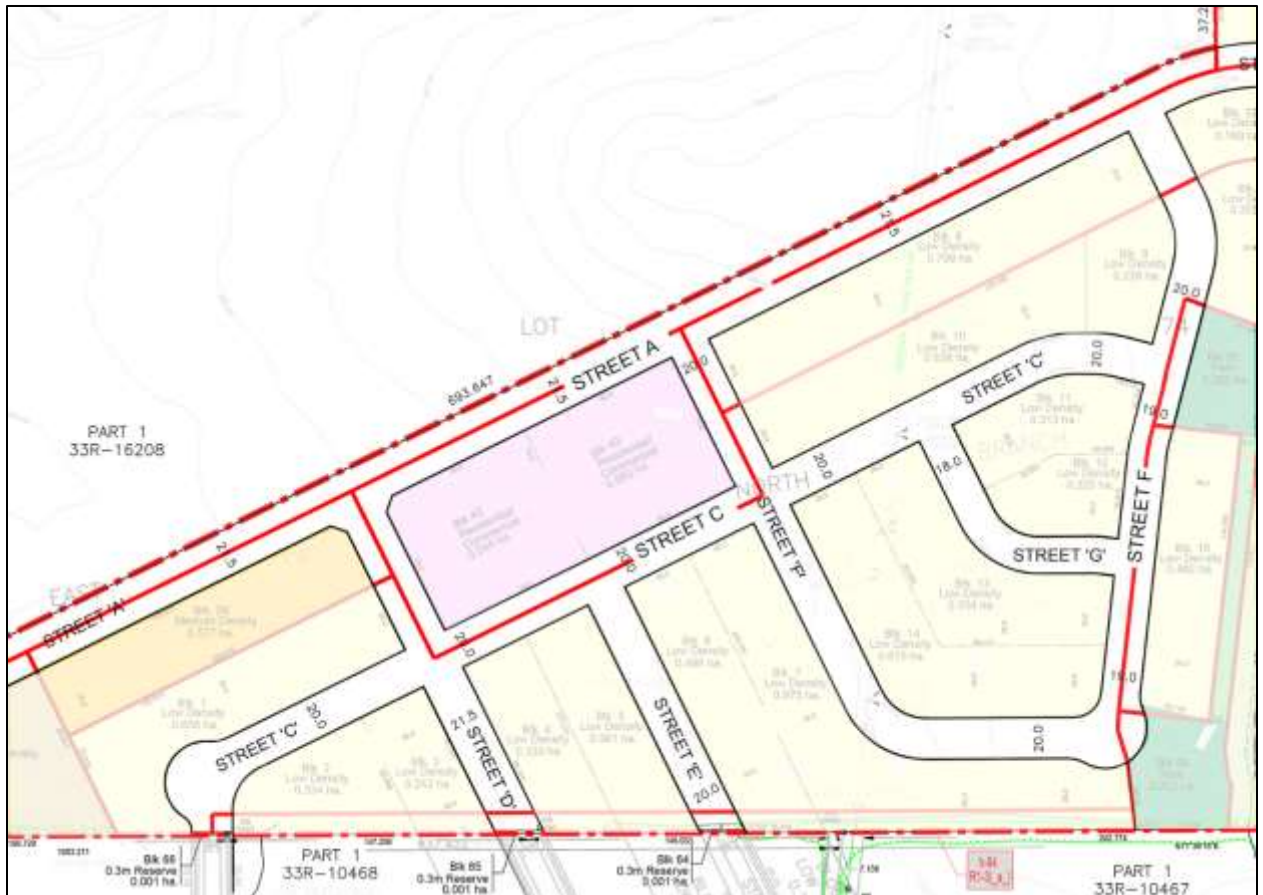


Figure 8 - Street C, D, E, F, G (local streets/neighbourhood connectors)

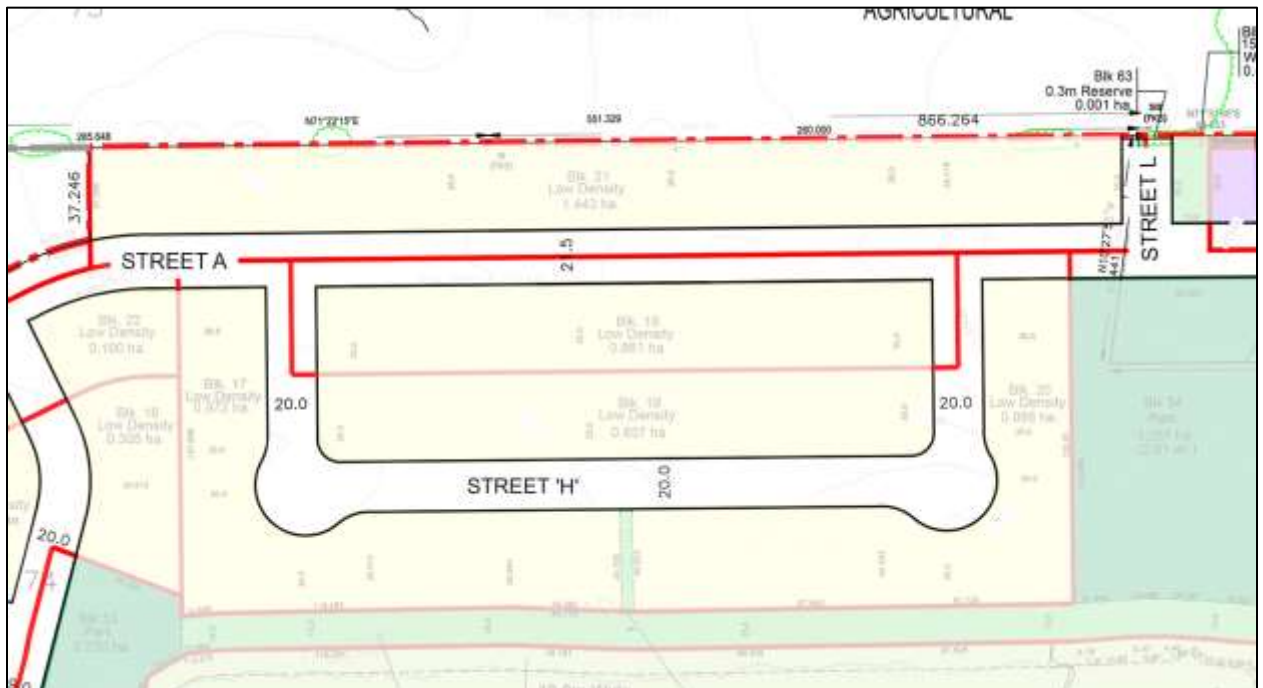


Figure 9 - Streets H and L (local streets/neighbourhood connectors)



Figure 10 - Streets J, K, M (local streets/neighbourhood connectors)

- Blocks 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21 and 22 - Low Density residential development planned for portions of the secondary collector and for lands along local streets/neighborhood streets. Blocks 1-22 are located within the Low Density Residential designation of the North Lambeth Residential Neighborhood, which requires a minimum density of 18 units per hectare a maximum density of 35 units per hectare;



Figure 11- Blocks 1-22 - Low Density Residential (single detached)

- Block 37 - Is located adjacent to the natural heritage feature, within the Low Density Residential designation of the Bostwick Residential Neighbourhood. The intent of the Low and Medium Density Residential designations is to encourage a mix of housing, forms and intensities throughout the Bostwick Neighbourhood. Housing forms can range from single detached dwellings, townhomes, and low rise apartment buildings (20.5.9.1. ii)), at a minimum density of 25 units per hectare and a maximum density of 40 units per hectare, and a maximum height of four (4) storeys. Special design considerations will require units to face the abutting Open Space lands;



Figure 12 - Block 37 - Medium Density Residential (low rise apartments)

- Block 38 - Is located within the Medium Density Residential designation of the North Lambeth Residential Neighborhood, which requires a minimum density of 30 units per hectare and a maximum density of 75 units per hectare. Cluster housing in the form of townhouses and low rise apartments (up to four storeys) would be permitted at this location and are permitted through the policies of the SWAP;



Figure 13 - Block 38- Medium Density Residential (cluster housing)

- Blocks 39, 40 and 41 -Within the Medium Density Residential designation fronting Bostwick Road, Policy 20.5.4.1 iv) (Residential Development Intensity Adjacent to Arterial Roads) permits higher intensity forms of housing. This policy applies to lands along portions of the arterial network that are intended to focus on providing opportunities for more intense, medium density housing forms along transit oriented corridors, consistent with the Province of Ontario Transit Supportive Guidelines. This would also support alternative modes of transportation, such as walking and cycling. It is anticipated that these blocks would support a range of low and mid-rise apartments, as well as mixed use buildings with convenience commercial uses and small-scale offices. The conceptual designs illustrates a three building, mid-rise apartment layout for blocks south of Street A and a single mixed-use (commercial/office and residential) building for the block north of Street A;



Figure 14 - Blocks 39-41 - Medium Density Residential (apartments)

- Blocks 42 and 43 - A 'neighbourhood central activity node', positioned at the intersection of the two secondary collector roads/neighbourhood connectors. Policy 20.5.3.3 details location criteria for Neighbourhood Central Activity Nodes which are intended to be located generally in the centre of each neighbourhood area, at a significant intersection, and within walking distance of most residents. Generally a higher intensity of activity-generating uses that are predominantly pedestrian-scale, in addition to residential development, are encouraged. These uses include a limited range of convenience and personal service commercial uses; small-scale eat-in restaurants, such as coffee or tea shops, or small-scale

eat-in bakeries; civic and institutional uses such as parks, schools and churches; and live-work functions). It is anticipated that residential units would be accommodated within these mixed-use blocks, based upon an assumed density of 30 units per hectare. The conceptual design for the activity node includes multi-storey buildings oriented to the street, with frontages to promote an enhanced pedestrian oriented streetscape and to accommodate a mix of commercial, personal service, office, residential and work-live opportunities, common walkways and amenity areas, as well as rear at-grade parking facilities, and traffic calming measures to establish a pedestrian priority in the vicinity of the node, including raised street sections and on-street (angled) parking facilities;

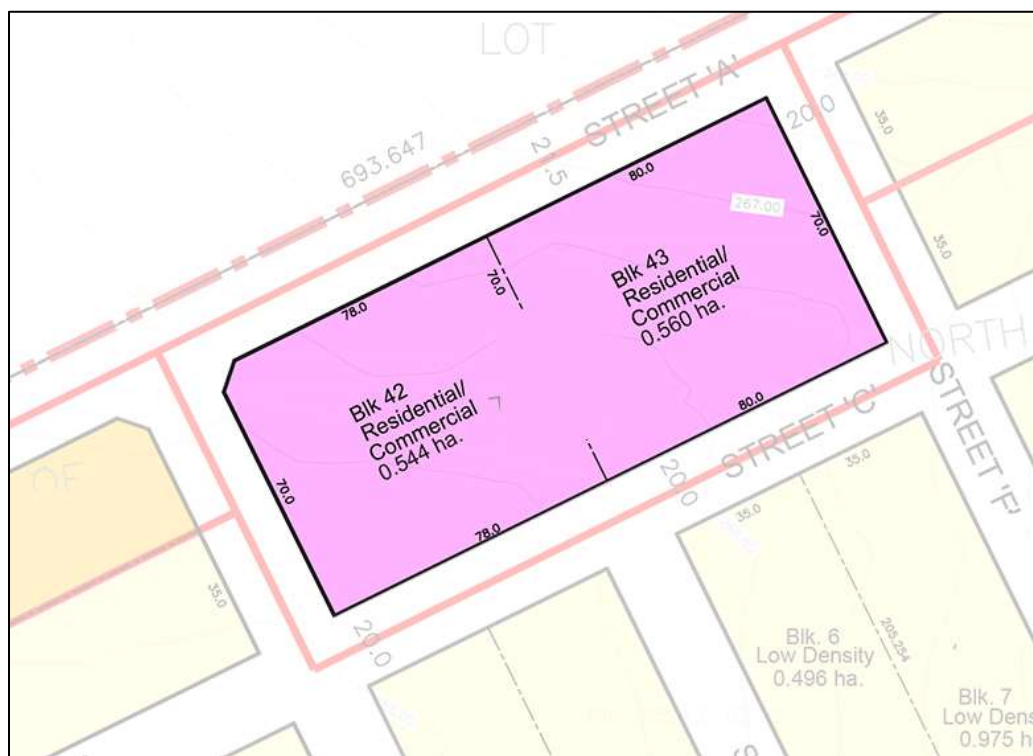


Figure 15 - Blocks 42-43 - Medium Density Residential (mixed use/neighborhood central activity node)

- Block 53 - An elementary school is planned within the Medium Density Residential along Street A (secondary collector/neighborhood connector), and adjacent to the neighbourhood park. The school will provide a neighbourhood focal point and its location is easily accessible by pedestrian and vehicles;



Figure 16 - Block 53 - Medium Density Residential (school)

- Block 46, 47 and 57 - A significant natural heritage feature is located in the centre of the subdivision. Additional buffers have been provided (Blocks 47-48), which also provided a pedestrian connection/walkway function. Analysis is provided under the “Natural Heritage/Green Space” section of the report;



Figure 17 - Blocks 46-47, 57 - Open Space (significant feature, buffers, and pathway)

- Block 46, 47, 48, 49, 50, 51, 52, 54, 55, 56 - A Neighbourhood Park Block (54) is provided adjacent to the future school site, and at the view terminus of Street L. The location of the park will allow for a continuous pedestrian connection from north (along walkway Block 52) southwards through the park, and along walkway

Blocks 46 and 47. Passive park Blocks are also provided at key locations (55 and 56), to serve as view sheds into the natural heritage feature;



Figure 18 - Blocks 46-47 - Open Space (buffer, pathways); Blocks 48-52 - Open Space (pathways); Blocks 54-56 - Open Space (parks); Block 57 - Open Space (significant feature)

- Block 44, 45 - A future development Block (Block 44) and a portion of an unevaluated natural heritage feature (Block 45) are delineated north of Street A in the Bostwick Residential Neighbourhood. The features will remain as Urban Reserve and Environmental Review until such time as the natural heritage feature has been evaluated, and appropriate buffers have been recommended for these Blocks;

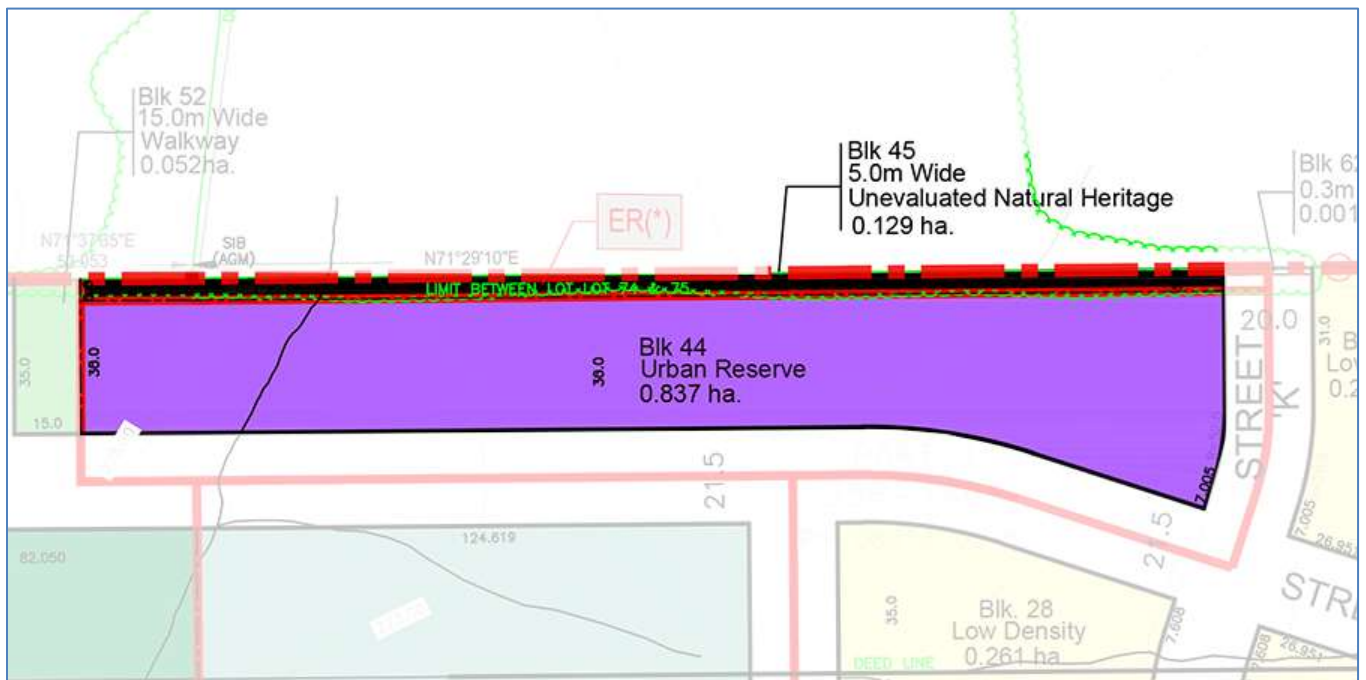


Figure 19 - Block 44 - Urban Reserve and Environmental Review

- Block 71 - A future road connection is being redlined into the plan to allow for future connectivity to lands from the south, to provide for enhanced connectivity and allow future residents to access amenities such as the school and parks.

Section 3.5 - Policy Context will support the City's redlined draft plan of subdivision and associated Official Plan and Zoning By-law amendments.

3.5 Policy Context (see more detail in Appendix C)

Planning Act

The proposed plan of subdivision, Official Plan and Zoning By-law amendments 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.

Provincial Policy Statement

The recommended redlined Draft Plan is consistent with the PPS 2014, summarized as follows:

1. **Building Strong Healthy Communities**

The PPS provides direction for land use planning that focuses growth within settlement areas, and encourages an efficient use of land, resources, and public investment in infrastructure. To support this, the PPS defines a number of policies to promote strong, liveable, healthy and resilient communities. These policies are set out in Section 1.0, and address such matters as efficient development and land use patterns, coordination, employment areas, housing, public spaces/open space, infrastructure and public service facilities, long-term economic prosperity, and energy and air quality.

The recommended draft plan is consistent with objectives of Section 1.1.1 by creating healthy, liveable, and safe communities sustained by promoting efficient development patterns, and compact and cost effective development. The proposed plan is also consistent with policies to promote economic development and efficient use of existing municipal infrastructure. The proposed redlined subdivision accommodates a wide range and mix of residential units and densities, such as street townhomes, single detached dwellings, various cluster housing, mixed use and apartment dwellings. The draft plan of subdivision also permits a range of stand-alone small scale commercial uses to serve the immediate needs of nearby residents. The grid type pattern and short residential blocks promote a more efficient subdivision pattern that allows for pedestrian walkability and efficiency in services. The plan also provides for parks and a school, to meet the needs of the future residents. The plan layout will foster social interaction and facilitate active transportation and community connectivity. The subject lands are within the Urban Growth Boundary (settlement area) and are designated to permit a mix of uses. The proposed development will be serviced by full municipal services within a reasonable timeframe.

2. **Wise Use and Management of Resources**

The vision defined in the PPS acknowledges that the long-term prosperity, environmental health and social well-being of Ontario depends upon the conservation and protection of our natural heritage and agricultural resources. Section 2.0 of the PPS establishes a number of policies that serve to protect sensitive natural features and water resources. Based on the accepted EIS, the recommended draft plan and conditions of draft approval are consistent with the Provincial Policy Statement - Section 2.1 Natural Heritage 2.1.1.: "Natural features and areas shall be protected for the long term"; Section 2.1.8: "Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5, and 2.1.6 unless the ecological function of the adjacent lands has been evaluated and it

has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions”

The Site contains one unevaluated vegetation patches (Patch 10069) and is adjacent to another unevaluated vegetation patch (10066). Patch 10069 has been identified as significant through the Environmental Impact Statement (EIS). The EIS has also recommended buffers and setbacks that will form part of the significant feature, and are incorporated into the final zoning. No development is proposed within any significant features. Patch 10066 has not been evaluated, and as such, the natural heritage feature will be zoned Environmental Review and lands adjacent to the patch will remain in the UR Zone until a full evaluation can be completed through adjacent subdivision applications.

3. Protecting Public Health and Safety

The vision defined in 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. Accordingly, Section 3.0 of the PPS states a number of policies designed to direct development away from natural and human-made hazards where there is an unacceptable risk (1) to public health or safety or (2) of property damage. The recommended Draft Plan of Subdivision does not pose any public health and safety concerns, and there are no known human-made hazards.

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 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 will develop a compact, mixed-use subdivision with multiple types and forms of housing, and provides opportunities for shopping, community facilities and access to parks, green space and transit within the community.

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 subdivision will facilitate a variety of housing forms including low density single detached dwellings, townhouses, and apartment dwelling units. 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 plan of 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, as well as providing a dedicated pathway network for even greater pedestrian connections.

Our City

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 future 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 intent of The London Plan as well as the direction of the Southwest Area Secondary Plan to plan for enhanced walkability and connectivity going forward. *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 49% of housing not in a single detached form (townhouses, apartment dwelling units). Townhouses and apartment dwelling units provide for a choice in size, cost and function. 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 provides connections to Colonel Talbot Road and Bostwick Road and will enhance the local access for future and existing residents.

Place Types

Almost the entirety of the subdivision is located within the Neighbourhoods Place Type, with lots and blocks fronting future Neighbourhood Streets, Neighbourhood Connectors, and Civic Boulevards. A wide range of residential uses is permitted according to street classification, ranging from single detached along neighbourhood streets, to street townhouse dwellings along the neighbourhood connectors, and mid to higher rise development along the civic boulevards.

Southwest Area Secondary Plan

The purpose of the Southwest Area Secondary Plan (SWAP) is to establish a vision, principles and policies for the development of the Southwest Planning Area as a vibrant community in the city which incorporates a significant gateway into the city, elements of mixed-use development, an increased range and density of residential built form, sustainability, preservation of significant cultural heritage resources, walkability and high quality urban design (Policy 20.5.1.2). It is intended that the Low, Medium and High Density Residential designations will support an urban housing stock, with residential intensity generally decreasing with greater distance from the Wonderland Road South corridor. Residential areas are to accommodate a diversity of dwelling types, building forms and heights, and densities in order to use land efficiently, provide for a variety of housing prices, and to allow for members of the community to “age-in-place”. The maintenance and enhancement of existing residential areas, and the development of new residential areas at higher than current densities, will provide a population base to help to support neighbourhood community facilities, the stores and services offered in the Village Core and Wonderland Road South Commercial Area, and the provision of transit routes along the higher order roads serving the area.

City of London (1989) Official Plan

Like its successor The London Plan, the (1989) Official Plan (“Official Plan”) contains policies that guide the use and development of land within the City of London. The subject site is designated “Low Density Residential”, “Multi-Family, Medium Density Residential”, and “Open Space”. The more detailed or alternative policy direction in SWAP supersedes the policy direction in the (1989) Official Plan.

3.6 Subdivision Analysis

The redlined Draft Plan has been reviewed on these principle elements, found within the policies of the SWAP and the London Plan:

Subdivision Design and Connectivity

Connectivity and Mobility (307_) are key principles in the SWAP and The London Plan. One of the main principles of the SWAP is the creation of a diverse and connected community which creates inclusive, diverse and unique neighbourhoods that have a mix of uses and have a high level of connectivity for multi-modal transportation opportunities (20.5.1.4). The Community Structure Plan sets out the overall structural elements that are the building blocks for the Southwest Planning Area. Development patterns in new planning applications for the Southwest Planning Area shall "...generally reflect a fine urban grid street network with a high level of connectivity" (20.5.2(i)).

The redlined draft plan supports a broad range of low and medium density residential development opportunities within the site including more intensive, mid-rise apartments along the Bostwick Road corridor, limited convenience commercial uses at locations along the Bostwick and Colonel Talbot frontages, and a mixed-use, community oriented development node at the intersection of the proposed secondary collector roads (neighbourhood activity node). The red lined Draft Plan has been designed to support these uses and to achieve an aesthetically-pleasing, mixed-use development that is pedestrian friendly, transit supportive and accessible to the surrounding community. The policies of the SWAP (20.5.4.1. iii c)) require plans of subdivision to plans of subdivision shall accommodate a diversity of building types. Semi-detached, duplex and cluster dwellings are encouraged. Along all arterial, primary and secondary collector roads, a variety of townhouse forms is encouraged, including 2 storey townhouses, 3 storey townhouses and stacked townhouses. Overall, the proposed uses meet the policies of the SWAP (with amendments).

A new concept introduced through The London Plan is the Connectivity Ratio. Policy 331 refers to the degree to which a street network is well connected, allowing for easy mobility in every direction. This ratio is calculated by dividing the number of street segments in a neighbourhood by the number of intersections, dead ends, and cul-de-sacs in that neighbourhood added together. A higher connectivity ratio represents a better connected street pattern. To achieve a high level of connectivity that can support all forms of mobility, street networks within new neighbourhoods will be evaluated for their connectivity ratio. A ratio of 1.5 or higher will be used as a target (332_).

A review of the redlined plan of subdivision indicates that the connectivity ratio is 1.7, which is above The London Plan target.

City Design and Placemaking

The London Plan and the SWAP include numerous policies on City Design (*189_ to *309_) and Urban Design (20.5.3.9.). The design of our city is shaped by both its natural setting and its built form. The built form includes elements such as streets, streetscapes, public spaces, landscapes and buildings. City design is about planning the built form to create positive relationships between these elements, which influence how we navigate and experience the City (189_). The focus of the City Design policies of the London Plan are to encourage: a well-designed built form throughout the city; development that is designed to be a good fit and compatible within its context; development that supports a positive pedestrian environment; a built form that is supportive of all types of active mobility and universal accessibility; a mix of housing types to support ageing in place and affordability; and healthy, diverse and vibrant neighbourhoods that promote a sense of place and character (*193_).

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. Many of the placemaking design elements have been included in the policies of the SWAP (20.5.3.9.), including providing an overall community vision, a focus on streetscape design and creating pleasant walking

environments, ensuring a consistent approach to design, providing housing choice in design and type, providing a range of and a mixing and blending of uses, and providing focal points for the community.

Overall the proposed subdivision provides a mix of complementary uses by including a wide range of housing types, forms and choice and including a blending of other uses such as commercial and community facilities; implementation of specific zoning regulations to ensure building design that fosters an attractive and pleasant streetscape; creating key focal points such as the Neighbourhood Activity Node, multiple parks and open space areas and future school/community facility; and providing for excellent pedestrian connections on street and through dedicated pathway connections.

Natural Heritage/Green Space

The direction of The London Plan is to become one of the greenest City's in Canada, by protecting and enhancing the health of our Natural Heritage System (58_Direction #4). The policies of The London Plan and SWAP seek to protect significant natural heritage features. The Green Space Place type in The London Plan consists of natural heritage feature and areas. We will realize our vision by providing for the protection of natural heritage features and areas which have been identified, studied and recognized by City Council as being of city-wide or regional significance, and/or by the Ministry of Natural Resources and Forestry as provincially significant (761_7.).

The SWAP notes that the delineation of the natural feature and appropriate ecological buffers associated with the feature will be recommended through an approved Environmental Impact Study (EIS) in accordance with Section 15 of the Official Plan (20.5.3.6. i) c)).

An Environmental Impact Statement (October 4, 2017), update (May 8, 2018) and addendums (February 7, 2019, June 2019, August 16, 2019 and August 27, 2019) were provided as part of the application.

Within the subject lands, there are three main areas related to natural heritage:

1. Unevaluated vegetation patch (10069) - Patch 10069 is an unevaluated vegetation patch on Schedule B1 of the (1989) Official Plan and in The London Plan Map 5 (Natural Heritage). The Environmental Impact Study (EIS) identified this feature as a significant woodland, with wetland components, and it contains a regulated stream corridor that extends diagonally across the feature to the north. The significant features, including buffers that are a minimum of 10m, will ultimately be dedicated to the City, and will be designated and zoned to ensure its protection. Additional buffering will be included through a pathway corridor that ranges from 9-15m surrounding the significant feature. This corridor will be used as a pathway connection to connect lands to the north and south, but will also include a restoration and planting plan. The adjacent development Block at the southeast corner (Block 37) includes an additional development setback within the recommended Zone provision to ensure that a native landscaped area is preserved, as recommended by the EIS (10m), and that building/unit orientation to the recommended OS5 Zone, as per the SWAP and London Plan design policies are maintained. The additional 10m development setback will be planted with native landscaping, to be determined through detailed design. Ultimately the development setback/buffers to the Significant Natural Heritage Features range from 19m-25m.
2. Unevaluated vegetation patch (10066) - This patch is located to the north of the subdivision, and is connected via watercourse to patch 10069. A full assessment was not able to be completed through this subdivision as the patch is on adjacent lands. However, a small portion of the feature is located on Block 44. The EIS concluded that that further study would be necessary. As such, the small portion of the feature on Block 44 will be zoned Environmental Review (ER), and the balance of other block will be left as Urban Reserve (UR4). It is anticipated that as development applications are received for the lands to the north, a full assessment of patch 10066 will be completed, to assess its significance and the

any buffers that may be incorporated into the feature, and the impact on Block 44.

3. Wetland Community #5- Through a site visit and the subsequent EIS, it was confirmed that a wetland feature (Community #5) existed at the southwest portion of the proposed subdivision. The small feature (approximately 0.3ha in size) is an isolated Willow Mineral Thicket Swamp (SWT2-2) community that contains terrestrial crayfish. The feature is not considered to be a provincially significant wetland, however it is a wetland and Significant Wildlife Habitat at both the Provincial and Municipal levels; and is a regulated feature by the UTRCA in accordance with Ontario Regulation 157/06.

The recommendation of the EIS concluded that maintaining the feature in its current location surrounded by residential development would lead to degradation of the feature. Due to its isolation, the wetland feature would not be able to continue to function as a productive habitat as it exists today. To best preserve its existing functions, the recommendation is to relocate the feature to a newly created naturalized channel, which is proposed for Phase 2 of the subject site to the north. Relocation of the wetland is consistent with London Plan wetland policies. A proposal to incorporate a naturalized channel has been agreed to in principle by the City, the UTRCA, Sifton Properties and W-3 Lambeth Farms Ltd. The naturalized channel can serve several purposes, including as a naturalized wildlife corridor that links environmental features, as a naturalized flow channel for minor stormwater flows, and to provide compensation area for several isolated wetland features by providing a larger connected feature to that may provide a net benefit to the Natural Heritage System. The proposed relocation concept, including specific relocation methodologies outlined in the EIS, will provide the opportunity to ensure the successful transfer of the terrestrial crayfish to areas of open water and wetland habitat which will include 3 years of monitoring (for the wildlife transfer). The proposed relocation strategies and methodologies also include the capture and relocation of other wildlife present within Wetland Community #5.

UTRCA staff advised that a Section 28 permit (#160-19) for the relocation is required, and on August 27, 2019, the UTRCA's Hearing Board heard an application from the property owner to seek permission to remove Community #5 from the subject site, and ultimately relocate the feature into a future naturalization channel. The UTRCA Hearing Board recommended the removal of Community #5, pending the implementation of conditions of approval. The conditions of approval include:

- Upon issuance of a Section 28 permit, work must be completed within one (1) year of that approval.
- Separate Section 28 permit applications and approvals must be obtained from the UTRCA for the development of lands within the proposed plan of subdivision which are situated within regulated areas that are not addressed through this application.
- Consistent with the documentation prepared in support of Application #160/19, monitoring of the implemented compensation plan must be undertaken for a period of three (3) years and the UTRCA must be advised of any deficiencies or any mitigative measures undertaken to ensure compliance with the relocation plan.
- As outlined in Recommendation 1, the monitoring program, contained in the Environmental Impact Study (EIS), shall be accepted by the UTRCA, City of London planning staff including the City's ecologist.

Conditions of draft approval related to the relocation, monitoring and securities associated with the interim removal, have been added.

Parks and Pathways

The London Plan strives to develop facilities, amenities and programming that are flexible, serve multiple users and can be linked to broader community strategies and

initiatives related to health, economy, development, mobility, education, sustainability, and growth management. Parks spaces are meant to be beautiful, functional, evenly distributed in size and shape throughout the City, accessible, and connected (408_). The London Plan also provides a focus on mobility, by encouraging cycling routes and pedestrian pathways that will provide linkages between open space areas, neighbourhoods, centres, corridors, employment areas and the public transit services and will enhance the convenience, safety and enjoyment of walking and cycling (*357_).

The SWAP seeks to provide enhanced open space corridors adjacent to key natural heritage features. These corridors are intended to provide for uses such as trail, active and passive parkland (20.5.3.6. ii). Schedule 2 of the SWAP also delineates the general location of the multi-use pathways. Through this development, an extensive pathway network was added for several reasons:

- a. to provide the linkages as required through the SWAP and London Plan;
- b. to act as additional buffer for the natural heritage features; and,
- c. to provide connections to future transit routes.

The SWAP recognizes that although the general location of neighbourhood and district parks is illustrated on Schedule 2, further refinement of the location, size and configuration of these parks and pathways will be undertaken at the subdivision approval stage (20.5.3.4. ii a)). Based on the final lotting pattern and road network, a realignment of the multi-use pathway will be necessary. The pathway will now realign through the Park Block 54 and across the northern edge of the woodlot Block 57, southwards to the property limit. As well, an expansion to the pathway eastwards towards Bostwick Road will be added. An Official Plan and London Plan amendment is required to the SWAP, Schedule 2, to reflect the proposed changes.

Three park blocks (Blocks 54, 55 and 56) will provide 1.7 ha (4.1 ac) of neighbourhood open space for active and passive recreational activities adjacent to the existing woodlot feature (Block 57). In addition to amenity space, the park sites are connected through the proposed multi-use pathway, are centrally located, integrate street frontage to promote accessibility; and offer view corridors into significant natural features. Block 51 will function as a neighbourhood park, and is adjacent to the proposed school site, an opportunity to create a shared park/school complex (410_8.). Blocks 52 and 65 will function as passive park space, which create view sheds into natural heritage, and offer a continuously linked open space system (410_6.).

The shift in the secondary collector, and the provisions of the multi-use pathway for additional buffer, requires the realignment of the original multi-use pathway. Park Blocks 54, 55, and 56 will serve as entryways into the multi-use pathway. Block 46 and 47 provide the main spine of the pathway, and will also serve the dual purposes of providing additional buffer for the natural heritage feature. Block 47 is limited in its size (9.0m as opposed to 15.0m for Block 48) due to the location and configuration of the surrounding roads, however, it will still provide an adequate buffer and pathway connection. Block 52 is a 1.05m connection, situated to the east of a proposed road (Street L), and will provide the pathway connections to the north. Block 49, 50 and 51 provide the linkage to Bostwick Road and via on street connection on Street M. These Blocks will be redlined to 15.0m (originally shown as 13.0m) as per Parks Planning requirements.

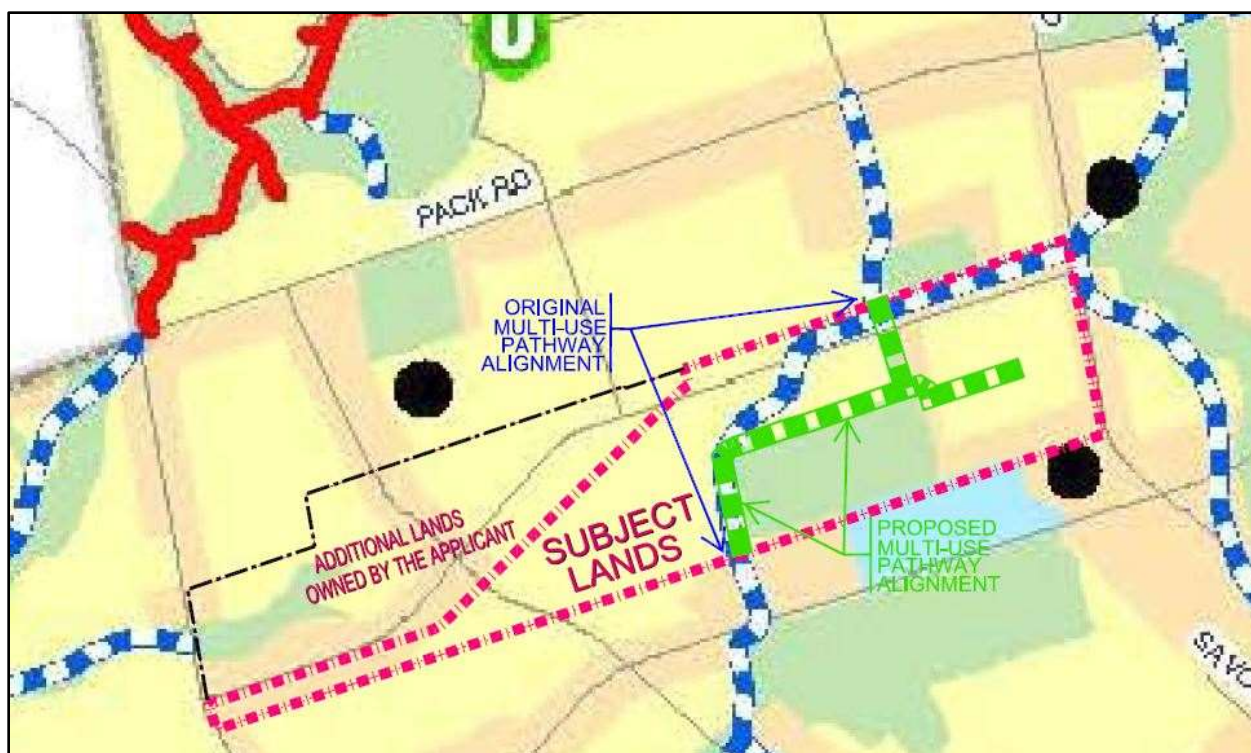


Figure 20 - Multi-use pathway realignment

Community Facilities

The London Plan recognizes that schools and other public facilities have a wide range of influences on our city life, including economic development, safety, innovation, research and development, social connectedness, and health. These facilities can be fundamental to how our city's image is perceived by others. Many of these buildings and services form important hubs within neighbourhoods (425_). Small scale community facilities such as schools and churches are permitted in the Neighbourhoods Place Type along Neighbourhood Connectors. The London Plan also directs these uses, where appropriate, to create shared park/school complexes and campuses with local school boards and other institutions to maximize the use of these facilities and to coordinate the design for mutual benefit (410_8.).

An elementary school block fronting Street 'A' and abutting the park block is proposed. This parcel has been identified by the Thames Valley District School Board (TVDSB) as being of interest as a future school site. Since no school sites were identified through the SWAP process, there are no planned locations shown on the land use plans for the SWAP. The SWAP has general policies (20.5.3.7.) that Community Facilities should be encouraged to locate in Neighbourhood Central Activity Nodes, however, this location does not suite the TVDSB, as it requires a location adjacent to park space. The proposed location at the intersection of the secondary collector/neighbourhood connector and a local street/neighbourhood street allows for easy access to the site and is located directly adjacent to a planned park. In The London Plan, community facilities that are normally associated with, and integral to, a residential environment, may be permitted at appropriate locations. Community facilities such as schools will be directed to locations that are easily accessible and where they can help establish and enhance the character of a neighbourhood (930_). The proposed school location along the neighbourhood connector street meets the locational requirements of The London Plan.

Archaeological and Cultural Heritage

The London Plan and SWAP both contain policies related to cultural heritage and the investigation and retention of significant features.

Through the application a Stage 1 and 2 Archeological Assessment was conducted. No significance was found and a letter from the Ministry of Culture, Sports and Tourism has been provided. Archaeological issues have been addressed, with the exception of Block 53, which was not subject to the Stage 1-2 archaeological assessment. Block 53 is to remain as open space/undisturbed and is anticipated to be dedicated to the City of London, so no holding provision will be necessary.

A progress report on preliminary research on the property at 3700 Colonel Talbot Road (dated February 10, 2017) was provided as part of the complete application. As part of the Initial Proposal Summary process, it was determined that a full Heritage Impact Assessment (HIA) would be required as part of the next phase (Phase 2) for this subdivision. It is expected that the HIA will include an evaluation of the potential cultural heritage resource at 3700 Colonel Talbot Road as well as assess and provide recommendations to mitigate any potential impacts on adjacent cultural heritage resources in the context of the proposed subdivision.

Servicing

The London Plan and SWAP recognize the provision of reliable, coordinated, and cost-effective civic infrastructure is a primary function of a municipality. Civic infrastructure delivers the services that make our city run smoothly. Ensuring services are readily available or available in the near future is a fundamental requirement for subdivision development.

Stormwater Management

The ultimate SWM will be directed to the Regional North Lambeth SWM Facility P9 to the south of the subject site. On site Private Permanent Systems will be required for multi-family blocks located along Bostwick Road. Further SWM refinement will be required through detailed design.

Water

Low level water connections will be made for this subdivision via Colonel Talbot Road. The Applicant will be required to demonstrate water looping through phasing at detailed design.

Sanitary

Sanitary servicing will be available through the adjacent Hunt Subdivision (39T-12503) to the south and extended across the whole site from Colonel Talbot to Bostwick Road.

Transportation

The transportation network requires a shifting of the secondary collectors to align with draft approved plans to the south (Street D), and to accommodate the construction of the main secondary collector connection in this Phase (Street A). Transportation Division has no issue with the realignment. An Official Plan/London Plan amendment will be required for the secondary collector, and is assessed later on in the report.

Development Services Staff are requesting several transportation related redline changes to the plan, to add a future road connection to the lands to the south, and the revise the size of Street M to 20m. The addition of this connection and the revised street width will provide better connectivity to adjacent lands. Both changes are assessed later on in the report.



Figure 21 - Proposed road realignment

Affordable Housing

Both The London Plan and the policies of the SWAP provide direction on affordable housing. *Secondary plans and larger residential development proposals should include a 25% affordable housing component through a mix of housing types and sizes. In keeping with this intent, 40% of new housing units within a secondary plan, and lands exceeding five hectares in size outside of any secondary plan, should be in forms other than single detached dwellings (*518_). Policy 20.5.3.1 of the SWAP details further development of the Southwest Planning Area will provide an opportunity to contribute to the supply of affordable housing and may assist the City in meeting its target for the provision of affordable housing. The following policies shall also apply to the SWAP lands:

- a) where appropriate, density bonusing will be considered for proposals that have an affordable housing component above 25% of the total dwelling count in any one development;
- b) opportunities for affordable housing shall be integrated into neighbourhoods and developments that also provide for regular market housing; and,
- c) a wide range of unit sizes within multiple-unit buildings will be encouraged.

A calculation conducted for this plan reveals that 49% of the residential land area in the subdivision (minus roads, parks, open space, future development, school and infrastructure) is allocated for residential uses in forms other than single detached dwellings. The proposed/recommended changes in designation to this plan will add to the amount of medium density and mix in housing form should lead to more affordable housing options that can be built in the subdivision.

Green Development

The policies of The London Plan and the SWAP promote sustainability and green development, in an effort to impose minimal impact on the environment, minimize consumption of water and energy, and reduce or eliminate waste outputs such as air

pollution, water pollution, wastes and heat in a sustainable fashion. Green cities also have a small ecological footprint – the amount of land and water area required to sustain a city’s consumption patterns and absorb its wastes on an annual basis (687_). A healthy city is one that supports the health of those that live in it. It can do so as a result of how it is planned and developed – offering such things as active mobility options, quality parks and recreational facilities for active and passive recreation, a clean and healthy environment, accessible health care facilities and services, protection from natural hazards, and safe and secure places (690_).

The SWAP is based on a design in which one of the key goals is to maximize the potential for sustainable development. In a City Planning context, this is achieved through such features as enhanced connectivity to transit, mixed-use development, a modified grid road system, and a connected open space system (Policy 20.5.3.2.(i)), all of which are key elements within the proposed plan of subdivision.

4.0 Key Issues and Considerations

4.1 Amendments to the Southwest Area Secondary Plan

The following amendments are required for the draft plan of subdivision:

- land uses changes to reflect the design of the subdivision - from Low Density Residential and Medium Density Residential to Low Density Residential, Medium Density Residential and Open Space;
- transportation changes to reflect the realignment of Street A and Street D; and,
- pathway alignment changes to reflect the multi-use pathway orientation from north to south, and adjacent to the natural heritage feature.

This will necessitate amendments to the (1989) Official Plan, the Southwest Area Secondary Plan (as part of the (1989) Official Plan), and the Southwest Area Secondary Plan (as part of The London Plan).

The PPS promotes accommodating an appropriate range and mix of uses (1.1.1. b)), avoiding development and land use patterns which may cause environmental or public health and safety concerns (1.1.1. c)), promoting cost-effective development patterns and standards to minimize land consumption and servicing costs (1.1.1. e)) and promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate (1.1.1. h)). The proposed land use changes ensures diversity of housing, efficient use of land and pattern of development, and recognizes and protects the natural heritage features in the area.

Overall, the changes in designations proposed through this application in the SWAP will not affect the policies of The London Plan, and the proposed changes meet the general intent of the PPS, and conform to the *Neighbourhoods Place Type.

As per the SWAP Implementation policies, the fundamental principles of the Plan will not change with the proposed amendments. Notably, the change will still allow for a diverse and connected community with a mix of uses, a range of land uses including residential, open space, public, and community facilities, the protection of a linear park and pathways by connecting diverse land uses within and between neighbourhoods, enhanced recreational opportunities throughout the neighbourhoods (20.5.1.4 i), provide for a range of housing choices and densities (20.5.1.4 ii), provide a green and attractive environment that integrates the natural and built setting and protects the natural environment, and encourages development patterns that provide extensive visual and physical public access to natural features (20.5.1.4. iv), and provide a model of sustainable growth management by extending infrastructure in a logical and cost-effective manner, and designing a road network of walkable connected streets and Neighbourhoods (20.5.1.4. v)).

The existing designations, especially within the Bostwick Residential Neighbourhood, do not reflect the road network, pathway alignment and ultimate block and lot layout that

will be developed through this draft plan. The need to realign Street A and Street D (as a result of previous draft approved plans in the area which altered the alignment of the secondary collector roads) requires a shifting in designations to allow for medium density housing to be focused at key locations (adjacent to the arterial/Civic Boulevard and secondary collector/Neighbourhood Connector road system, and in close proximity to natural heritage) and easily accessible for future transit. The addition of the Open Space designation will ultimately reflect the alignment of the multi-use pathway system, the neighbourhood and local parks, and the natural heritage feature and buffers.

Changes to Sidewalk Location

The Applicant requested an amendment to permit sidewalks only at key locations in the plan. The current policy within the SWAP (20.5.3.9 Urban Design, ii) Public Realm, b)) requires sidewalks on both sides of the street, regardless of road classification, with the exception of residential streets with less than ten dwelling units or cul-de-sacs, where sidewalks shall be required on only one side of the street. An alternative plan showing sidewalk locations was provided by the Applicant as part of the submission. Generally it included sidewalks on one side of the street for many of the local streets/neighbourhood streets.

The PPS promotes active transportation, which is defined as human-powered travel, including but not limited to, walking, cycling, inline skating and travel with the use of mobility aids (6.0). The PPS also encourages land use patterns which support active transportation and are transit-supportive (1.1.3.2 a. 4. and 5.), and minimize the length and number of vehicle trips and support current and future use of transit and active transportation (1.6.7.4), and promotes healthy, active communities by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity (1.5.1 a).

One of the key directions in The London Plan is to become one of the greenest cities in Canada by managing growth in ways that support green and active forms of mobility (58_#4, 5.). Key Direction #6 (60_) places a new emphasis on creating attractive mobility choices by creating active mobility choices such as walking, cycling, and transit to support safe, affordable, and healthy communities (1.), ensuring that our mobility infrastructure is accessible and accommodates people of all abilities (2.), and utilizing a grid, or modified grid, system of streets in neighbourhoods to maximize connectivity and ease of mobility (7.). Direction #8 (62_11) requires 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.

The policies of the SWAP and The London Plan support sidewalks on both sides of the street, primarily to support walkability, and encourage active mobility. Active mobility, with a key focus on walking and cycling, is recognized as a mode of transportation that can play a positive role in improving mobility and quality of life as part of a balanced mobility system (*346_). Active mobility features will be incorporated into the design of new neighbourhoods and, where possible, enhanced in existing neighbourhoods to ensure connections to the street and transit system (*348_).

Policy *349_ of The London Plan requires sidewalks to be located on both sides of all streets, with exceptions including: cul-de-sacs or dead-end streets that extend less than 200 metres and do not connect to neighbourhood features or amenities; portions of streets flanking natural heritage features or areas; portions of streets flanking a Green Space that includes alternative active mobility infrastructure parallel to the street; portions of streets that have a designated multi-use pathway within the boulevard on one side; streets classified as Expressways or Rural Thoroughfares; and road reconstruction projects, where the existing conditions such as mature trees, right-of-way widths, or infrastructure would impede sidewalks on both sides of the street.

The City's Complete Streets Design Manual was developed to guide the decision-making process for street design as London continues to grow and evolve. Sidewalks are contemplated on both sides of the street, to ensure a more "complete" environment that will feature high-quality pedestrian environments and integrate seamlessly with

transit services, cycling networks, and automobile users. London's streets will be designed for connectivity and support the use of active and sustainable modes of transportation.

In Staff's opinion, the policies requiring sidewalks on both sides the street ensure subdivisions are designed with consideration for a diverse ('complete') community that is less car-reliant than traditional suburban residential subdivisions. In this regard, the current subdivision integrates varying land use types for a wide range of low and medium density housing, retail/service commercial uses, small-scale offices, mixed use, community facilities and open space. Further, connectivity is fostered by a modified grid pattern which integrates collector and local streets, sidewalks, walkways and multi-use pathways. In order to encourage pedestrian movement and active mobility, staff do not support an alternative sidewalk arrangement for this subdivision. Sidewalks on both sides of the street will provide a safer and accessible pedestrian environment and will encourage active mobility, key directions in The London Plan, and through the PPS.

4.2 Amendments to the Zoning By-law

As per the SWAP (20.5.16.5), any applications for amendment to the City of London Zoning By-law shall be subject to the policies of the Secondary Plan and applicable policies of the City of London Official Plan. Consideration of other land uses through a Zoning By-law amendment shall be subject to a Planning Impact Analysis as described in the applicable designation of the Official Plan. Further to this, the London Plan requires amendments to consider the Use, Intensity and Form for any new development.

The proposed zoning amendments are as follows:

1. Holding Residential R1 Special Provision (h-h-100-R1-3(*)) Zone (Blocks 1-7, 9-14, 16, 18), Holding Residential R1 Special Provision (h-h-82-h-100-R1-3(*)) Zone (Portion of Blocks 1-6) and Holding Residential R1 Special Provision (h-h-100-R1-4(*)) Zone (Blocks 15, 17, 19, 20)
 - Use: single detached dwellings, with a minimum lot frontage of 10 meters (m) for lands within the (R1-3) Zone and 12 m for lands within the (R1-4) Zone. Single detached dwellings are permitted use within the Neighbourhoods Place Type along all street classifications. Within the Low Density Residential designation of the SWAP, single detached dwellings are permitted uses;
 - Intensity: Minimum height ranges from one to two and a half storeys for all homes. Within the Low Density Residential (LDR) designation of the SWAP, minimum densities range from 25-40 units per hectare (Bostwick Residential Neighbourhood) and 18-35 units per hectare (North Lambeth Residential Neighbourhood). Final lotting will need to adhere to the density as set out in the SWAP;
 - Form: Special provisions have been added to reduce setback requirements for the main dwelling unit (3m minimum and 4.5 m maximum), an interior side yard of 1.2 m, a lot coverage of 45%, and to ensure garages do not project beyond the façade of the buildings, and do not occupy more than 50% of the frontage of the lot. These special provisions will ensure a street oriented housing form and avoid garage dominated streetscapes;
 - Planning Impact Analysis: Overall, the proposed zones will be compatible with future lands uses. Proposed lots are of a sufficient size and shape to accommodate the proposed use. Final lotting will be determined at detailed engineering design.

- Additional: an additional holding provision (h-82) will be added to portions of Blocks 1-6; to ensure part lots/blocks will be amalgamated with part lots/blocks within adjacent subdivisions.



Figure 22 - Blocks 1-7, 9-14, 16, 18 - R1-3



Figure 23 - Blocks 15, 17, 19, 20 - R1-4

2. Holding Residential R2 Special Provision (h*h-100*R2-1(*)) Zone (Blocks 8, 22), a Holding Residential R2 Special Provision (h*h-100*R2-3(*)) Zone, (Block 21)
 - Use: Both the R2-1 and the R2-3 Zone permit single detached, semi-detached, duplex and converted dwellings. These uses are permitted along Neighbourhood Streets and Neighbourhood Connectors in The London Plan, and are permitted within the Low Density Residential designation of the SWAP. The R2-1 Zone permits single detached dwellings with a minimum lot area of 250m², a maximum height of 9 m, and a minimum lot frontage of 9 m; semi-detached dwellings with a minimum lot area of 430m² (200m²), a maximum height of 10.5 m and a minimum lot frontage of 18 m (8.5 m), duplex dwellings with a minimum lot area of 430m², a maximum height of 10.5 m and a minimum lot frontage of 12 m, and converted dwellings with a minimum lot area of 430m², a maximum height of 10.5 m, and a minimum lot frontage of 10.5 m; The

R2-3 Zone permits single detached dwellings with a minimum lot area of 370m², a maximum height of 9 m, and a minimum lot frontage of 12m; semi-detached dwellings with a minimum lot area of 550m² (260m²), a maximum height of 10.5 m and a minimum lot frontage of 18m (8.5m), duplex dwellings with a minimum lot area of 550m², a maximum height of 10.5 m and a minimum lot frontage of 12 m, and converted dwellings with a minimum lot area of 430m², a maximum height of 10.5 m and a minimum lot frontage of 12 m. ;

- Intensity: all the above uses are permitted use within the Neighbourhoods Place Type along Neighbourhood Streets and Neighbourhood Connectors. Minimum height ranges from one to two and a half storeys for all homes. Within the LDR designation of the SWAP, minimum densities range from 25-40 units per hectare (Bostwick Residential Neighbourhood) and 18-35 units per hectare (North Lambeth Residential Neighbourhood). Final lotting will need to adhere to the density as set out in the SWAP;
- Form: special provisions have been added to reduce setback requirements for the main dwelling unit (3 m minimum and 4.5 m maximum), an interior side yard of 1.2 m, a lot coverage of 45%, and to ensure garages do not project beyond the façade of the buildings, and do not occupy more than 50% of the frontage of the lot. These special provisions will ensure a street oriented housing form and avoid garage dominated streetscapes;
- Planning Impact Analysis: Overall, the proposed zone will be compatible with future lands uses. Proposed lots are of a sufficient size and shape to accommodate the proposed use. Final lotting will be determined at detailed engineering design.



Figure 24 - Blocks 8, 22 - R2-1

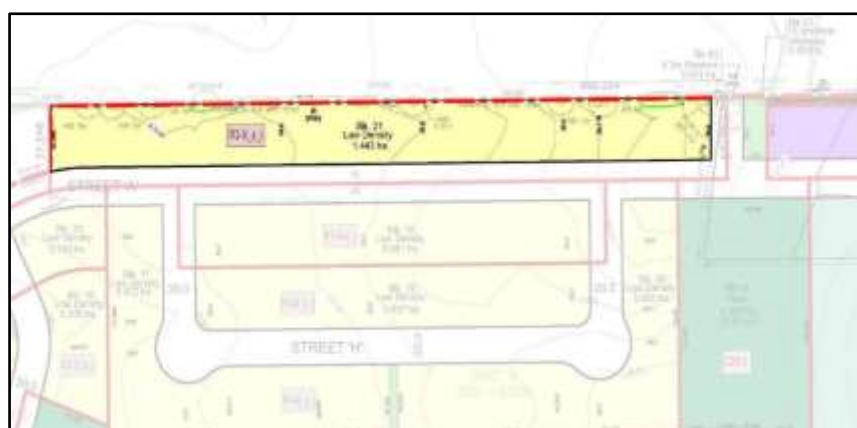


Figure 25 - Block 21 - R2-3

3. Holding Residential R2 Special Provision/Residential R4 Special Provision (h*h-100*R2-1(*)/R4-6(*) Zone (Blocks 24-36)
- Use: The R2-1 Zone, as detailed above, permits single detached, demi detached, duplex and converted dwellings. The R4-6 Zone permits street townhouse dwellings with a maximum height of 12 m, a minimum lot area of 145m² and a minimum lot frontage of 5.5 m. These uses are only permitted along Neighbourhood Connectors in The London Plan. However, the SWAP policies for Medium Density Residential (MDR) permit street townhouse dwellings, as does the Low Density Residential designation in the Bostwick Residential Neighbourhood;
 - Intensity: Minimum height ranges from one to two and a half storeys for all homes. Street townhouse dwellings within the MDR designation (North Lambeth Neighbourhood) of the SWAP are permitted at a density of 30-75 units per hectare, whereas those uses within the LDR designation (Bostwick Residential Neighbourhood) are permitted at a density of 20-40 units per hectare. Final lotting will need to adhere to the density as set out in the SWAP;
 - Form: Special provisions have been added to reduce setback requirements for the main dwelling unit (3 m minimum and 4.5 m maximum), an interior side yard of 1.2 m, and to ensure garages do not project beyond the façade of the buildings, and do not occupy more than 50% of the frontage of the lot, with a maximum driveway width of 3.5 m per lot. These special provisions will ensure a street oriented housing form and avoid garage dominated streetscapes. The recommended special provisions will also ensure that street townhouse lots will be a minimum of 7 m in frontage;
 - Planning Impact Analysis: Overall, the proposed zone will be compatible with future lands uses. Proposed lots are of a sufficient size and shape to accommodate the proposed use. Final lotting will be determined at detailed engineering design.

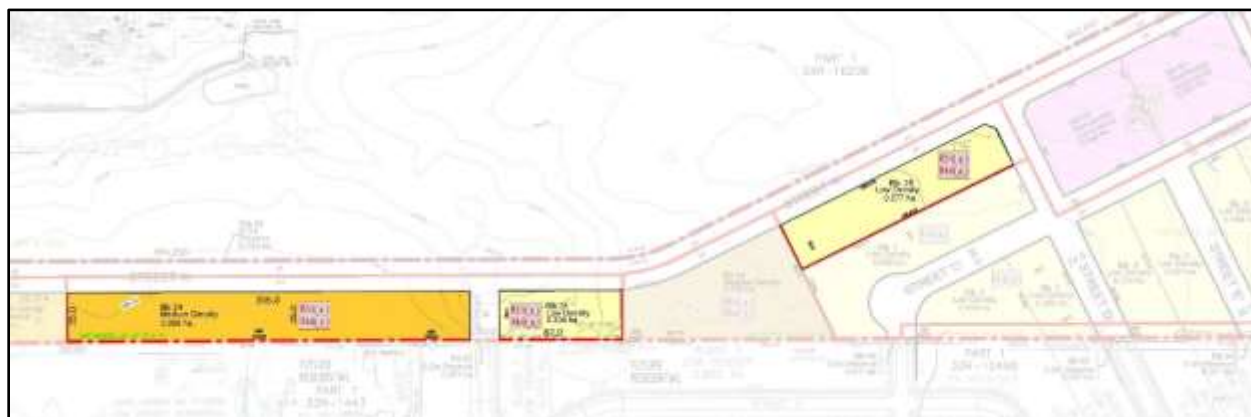


Figure 26 - Blocks 24-26 - R2-1/R4-6 - North Lambeth



Figure 27 - Blocks 27-36 - R2-1/R4-6 - Bostwick

4. Holding Residential R2 Special Provision/Residential R4 Special Provision/ Residential R6 Special Provision/Neighbourhood Facility (h*h-100*R2-1(*)/R4-6(*)/R6-5(****)/NF1) Zone (Block 53)

- Use: Uses are permitted as detailed above, with the addition of the R6-5 Zone, which permits cluster housing in the form of cluster single detached dwellings, cluster semi-detached dwellings, cluster duplex dwellings, cluster triplex dwellings, cluster townhouse dwellings, cluster stacked townhouse dwellings, cluster apartment buildings, and cluster fourplex dwellings with a maximum height of 12 m and a maximum density of 35 units per hectare. This Block is currently allocated for a future elementary school, as per the comments provided by the Thames Valley District School Board (TVDSB). Additional permitted uses under the NF1 Zone include places of worship, day care centres, community centres, libraries, private schools, fire stations, private clubs, and police stations. These small scale community facilities (such as elementary schools) are permitted along Neighbourhood Connectors in The London Plan. The SWAP policies for MDR in the Bostwick Residential Neighbourhood permit all of the above noted residential uses. Generally, churches and other institutional type uses are permitted within all residential land use designations of the SWAP (20.5.3.7.);
- Intensity: Minimum height ranges from one to two and a half storeys for all homes along the Neighbourhood Connector. The MDR designation (Bostwick Residential Neighbourhood) in the SWAP permits residential uses at a density of 30-75 units per hectare, and a maximum height of four storeys. Final lotting will need to adhere to the density as set out in the SWAP;
- Form: Special provisions have been added, as detailed in the previous zones, should residential development occur. Additionally, any homes will

be required to orient to the adjacent park block, as per the policies of the SWAP and the London Plan. These special provisions will ensure a street oriented housing form and avoid garage dominated streetscapes. No special provisions have been added for the school use/ NF1 Zone;

- Planning Impact Analysis: Overall, the proposed zone will be compatible with future lands uses. Proposed lots are of a sufficient size and shape to accommodate the proposed use. The proposed school site is of a sufficient size to accommodate a community facility. Site plan will be required to address any future compatibility issues.



Figure 28 - Block 53 - R2-1/R4-6/R6-5/NF1

5. Holding Residential R6 Special Provision/Residential R8 Special Provision (h*h-100*R6-5(*)/R8-4(**)) Zone (Block 38), Holding Residential R6 Special Provision/Residential R8 Special Provision (h*h-100*R6-5(**)/R8-3(*) Zone (Block 37)
 - Use: As detailed previously, the R6-5 Zone permits a range of cluster housing. The R8-3 and R8-4 Zone permit low rise apartments, in addition to handicapped person's apartment buildings, lodging house class 2, stacked townhousing, senior citizen apartment buildings, emergency care establishments, and continuum-of-care facilities. The London Plan only permits up to triplexes along Neighbourhood Connectors, with low rise uses along the Neighbourhood Street, however, the SWAP, within the MDR designation of the Bostwick Residential Neighbourhood, permits more intensive uses, such as street townhouse dwellings, and low rise apartment buildings;
 - Intensity: The London Plan permits heights ranging from one to two and a half storeys for all homes and cluster housing. In the SWAP, although heights are not specifically mentioned, generally a maximum of four storeys is permitted in the North Lambeth Neighbourhood. In the Bostwick Neighbourhood, a maximum of six storeys is permitted for uses within the MDR designation. Dwellings within the MDR designation for both the North Lambeth Neighbourhood and the Bostwick Residential Neighbourhood of the SWAP are permitted at a density of 30-75 units per hectare.
 - Form: Special provisions have been added to reduce setback requirements for the dwelling units (3m minimum and 4.5 m maximum) and for buildings such as low rise apartments, an interior side yard of 1.2 m, and to ensure garages do not project beyond the façade of the

buildings, and do not occupy more than 50% of the frontage of the lot. These special provisions will ensure a street oriented housing form and avoid garage dominated streetscapes. Additionally, the R8-3 Zone includes an additional setback adjacent to the significant natural heritage feature, as recommended by the EIS (10m), and building/unit orientation to the OS5, as per the SWAP and London Plan design policies.

- Planning Impact Analysis: Overall, the proposed zones will be compatible with future lands uses. Proposed Blocks are of a sufficient size and shape to accommodate the range of permitted uses. Site plan will be required to address any future compatibility issues.

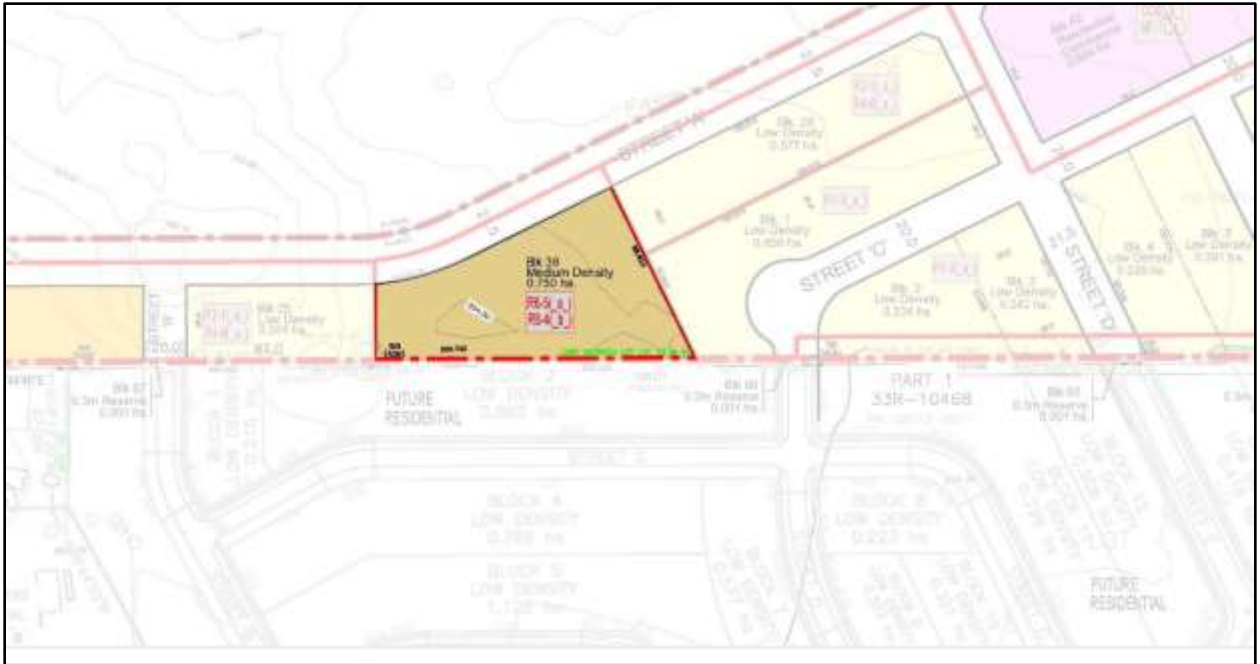


Figure 29 - Block 38 - R6-5/R8-4



Figure 30 - Block 37 - R6-5/R8-3

6. Holding Residential R6 Special Provision/Residential R8 Special Provision/Residential R9 (h*h-100*R6-5(***)/R8-4(***)/R9-3(**)) Zone (Block 40), Holding Residential R6 Special Provision/Residential R8 Special Provision/Residential R9 (h*h-100*R6-5(***)/R8-4(***)/R9-3(**)) Zone (Block 41)

- Use: As detailed previously, the R6-5 Zone permits a range of cluster housing, and the R8-4 Zone permits low rise apartments. The R9-3 Zone permits apartment buildings, lodging house class 2, senior citizens apartment building, handicapped persons apartment buildings and continuum-of-care facilities. Block 40 and 41 have frontage on several streets, but the higher order street, Bostwick Road, is a Civic Boulevard in The London Plan. Uses permitted include stacked townhouses, fourplexes, low-rise apartments, emergency care establishments, rooming houses, and supervised correctional facilities. The SWAP, within the MDR designation of the Bostwick Residential Neighbourhood, permits more intensive uses, such as street townhouse dwellings, and low rise apartment buildings. However, the SWAP also contains a special policy (20.5.4.1.) for residential development intensity adjacent to arterial roads (Bostwick Road). This policy area is intended to provide for transit-oriented, low-rise to mid-rise residential development at a slightly higher intensity than is typical for medium density development, providing for development at suitable densities to support transit along the arterial road network;
- Intensity: The London Plan permits heights ranging from two to four storeys. The SWAP special policy permits development at a minimum density of 30 units per hectare and a maximum density of 100 units per hectare. Building heights shall be a minimum of two storeys and a maximum of nine storeys. The proposed zoning would permit a nine storey building on Block 40 (at the intersection of a Civic Boulevard and a Neighbourhood Connector), and a seven storey building on Block 41, oriented to Bostwick Road and Street M, a Neighbourhood Street);
- Form: Special provisions have been added to ensure minimum (1 m) and maximum (4 m) front and exterior side yard setbacks for apartment buildings adjacent to Bostwick Road. The principle entrance shall be oriented to Bostwick Road or at the corner of Bostwick Road and the future Street A (Block 40) and Street M (Block 41), which is in keeping with the Urban Design policies of both the SWAP and The London Plan.
- Planning Impact Analysis: Overall, the proposed zones will be compatible with future lands uses. Proposed Blocks are of a sufficient size and shape to accommodate the range of permitted uses. Site plan will be required to address any future compatibility issues.



Figure 31 - Block 40 - R6-5/R8-4/R9-3 Zone



Figure 32 - Block 41 - R6-5/R8-4/R9-3 Zone

7. Holding Residential R8 Special Provision/Convenience Commercial Special Provision (h*h-100*R8-4(*)/CC6(*)) Zone (Block 23)
 - Use: As detailed previously, the R8-4 Zone permits low rise apartments. The London Plan permits higher intensity uses adjacent to a Civic Boulevard (Colonel Talbot Road). These uses include stacked townhouses, fourplexes, low-rise apartments, emergency care establishments, rooming houses, and supervised correctional facilities. Additional permitted uses for development at the intersection of a Neighbourhood Connector (Street A) and Civic Boulevard (Colonel Talbot Road) include mixed use buildings. The SWAP designates these lands as MDR, which also permits a limited range of convenience and personal service commercial uses, small-scale eat-in restaurants, civic and institutional uses such as parks, schools and churches, and live-work uses. The CC6 will permit convenience service establishments, convenience stores, financial institutions, personal service establishments, dwelling units, together with any other permitted uses, medical/dental offices, food stores, restaurants, take-out, brewing on premises establishment, convenience business service establishments, day care centres offices, studios, bake shops, commercial schools, florist shops, pharmacies, and restaurants, eat-in. No drive thru uses are permitted in any of the uses;
 - Intensity: The London Plan permits heights ranging from two to four storeys along a Civic Boulevard. The MDR designation of the SWAP permits development at a minimum density of 30 units per hectare and a maximum density of 75 units per hectare. Building heights can range from one to four storeys based on the maximums as permitted through the (1989) Official Plan for the Multi-Family, Medium Density Residential (MFMDR) designation.
 - Form: The scale of the development will be limited to a total gross floor area maximum of 1,000m² (10,764 square feet), which is included in the CC6 Zone. Special provisions have been added to ensure minimum (1 m) and maximum (4 m) front and exterior side yard setbacks for apartment buildings adjacent to Colonel Talbot Road. The principle entrance shall be

oriented to Colonel Talbot Road or at the corner of Colonel Talbot Road and the future Street A, which is in keeping with the Urban Design policies of both the SWAP and The London Plan. The policies of the SWAP related to Urban Design (20.5.3.9) will apply for the siting of any commercial buildings, heights and parking locations.

- Planning Impact Analysis: The North Lambeth Residential Neighbourhood permits a limited range of convenience commercial uses in addition to residential uses within the MDR designation (20.5.10.1 ii). The Convenience Commercial policies of the (1989) Official Plan indicate that the preferred location for convenience commercial uses is within the various commercial land use designations, however it is recognized that on some sites in residential designations where specific locational and land use compatibility criteria are met, this type of development may be appropriate as a secondary use. New convenience commercial uses and service stations within the Residential designations will require an Official Plan amendment and Zone change. New convenience commercial uses will be located on arterial or primary collector roads, where it can be demonstrated that such uses are compatible with surrounding land uses and will not have a serious adverse impact on the traffic-carrying capacity of roads in the area. The preferred locations for convenience commercial uses are at the intersections of major roads. The proposed site is located at the corner of an arterial road (Colonel Talbot Road) and a secondary collector (Street A), which meets the locational criteria. Issues related to mitigation of the commercial uses, parking locations, fencing, lighting etc. can be addressed at site plan.

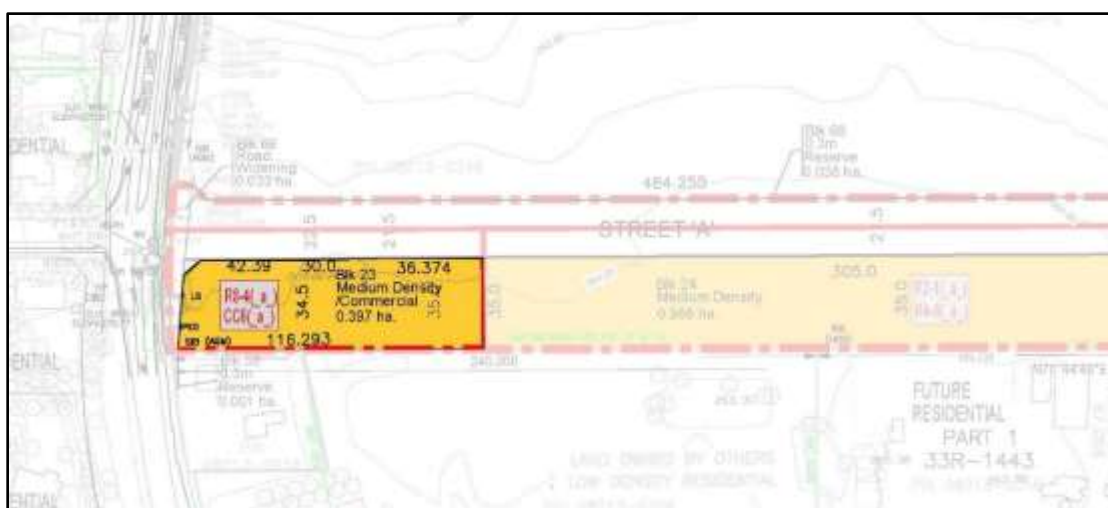


Figure 33 - Block 23 - R8-4/CC6

8. Holding Residential R8 Special Provision/Convenience Commercial Special Provision/Neighbourhood Facility Special Provision (h*h-100*R8-4(**)/CC6(**)/NF1(*) Zone (Blocks 42-43)
 - Use: The SWAP designates these lands as MDR, and they are also designated as a Neighbourhood Central Activity Node (NCAN)(Policy 20.5.3.3). The NCAN is intended to provide a neighbourhood-scale activity and gathering place for residents of the surrounding neighbourhood, and are to be located generally in the centre of each neighbourhood area, at a significant intersection, and within walking distance of most residents. While predominantly residential in character, activity nodes will also permit a range of community based commercial and institutional uses. NCAN have a higher intensity of activity-generating uses than other parts of the neighbourhood, but are predominantly pedestrian-scale, and, in addition to residential development, are encouraged to include a limited range of convenience and personal service commercial uses; small-scale eat-in restaurants, such as coffee or tea shops, or small-scale eat-in bakeries; civic and institutional uses such as parks, schools and churches; and live-work functions. A limited number of activity nodes will be permitted

throughout the Secondary Planning area. The NCAN is located at the corner of two secondary collector roads/Neighbourhood Connectors (Street A and Street D), and is located centrally within the subdivision, and in close proximity to the open space/pathway network. A limited range of convenience commercial uses have been added to the CC6 Zone for this location, including convenience service establishments, convenience stores, personal service establishments, food stores, restaurants, take-out, brewing on premises establishment, convenience business service establishments, day care centres, studios, bake shops, commercial schools, florist shops, pharmacies, and restaurants, eat-in. No drive thru faculties are permitted for any of these uses. The NF1 Zone permits a limited range of community based institutional uses, such as day cares, places of worship, and private schools. As detailed previously, the R8-4 Zone permits low rise apartments, which are permitted uses in the MDR/NCAN. The range of uses is consistent with the policy direction in the SWAP;

- Intensity: The policies of the SWAP require NCAN's to be located in buildings and with a scale and design appropriate to the neighbourhood. The underlying MDR designation in the North Lambeth Residential Neighbourhood refers to the policies of the (1989) Official Plan, which limits development to four storeys. The intent is to encourage mixed use buildings on these Blocks, with commercial/institutional uses and residential uses above. The CC6 Zone permits commercial uses at a maximum gross floor area of 1,000m² (10,764 square feet). The NF1 Zone permits uses at a maximum height of 12m and a maximum coverage of 30%.
- Form: Buildings shall be street-oriented on all public rights-of way NCAN, with buildings located at or near the property line and front entrances oriented to the street. Special provisions have been added to ensure minimum (1 m) and maximum (4 m) front and exterior side yard setbacks adjacent o Street A. The principle entrance shall be oriented to Street A, or at the corner of Street A and Street D, which is in keeping with the Urban Design policies of both the SWAP and The London Plan. The policies of the SWAP for NCAN and Urban Design (20.5.3.9) shall also apply to any development on these blocks;
- Planning Impact Analysis: Overall, the proposed zones will be compatible with future lands uses. Proposed Blocks are of a sufficient size and shape to accommodate the range of permitted uses. Site plan will be required to address any future compatibility issues.

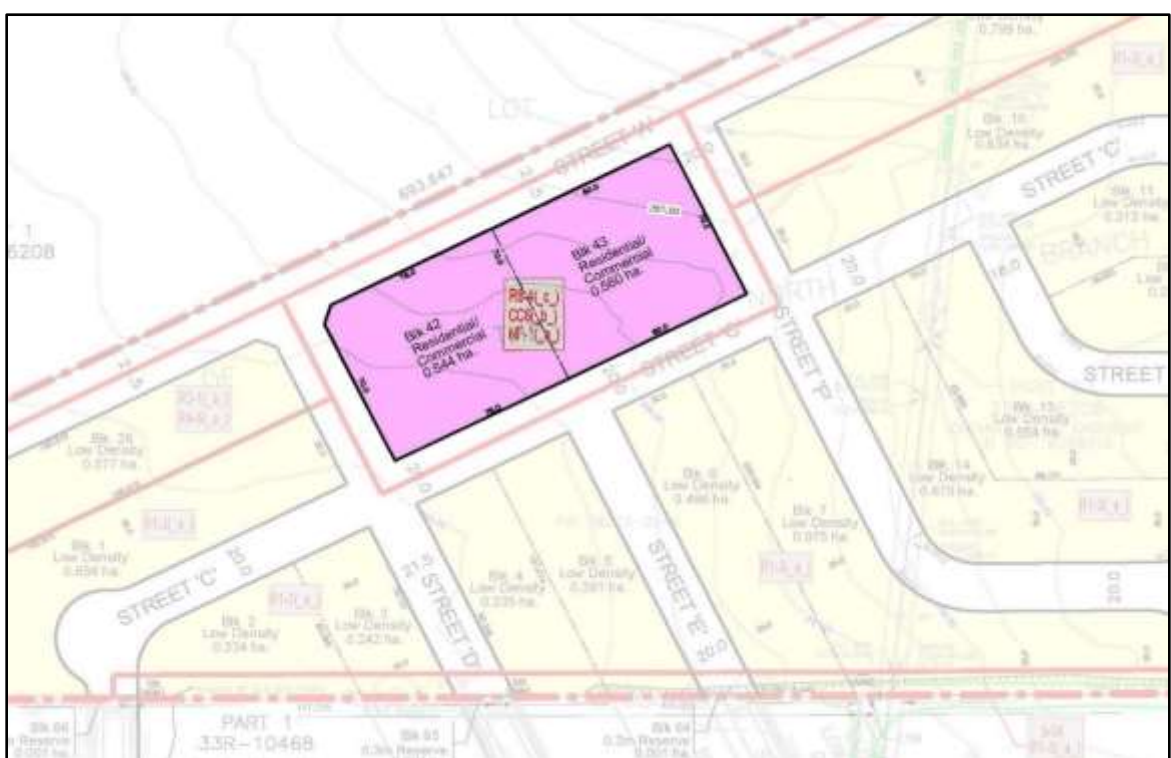


Figure 34 - Block 42-43 - R8-4/CC6/NF1

9. Holding Residential R9 Special Provision/Convenience Commercial Special Provision (h*h-100*R9-3(*)/CC6(***)) Zone (Block 39)

- Use: The SWAP, within the MDR designation of the Bostwick Residential Neighbourhood, permits more intensive uses, such as street townhouse dwellings, and low rise apartment buildings. However, the SWAP also contains a special policy (20.5.4.1.) for residential development intensity adjacent to arterial roads (Bostwick Road). This policy area is intended to provide for transit-oriented, low-rise to mid-rise residential development at a slightly higher intensity than is typical for medium density development, providing for development at suitable densities to support transit along the arterial road network. The SWAP designates these lands as MDR in the Bostwick Residential Neighbourhood, which also permits a limited range of convenience and personal service commercial uses, small-scale eat-in restaurants, and civic and institutional uses such as parks, schools and churches, and live-work uses. As detailed previously, the R9-3 Zone permits apartment buildings, and the CC6 Zone permits a limited range of convenience commercial uses;
- Intensity: The London Plan permits heights ranging from two to four storeys. The SWAP special policy permits development at a minimum density of 30 units per hectare and a maximum density of 100 units per hectare. Building heights shall be a minimum of two storeys and a maximum of nine storeys. The proposed zoning would permit a nine storey building (at the intersection of a Civic Boulevard and a Neighbourhood Connector). The intent is to encourage a mixed use building on this site with commercial/institutional uses at grade and with residential uses above;
- Form: Special provisions have been added to ensure minimum (1 m) and maximum (4 m) front and exterior side yard setbacks for apartment buildings adjacent to Bostwick Road. The principle entrance shall be oriented to Bostwick Road or at the corner of Bostwick Road and the future Street A.
- Planning Impact Analysis: Overall, the proposed zones will be compatible with future lands uses. Proposed Blocks are of a sufficient size and shape to accommodate the range of permitted uses. Site plan will be required to address any future compatibility issues.

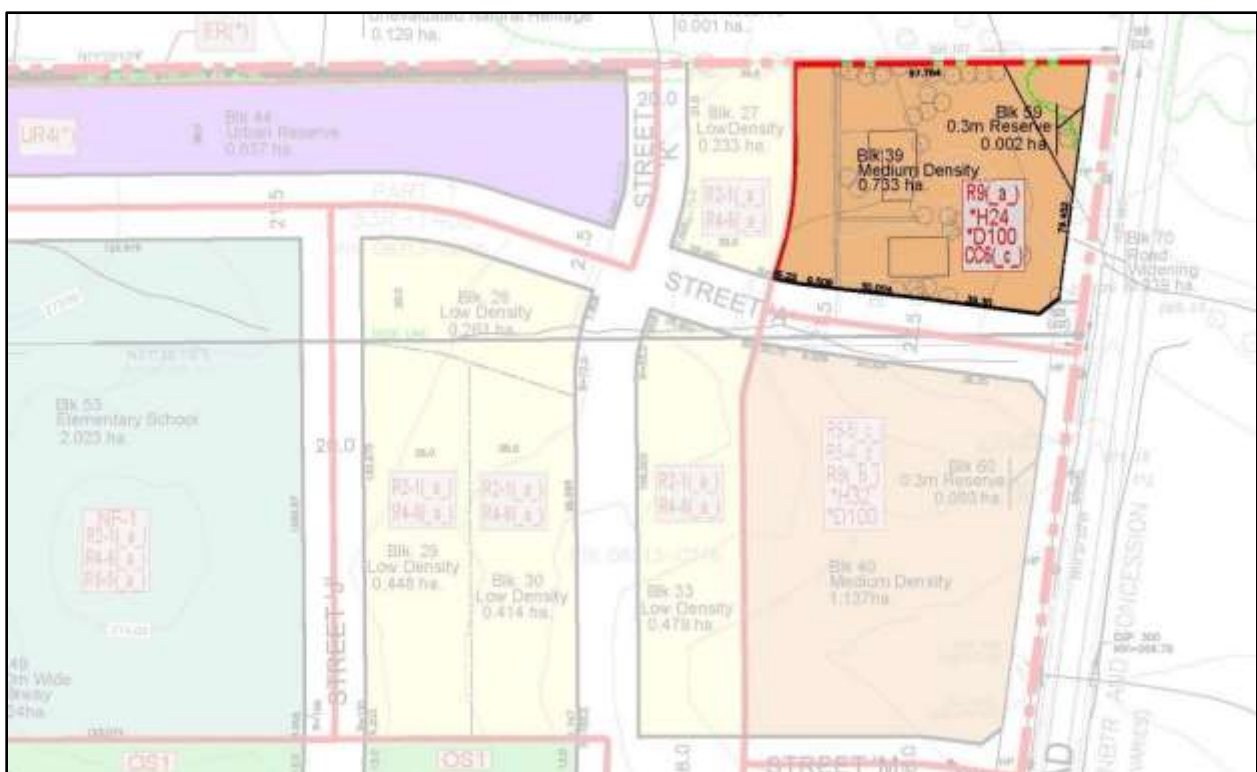


Figure 35 - Block 39 - R9-3/CC6

10. an Open Space (OS1) Zone (Blocks 46-52, 54-56), an Open Space (OS5) Zone (Block 57)

- Use: The vision for the SWAP includes a community with enhanced open space, and encourages recreation and the use of alternative modes of transportation. This will be dependent on the provision, development and incorporation of different types of parkland and open space connections into newly developing and redeveloping areas (20.5.3.4). Schedule 2 of this Plan identifies the general locations of a combination of existing and new Neighbourhood and District Parks, and proposed pedestrian and bicycle pathways. The multi-use pathway route on Schedule 2 has been revised to incorporate the planned route through the subdivision, and will be zoned OS1 (Blocks 46, 47, 48, 49, 50, 51, 52). All multi-use pathways will be 15m in width, excluding Block 47, which will be 9m in width to accommodate the pathway, as the ability to incorporate a full 15m in this location is problematic due to the road network. As such, Parks Planning is amendable to a smaller width in this location; and Block 48, which is small connection to the pathway from the road network to the north, will be 4.8m wide. Blocks 46 and 47, adjacent to the significant natural heritage feature, will also be used as extra buffering. A proposed neighbourhood park, although not identified on Schedule 2, will also be located within this plan, adjacent to the proposed elementary school (Block 54) and will be serviced by the proposed multi-use pathway. Blocks 55 and 56 are included as passive park space, and will provide entrance into the multi-use pathway system. All of these blocks will be zoned OS1. The significant natural heritage feature on Block 57, and the agreed upon buffers for the feature will be zoned OS5. Both The London Plan and the (1989) Official Plan recognize and permit parks and multi-use pathways within various designations and Place Types;
- Intensity and Form: Pathways, parks and open space features are integral parts to any new and developing subdivisions and are encouraged through multiple policies in all Plans. The form and size of the pathways and parks have been agreed upon with staff and the Applicant;
- Planning Impact Analysis: The parks, pathways and opens space areas are not anticipated to negatively impact the proposed subdivision, and will provide the necessary parks and open space that are envisioned through the London Plan and the 1989 Official Plan;
- Additional: No special provisions are proposed for any of the Open Space zones.



Figure 36 - Blocks 46, 47, 48, 49, 50, 51, 52, 54, 55, 56 - OS1

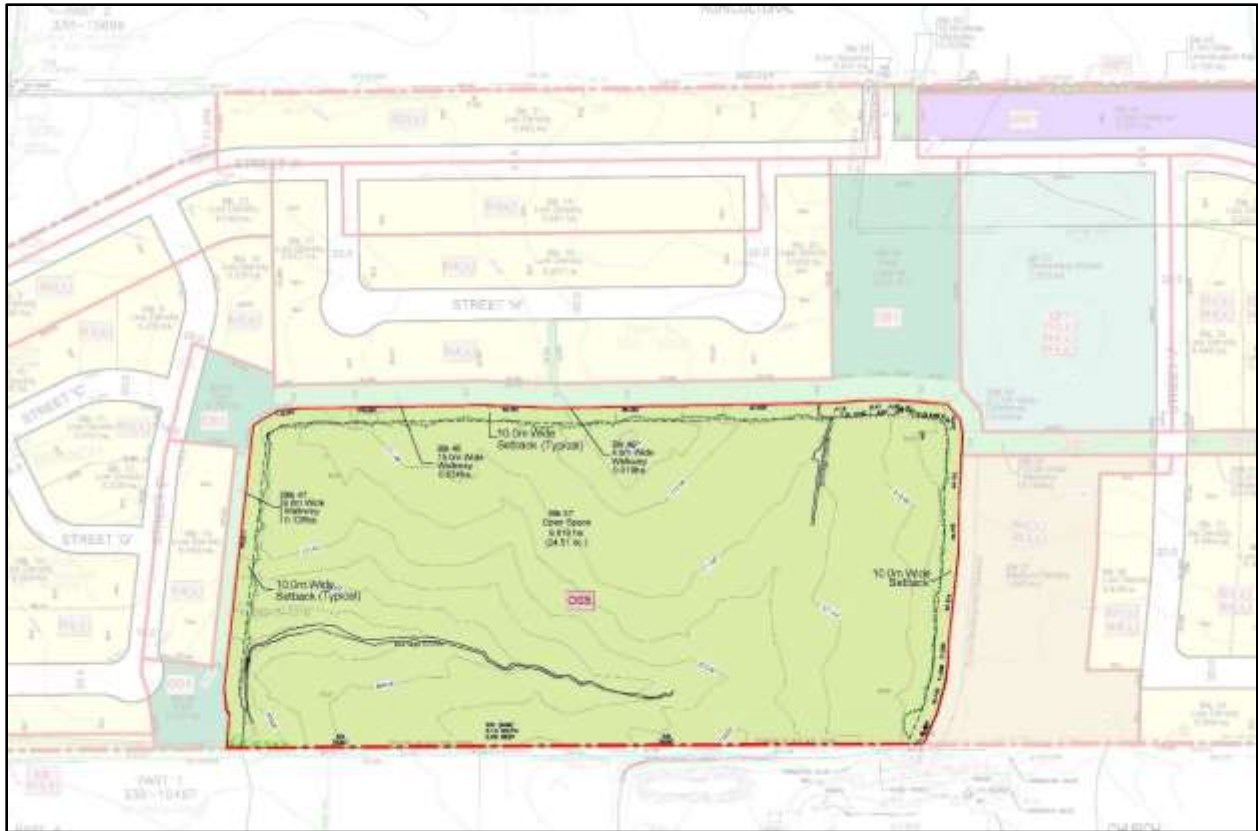


Figure 37 - Block 57 - OS5

11. Environmental Review (ER) Zone and an Urban Reserve (UR4) Zone (Block 44-45)

- Use: Through the EIS, a feature was identified off site on an adjacent parcel not owned by the Applicant. The extent of the features and its significance, and any possible buffers are not known at this time, nor is it known what impact buffers will have on Block 44, which the Applicant has indicated would be developed for residential lots. Further review of this feature will be required. The extent of the feature (approximately 5m) will be zoned Environmental Review (ER), and the balance of Block 44 will remain Urban Reserve (UR4), noting that an EIS will be required at the time of a development application to the north, and the extent of the feature and its buffers will be addressed at that time.
- Additional: No special provisions are proposed for Urban Reserve and Environmental Review Zones, as no development can occur on Block 44 until an accepted EIS is provided.



Figure 38 - Block 44 - UR4/ER

Holding provisions will be added to most zones, except for all Open Space Zones, and the Urban Reserve/Environmental Review Zone.

- “h” - to ensure that there is orderly development through the execution of a subdivision agreement and adequate securities;
- “h-82” - this holding provision will only apply to a portion of 2, 3, 4, 5 and 6 - to ensure that there is a consistent lotting pattern in this area, the “h-82” symbol shall not be deleted until the part blocks has been consolidated with adjacent lands; and,
- “h-100” -to ensure there is adequate water service and appropriate access, a looped watermain system must be constructed and a second public access must be available;

4.3 Redline Changes

Three redline changes are proposed to the draft plan, explained below:

1. *The addition of a future road connection (Block 71)*

Staff are recommending the addition of a future road (known as Block 71) to provide a connection to lands from the south, should they develop in the future. Figure 23 shows the proposed redline Block 71. Lands to the south of the subdivision, adjacent to Bostwick Road are owned by Forest City Community Church. This site is large, measuring approximately 11.9 ha in size, and it currently contains the Forest City Community Church, constructed in the early 2000's. The church use occupies approximately 2/3 of the site, and the front portion is currently vacant. The front portion of the site is designated Multi-Family, Medium Density Residential in the (1989) Official Plan, and Neighbourhoods Place Type in The London Plan. As part of the SWAP, the extension of Kilbourne Road was anticipated and is currently shown in The London Plan and the SWAP on the south side of the church. The church has indicated they have no plans to develop or sell any portion of their lands in the immediate future. They have also indicated they are not supportive of the future street connection, as they do not want to invite trespass onto their property. The Applicant has indicated they are not in support of an additional connection to the south.



Figure 39 - Location of church and extension of road

Although both the Applicant and the adjacent Church do not agree with this addition, Staff are recommending the addition of this street, in order to provide a future connection for possible development on these lands. The proposed subdivision contains several community and neighbourhood facilities, such as neighborhood parks, pathway connections, open space and a school site, that future residents will seek to access in the future. Despite the churches current plans to not develop, it is important to provide those necessary connections and protect future mobility consistent with the Key Direction of The London Plan to plan for long-term needs (62_3.).

The PPS (1.5.1) promotes healthy, active communities by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity. Policy 1.6.7.4 encourages land use pattern, density and mix of uses that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

The London Plan and the SWAP provide multiple policies on connectivity and providing connections. The London Plan City Building policies (*193_) expressly encourage development that supports a positive pedestrian environment, and built form that is supportive of all types of active mobility and universal accessibility (*193_4. and 5.). The configuration of streets planned for new neighbourhoods will be of a grid, or modified grid pattern. Cul-de-sacs, deadends, and other street patterns which inhibit such street networks will be minimized. New neighbourhood street networks will be designed to have multiple direct connections to existing and future neighbourhoods (*212_). The London Plan also contains a key section on Connectivity and Mobility (307_). New development should provide strong linkages between key origins and destinations within our city including the Downtown, Transit Villages, employment areas, major institutions, and major open spaces (313_7.).

One of the main principles of the SWAP is the creation of a diverse and connected community which creates inclusive, diverse and unique neighbourhoods that have a mix of uses and have a high level of connectivity for multi-modal transportation opportunities (20.5.1.4). The Community Structure Plan sets out the overall structural elements that are the building blocks for the Southwest Planning Area. Development patterns in new planning applications for the Southwest Planning Area shall "...generally reflect a fine urban grid street network with a high level of connectivity" (20.5.2(i)). The principles of the SWAP also encourages a diverse and connected community by connecting diverse land uses within and between neighbourhoods using the linear park and open space systems and a system of connected streets and blocks (20.5.1.4 i) b)), and designing a road network of walkable connected streets and neighbourhoods (20.5.1.4 v) c)) and establishing a high degree of connectivity between residential, open space, commercial and institutional uses within and between existing and new neighbourhoods (20.5.1.4 v) e)). General transportation policies support street patterns that support pedestrian-oriented development patterns, with strong relationships to the natural heritage features in the Southwest Planning Area (20.5.3.8 i) a)), and a neighbourhood area street pattern that shall support transit, cycling and walking ((20.5.3.8 i) b)).

The addition of this road provides increased connectivity to allow future lands to the south to access lands, services and facilities in the north and creates interconnected neighborhoods

2. Road width of Street M

The London Plan contains policy related to road widths. *Table 6 details the required street width depending on street classification. A Neighbourhood Street requires a minimum width of 20m, to ensure a quality environment for pedestrians, to account for low to medium volumes of cycle, transit and vehicle movements, and to minimize width of vehicle zone. The City's Complete Streets Design Manual also requires a 20m road width. The plan submitted by the Applicant shows an 18m right of way. This will be redlined to reflect London Plan requirements.

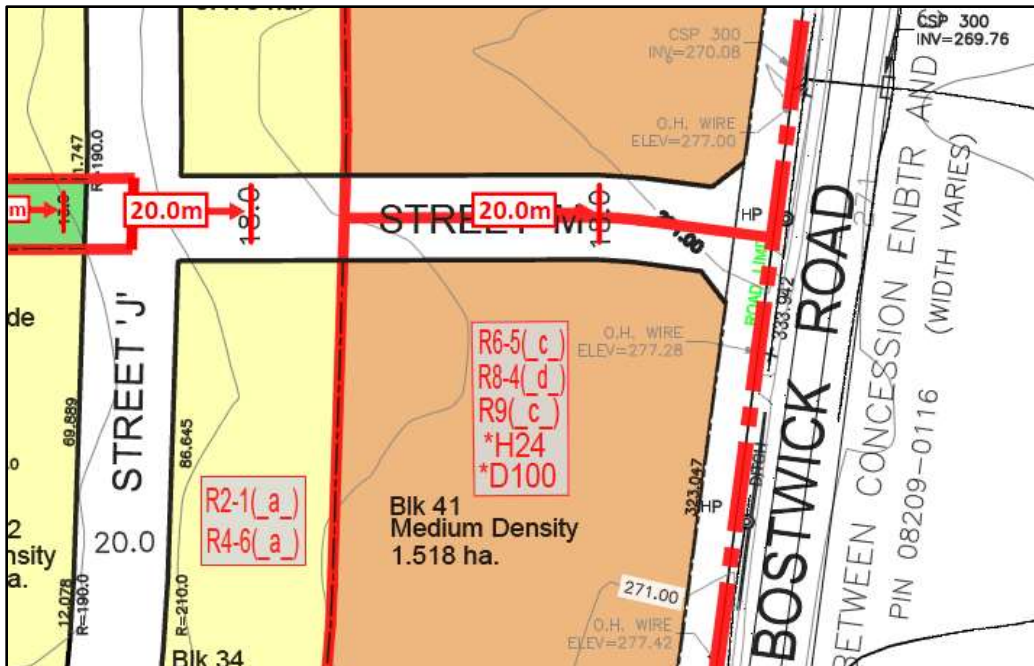


Figure 40 - 20m road allowance

3.

3. Pathway Block Widths

A change in pathway widths for Blocks 49, 50 and 51 from 13m to 15m is required. A 15m pathway block is the standard size required, and allows for a 5m multi-use pathway, with buffering and landscaping on both sides to act as mitigation adjacent to residential development. In this area no reductions are necessary as the blocks are of an adequate size for development. London Plan and SWAP policies require pathways as are integral parts to any new and developing subdivisions, and are encouraged through multiple policies in all Plans.

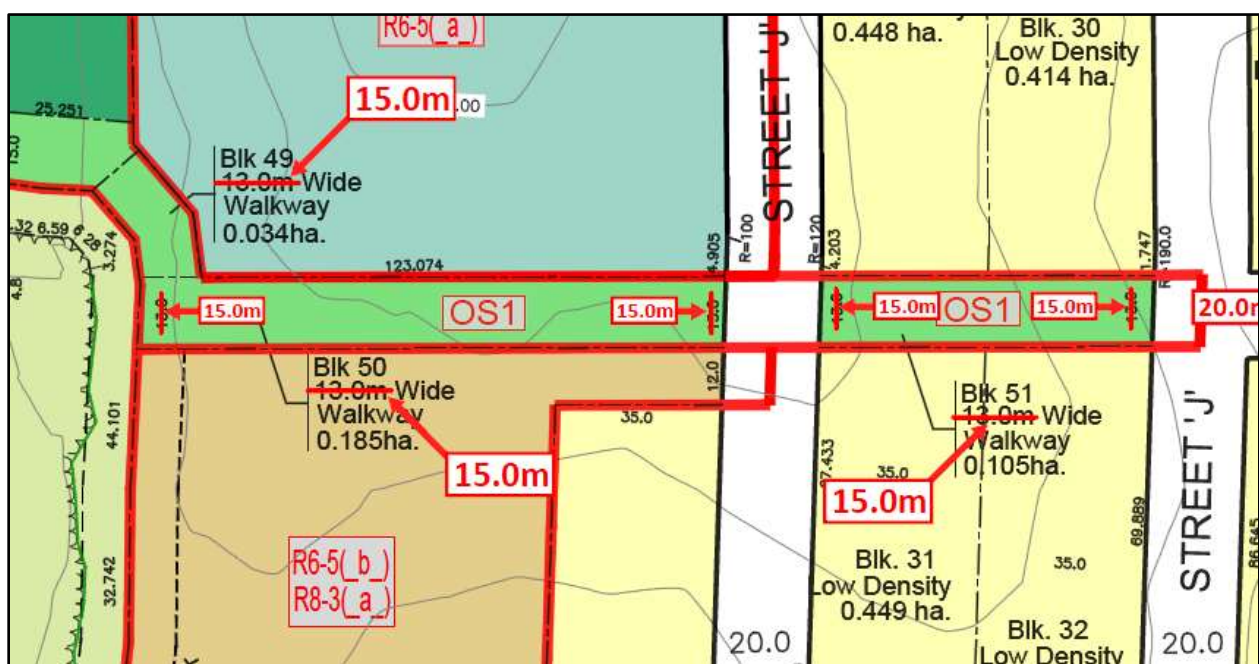


Figure 41 - 15m pathway

4.4 Neighbourhood concerns

Through the circulation process, comments were received from the public, which fall into three broad categories:

- Subdivision Design;
- Impact on Adjacent Development; and,
- Transportation and Servicing.

Subdivision Design

Comments on the subdivision design include the potential size of homes, the concentration of small lots/small homes, and the overall high density compared to adjacent development.

The principles of the SWAP include creating new neighbourhoods that are diverse, provide for a range of land uses, provide a range of housing choices, and provide a model of sustainable growth (20.5.1.4). This range of designations and densities encourage and allow for a higher intensity than normal suburban development, given the subdivision's proximity to the Wonderland corridor.

A comment was also received about a lack of integration of parks and pathways with the rest of London. Part of the SWAP included a Community Structure Plan, which set out the overall structural elements that are the building blocks of the SWAP. This includes green linkages (20.5.2., Schedule 1). Schedule 2 of the SWAP is a multi-use pathway and parks system, which delineates new connections that will connect into existing infrastructure and pathways. This subdivision has included extensive pathway connections which will help to connect these new neighbourhoods to the rest of London.

Impact on Adjacent Development

Concerns were raised from the adjacent place of worship use (Forest City Community Church) located to the south of the subject lands at Bostwick Road (3725 Bostwick Road). The density of the proposed subdivision adjacent to their property is a concern of the Church. The place of worship contains a performing arts centre that can involve traffic and activity at both early morning and late evening hours. Musical production, coupled with traffic management and large crowds will mean that the increased number of residents in medium density housing may be disturbed by the Church's activities. The Church would like to see the elimination of medium density housing in the immediately adjacent blocks (Block 35 and 37) to limit the amount of people impacted by the Church's operations.

Medium density housing, such as low rise apartments, can more easily mitigate noise considerations through building design and site design, by incorporating setbacks, parking, and fencing and construction materials to help alleviate any possible impacts through site plan approvals utilizing various building material and techniques. There is no site plan required for single detached homes, so although there may be less people, there is likely less opportunity to implement mitigation measures into the development of this site.

With respect to noise and possible impacts on future residents, a condition has been added to the draft approval, requiring a warning clause to be registered on title within the Subdivision Agreement and within the offers of purchase and sale for Blocks 31, 32, 34, 35, 36, 37, and 40 to inform prospective purchasers of ongoing operations related to the Forest City Community Church:

"Warning: Purchasers, residents, and tenants are advised that these Units are in close proximity to the Forest City Community Church, located at 3725 Bostwick Road. This church and its facilities may generate sound levels from time to time which are audible and may interfere with some activities of the dwelling occupants."

Residents also raised compatibility issues, property value implications, lower densities, the contribution of the development to the neighbourhood, and the overall expectation of lower densities and heights.

Land Use Planning principles consider use, intensity and form in determining the suitability of proposed uses in accordance with the Provincial Policy Statement, Official Plans, Zoning By-laws and Community Area Plans. The proposed use, form and intensity were all considered and contemplated as part of the analysis for the subdivision. The matter of property values is not included as part of an evaluation undertaken by land use planners.

Transportation and Servicing

Concerns were raised for the high traffic volume in the area and the effect this development will have on the existing carrying capacity of the arterial roads, as well as a lack of infrastructure (street lights, traffic lights, sidewalks). Colonel Talbot Road (300m south of Southdale Road to James Street) is identified in the City's Development Charges Background Study and is scheduled for a two lane arterial upgrade, including sidewalks and street lights, for 2023. Bostwick Road from Pack Road to Wharnccliffe Road is scheduled for a realignment and two lane arterial upgrade, including sidewalks and street lights, for 2026. The need for traffic lights are assessed based on traffic counts. The need for traffic lights will be assessed as part of the road upgrades.

Road noise was raised as a neighbourhood concern. The London Plan and the (1989) Official Plan discourage rear lotting development on arterial roads, and encourage street oriented development, to help better protect amenity areas from road noise. As part of any road upgrades, the City will assess the impact of the upgrade on adjacent rear yards, and noise mitigation may be required.

Issues were also raised about potential stormwater management and flooding concerns in the area. The existing development on the west side of Colonel Talbot Road is tributary to the Southwinds SWM Facility. The development area east of Colonel Talbot Road and including this subdivision was previously planned for stormwater servicing via two regional stormwater management facilities (North Lambeth P7 and P8) has been identified in the Dingman Creek Environmental Assessment (EA) Master Plan as part of the Stage 1 Lands. The City will be initiating a Schedule B Environmental Assessment in 2019 to identify a stormwater servicing solution for development lands formerly planned to be serviced by North Lambeth SWMF P7 & P8. This EA will include a complete corridor approach and evaluate the Colonel Talbot Road crossing and downstream channel conditions.

More information on public comments is available in Appendix "F" of this report.

5.0 Conclusion

The proposed amendments are consistent with the Provincial Policy Statement, 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. The proposed changes to The London Plan, Southwest Area Secondary Plan, (1989) Official Plan and Zoning By-law No. Z.-1 will implement the recommended redlined draft plan supports, which will ultimately support a broad range of low and medium density residential development opportunities within the site, including more intensive, mid-rise apartments along the Bostwick Road corridor, limited convenience commercial uses at locations along the Bostwick and Colonel Talbot frontages, and a mixed-use, community oriented development node at the intersection of the proposed secondary collector roads (neighbourhood activity node). The red lined Draft Plan has been designed to support these uses and to achieve an aesthetically-pleasing, mixed-use development that is pedestrian friendly, transit supportive and accessible to the surrounding community.

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

NP/np

CC: Matt Feldberg, Manager, Development Services (Subdivisions)
 Lou Pompilii, Manager, Development Services - Planning
 Ismail Abushehada, Manager, Development Services - Engineering

Appendix “A” - 1989 Official Plan Amendments

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

By-law No. C.P.-1284-
A by-law to amend the Official Plan for
the City of London, 1989 relating to 3700
Colonel Talbot Road and 3645 Bostwick
Road.

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

1. Amendment No. (to be inserted by Clerk's Office) to the Official Plan for the City of London Planning Area – 1989, as contained in the text attached hereto and forming part of this by-law, is adopted.
2. This by-law shall come into effect in accordance with subsection 17(27) of the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on October 1, 2019.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – October 1, 2019
Second Reading – October 1, 2019
Third Reading – October 1, 2019

AMENDMENT NO.
to the
OFFICIAL PLAN FOR THE CITY OF LONDON

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is:

1. To change the designation of certain lands described herein by refining and reconfiguring the extent of the designations from “Low Density Residential”, and “Multi-Family, Medium Density Residential” to “Low Density Residential”, “Multi-Family, Medium Density Residential” and “Open Space” on Schedule “A”, Land Use, to the Official Plan for the City of London.
2. To change the designation from “Unevaluated Vegetation Patch” to “Significant Woodlands” and “Locally Significant Wetlands” on Schedule “B1”, Natural Heritage Features, to the Official Plan for the City of London.
3. To change the east-west “Proposed Secondary” to align with Street A, and to change the north-south “Proposed Secondary” to align with Street on Schedule “C”, Transportation Corridors, of the Official Plan for the City of London.
4. To amend Section 20.5. Southwest Area Secondary Plan by amending the following:
 - i) Realigning the Planned Route and adding a Neighbourhood Park on Schedule 2 to Southwest Area Secondary Plan - Multi-Use Pathways and Parks,
 - ii) Refining and reconfiguring the extent of the Low Density, Medium Density, and Open Space designations, by changing the designation from “Low Density Residential”, “Medium Density Residential”, and “Open Space” to “Low Density Residential”, “Medium Density Residential”, and “Open Space”, realigning the location of the Neighbourhood Central Activity Node, and to realign Street A and D (secondary collectors) on Schedule 4 (Southwest Area Land Use Plan),
 - iii) Refining and reconfiguring the extent of the Low Density, Medium Density, and Open Space designations, by changing the designation from “Low Density Residential”, “Medium Density Residential”, and “Open Space” to “Low Density Residential”, “Medium Density Residential”, and “Open Space”, adding a Park, and to realign Street A (secondary collector) on Schedule 8 (Bostwick Residential Neighbourhood Land Use Designations),
 - iv) Refining and reconfiguring the extent of the Low Density, Medium Density, and Open Space designations, by changing the designation from “Low Density Residential”, and “Medium Density Residential” to “Low Density Residential”, “Medium Density Residential”, and “Open Space”, realigning the location of the Neighbourhood Central Activity Node, and to realign Street A and D (secondary collectors) on Schedule 9 (North Lambeth Residential Neighbourhood Land Use Designations).

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 3700 Colonel Talbot Road and 3645 Bostwick Road in the City of London.

C. BASIS OF THE AMENDMENT

This amendment will correct land uses and facilitate the protection of a natural heritage feature, as well as facilitate additional residential development.

D. THE AMENDMENT

The Official Plan for the City of London is hereby amended as follows:

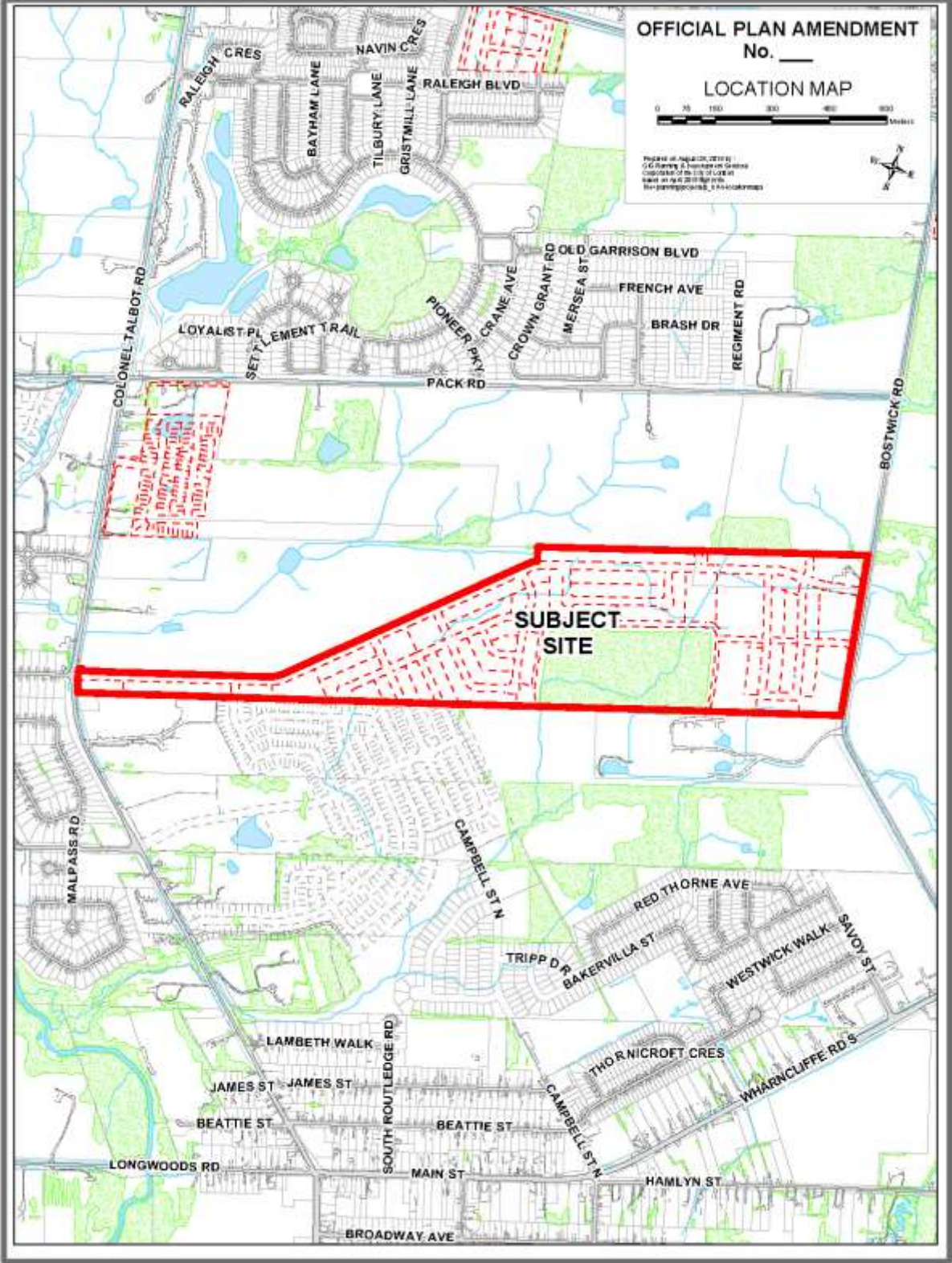
1. Schedule "A", Land Use, to the Official Plan for the City of London Planning Area is amended by designating those lands located at 3700 Colonel Talbot Road and 3645 Bostwick Road in the City of London, as indicated on "Schedule 1" attached hereto, by refining and reconfiguring the designations from "Low Density Residential", and "Multi-Family, Medium Density Residential" to "Low Density Residential", "Multi-Family, Medium Density Residential" and "Open Space".
2. Schedule "B1", Natural Heritage Features to the Official Plan for the City of London Planning Area is amended by designating those lands located at 3700 Colonel Talbot Road and 3645 Bostwick Road in the City of London, as indicated on "Schedule 2" attached hereto by changing the designation from "Unevaluated Vegetation Patch" to "Significant Woodlands" and "Locally Significant Wetlands.
3. Schedule "C", Transportation Corridors to the Official Plan for the City of London Planning Area is amended by designating those lands located at 3700 Colonel Talbot Road and 3645 Bostwick Road in the City of London, as indicated on "Schedule 3" attached hereto by changing the east-west "Proposed Secondary" to align with Street A, and to change the north-south "Proposed Secondary" to align with Street D.
4. Section 20.5. Southwest Area Secondary Plan to the Official Plan for the City of London Planning Area is amended by designating those lands located at 3700 Colonel Talbot Road and 3645 Bostwick Road in the City of London by changing the following:
 - i) Schedule 2 to Southwest Area Secondary Plan (Multi-Use Pathways and Parks) - Realigning the Planned Route and adding a Neighbourhood Park;
 - ii) Schedule 4 to Southwest Area Secondary Plan (Southwest Area Land Use Plan) - Refining and reconfiguring the extent of the designations, from "Low Density Residential", "Medium Density Residential", and "Open Space" to "Low Density Residential", "Medium Density Residential", and "Open Space;
 - iii) Schedule 8 to Southwest Area Secondary Plan (Bostwick Residential Neighbourhood Land Use Designations) - Refining and reconfiguring the extent of the designations, from "Low Density Residential", "Medium Density Residential", and "Open Space" to "Low Density Residential", "Medium Density Residential", and "Open Space", adding a Park, and to realign Street A (secondary collector), and,
 - iv) Schedule 9 to Southwest Area Secondary Plan (North Lambeth Residential Neighbourhood Land Use Designations) - Refining and reconfiguring the extent of the designations, from "Low Density Residential", and "Medium Density Residential" to "Low Density Residential", "Medium Density Residential", and "Open Space", realigning the location of the Neighbourhood Central Activity Node, and to realign Street A and D (secondary collectors).

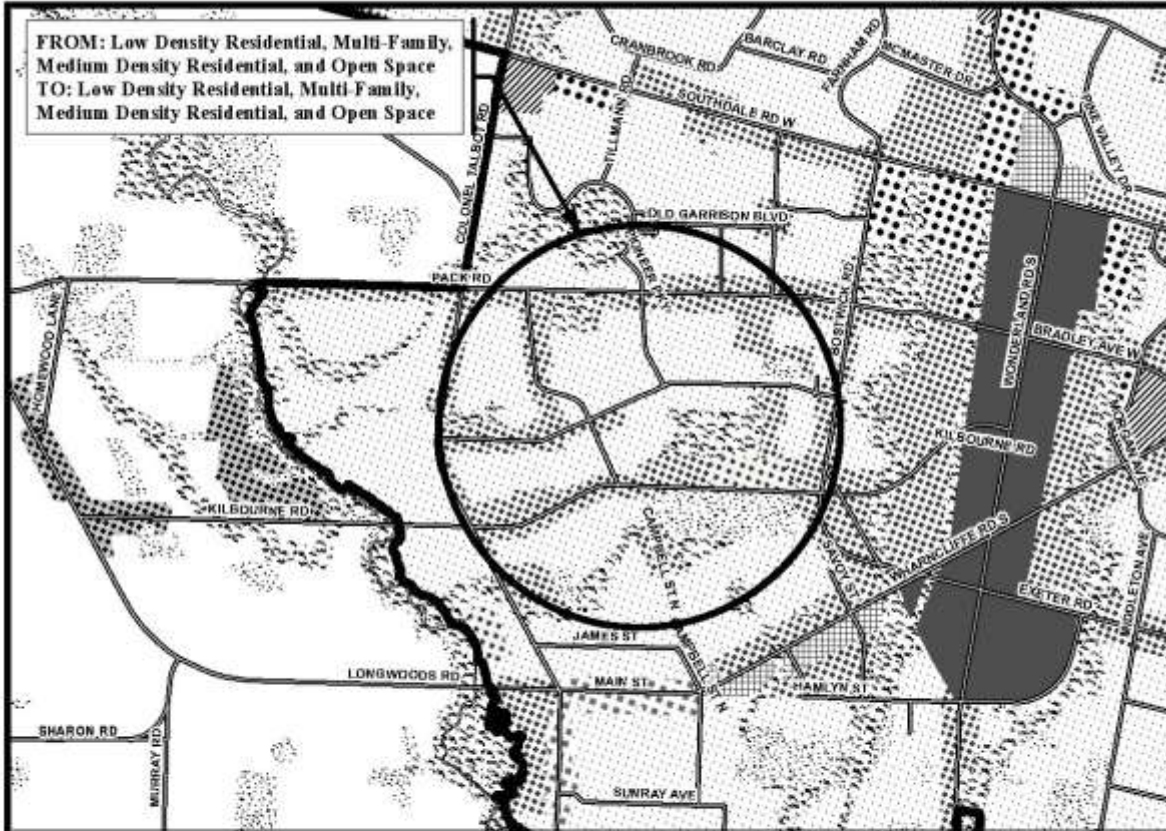
OFFICIAL PLAN AMENDMENT
No. ___

LOCATION MAP



Prepared at: August 12, 2019
G.G. Planning & Associates Inc. Ontario
City of Mississauga
Scale: as of 2019 Map 176
File: pm19000002_14-locmap.mxd





Legend

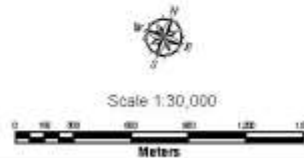
- | | | |
|---|--|-------------------------|
| Downtown | Multi-Family, Medium Density Residential | Office Business Park |
| Wonderland Road Community Enterprise Corridor | Low Density Residential | General Industrial |
| Enclosed Regional Commercial Node | Office Area | Light Industrial |
| New Format Regional Commercial Node | Office/Residential | Commercial Industrial |
| Community Commercial Node | Regional Facility | Transitional Industrial |
| Neighbourhood Commercial Node | Community Facility | Rural Settlement |
| Main Street Commercial Corridor | Open Space | Environmental Review |
| Auto-Oriented Commercial Corridor | Urban Reserve - Community Growth | Agriculture |
| Multi-Family, High Density Residential | Urban Reserve - Industrial Growth | Urban Growth Boundary |

This is an excerpt from the Planning Division's working consolidation of Schedule A to the City of London Official Plan, with added notations.

**SCHEDULE 1
TO
OFFICIAL PLAN**

AMENDMENT NO. _____

PREPARED BY: Graphics and Information Services

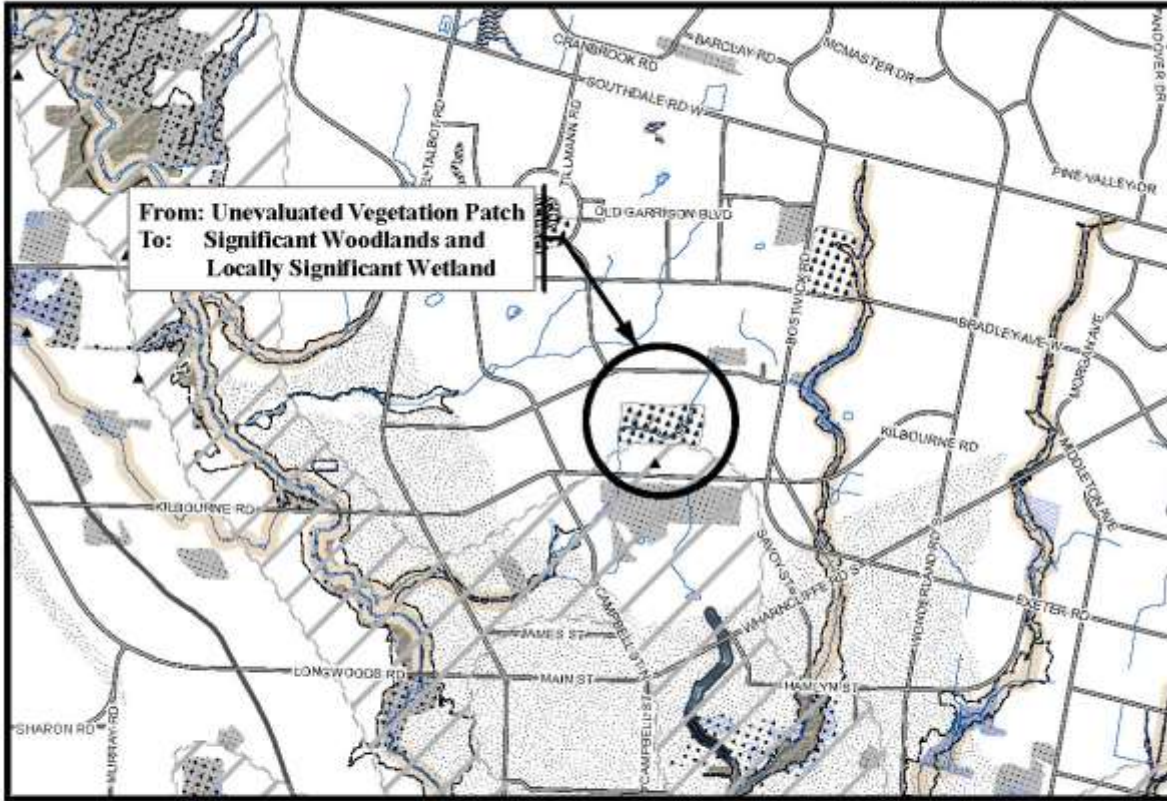


FILE NUMBER: OZ-8838 & 39T-17503

PLANNER: NP

TECHNICIAN: RC

DATE: 2019/09/03



NATURAL HERITAGE SYSTEM

- ESAs
- Potential ESAs
- Significant Woodlands
- Woodlands
- Unevaluated Vegetation Patches
- Significant River, Stream, and Ravine Corridors
- Unevaluated Stream and Ravine Corridors
- Provincially Significant Wetlands
- Locally Significant Wetlands
- Unevaluated Wetlands
- Potential Naturalization Areas
- Potential Upland Corridors
- Ground Water Recharge Areas

NATURAL HAZARDS

- Maximum Hazard Line
NOTE 1: Hazard Lines shown on this map are approximate. The precise delineation of hazard line mapping available from the Conservation Authority having jurisdiction.
NOTE 2: Flood Fringe mapping for certain areas of the city is available from the Upper Thames River Conservation Authority.

Base Map Features

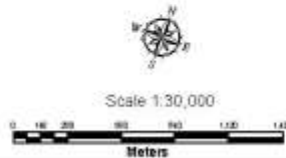
- Railways
- Water Courses/Ponds
- Streets (refer to Schedule "C")
- Conservation Authority Boundary
- Subwatershed Boundary
- Big Picture Meta-Cores and Meta-Corridors

This is an excerpt from the Planning Division's working consolidation of Schedule B1 to the City of London Official Plan, with added notations.

**SCHEDULE 2
TO
OFFICIAL PLAN**

AMENDMENT NO. _____

PREPARED BY: Graphics and Information Services



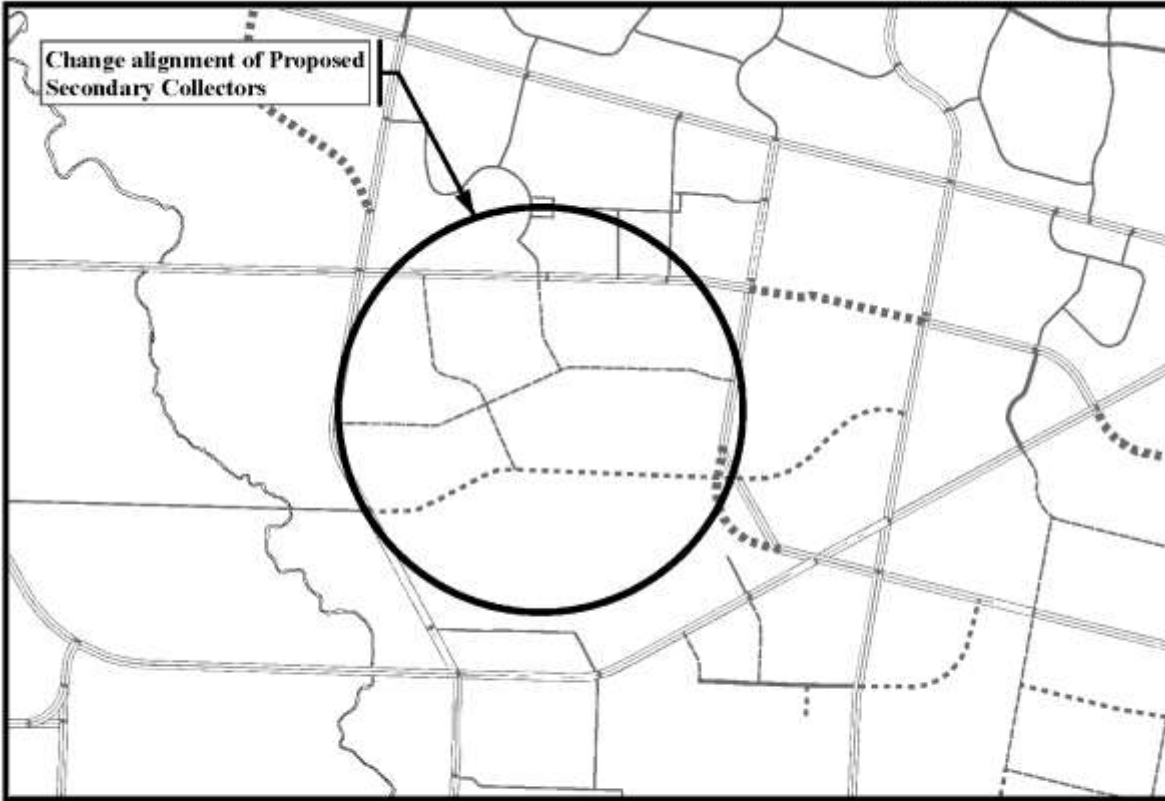
FILE NUMBER: OZ-8838 & 39T-17503

PLANNER: NP

TECHNICIAN: RC

DATE: 2019/09/03

AMENDMENT NO:



Legend

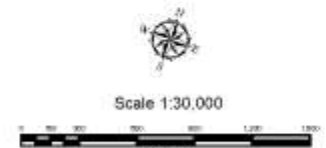
ROAD CLASSIFICATION

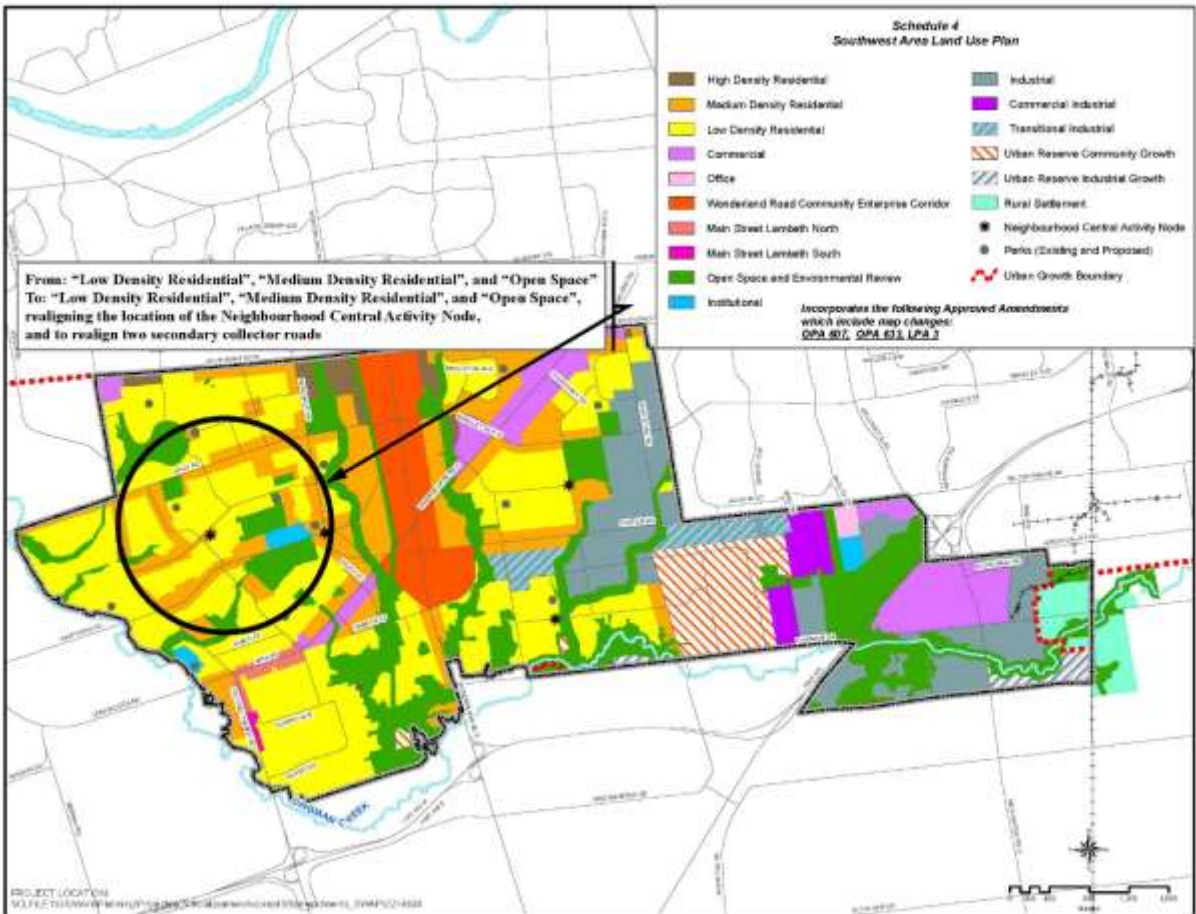
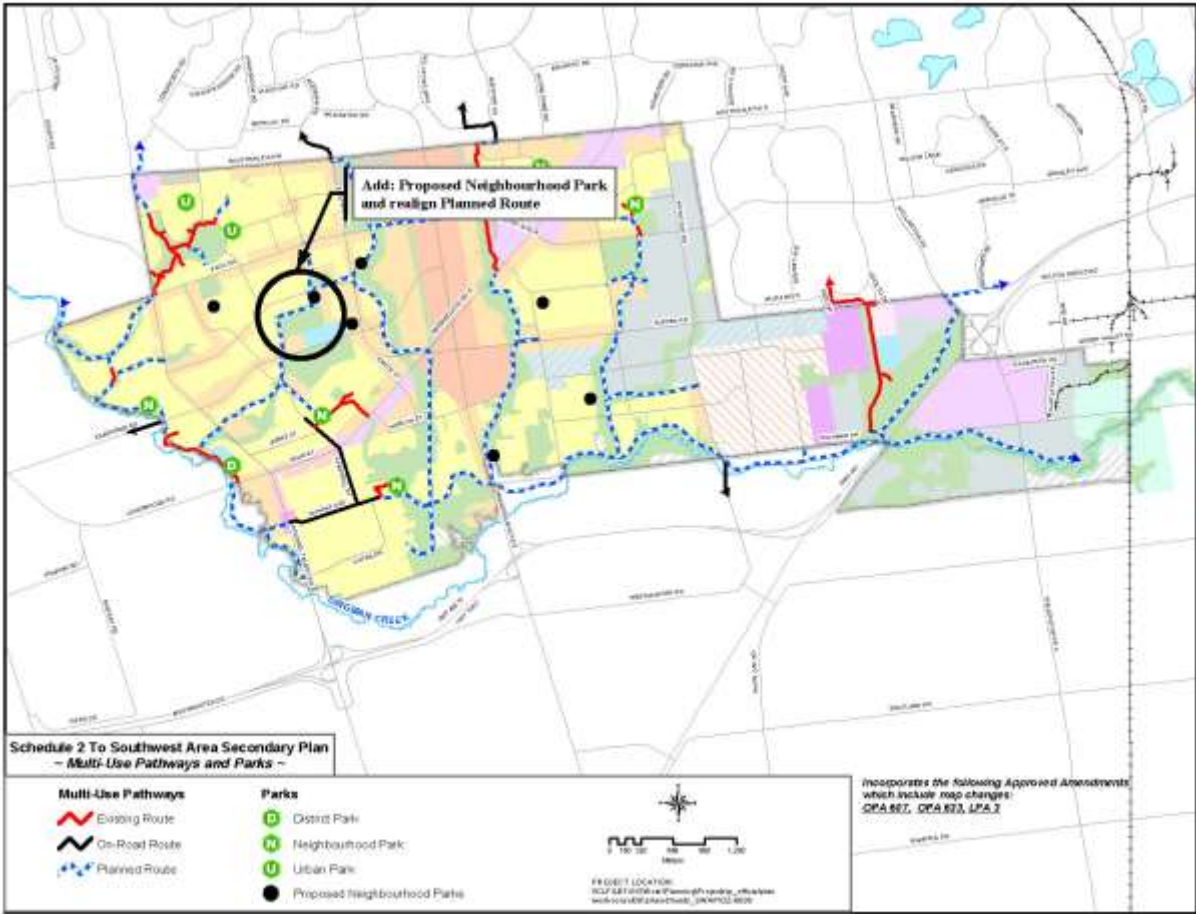
-  Secondary Collector
-  Primary Collector
-  Arterial
-  Freeway
-  Expressway

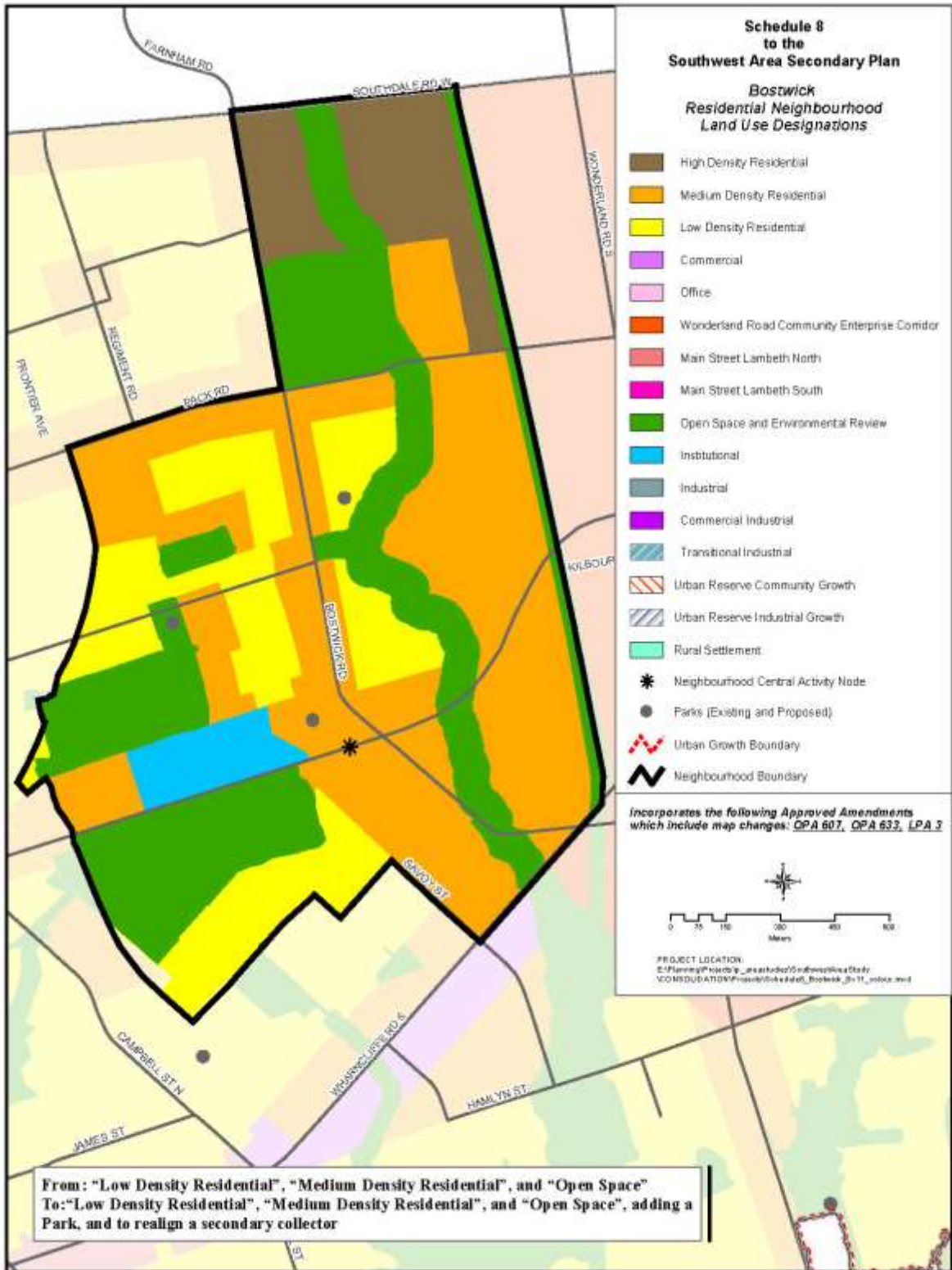
PROPOSED ROAD CORRIDOR

-  Proposed Secondary Collector
-  Proposed Primary Collector
-  Proposed Arterial
-  Proposed Freeway
-  Proposed Expressway
-  Proposed Interchange

THIS IS AN EXCERPT FROM THE PLANNING DIVISION'S WORKING CONSOLIDATION OF SCHEDULE C TO THE CITY OF LONDON OFFICIAL PLAN, WITH ADDED NOTATIONS

<p>SCHEDULE 3 TO OFFICIAL PLAN</p> <p>AMENDMENT NO. _____</p> <p><small>PREPARED BY: Graphics and Information Services</small></p>	 <p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: OZ-8638 & 39T-17503</p> <p>PLANNER: NP</p> <p>TECHNICIAN: RC</p> <p>DATE: 2019/09/03</p>
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Appendix “B” – London Plan Amendment

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

By-law No. C.P.-1512()____

A by-law to amend The London Plan for the City of London, 2016 relating to 3700 Colonel Talbot Road and 3645 Bostwick Road.

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

1. Amendment No. (to be inserted by Clerk's Office) to The London Plan for the City of London Planning Area – 2016, as contained in the text attached hereto and forming part of this by-law, is adopted.
2. This by-law shall come into effect in accordance with subsection 17(27) of the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on October 1, 2019

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – October 1, 2019
Second Reading – October 1, 2019
Third Reading – October 1, 2019

**AMENDMENT NO.
to the
THE LONDON PLAN FOR THE CITY OF LONDON**

A. PURPOSE OF THIS AMENDMENT

1. To change the Place Types from Neighbourhoods and Environmental Review to Green Space, and to change the alignment of the Neighbourhood Connectors on Map 1 - Place Types.
2. To change the east-west Neighbourhood Connector to align with Street A, and to change the north-south Neighbourhood Connector to align with Street D on Map 3 - Street Classifications.
3. To change the designation from Unevaluated Vegetation Patch to Significant Woodlands and Wetlands on Map 5 - Natural Heritage.
4. To change Policy 1565_ List of Secondary Plans, 5. Southwest Area Secondary Plan, Section 20.5 (Southwest Area Secondary Plan), by amending the following:
 - i) Realigning the Planned Route and adding a Neighbourhood Park on Schedule 2 to Southwest Area Secondary Plan - Multi-Use Pathways and Parks,
 - ii) Refining and reconfiguring the extent of the Low Density, Medium Density, and Open Space designations, by changing the designation from “Low Density Residential”, “Medium Density Residential”, and “Open Space” to “Low Density Residential”, “Medium Density Residential”, and “Open Space”, realigning the location of the Neighbourhood Central Activity Node, and to realign Street A and D (secondary collectors) on Schedule 4 (Southwest Area Land Use Plan),
 - iii) Refining and reconfiguring the extent of the Low Density, Medium Density, and Open Space designations, by changing the designation from “Low Density Residential”, “Medium Density Residential”, and “Open Space” to “Low Density Residential”, “Medium Density Residential”, and “Open Space”, adding a Park, and to realign Street A (secondary collector) on Schedule 8 (Bostwick Residential Neighbourhood Land Use Designations),
 - iv) Refining and reconfiguring the extent of the Low Density, Medium Density, and Open Space designations, by changing the designation from “Low Density Residential”, and “Medium Density Residential” to “Low Density Residential”, “Medium Density Residential”, and “Open Space”, realigning the location of the Neighbourhood Central Activity Node, and to realign Street A and D (secondary collectors) on Schedule 9 (North Lambeth Residential Neighbourhood Land Use Designations).

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 3700 Colonel Talbot Road and 3645 Bostwick Road in the City of London.

C. BASIS OF THE AMENDMENT

This amendment will correct land uses and facilitate the protection of a natural heritage feature, as well as facilitate additional residential development.

D. THE AMENDMENT

The London Plan for the City of London is hereby amended as follows:

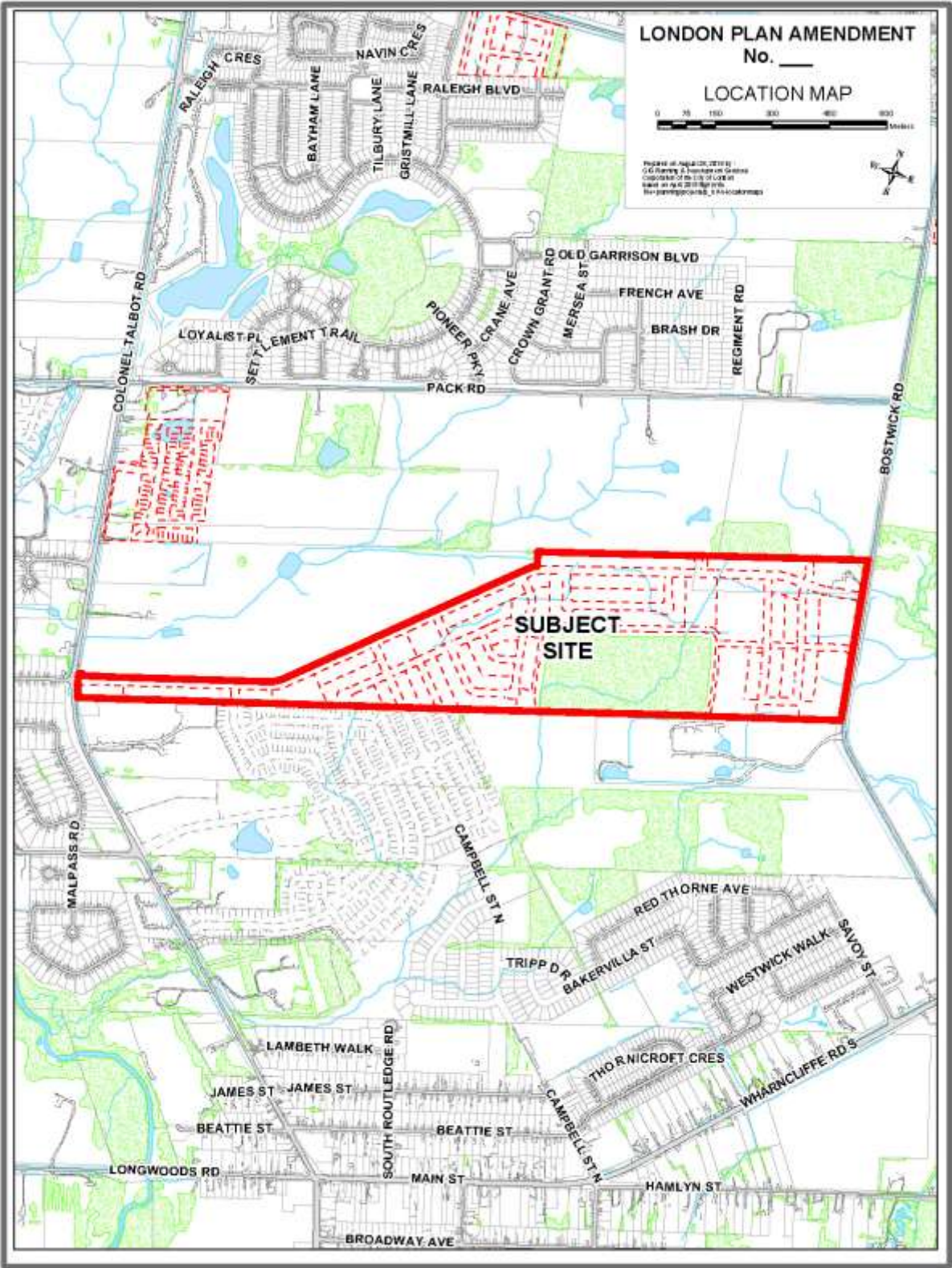
1. Map 1 - Place Types, to the London Plan for the City of London Planning Area is amended by designating those lands located at 3700 Colonel Talbot Road and 3645 Bostwick Road in the City of London, as indicated on “Schedule 1” attached hereto from Neighbourhoods and Environmental Review to Green Space, and to change the alignment of the Neighbourhood Connectors.
2. Map 3 - Street Classifications, to the London Plan for the City of London Planning Area is amended by designating those lands located at 3700 Colonel Talbot Road and 3645 Bostwick Road in the City of London, as indicated on “Schedule 2” attached hereto to change the east-west Neighbourhood Connector to align with Street A, and to change the north-south Neighbourhood Connector to align with Street D.
3. Map 5 - Natural Heritage, to the London Plan for the City of London Planning Area is amended by designating those lands located at 3700 Colonel Talbot Road and 3645 Bostwick Road in the City of London, as indicated on “Schedule 3” attached hereto to change the designation from Unevaluated Vegetation Patch to Significant Woodlands and Wetlands.
4. To change Policy 1535_5. Southwest Area Secondary Plan to the London Plan for the City of London Planning Area is amended for those lands located at 3700 Colonel Talbot Road and 3645 Bostwick Road in the City of London, by changing the following:
 - i) Schedule 2 to Southwest Area Secondary Plan (Multi-Use Pathways and Parks) - Realigning the Planned Route and adding a Neighbourhood Park;
 - ii) Schedule 4 to Southwest Area Secondary Plan (Southwest Area Land Use Plan) - Refining and reconfiguring the extent of the designations, from “Low Density Residential”, “Medium Density Residential”, and “Open Space” to “Low Density Residential”, “Medium Density Residential”, and “Open Space”;
 - iii) Schedule 8 to Southwest Area Secondary Plan (Bostwick Residential Neighbourhood Land Use Designations) - Refining and reconfiguring the extent of the designations, from “Low Density Residential”, “Medium Density Residential”, and “Open Space” to “Low Density Residential”, “Medium Density Residential”, and “Open Space”, adding a Park, and to realign Street A (secondary collector), and,
 - iv) Schedule 9 to Southwest Area Secondary Plan (North Lambeth Residential Neighbourhood Land Use Designations) - Refining and reconfiguring the extent of the designations, from “Low Density Residential”, and “Medium Density Residential” to “Low Density Residential”, “Medium Density Residential”, and “Open Space”, realigning the location of the Neighbourhood Central Activity Node, and to realign Street A and D (secondary collectors).

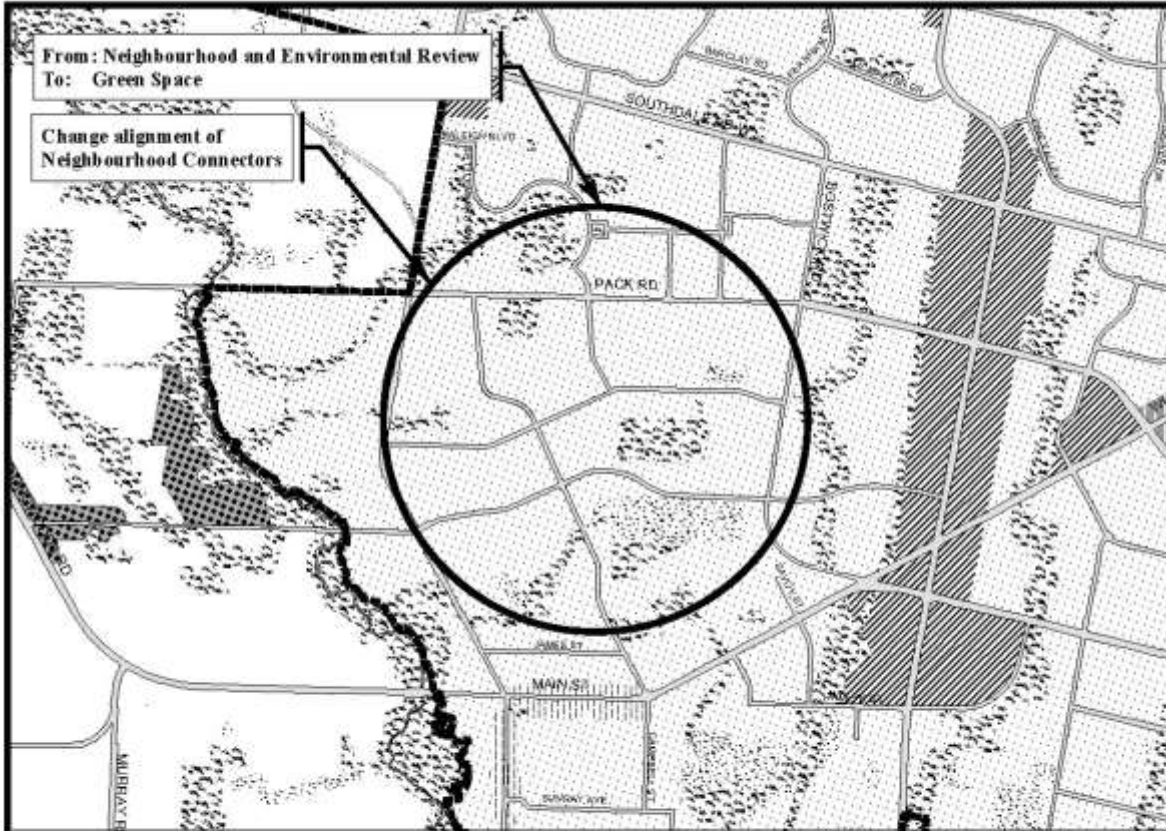
LONDON PLAN AMENDMENT
No. ___

LOCATION MAP



Prepared at: August 2019
G.G. Planning & Associates Inc. Ontario
City of London
Scale: 1:10,000
File: londonplan_14141001.mxd





Legend

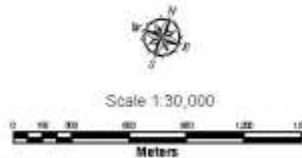
Downtown	Future Community Growth	Environmental Review
Transit Village	Heavy Industrial	Farmland
Shopping Area	Light Industrial	Rural Neighbourhood
Rapid Transit Corridor	Future Industrial Growth	Waste Management Resource Recovery Area
Urban Corridor	Commercial Industrial	Urban Growth Boundary
Main Street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

**SCHEDULE 1
TO
THE LONDON PLAN**

AMENDMENT NO. _____

PREPARED BY: Planning Services

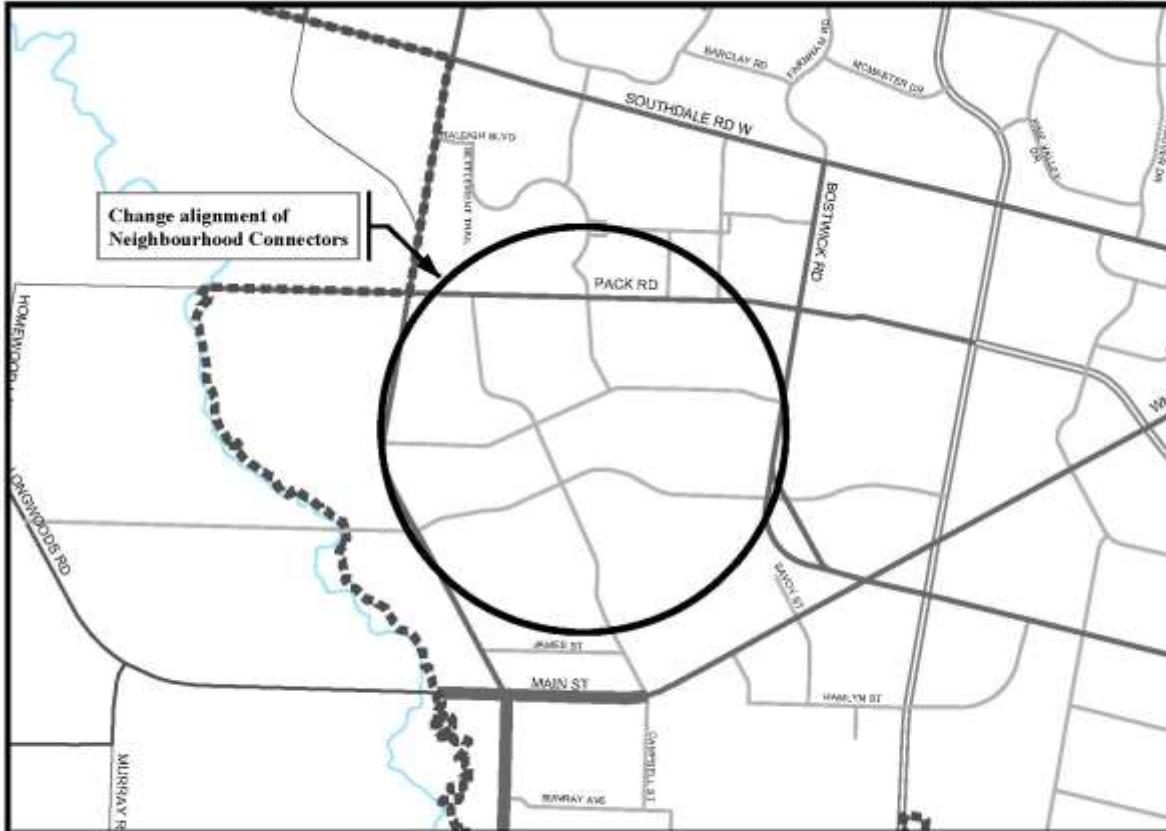


FILE NUMBER: OZ-8838 & 3.9T-17503

PLANNER: NP

TECHNICIAN: RC

DATE: 9/3/2019



Legend

- | | | | | | |
|--|-------------------------|--|-------------------------|--|------------------------|
| | Provincial Highway | | Main Street | | Interchanges |
| | Expressway | | Neighbourhood Connector | | Rapid Transit Stations |
| | Urban Thoroughfare | | Rural Thoroughfare | | Urban Growth Boundary |
| | Rapid Transit Boulevard | | Rural Connector | | |
| | Civic Boulevard | | | | |

This is an excerpt from the Planning Division's working consolidation of Map 3 - Street Classifications 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 Boulevards and Urban Thoroughfares to recognize potential alignments. These Street Classifications will be modified to align with the results of the EA process for the final version of The London Plan.

**SCHEDULE 2
TO
THE LONDON PLAN**

AMENDMENT NO. _____

PREPARED BY: Planning Services



Scale 1:30,000

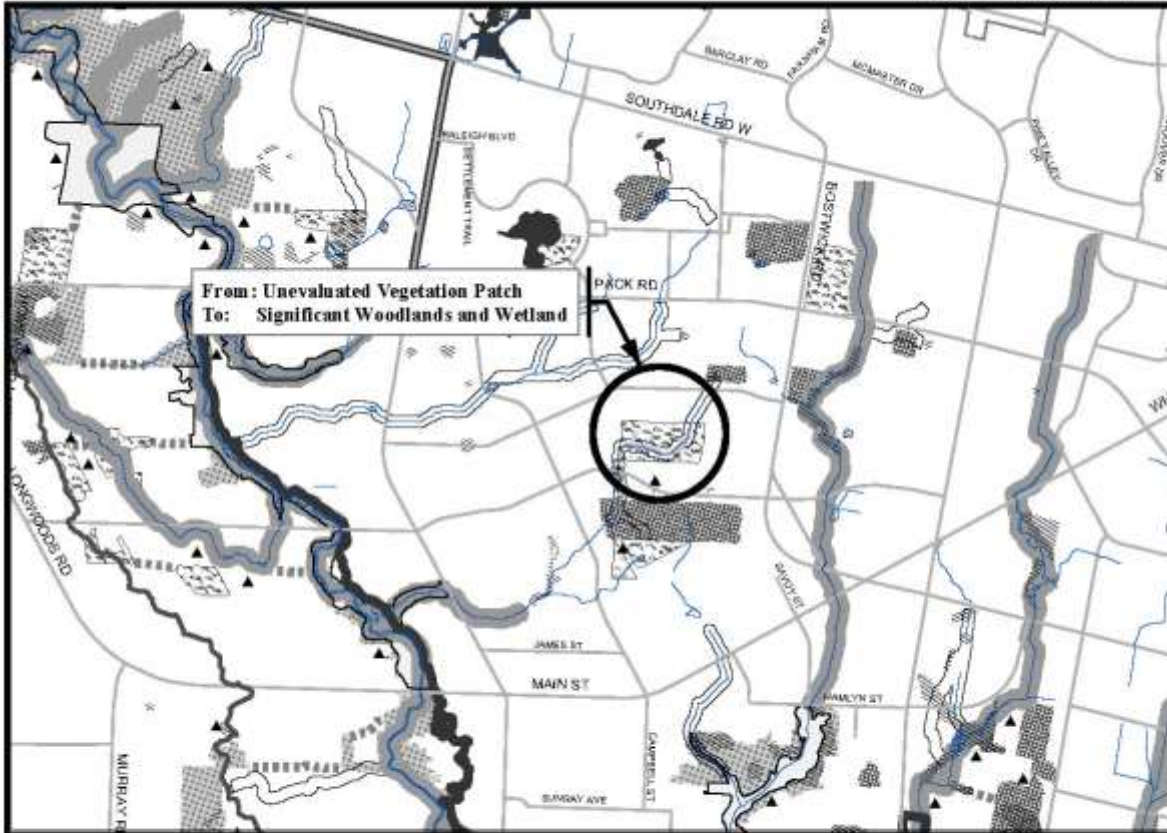


FILE NUMBER: OZ-8838 & 39T-17503

PLANNER: NP

TECHNICIAN: RC

DATE: 9/3/2019



NATURAL HERITAGE SYSTEM

- | | |
|-----------------------------------|--|
| Provincially Significant Wetlands | Areas of Natural and Scientific Interest |
| Wetlands | Environmentally Significant Areas (ESA) |
| Unevaluated Wetlands | Potential ESAs |
| Significant Woodlands | Upland Corridors |
| Woodlands | Potential Naturalization Areas |
| Significant Valley Lands | Unevaluated Vegetation Patches |
| Valley Lands | |

Base Map Features

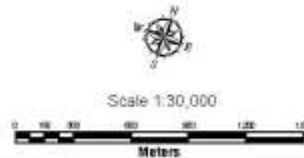
- | |
|---------------------------------|
| Railways |
| Water Courses/Ponds |
| Streets (see Map 3) |
| Conservation Authority Boundary |
| Subwatershed Boundary |

This is an excerpt from the Planning Division's working consolidation of Map 5 - Natural Heritage of the London Plan, with added notations.

**SCHEDULE 3
TO
THE LONDON PLAN**

AMENDMENT NO. _____

PREPARED BY: Planning Services

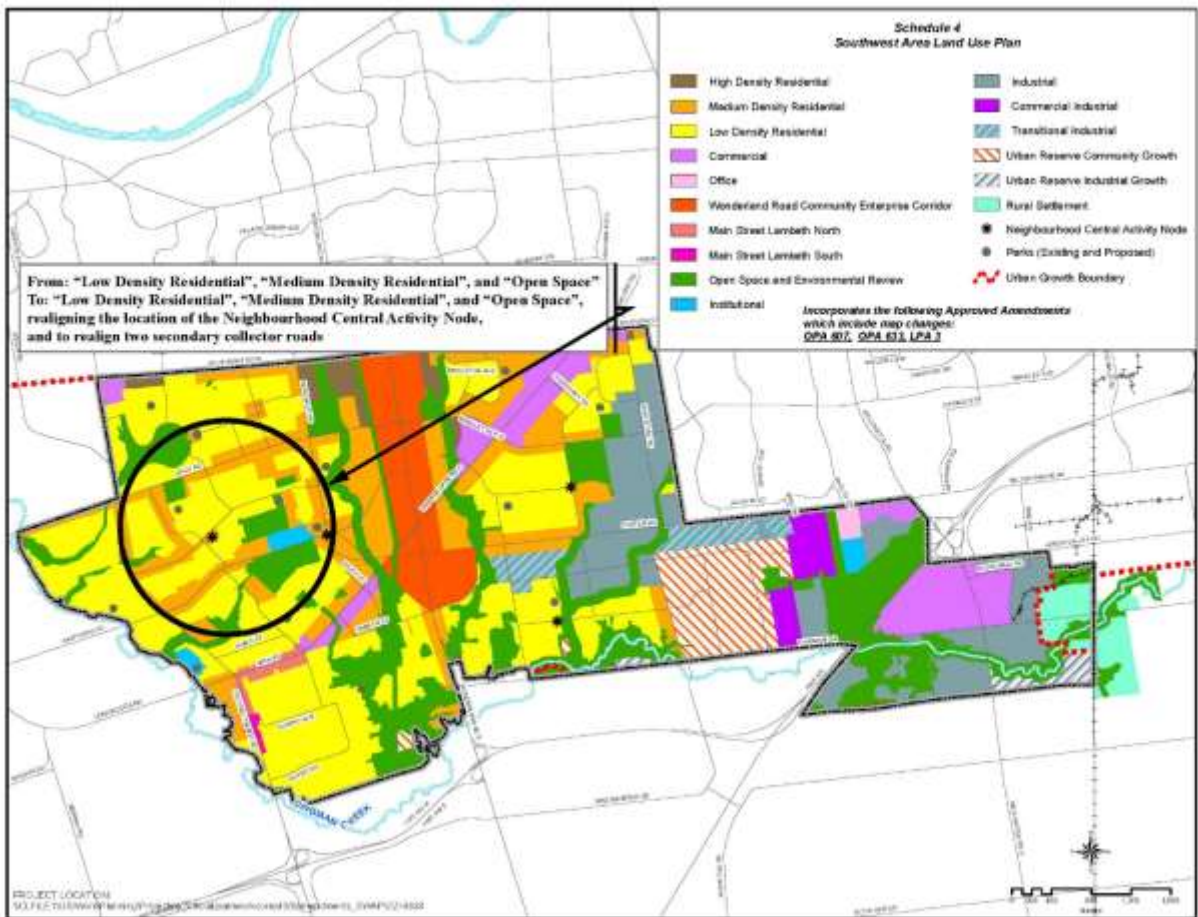
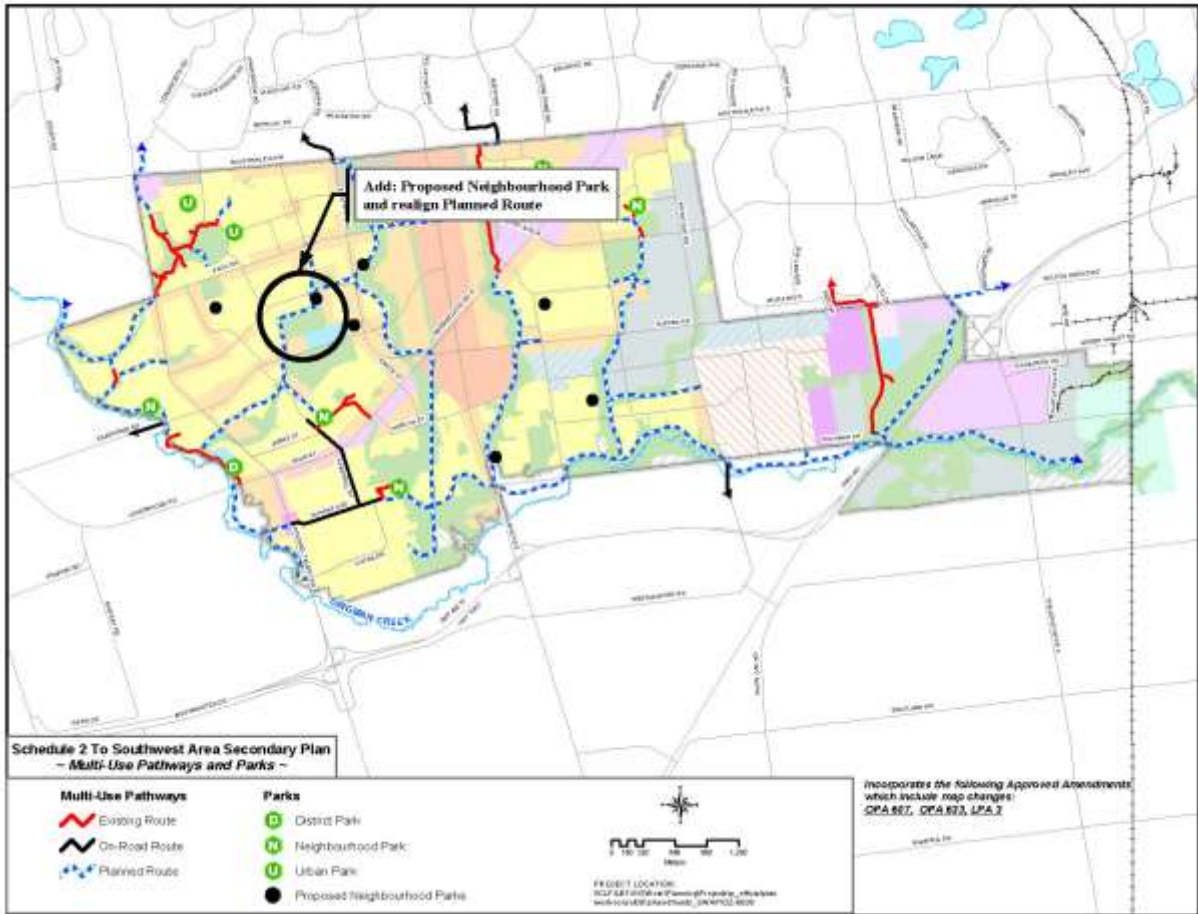


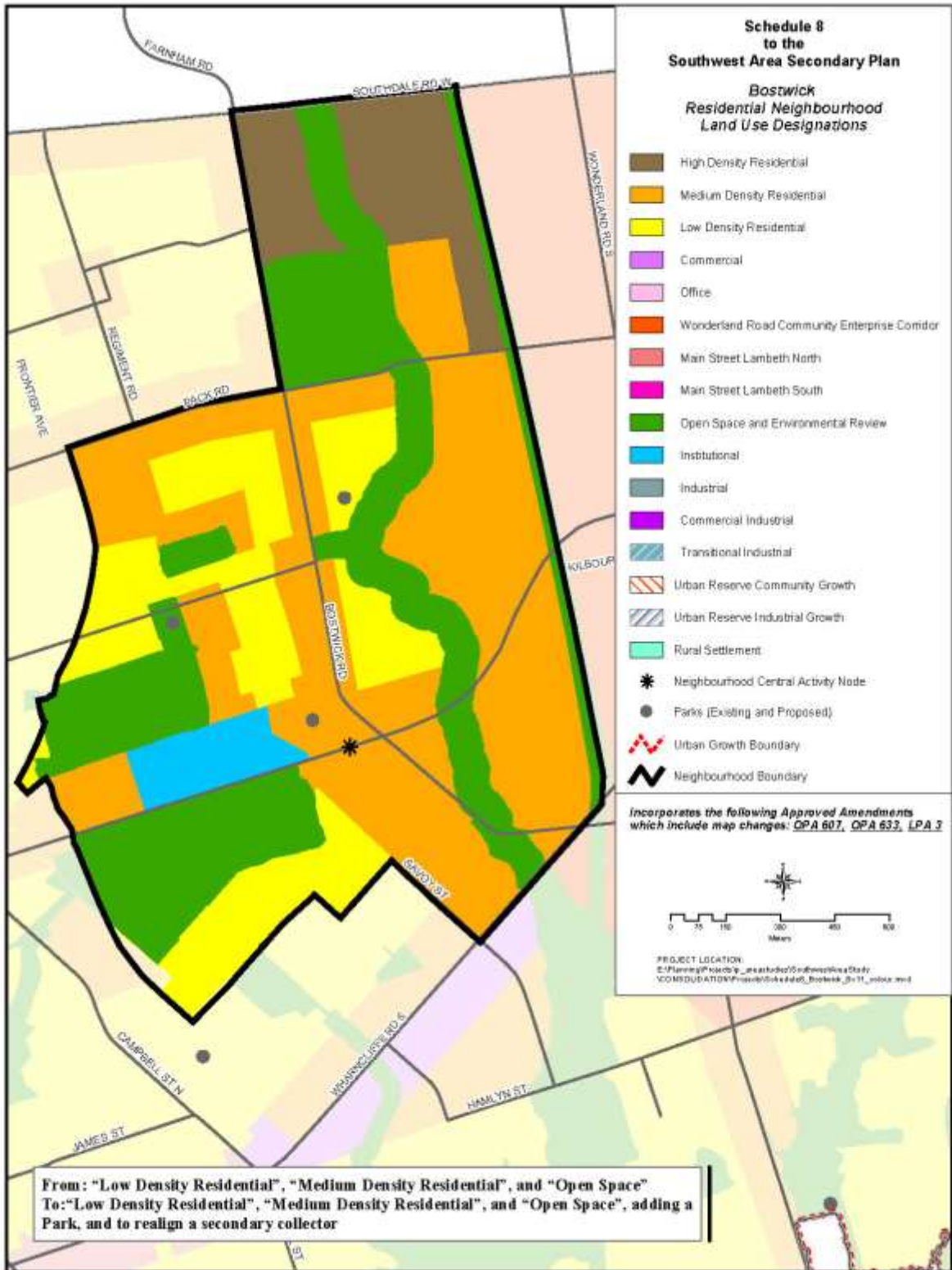
FILE NUMBER: OZ-8838 & 3.9T-17503

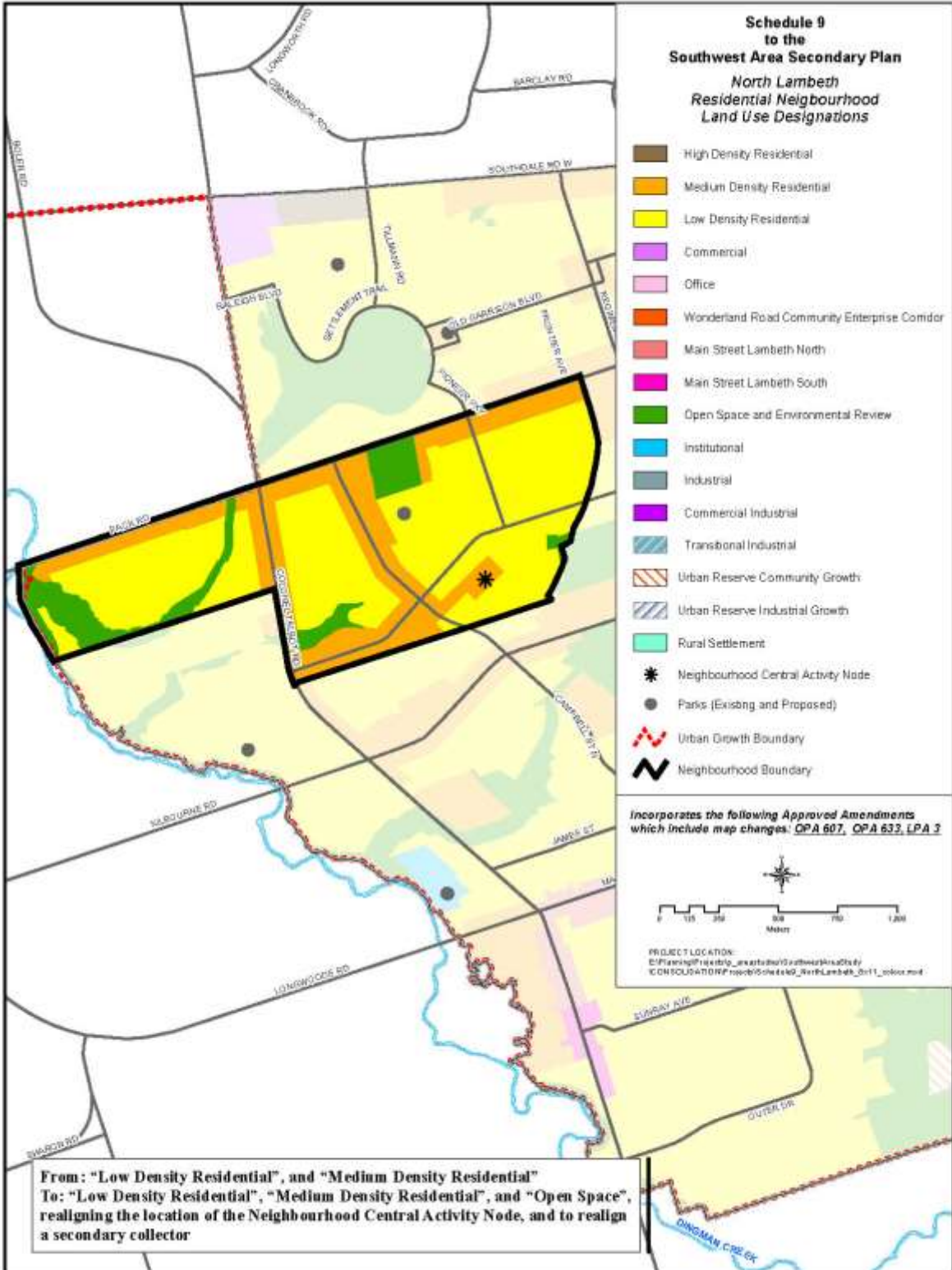
PLANNER: NP

TECHNICIAN: RC

DATE: 9/9/2019







Appendix “C” – Zoning By-law Amendment

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 3700 Colonel Talbot Road and 3645
Bostwick Road .

WHEREAS W-3 Lambeth Farms Development Inc. have applied to rezone an area of land located at 3700 Colonel Talbot Road and 3645 Bostwick Road, as shown on the map attached to this by-law, as set out below;

AND WHEREAS upon approval of Official Plan Amendment Number (number to be inserted by Clerk's Office) this rezoning will conform to the Official Plan;

NOW 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 3700 Colonel Talbot Road and 3645 Bostwick Road, as shown on the attached map comprising part of Key Map No. A110, from an Urban Reserve (UR4) Zone and an Environmental Review (ER) Zone to a Holding Residential R1 Special Provision (h*h-100*R1-3(*)) Zone, a Holding Residential R1 Special Provision (h*h-82*h-100*R1-3(*)) Zone, a Holding Residential R1 Special Provision (h*h-100*R1-4(*)) Zone, a Holding Residential R2 Special Provision (h*h-100*R2-1(*)) Zone, a Holding Residential R2 Special Provision (h*h-100*R2-3(*)) Zone, a Holding Residential R2 Special Provision/Residential R4 Special Provision (h*h-100*R2-1(*)/R4-6(*)) Zone, a Holding Residential R2 Special Provision/Residential R4 Special Provision/ Residential R6 Special Provision/Neighbourhood Facility (h*h-100*R2-1(*)/R4-6(*)/R6-5(****)/NF1) Zone, a Holding Residential R6 Special Provision/ Residential R8 Special Provision (h*h-100*R6-5(*)/R8-4(**)) Zone, a Holding Residential R6 Special Provision/Residential R8 Special Provision (h*h-100*R6-5(**)/R8-3(*)) Zone, a Holding Residential R6 Special Provision/Residential R8 Special Provision/Residential R9 (h*h-100*R6-5(****)/R8-4(****)/R9-3(**)) Zone, a Holding Residential R6 Special Provision/Residential R8 Special Provision/Residential R9 (h*h-100*R6-5(**)/R8-4(****)/R9-3(**)) Zone, a Holding Residential R8 Special Provision/Convenience Commercial Special Provision (h*h-100*R8-4(*)/CC6(*)) Zone, a Holding Residential R8 Special Provision/Convenience Commercial Special Provision/Neighbourhood Facility Special Provision (h*h-100*R8-4(****)/CC6(**)/NF1(*) Zone, a Holding Residential R9 Special Provision/Convenience Commercial Special Provision (h*h-100*R9-3(*)/CC6(****)) Zone, an Open Space (OS1) Zone, an Open Space (OS5) Zone, an Environmental Review (ER) Zone, and an Urban Reserve (UR4) Zone.

2. Section Number 5.4 of the Residential R1 (R1) Zone is amended by adding the following Special Provision:

R1-3(*)	3700 Colonel Talbot Road and 3645 Bostwick Road
a)	Regulations:
i)	Front Yard Setback, Main Dwelling (Minimum): 3 metres (9.8 feet) (Maximum): 4.5 metres (14.8 feet)
ii)	Front Yard Setback, Garages (Minimum): 6 metres (19.7 feet)

- iii) Interior Side Yard
(Minimum): 1.2 metres (3.9 feet)
- iv) Lot Coverage
(Maximum): 45%
- v) 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.

3. Section Number 5.4 of the Residential R1 (R1) Zone is amended by adding the following Special Provision:

R1-4(*) 3700 Colonel Talbot Road and 3645 Bostwick Road

a) Regulations:

- i) Front Yard Setback, Main Dwelling
(Minimum): 3 metres (9.8 feet)
(Maximum): 4.5 metres (14.8 feet)
- ii) Front Yard Setback, Garages
(Minimum): 6 metres (19.7 feet)
- iii) 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.

4. Section Number 6.4 of the Residential R2 (R2) Zone is amended by adding the following Special Provision:

R2-1(*) 3700 Colonel Talbot Road and 3645 Bostwick Road

a) Regulations:

- i) Front Yard Setback, Dwelling
(Minimum): 3 metres (9.8 feet)
(Maximum): 4.5 metres (14.8 feet)
- ii) Front Yard Setback, Garages
(Minimum): 6 metres (19.7 feet)
- iii) Interior Side Yard
(Minimum): 1.2 metres (3.9 feet)
- iv) Lot Coverage
(Maximum): 45%
- v) 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 6.4 of the Residential R2 (R2) Zone is amended by adding the following Special Provision:

R2-3(*) 3700 Colonel Talbot Road and 3645 Bostwick Road

- a) Regulations:
 - i) Front Yard Setback, Dwelling
(Minimum): 3 metres (9.8 feet)
(Maximum): 4.5 metres (14.8 feet)
 - ii) Front Yard Setback, Garages
(Minimum): 6 metres (19.7 feet)
 - iii) Interior Side Yard
(Minimum): 1.2 metres (3.9 feet)
 - iv) Lot Coverage
(Maximum): 45%
 - v) 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.

6. Section Number 8.4 of the Residential R4 (R4) Zone is amended by adding the following Special Provision:

R4-6(*) 3700 Colonel Talbot Road and 3645 Bostwick Road

- a) Regulations:
 - i) Lot Frontage
(Minimum): 7.0 metres (23.0 feet)
 - ii) Front Yard Setback, Dwelling(s)
(Minimum): 3 metres (9.8 feet)
(Maximum): 4.5 metres (14.8 feet)
 - iii) Front Yard Depth, Garages
(Minimum): 6 metres (19.7 feet)
 - iv) Interior Side Yard
(Minimum): 1.2 metres (3.9 feet)
 - v) 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.
 - vi) Driveway widths are limited to 3.5m (11.5 feet) per lot.

7. Section Number 10.4 of the Residential R6 (R6) Zone is amended by adding the following Special Provision:

R6-5(*) 3700 Colonel Talbot Road and 3645 Bostwick Road

- a) Regulations:
 - i) Front Yard Setback, Dwelling(s)
(Minimum): 3 metres (9.8 feet)
(Maximum): 4.5 metres (14.8 feet)
 - ii) Front Yard Depth, Garages
(Minimum): 6 metres (19.7 feet)

- iii) 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.
- iv) Density (Minimum): 30 units per hectare

8. Section Number 10.4 of the Residential R6 (R6) Zone is amended by adding the following Special Provision:

R6-5(**) 3700 Colonel Talbot Road and 3645 Bostwick Road

a) Regulations:

- i) Yard Setback (Adjacent to OS5) (Minimum): 10 metres (32.8 feet) from OS5 Zone
- ii) Density (Minimum): 30 units per hectare
(Maximum): 65 units per hectare
- iii) Provide built form along the OS5 Zone and orient the buildings to the open space by including individual unit doors or a main building entrance facing the open space.
- iv) The 10 metre yard setback from the OS5 Zone will include increased landscaping as per the approved landscape plan through file 39T-17503 (3700 Colonel Talbot Road and 3645 Bostwick Road).
- v) No structures are permitted within the 10m yard setback from the OS5 Zone.

9. Section Number 10.4 of the Residential R6 (R6) Zone is amended by adding the following Special Provision:

R6-5(***) 3700 Colonel Talbot Road and 3645 Bostwick Road

a) Regulations:

- i) Front Yard Setback, Dwelling(s) (Minimum): 3 metres (9.8 feet)
(Maximum): 4.5 metres (14.8 feet)
- ii) Front Yard Depth, Garages (Minimum): 6 metres (19.7 feet)
- iii) 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.
- iv) Density (Minimum): 30 units per hectare
- v) Development shall be oriented to Bostwick Road.

10. Section Number 10.4 of the Residential R6 (R6) Zone is amended by adding the following Special Provision:

R6-5(****) 3700 Colonel Talbot Road and 3645 Bostwick Road

a) Regulations:

- i) Front Yard Setback, Dwelling(s)
(Minimum): 3 metres (9.8 feet)
(Maximum): 4.5 metres (14.8 feet)
- ii) Front Yard Depth, Garages
(Minimum): 6 metres (19.7 feet)
- iii) 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.
- iv) Density
(Minimum): 30 units per hectare
(Maximum): 75 units per hectare
- v) Provide built form along the OS1 Zone and orient the buildings to the open space by including individual unit doors or a main building entrance facing the open space.

11. Section Number 12.4 of the Residential R8 (R8) Zone is amended by adding the following Special Provision:

R8-3(*) 3700 Colonel Talbot Road and 3645 Bostwick Road

a) Regulations:

- i) Yard Setback (Adjacent to OS5)
(Minimum): 10 metres (32.8 feet) from OS5 Zone
- ii) Density
(Minimum): 30 units per hectare
(Maximum): 65 units per hectare
- iii) Provide built form along the OS5 Zone and orient the buildings to the open space by including individual unit doors or a main building entrance facing the open space.
- iv) The 10 metre yard setback from the OS5 Zone will include increased landscaping as per the approved landscape plan through file 39T-17503 (3700 Colonel Talbot Road and 3645 Bostwick Road).
- v) No structures are permitted within the 10m yard setback from the OS5 Zone.

12. Section Number 12.4 of the Residential R8 (R8) Zone is amended by adding the following Special Provision:

R8-4(*) 3700 Colonel Talbot Road and 3645 Bostwick Road

a) Regulations:

- i) Front Yard and Exterior Side Yard Depth (m)
(Minimum): 1.0 metres (3.3 feet)
(Maximum): 4.0 metres (13.1 feet)
- ii) Density
(Minimum): 30 units per hectare
(Maximum): 75 units per hectare

- iii) Building Orientation – The principle entrance shall be oriented to Colonel Talbot Road or at the corner of Colonel Talbot Road and future Street A.

13. Section Number 12.4 of the Residential R8 (R8) Zone is amended by adding the following Special Provision:

R8-4(**) 3700 Colonel Talbot Road and 3645 Bostwick Road

a) Regulations:

- i) Front Yard Setback (Dwelling, or Building)
 - (Minimum): 3 metres (9.8 feet)
 - (Maximum): 4.5 metres (14.8 feet)
- iii) Front Yard Depth (Dwelling)
 - Garages (Minimum): 6 metres (19.7 feet)
- iv) Interior Side Yard
 - (Minimum): 1.2 metres (3.9 feet)
- v) Density
 - (Minimum): 30 units per hectare
 - (Maximum): 75 units per hectare
- vi) 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.

14. Section Number 12.4 of the Residential R8 (R8) Zone is amended by adding the following Special Provision:

R8-4(***) 3700 Colonel Talbot Road and 3645 Bostwick Road

a) Regulations:

- i) Front Yard and Exterior Side Yard Depth (m)
 - (Minimum): 1.0 metres (3.3 feet)
 - (Maximum): 4.0 metres (13.1 feet)
- ii) Density
 - (Minimum) 30 units per hectare
 - (Maximum) 75 units per hectare
- iii) Height (Maximum): 4 Stories
- iv) Building Orientation – The principle entrance shall be oriented to Street A or at the corner of Street A and Street D.

15. Section Number 12.4 of the Residential R8 (R8) Zone is amended by adding the following Special Provision:

R8-4(****) 3700 Colonel Talbot Road and 3645 Bostwick Road

a) Regulations:

- i) Front Yard and Exterior Side Yard Depth (m)
 - (Minimum): 1.0 metres (3.3 feet)
 - (Maximum): 4.0 metres (13.1 feet)
- ii) Density
 - (Minimum): 30 units per hectare

- (Maximum): 100 units per hectare
- iii) Height
 - (Minimum): 2 Storeys
 - (Maximum): 4 Storeys
- iv) Building Orientation – The principle entrance shall be oriented to Bostwick Road.

16. Section Number 13.4 of the Residential R9 (R9) Zone is amended by adding the following Special Provision:

R9-3(*) 3700 Colonel Talbot Road and 3645 Bostwick Road

- a) Regulations:
 - i) Front Yard and Exterior Side Yard Depth (m)
 - (Minimum): 1.0 metres (3.3 feet)
 - (Maximum): 4.0 metres (13.1 feet)
 - ii) Density
 - (Minimum): 30 units per hectare
 - (Maximum): 100 units per hectare
 - iii) Height
 - (Minimum): 2 Storeys
 - (Maximum): 7 Storeys (24m)
 - iv) Building Orientation – The principle entrance shall be oriented to Bostwick Road or at the corner of Bostwick Road and future Street A.

17. Section Number 13.4 of the Residential R9 (R9) Zone is amended by adding the following Special Provision:

R9-3(**) 3700 Colonel Talbot Road and 3645 Bostwick Road

- a) Regulations:
 - i) Front Yard and Exterior Side Yard Depth (m)
 - (Minimum): 1.0 metres (3.3 feet)
 - (Maximum): 4.0 metres (13.1 feet)
 - ii) Density
 - (Minimum): 30 units per hectare
 - (Maximum): 100 units per hectare
 - iii) Height
 - (Minimum): 2 Storeys
 - (Maximum): 9 Storeys (32m)
 - iv) Building Orientation – The principle entrance shall be oriented to Bostwick Road or at the corner of Bostwick Road and future Street A.

18. Section Number 13.4 of the Residential R9 (R9) Zone is amended by adding the following Special Provision:

R9-3(***) 3700 Colonel Talbot Road and 3645 Bostwick Road

- a) Regulations:

- i) Front Yard and Exterior Side Yard Depth (m)
(Minimum): 1.0 metres (3.3 feet)
(Maximum): 4.0 metres (13.1 feet)
- ii) Density
(Minimum): 30 units per hectare
(Maximum): 100 units per hectare
- iii) Height
(Minimum): 2 Storeys
(Maximum): 7 Storeys (24m)
- iv) Building Orientation – The principle entrance shall be oriented to Bostwick Road or at the corner of Bostwick Road and future Street M.

19. Section Number 29.4 of the Convenience Commercial (CC6) Zone is amended by adding the following Special Provision:

CC6(*) 3700 Colonel Talbot Road and 3645 Bostwick Road

a) Regulations:

- i) Section 29.3(3) does not apply to this development.
- ii) Dwelling Units are restricted to the 2nd floor and above, and the regulations of the R8-4(*) Zone shall apply if dwelling units are included in the building.
- iii) Front Yard and Exterior Side Yard Depth (m)
(Minimum) 1.0 metres (3.3 feet)
(Maximum) 4.0 metres (13.1 feet)
- iv) Building Orientation – The principle entrance shall be oriented to Colonel Talbot Road or at the corner of Colonel Talbot Road and future Street A.

20. Section Number 29.4 of the Convenience Commercial (CC6) Zone is amended by adding the following Special Provision:

CC6(**) 3700 Colonel Talbot Road and 3645 Bostwick Road

a) Permitted Uses:

- i) Convenience service establishments without a drive-through facility;
- ii) Convenience stores without a drive-through facility;
- iii) Personal service establishments without a drive-through facility;
- iv) Food stores without a drive-through facility;
- v) Restaurants, take-out, without a drive-through facility;
- vi) Brewing on Premises Establishment;
- vii) Convenience business service establishments without drive-through facilities;
- viii) Day care centres without drive-through facilities;
- ix) Studios without drive-through facilities;
- x) Bake shops without drive-through facilities;
- xi) Commercial schools without drive-through facilities;
- xii) Florist shops without drive-through facilities;
- xiii) Pharmacies without drive-through facilities;
- xiv) Restaurants, eat-in without drive-through facilities.

- b) Regulations:
 - i) Section 29.3(3) does not apply to this development.
 - ii) Dwelling Units are restricted to the 2nd floor and above, and the regulations of the R8-4(***) Zone shall apply if dwelling units are included in the building.
 - iii) Front Yard and Exterior Side Yard Depth (m)

(Minimum)	1.0 metres (3.3 feet)
(Maximum)	4.0 metres (13.1 feet)
 - iv) Building Orientation – The principle entrance shall be oriented to Street A or at the corner of Street A and Street D.

21. Section Number 29.4 of the Convenience Commercial (CC6) Zone is amended by adding the following Special Provision:

CC6(***) 3700 Colonel Talbot Road and 3645 Bostwick Road

- a) Regulations:
 - i) Section 29.3(3) does not apply to this development.
 - ii) Dwelling Units are restricted to the 2nd floor and above, and the regulations of the R9-3(*) Zone shall apply if dwelling units are included in the building.
 - iii) Front Yard and Exterior Side Yard Depth (m)

(Minimum)	1.0 metres (3.3 feet)
(Maximum)	4.0 metres (13.1 feet)
 - iv) Building Orientation – The principle entrance shall be oriented to Bostwick Road or at the corner of Bostwick Road and future Street A.

22. Section Number 33.4 of the Neighbourhood Facility (NF) Zone is amended by adding the following Special Provision:

NF1(*) 3700 Colonel Talbot Road and 3645 Bostwick Road

- a) Regulations:
 - i) Dwelling Units are restricted to the 2nd floor and above, and the regulations of the R8-4(***) Zone shall apply if dwelling units are included in the building.
 - ii) Front Yard and Exterior Side Yard Depth (m)

(Minimum):	1.0 metres (3.3 feet)
(Maximum):	4.0 metres (13.1 feet)
 - iii) Building Orientation – The principle entrance shall be oriented to Street A or at the corner of Street A and Street D.

23. 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.

24. 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.

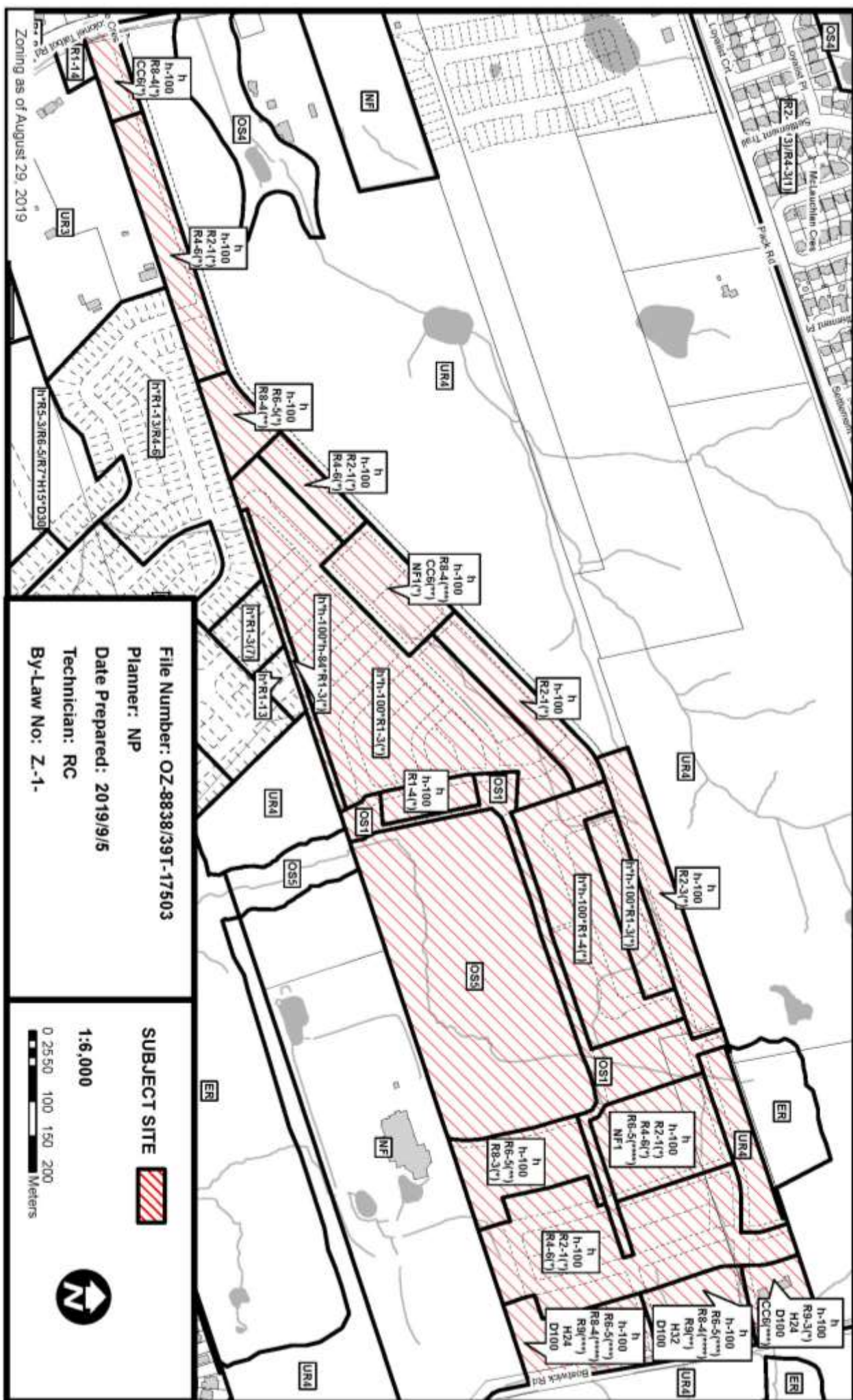
PASSED in Open Council on October 1, 2019.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – October 1, 2019
Second Reading – October 1, 2019
Third Reading – October 1, 2019

Schedule "A"



Appendix “D” – Draft Approved Plan and Conditions

THE CORPORATION OF THE CITY OF LONDON’S CONDITIONS AND AMENDMENTS TO FINAL APPROVAL FOR THE REGISTRATION OF THIS SUBDIVISION, FILE NUMBER 39T-17503 ARE AS FOLLOWS:

NO. CONDITIONS

General

1. This draft approval applies to the draft plan submitted W-3 Lambeth Farms Inc. (File No. 39T-17503), prepared by MHBC Planning, File No. 1094 ‘U’, dated June 21, 2019, as red-line amended, which shows a draft plan of subdivision consisting of twenty-one (21) single detached/low density blocks, thirteen (13) street townhouse blocks, two (2) apartment/medium density blocks, four (4) commercial/residential mixed use blocks, two (2) cluster/low rise blocks, one (1) school block, one (1) open space block, seven (7) pathway blocks, three (3) park blocks, one (1) urban reserve/environmental review block, one (1) future road block, two (2) road widening blocks, eleven (11) 0.3 m reserve blocks, all served by two (2) secondary collector/neighbourhood connector roads (Street A and Street D), and nine (9) new local/neighbourhood streets.
2. This approval applies for three years, and if final approval is not given by that date, the draft approval shall lapse, except in the case where an extension has been granted by the Approval Authority.
3. The Owner shall enter into a subdivision agreement with the City, in the City’s current approved form (a copy of which can be obtained from Development Services), which includes all works and services required for this plan, and this agreement shall be registered against the lands to which it applies.
4. 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.
5. In conjunction with the first submission of engineering drawings, street(s) shall be named and the municipal addressing shall be assigned to the satisfaction of the City.
6. Prior to final approval, the Owner 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 satisfy all the requirements, financial and otherwise, of the City of London in order to implement the conditions of this draft approval.
8. Prior to final approval the Owner shall pay in full all financial obligations/encumbrances owing to the City on the said lands, including property taxes and local improvement charges.
9. Prior to final approval, the Owner shall provide copies of all transfer documentation for all land transfers/dedications and easements being conveyed to the City, for the City’s review and approval.
10. Prior to final approval, for the purposes of satisfying any of the conditions of draft approval herein contained, the Owner shall file with the Approval Authority a complete submission consisting of all required clearances, fees, final plans, and any required studies, reports, data, information or detailed engineering drawings, and to advise the Approval Authority 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 Approval Authority, such submission will be returned to the Owner without detailed review by the City.

Planning and Urban Design

11. Prior to final approval, appropriate zoning shall be in effect for this proposed subdivision.
12. 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.
13. In conjunction with the first submission of engineering drawings, the Owner shall submit for approval an on-street parking plan to the satisfaction of the City. An approved parking plan is required for each registered phase of development and will form part of the subdivision agreement for the registered plan.
14. In conjunction with the first submission of engineering drawings, the Owner shall submit a lotting plan, demonstrating how all residential Blocks meet the minimum target densities as set out in the Southwest Area Secondary Plan for Bostwick and North Longwoods, how an appropriate mix of housing types and sizes has been provided, how the lotting plan complies with all City standards and zoning regulations, and detailing any part lots that will be held out of development until consolidation with other lands occurs. The lotting plan will be used as the basis for final registration, to the satisfaction of the City.
15. The Owner shall include the following clause to be registered on title within the Subdivision Agreement and included in any offers of purchase sale for Blocks 31, 32, 34, 35, 36, 37, and 41:

“Warning: Purchasers, residents, and tenants are advised that these Units are in close proximity to the Forest City Community Church, located at 3725 Bostwick Road. This church and its facilities may generate sound levels from time to time which are audible and may interfere with some activities of the dwelling occupants.”
16. In conjunction with first submission engineering drawings, the Owner shall submit a concept plan for the development of Block 53 (proposed school block) to ensure any possible development can address street orientation and park/pathway orientation, to the satisfaction of the City.
17. The Owner shall register on title and include in all Purchase and Sale Agreements the requirement that the homes to be designed and constructed on all corner lots in this plan (including lots with side frontages to parks and/or open spaces), 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/park/open space frontage.

Environmental and Parks/Pathways

18. In conjunction with Focused Design Studies, a final EIS and Hydrogeological and Water Balance Assessment shall be submitted, which includes all updates and addendums, and details on the wetland compensation which shall demonstrate that there is no net loss of natural heritage features and their functions, all to the satisfaction of the City and UTRCA.

19. In conjunction with the first submission of engineering drawings submission, the Owner shall detail how the recommendations of the accepted EIS (completed by BioLogic Inc.) and any approved addendum(s) will be incorporated into the plan, and implemented, all to the satisfaction of the City.
20. Parkland dedication has been calculated at a rate of 1 hectare per 300 residential units. The Owner shall dedicate Blocks 46, 47, 48, 49, 50, 51, 52, 54, 55, and 56 to satisfy a portion of the required parkland dedication. Some of the blocks have been taken at a compensated rate as per By-law CP-9. The balance of the required parkland dedication will be taken in the future phase of the subdivision.
21. In conjunction with the first submission of engineering drawings, the Owner is to provide park concept plans for Blocks 54, 55 and 56 to the satisfaction of the City.
22. In conjunction with the first submission of engineering drawings, the Owner shall provide initial pathway concepts for Blocks 46, 47, 48, 49, 50, 51 and 52 to the satisfaction of the City.
23. Within one year of registration of this plan, the Owner shall grade, service and seed all areas dedicated for parkland within the phase being registered, in accordance with the approved plan, to the satisfaction of the City.
24. The Owner shall not grade into any open space areas or parkland. Where lots or blocks abut an open space area, all grading of the developing lots or blocks at the interface with the open space areas are to match grades to maintain existing slopes, topography and vegetation. In instances where this is not practical or desirable, any grading into the open space shall be to the satisfaction of the City.
25. Prior to construction, site alteration or installation of services, robust silt fencing/erosion control measures must be installed and certified with site inspection reports submitted to the Ecologist monthly during development activity along the edge of the Block 57.
26. Within one year of registration of this plan, the Owner shall construct a 1.5m high chain link fencing without gates in accordance with current City park standards (SPO 4.8) or approved alternate, along the property limit interface of all private lots and blocks adjacent to existing and/or future Park and Open Space Blocks, to the satisfaction of the City.
27. In conjunction with the first submission of engineering drawings, a buffer planting and habitat enhancement plan which addresses restoration and plantings that shall occur around the woodlot and wetland in accordance with the approved EIS, prepared by a qualified professional, shall be submitted and reviewed, to the satisfaction of the City.
28. In conjunction with the first submission of engineering drawings, the Owner shall have a qualified arborist prepare 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 Manager of Environmental and Parks Planning as part of the design studies submission. Tree preservation shall be established first and grading/servicing design shall be developed to accommodate maximum tree preservation.
29. In conjunction with the first submission of engineering drawings, the owner shall, in lieu of the standard park grade, service and seed requirements, undertake, by a Registered Professional Forester, a Hazard Tree Assessment Study for all blocks/lands that abut parks (Blocks 54, 55, 56) and open space (Block 57). The

study will undertake a tree risk assessment to identify hazard trees or hazardous parts of any trees within falling distance of the park lot lines (this being the hazard tree management zone) and pathways (as approved by the city), this is also taking into account wind-firmness of adjacent trees affected by any recommended hazard tree removals, and ensure that those hazard trees, or parts thereof, are abated or removed in a timely manner by competent, certified arborists prior to any other persons (workers) entering the hazard tree management zone, or within one year of registration, whichever is the sooner.

30. At the time of development approvals (site plan) for Block 37, the Owner shall incorporate a 10 meter wide native landscape strip along the west lot line of the Block to function as an ecological buffer to the adjacent woodlot. The planting plan shall be prepared by a qualified professional and approved by the City's Ecologist, in conjunction with any site plan submission.

UTRCA

31. In conjunction with the first submission engineering drawings, the Applicant will provide the following information related to the relocation of Vegetation Community #5, in accordance with UTRCA Section 28 permit #160-19 which was conditionally approved by the UTRCA's Board of Directors on August 27, 2019:

- i) A relocation and phasing plan, which details the relocation and timing of moving the terrestrial wildlife;
- ii) A monitoring program for terrestrial wildlife, and the identification of a monitoring program to be implemented through Phase 2 of the future subdivision at 3700 Colonel Talbot Road;
- iii) The minimum compensation required for Vegetation Community #5, as detailed in the final accepted EIS. The compensation requirements detailed in the final accepted EIS shall be considered and accounted for in the development of the Dingman Stormwater EA alternative for an enhanced corridor approach for North Lambeth 2 (Tributary 12). Securities shall be taken as part of this subdivision to ensure works are completed in the future, to the satisfaction of the City and the UTRCA; and
- iv) A work plan and cost estimate of the project, including any hydrogeological works, water balance assessments, restoration, earth works, and plantings etc.

32. In accordance with Ontario Regulation 157/06 made pursuant to Section 28 of the Conservation Authorities Act, the Owner shall obtain the necessary permits/approvals from the UTRCA to create/construct a new natural corridor in future draft plan lands (currently known as Phase 2) and also prior to undertaking any site alteration or development within the regulated area including filling, grading, construction, site alteration to watercourse and/or interference with a wetland.

33. The Owner shall prepare and deliver to all homeowners an education package which explains the stewardship of natural area, the value of existing tree cover, is your cat safe outdoors and the protection and utilization of the grading and drainage pattern on these lots. The educational package shall be prepared to the satisfaction of the City and the UTRCA.

34. In conjunction with the first submission of engineering drawings, the Owner shall demonstrate how water flows and water quality shall will be maintained (i.e. LID's, grading, bioswales) between Patch 10066 and Patch 10069, to the satisfaction of the City and the UTRCA.

SEWERS & WATERMAINS

Sanitary:

35. In conjunction with the Focused Design Studies, 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 sanitary sewer routing and the external areas to be serviced, to the satisfaction of the City;
- ii) Provide details of the sanitary sewers to serve this Plan that will connect to the future Colonel Talbot Pumping Station;
- iii) Demonstrate that the GMIS trunk sanitary sewer SS15B can be constructed complete with local services from Colonel Talbot Pumping Station and Colonel Talbot Road to the future GMIS SS15A, complete with cross-sections;
- iv) Provide sufficient detail for any temporary sanitary sewer connections that can serve this Plan that are proposed to be served by a gravity connection to the GMIS sanitary trunk sewer SS15A and confirm any and all details to address the timing and extension of the future trunk sanitary sewer, SS15A, to the limits of this Plan;
- v) Provide details for any areas that are contemplated to be serviced by future local gravity sewers external to this plan; namely, for Streets 'C', 'D' and 'E'. It is recognized that these areas may need to be held out of development until a sanitary sewer external to this plan is available;
- vi) Demonstrate adequate capacity in the sanitary trunk sewer being constructed in the Colonel Talbot Subdivision to the south in Plan 39T-12503; and
- vii) Demonstrate that the servicing to the proposed street townhouses can be constructed with adequate separation distances and avoid conflicts with City services, which meet City of London standards and requirements.

36. 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) The proposed sanitary sewers to serve this Plan will ultimately connect to the future Colonel Talbot Pumping Station as set out in the Environmental Assessment. The Owner may construct the GMIS SS15B external to this Plan within lands also owned by the applicant in advance of the GMIS schedule with the proper front ending agreements in place to be connect to the GMIS SS15A;
- ii) It is recognized that there is some servicing flexibility and contingent on timing, if in the interim the Owner constructs sanitary sewers to serve this Plan and connects them temporarily to the future trunk sanitary sewer SS15A, that is being constructed in stages, which may require the Owner to extend a portion of the trunk sanitary sewer external to these lands to the limits of this Plan in order to provide a future gravity connection, all to the satisfaction of the City Engineer. The availability and timing for the extension of SS15A involves other stakeholders and the Owner may be required to construct works external to this Plan in order to provide a temporary sanitary gravity connection for this Plan;
- iii) If the subject plan develops in advance of the subdivision to the south of this plan, the Owner shall make arrangements with the affected property owner(s) for the construction of any portions of the CSRF trunk sanitary sewer Stage 2 (GMIS SS15A) situated on private lands outside this plan, over easements provided by adjacent property owner, as necessary, all to the specifications of the City;
- iv) Oversizing of the internal sanitary sewers in this draft plan to accommodate flows from the upstream lands external to this plan, if necessary, all to the satisfaction of the City; and,

- v) Where trunk sewers are greater than eight (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 Engineer. The local sanitary sewer will be at the sole cost of the Owner.

37. The Owner shall co-ordinate the work associated with this Plan of Subdivision with the City's proposed construction of the Colonel Talbot trunk sanitary sewer and Pumping Station adjacent to the west boundary of this plan, to the satisfaction of the City, at no cost to the City.

Storm and Stormwater Management (SWM)

38. In conjunction with the Focused Design Studies, the Owner shall have his consulting engineer prepare and submit a Storm/Drainage and SWM Servicing Functional Report or a SWM Servicing Letter/Report of Confirmation to address the following:

- i) Identifying the storm/drainage and SWM servicing works for the subject and external lands and how the interim drainage from external lands will be handled, all to the satisfaction of the City;
- ii) Identifying major and minor storm flow routes for the subject and external lands, to the satisfaction of the City;
- iii) Supporting overland flow route capacity calculations and associated drawings for the conveyance of the major overland flows from this plan of subdivision to the intended receiving system to the south of this plan;
- iv) Conduct a Headwater Drainage Features (HDF) assessment of all open watercourses and Municipal Drains located within this plan and confirm all appropriate management strategy for each in consultation with the City and the Upper Thames River Conservation Authority, all to the satisfaction of the City Engineer and the Upper Thames River Conservation Authority;
- v) Provide supporting documents for the inclusion of the identified areas below for major and minor storm/drainage and SWM related servicing works for Blocks 23-26, Street 'A' (west of Block 38), Street 'B', Blocks 28-37, 39-41, Street 'J', Street 'K' and Street 'A' (east of Street 'J') as these are not identified within the North Lambeth SWM Facility P9 drainage catchment area for both major and minor storm flows;
- vi) Identify all interim and long term erosion and sediment control measures that would be required for both registration and construction phasing/staging of the development and any major revisions to these plans after the initial acceptance shall be reviewed/accepted by the City of London for conformance to our standards and Ministry of the Environment, Conservation and Parks requirements;
- vii) 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;
- viii) Implement 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; and
- ix) 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 with the accepted Design Requirements for permanent Private Stormwater Systems.

39. The subdivision to which this draft approval relate shall be 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.

40. In conjunction with Focused Design Studies, 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 objections, to the satisfaction of the City Engineer. Alternatively, the Owner shall implement LID measures in accordance with the target infiltration rate and design criteria established by the Dingman Creek Stormwater Servicing Strategy Schedule C Municipal Class EA.
41. 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 (2005) and any addendums/amendments;
 - ii) The approved Functional Stormwater Management Plan for North Lambeth SWM Facility P9, (prepared by Stantec (2016)) or any updated Functional Stormwater Management Plan;
 - iii) The approved Storm/Drainage and SWM Servicing Functional Report for the subject lands;
 - iv) The final Dingman Creek Stormwater Servicing Strategy Schedule 'C' Municipal Class EA;
 - v) 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.;
 - vi) The City of London Design Specifications and Requirements, as revised;
 - vii) The City's Waste Discharge and Drainage By-laws, lot grading standards, Policies, requirements and practices;
 - viii) The Ministry of the Environment, Conservation and Parks (MECP) SWM Practices Planning and Design Manual (2003), including updates and companion manuals, as revised; and
 - ix) Applicable Acts, Policies, Guidelines, Standards and Requirements of all required approval agencies.
42. 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) The proposed storm sewers to serve the majority of this plan, located within the Dingman Creek Subwatershed, shall be connected to outlet major and minor storm flows to the GMIS North Lambeth SWM P9 located to the south of this plan; If the subject plan develops in advance of the subdivision to the south of this plan, the Owner shall make arrangements with the affected property owner(s) for the construction of any portions of the outlet sewers situated on private lands outside this plan and shall provide satisfactory easements, as necessary, all to the specifications of the City; and
 - ii) Make provisions to oversize and deepen the internal storm sewers in this plan to accommodate flows from upstream lands external to this plan.
43. In conjunction with the first submission of engineering drawings, the Owner shall implement the conclusions of the HDF assessment, including but not limited to, adjustments to the road pattern and lot fabric to accommodate existing

watercourse alignments, proposed realignments, enclosures, abandonments or removal of any open watercourses or Municipal Drains in accordance with the final HDF report, to the satisfaction of the City Engineer and the Upper Thames River Conservation Authority.

44. In conjunction with the Focused Design Studies, the Owner shall have a detailed hydrogeological report prepared by a qualified consultant, or provide an update to the existing hydrogeological report, 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 the design and implementation of 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; and
- 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.

45. In conjunction with the Focused Design Studies, the Owner shall have a qualified consultant carry out a hydrogeological investigation and/or addendum to the existing hydrogeological investigation(s) based on the final subdivision design, to determine the potential short-term and long-term effects of the construction associated with the development on existing ground water elevations and to assess the impact on the water balance of the subject plan, identifying all required mitigation measures, including Low Impact Development (LIDs) solutions to the satisfaction of the City Engineer. Elements of the hydrogeological investigation should include, but are not limited to, the following:

- i) Evaluation of the hydrogeological regime, including specific aquifer properties, static groundwater levels, and groundwater flow direction;
- ii) Evaluation of water quality characteristics and the potential interaction between shallow groundwater, surface water features, and nearby natural heritage features;
- iii) Completion of a water balance for the proposed development, revised to include the use of LIDs as appropriate;
- iv) Completion of a water for the nearby natural heritage feature (i.e., woodlot to the south on Patch 10069), revised to include the use of LIDs as appropriate;
- v) Details related to proposed LID solutions, if applicable, including details related to the long term operations of the LID systems as it relates to seasonal fluctuations of the groundwater table;
- vi) Evaluation of construction related impacts and their potential effects on the shallow groundwater system;
- vii) Evaluation of construction related impacts and their potential effects on local significant features;
- viii) Development of appropriate short-term and long-term monitoring plans (if applicable); and
- ix) Development of appropriate contingency plans (if applicable) in the event of groundwater interference related to construction.

Watermains

46. In conjunction with the Focused Design Studies, 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;
- ii) Identify domestic and fire flows for the potential development Blocks from the low-level water distribution system;
- iii) Address water quality and identify measures to maintain water quality from zero build-out through full build-out of the subdivision;
- iv) Include modeling for two fire flow scenarios as follows:
 - Max Day + Fire confirming velocities and pressures within the system at the design fire flows, and
 - 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 phasing report as applicable which addresses the requirement to maintain interim water quality; It is understood that the proposal is to approve the draft plan in its entirety with registration and construction in phases which this interim water quality report/plan would need to address;
- vi) Develop a looping strategy when development is proposed to proceed beyond 80 units;
- vii) A looped watermain to serve this plan of subdivision is dependent on the design and construction phasing of the subdivision to the south (39T-12503);
- viii) Provide a servicing concept acceptable to the City Engineer for the proposed street townhouse blocks and any single family residential blocks proposed to create narrow frontage lots which demonstrates separation requirements for all services can be achieved;
- ix) Identify any water servicing requirements necessary to provide water servicing to external lands, incorporating existing area plans as applicable;
- x) Identify any need for the construction of or improvement to external works necessary to provide water servicing to this Plan of Subdivision; There is presently no watermain on this section of Bostwick Road nor was one considered or included in the 2014 Water Servicing Development Charge Background Study;
- xi) Identify any required watermain oversizing, if necessary, and any cost sharing agreements;
- xii) Identify the effect of development on existing water infrastructure – identify potential conflicts;
- xiii) Include full-sized water distribution and area plan(s); and
- xiv) 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), the fire hydrant rated capacity and marker colour and the design domestic and fire flow applied to development Blocks.

47. 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) The proposed watermains to serve this Plan shall connect to the existing low-level municipal system, namely the existing 600 mm diameter watermain on Colonel Talbot Road;

- ii) Should the subject Plan develop in advance of the subdivision to the “south” of this Plan (39T-12503) and should the Owner wish to construct any portion of watermain situated on private lands outside this Plan, the Owner shall make arrangements with the affected property owner(s) for the design and construction of any portions of watermain situated on private lands outside this Plan and shall provide satisfactory easements, as necessary, all to the specifications of the City; and
- 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.

48. The Owner shall implement recommendations of a water servicing strategy study (City of London Southwest Area Development Plan prepared by C3 Water Inc.) recently commissioned by the City incorporating the Bostwick Road development area to investigate the potential expansion of the high level water distribution system in the area. The recommendations of this study, when finalized, may impact the water servicing provisions to a portion of the lands subject to this draft plan.

Roadworks

49. 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 perpendicular through their intersections and opposite each other thereby having these streets centred with each other, unless otherwise approved by the City Engineer.

50. In conjunction with the first submission of engineering drawings, 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, bends, intersection layout, daylighting triangles, 6m straight tangents, 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 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”;
- iii) At ‘tee’ intersection, 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 Engineer;
- iv) Shall provide a minimum of 5.5 metres along the curb line between the projected property lines of irregular shaped lots around the bends and/or around the cul-de-sacs on streets in this plan of subdivision;
- v) Shall ensure street light poles and luminaires, along the street being extended, match the style of street light already existing or approved along the developed portion of the street, to the satisfaction of the City of London;
- vi) Shall ensure any emergency access required is satisfactory to the City Engineer with respect to all technical aspects, including adequacy of sight lines, provisions of channelization, adequacy of road geometries and structural design, etc.; and
- vii) Shall establish and maintain a Traffic Management Plan (TMP) in conformance with City guidelines and to the satisfaction of the City Engineer for any construction activity that will occur on an assumed street.

51. In conjunction with the first submission of engineering drawings, the Owner shall have its consulting engineer provide the following, all to the specifications and satisfaction of the City Engineer:

- i) Confirm that the centreline of Street 'A' is aligned perpendicular to Bostwick Road and Colonel Talbot Road and opposite the centreline of Diane Crescent, to the satisfaction of the City Engineer;
- ii) Ensure the alignment of all streets contained within this plan align are opposite and align with the streets contained in the plan of subdivision 39T-12503 to the south;
- iii) Limit the bulges in the curb line on Street 'C', Street 'F', Street 'H' to only a maximum offset from the standard radius required to achieve the minimum curb distance for driveways, as approved by the City Engineer. Further, the bulge in the street line is only to be to the extent required to achieve the minimum frontage for the abutting lots;
- iv) Identify enhanced landscape boulevards on Street 'A' at Colonel Talbot Road and on Street 'A' at Bostwick Road; and
- v) Design Street 'A' and Street 'D' to neighbourhood connector/secondary collector standards.

52. The Owner shall have its professional engineer design and construct the roadworks in accordance with the following road widths:

- i) Street 'A' from Colonel Talbot Road to 45 metres east has a minimum road pavement width (excluding gutters) of 11.0 metres with a minimum road allowance of 22.5 metres. The widened road on Street 'A' shall be equally aligned from the centreline of the road and tapered back to the 9.5 metres of road pavement width (excluding gutters) and 21.5 metres of road allowance width for this street with 30 metre long tapers on both street lines; and
- ii) Street 'A' from Bostwick Road to 45 metres west has a minimum road pavement width (excluding gutters) of 11.0 metres with a minimum road allowance of 22.5 metres. The widened road on Street 'A' shall be equally aligned from the centreline of the road and tapered back to the 9.5 metres of road pavement width (excluding gutters) and 21.5 metres of road allowance width for this street with 30 metre long tapers on both street lines.

53. The Owner agrees that, if a parking plan is required for this subdivision, and increased pavement width is proposed to accommodate the parking plan, the road allowance width will be increased a corresponding amount in order to maintain the standard 6.0 metre wide boulevards on either side of the road. Further, the Owner agrees that any proposed widening of the pavement and the road allowance will be to the satisfaction of the City Engineer.

54. In conjunction with the first submission of engineering drawings, the Owner shall provide any necessary road widening and/or realignments of Bostwick Road in order to develop Blocks 39, 40, and 41, all in accordance with the Bostwick Road Environmental Assessment, all to the specifications and satisfaction of the City.

55. The Owner shall convey Block 71 to the City for a future public road at no cost to the City. Prior to Final Approval, if an application for draft plan of subdivision has been accepted by the City on lands to the south of the subject site (known municipally as 3725 Bostwick Road) and it is determined that a public road connection is needed to service these lands, then the Owner will be required to construct a fully serviced road, to the satisfaction of the City.

If no application for draft plan of subdivision has been received for 3725 Bostwick Road prior to final approval for the subject site, Block 71 shall be conveyed to the City for a future public road at no cost to the Municipality.

If it is determined that the access block is required for a private access, Block 71 shall be sold at market value, as determined by the City acting reasonably to the owners of the adjacent lands for access purposes, and the City shall pay the net proceeds of that sale minus any City costs to the Owner of this plan (39T-17503) within 30 days of such sale.

Should the City determine that Block 71 is not needed for access purposes (private or public) within twenty (20) years from the date of the original draft approval, then the City will transfer it back to the Owner of this plan for a nominal fee.

Sidewalks

56. In conjunction with the first submission of engineering drawings, the Owner shall identify a 1.5 metre sidewalk on both sides of all streets in this plan as per the Southwest Area Plan, all to the satisfaction of the City, at no cost to the City.
57. In conjunction with the first submission of engineering drawings, the Owner shall identify a 2.4 metre sidewalk fronting School Block 53 on Street 'A' and Street 'J', all to the satisfaction of the City, at no cost to the City.
58. Should the Owner direct any servicing within a walkway or a walkway is to be used as a maintenance access, the Owner shall provide a 4.6 metre wide walkway designed to the maintenance access standard, to the specifications of the City.

Boundary Road Works

59. In conjunction with the Focused Design Studies, the Owner shall update the Transportation Impact Assessment, including but not limited to the following, to the satisfaction of the City Engineer:
 - i) The trip distribution does not identify any trips going south via Campbell Street/Street 'D'. This represents a direct north/south link to Main Street in Lambeth;
 - ii) Section 6.2 does not contain any commentary or analysis for auxiliary lanes on Bostwick Road;
 - iii) Traffic counts are to be included in the appendix;
 - iv) The conclusion and recommendations should be updated to contain auxiliary lanes for Bostwick Road; and
 - v) The engineering stamp on the Certificate of Ownerships needs to be signed and dated.
60. In conjunction with the first submission of engineering drawings, the Owner shall implement all applicable recommendations outlined in the approved Transportation Impact Assessment, to the satisfaction of the City Engineer.
61. In conjunction with the first submission of engineering drawings, the Owner shall have its consulting engineer provide the following, all to the specifications and satisfaction of the City Engineer:
 - i) Provide a pavement marking plan, to include all turn lanes, etc.;
 - ii) Verify the adequacy of the decision sight distance on Colonel Talbot Road and Bostwick Road at Street 'A' and Street 'M' at Bostwick Road. If the sight lines are not adequate, this street is to be relocated and/or road work undertaken to establish adequate decision sight distance at this intersection;
 - iii) Identify temporary street lighting at the intersection of Street 'A' at Colonel Talbot Road, at the intersection of Street 'A' at Bostwick Road and at the intersection of Street 'M' at Bostwick Road, at no cost to the City;

- iv) Provide details of raised median on Bostwick Road opposite Street 'M' restricting access to right in/right out in accordance with the City's Access Management Guidelines and in accordance with City standards;
- v) Prepare and submit the ultimate design of Colonel Talbot Road from the north limit of 3680 Colonel Talbot Road to the south limit of Kilbourne Road, including turn lane design, street lights, sidewalks, etc. and provide an electronic tender package/quantities to the City for Street 'A' and Colonel Talbot Road for review and acceptance to the satisfaction of the City Engineer. These works shall be included in the Development Charge work plan outlining the costs associated with the design of the DC eligible works. It is noted the City shall be constructing the external works, including but not limited to, left and right turn lanes on Colonel Talbot Road, sidewalks, street lights, etc. in future as part of the GMIS project; and
- vi) Prepare and submit the ultimate design of Bostwick Road along the frontage of this Plan, including turn lane design, etc. and provide an electronic tender/quantities package to the City for Street 'A' and Bostwick Road for review and acceptance to the satisfaction of the City Engineer. These works shall be included in the Development Charge work plan outlining the costs associated with the design of the DC eligible works. It is noted the City shall be constructing the external works, including but not limited to, left and right turn lanes on Bostwick Road, sidewalks, street lights, etc., in future as part of a GMIS project.

62. The Owner acknowledges that the City, in accordance with the City's current Growth Management Implementation Strategy (GMIS) may be reconstructing Colonel Talbot Road and Bostwick Roads. The Owner shall co-operate with the City, as necessary, to complete the project, including providing access to their lands and easements as necessary.

63. The Owner shall not construct the street connection of Street 'M' to Bostwick Road until such time as after the realignment of Bostwick Road has occurred, to the satisfaction of the City Engineer.

Road Widening

64. The Owner shall dedicate sufficient land to widen Colonel Talbot Road and Bostwick Road to 18.0 metres from the centreline of the original road allowance.

Traffic Calming

65. In conjunction with the first submission of engineering drawings, the Owner shall identify raised intersections at the following locations, to the satisfaction of the City Engineer, at no cost to the City:

- i) Street 'A' at Street 'B';
- ii) Street 'A' at Street 'D';
- iii) Street 'A' at Street 'F' westerly leg;
- iv) Street 'A' at Street 'H' westerly and easterly leg; and
- v) Street 'A' at Street 'J' westerly leg.

Should it be determined, the raised intersections will affect the major overland flow route, the Owner shall construct alternative traffic calming measures on Street 'A' at various locations, to the satisfaction of the City Engineer.

66. In conjunction with the first submission of engineering drawings, the Owner shall identify a raised pedestrian cross walk opposite Block 52 built as a type 'C' pedestrian crosswalk, to the satisfaction of the City Engineer, at no cost to the City.

67. In conjunction with the first submission of engineering drawings, the Owner shall identify parking bays along the south side of Street 'A' from Colonel Talbot Road to Bostwick Road, to the satisfaction of the City Engineer, at no cost to the City.

68. In conjunction with the first submission of engineering drawings, the Owner shall identify speed cushions at the following locations, to the satisfaction of the City Engineer, at no cost to the City:

- i) On Street 'A' located at the midpoint of Blocks 8;
- ii) On Street 'A' between Blocks 23 and 24;
- iii) On Street 'A' located at the midpoint of Block 24; and
- iv) On Street 'A' located between Block 26 and 38.

Construction Access/Temporary/Second Access Roads

69. In conjunction with the first submission of engineering drawings, the Owner shall identify a maintenance access, if necessary, (to service any sewers outside of this Plan) from the south limit of this Plan to the existing Campbell Street North in Plan 39T-12503, over easements and lands external to this plan, to the satisfaction of the City Engineer, at no cost to the City.

70. In conjunction with the first submission of engineering drawings, the Owner shall identify a temporary turning facility for vehicles at the following location(s), to the specifications of the City:

- i) Street 'C' – south limit;
- ii) Street 'D' – south limit; and
- iii) Street 'E' – south limit.

Temporary turning circles for vehicles shall be provided to the City as required by the City, complete with any associated easements. When the temporary turning circles(s) are no longer needed, the City will quit claim the easements which are no longer required, at no cost to the City.

General

71. 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.

72. Once construction of any private services, i.e.: water storm or sanitary, to service the lots and blocks in this plan is completed and any proposed re-lotting 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.

73. The Owner shall connect to all existing services and extend all services to the limits of the draft plan of subdivision as per the accepted engineering drawings, at no cost to the City, all to the specifications and satisfaction of the City Engineer.

74. The Owner's professional engineer shall provide full time 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.

75. Prior to the construction of works on existing City streets and/or unassumed subdivisions, the Owner shall have its professional engineer notify new and 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 along with any remedial works prior to assumption, all in accordance with Council policy for "Guidelines for Notification to Public for Major Construction Projects".

76. The Owner shall not commence construction or installations of any services (e.g. 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 (e.g. Ministry of the Environment, Conservation and Parks Certificates, City/Ministry/Government permits: Permit of Approved Works, water connection, water-taking, crown land, navigable waterways, approvals: Upper Thames River Conservation Authority, Ministry of Natural Resources, Ministry of the Environment, Conservation and Parks, City, etc.).
77. In conjunction with the first submission of engineering drawings, 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.
78. 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.
79. 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.
80. 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.
81. All costs related to the plan of subdivision shall be at the expense of the Owner, unless specifically stated otherwise in this approval.
82. 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 municipal or private services in the said easement(s) until such time as they are removed and replaced with appropriate municipal and/or private services and these services are operational, 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.

83. In conjunction with first submission of engineering drawings, 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.
84. In conjunction with the engineering drawings submission, the Owner shall have it geotechnical engineer identify if there is any evidence of methane gas within or in the vicinity of this draft plan of subdivision, to the satisfaction of the City. Should it be determined there is any methane gas within or in the vicinity of this draft plan of subdivision, the Owner's geotechnical engineer shall provide any necessary recommendations. The Owner shall implement any recommendations of the

geotechnical engineer, under the supervision of the geotechnical engineer, to the satisfaction of the City, at no cost to the City.

85. In conjunction with the engineering drawings submission, the Owner shall have its geotechnical engineer identify if there is any evidence of contamination within or in the vicinity of this draft plan of subdivision, to the satisfaction of the City. Should it be determined there is any contamination within or in the vicinity of this draft plan of subdivision, the Owner's geotechnical engineer shall provide any necessary recommendations. The Owner shall implement any recommendations of the geotechnical engineer to remediate, remove and/or dispose of any contaminants under the supervision of the geotechnical engineer to the satisfaction of the City, at no cost to the City.

86. In conjunction with the Focused Design Studies, 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 the design and implementation of Low Impact Development (LIDs) solutions; and
- 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.

87. In conjunction with Focused Design Studies, the Owner shall have his consulting engineer submit a concept plan which shows how all servicing (water, sanitary, storm, gas, hydro, street lighting, water meter pits, Bell, Rogers, etc.) shall be provided to blocks designated for multi-family residential/condominium/townhouse blocks or narrow lot development having frontage on streets in this plan. The Owner shall have regard for adequate separation distances for all services which are to be located on the municipal right-of-way to allow for separate space for repair, replacement and maintenance of these services, all to the specifications and satisfaction of the City Engineer. It will be a requirement to provide adequate separation distances for all services which are to be located on the municipal right-of-way to provide for required separation distance and to allow for adequate space for repair, replacement and maintenance of these services in a manner acceptable to the City Engineer.

88. Any blocks with street townhouses must have detailed block plan provided to the City and reviewed prior to the acceptance of any detailed design drawings, all to the satisfaction of the City. Any comments provided through the Site Plan Review must be addressed, all to the specifications and satisfaction of the City.

89. In conjunction with the Focused Design Studies, 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.

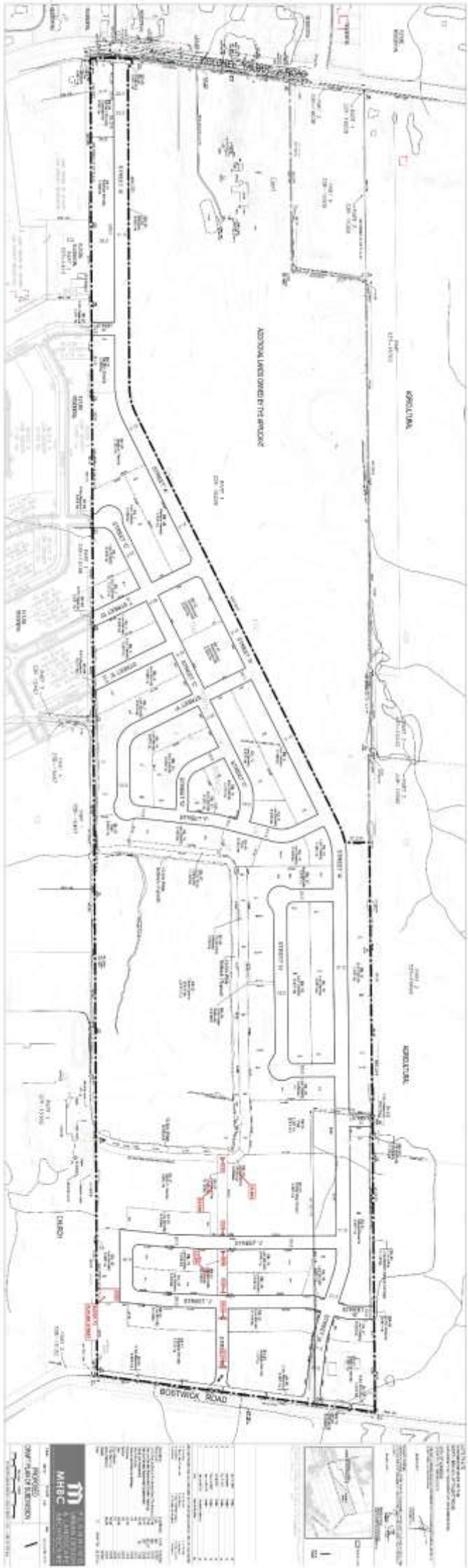
90. In conjunction with the first submission of engineering drawings, the proposed block lotting plan shall be reviewed and accepted with respect to City services, road geometries, easements requirements, etc., to the satisfaction of the City.

91. The Owner shall not develop this plan of subdivision until the plan of subdivision, Plan 39T-12503, to the south develops. Alternatively, make all necessary arrangements to construct adequate municipal services, grading, drainage and accesses over the external lands, to develop this plan, all to the satisfaction of the City.

92. Blocks 1, 2, 3, 4, 5, 6 and 7 in this plan shall be combined with lands to the south in Plan 39T-12503 to create developable lots and/or blocks, to the satisfaction of the City. The above-noted blocks shall be held out of development until they can be combined with adjacent lands to create developable lots and/or blocks.

93. The Owner shall ensure all streets with bends of approximately 90 degrees shall have a minimum inside street line radius with the following standard:

<u>Road Allowance</u>	<u>S/L Radius</u>
20.0 m	9.0 m
19.0 m	9.5 m
18.0 m	10.0 m



NOTES

1. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE NOTED.
2. ALL LOT DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE NOTED.
3. ALL LOT DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE NOTED.
4. ALL LOT DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE NOTED.
5. ALL LOT DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE NOTED.

DATE: 08/11/2011

PROJECT: 1000 BOSTWICK ROAD

DRAWN BY: J. H. HARRIS

CHECKED BY: J. H. HARRIS

SCALE: AS SHOWN

NO.	DESCRIPTION	QUANTITY	UNIT	PRICE	TOTAL
1	CONCRETE	100	YD	100.00	10000.00
2	CEMENT	100	YD	100.00	10000.00
3	STEEL	100	YD	100.00	10000.00
4	BRICK	100	YD	100.00	10000.00
5	PAVING	100	YD	100.00	10000.00
6	LANDSCAPING	100	YD	100.00	10000.00
7	UTILITIES	100	YD	100.00	10000.00
8	DEMOLITION	100	YD	100.00	10000.00
9	FOUNDATION	100	YD	100.00	10000.00
10	FRAMING	100	YD	100.00	10000.00
11	ROOFING	100	YD	100.00	10000.00
12	INTERIORS	100	YD	100.00	10000.00
13	EXTERIORS	100	YD	100.00	10000.00
14	FINISHES	100	YD	100.00	10000.00
15	MECHANICAL	100	YD	100.00	10000.00
16	ELECTRICAL	100	YD	100.00	10000.00
17	PLUMBING	100	YD	100.00	10000.00
18	PAINTING	100	YD	100.00	10000.00
19	LANDSCAPING	100	YD	100.00	10000.00
20	UTILITIES	100	YD	100.00	10000.00
21	DEMOLITION	100	YD	100.00	10000.00
22	FOUNDATION	100	YD	100.00	10000.00
23	FRAMING	100	YD	100.00	10000.00
24	ROOFING	100	YD	100.00	10000.00
25	INTERIORS	100	YD	100.00	10000.00
26	EXTERIORS	100	YD	100.00	10000.00
27	FINISHES	100	YD	100.00	10000.00
28	MECHANICAL	100	YD	100.00	10000.00
29	ELECTRICAL	100	YD	100.00	10000.00
30	PLUMBING	100	YD	100.00	10000.00
31	PAINTING	100	YD	100.00	10000.00
32	LANDSCAPING	100	YD	100.00	10000.00
33	UTILITIES	100	YD	100.00	10000.00
34	DEMOLITION	100	YD	100.00	10000.00
35	FOUNDATION	100	YD	100.00	10000.00
36	FRAMING	100	YD	100.00	10000.00
37	ROOFING	100	YD	100.00	10000.00
38	INTERIORS	100	YD	100.00	10000.00
39	EXTERIORS	100	YD	100.00	10000.00
40	FINISHES	100	YD	100.00	10000.00
41	MECHANICAL	100	YD	100.00	10000.00
42	ELECTRICAL	100	YD	100.00	10000.00
43	PLUMBING	100	YD	100.00	10000.00
44	PAINTING	100	YD	100.00	10000.00
45	LANDSCAPING	100	YD	100.00	10000.00
46	UTILITIES	100	YD	100.00	10000.00
47	DEMOLITION	100	YD	100.00	10000.00
48	FOUNDATION	100	YD	100.00	10000.00
49	FRAMING	100	YD	100.00	10000.00
50	ROOFING	100	YD	100.00	10000.00

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MHR C

DATE: 08/11/2011

PROJECT: 1000 BOSTWICK ROAD

DRAWN BY: J. H. HARRIS

CHECKED BY: J. H. HARRIS

SCALE: AS SHOWN

08/11/2011

1000 BOSTWICK ROAD

J. H. HARRIS

Appendix “E” – Public Engagement

Community Engagement

Public liaison: Circulation #1 - On October 30, 2017, Notice of Application was sent to 31 property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on November 9, 2017. A “Planning Application” sign was also posted on the site.

Three (3) replies from the public were received.

Nature of Liaison: 3700 Colonel Talbot Road and 3645 Bostwick Road – The purpose and effect of these applications would be the creation of a mixed use subdivision consisting of low density single detached dwellings/lots, cluster dwellings, street townhouse dwellings, apartment buildings, convenience commercial, small scale offices, mixed use (residential/commercial/live work/offices), school, parks, multi-use pathways, and public road access via street connections to Colonel Talbot Road and Bostwick Road.

Consideration of a Plan of Subdivision with 28 low density residential blocks (consisting of single detached, semi-detached or converted dwellings) with an estimated 376 lots, nine (9) medium density blocks (consisting of single detached, semi-detached, converted dwellings or street townhomes) with an estimated 238 units/lots, two (2) medium density blocks (consisting of cluster housing, such as cluster singles, cluster townhomes, and cluster apartments) with an estimated 113 units, one (1) medium density block (consisting of cluster housing, such as cluster singles, cluster townhomes, cluster apartments, and apartment buildings) with an estimated 378 units, one (1) medium density block (consisting of cluster housing, such as cluster singles, cluster townhomes, cluster apartments, and apartment buildings, as well as convenience commercial and office uses) with an estimated 98 units, two (2) mixed use blocks (consisting of a range of mixed uses including commercial, office, community-oriented activities, live/work units and residential dwellings) with an estimated 32 units, one (1) school block, two (2) park blocks, one (1) open space block, five (5) multi-use pathways/walkways, several 0.3 m reserves and road widenings, all served by two (2) secondary collector roads (Street A and Street D) and nine (9) new local roads.

Possible Amendment to the Official Plan: a) to Schedule “A” to change the land use designation from: “Low Density Residential” to “Multi-Family, Medium Density Residential” to permit a range of cluster housing including townhomes and apartment buildings; b) from “Low Density Residential”, “Multi-Family, Medium Density Residential” and “Environmental Review” to “Open Space” to permit woodlots and buffers associated with the woodlot; c) to Schedule “C” to change the alignment of the “Proposed Secondary” collector roads (Street A and Street D); d) to Chapter 10 to add a special policy for this subdivision “In the Low Density Residential and Multi-Family, Medium Density Residential designation at 3700 Colonel Talbot Road and 3645 Bostwick Road, all local roads within the subdivision will not be required to provide sidewalks on both sides of the street.”; e) to Chapter 20 (20.5 Southwest Area Secondary Plan) to amend Section 20.5.3.9 ii) b) by adding “The plan of subdivision located at 3700 Colonel Talbot Road and 3645 Bostwick Road” to the exceptions list; f) to Chapter 20 (20.5 Southwest Area Secondary Plan) to amend Bostwick Residential Neighbourhood Section 20.5.9.1 iii) by adding a new subsection g) “Notwithstanding Section 20.5.3.9 ii) b) to the contrary, for the lands addressed as 3700 Colonel Talbot Road and 3645 Bostwick Road an alternative sidewalk arrangement is permitted to provide safe pedestrian connections throughout the site. This sidewalk arrangement does not require sidewalk construction on both sides of all street sections or on all street sections, in recognition of the provision of other mobility infrastructure within the development.”; g) to Chapter 20 (20.5 Southwest Area Secondary Plan) to amend North Lambeth Residential Neighbourhood Section 20.5.10.1 iii) by adding a new subsection c) “Notwithstanding Section 20.5.3.9 ii) b) to the contrary, for the lands addressed as 3700 Colonel Talbot

Road and 3645 Bostwick Road an alternative sidewalk arrangement is permitted to provide safe pedestrian connections throughout the site. This sidewalk arrangement does not require sidewalk construction on both sides of all street sections or on all street sections, in recognition of the provision of other mobility infrastructure within the development.”

Possible Amendment to Zoning By-law Z.-1 to change the zoning FROM an Urban Reserve (UR4) Zone and an Environmental Review (ER) Zone TO: a) Residential R1 (R1-3) Zone – to permit single detached dwellings with a minimum lot area of 300m² and a minimum lot frontage of 10 m (metres); b) Residential R2 (R2-1) Zone - to permit single detached dwellings with a minimum lot area of 250m² and a minimum lot frontage of 9 m, semi-detached dwellings with a minimum lot area of 430m² (200m²) and a minimum lot frontage of 18 m (8.5m), duplex dwellings with a minimum lot area of 430m² and a minimum lot frontage of 12 m and converted dwellings with a minimum lot area of 430m² and a minimum lot frontage of 10.5 m; c) Residential R4 (R4-6) Zone – to permit street townhouse dwellings with a minimum lot area of 145m² and a minimum lot frontage of 5.5 m; d) Residential R6 (R6-5) Zone – to permit cluster single detached dwellings, cluster semi-detached dwellings, cluster duplex dwellings, cluster triplex dwellings, cluster townhouse dwellings, cluster stacked townhouse dwellings, cluster apartment buildings, and cluster fourplex dwellings with a maximum height of 12 m and a maximum density of 35 units per hectare; e) Residential R6 Special Provision (R6-5()) Zone - to permit cluster single detached dwellings, cluster semi-detached dwellings, cluster duplex dwellings, cluster triplex dwellings, cluster townhouse dwellings, cluster stacked townhouse dwellings, cluster apartment buildings, and cluster fourplex dwellings with a maximum height of 12 m and a maximum density of 35 units per hectare, with a special provision for a maximum front and exterior side yard building setback of 5 m; f) Residential R8 (R8-4) Zone - to permit apartment buildings, handicapped person’s apartment buildings, lodging house class 2, stacked townhousing, senior citizen apartment buildings, emergency care establishments, and continuum-of-care facilities with a maximum height of 13 m and a maximum density of 75 units per hectare; g) Residential R8 Special Provision (R8-4()) Zone - to permit apartment buildings, handicapped person’s apartment buildings, lodging house class 2, stacked townhousing, senior citizen apartment buildings, emergency care establishments, and continuum-of-care facilities with a maximum density of 75 units per hectare, with a special provision for a maximum height of 21 m; h) Residential R9 Special Provision (R9-3(13)*H32) Zone - to permit apartment buildings, lodging house class 2, senior citizen apartment buildings, handicapped persons apartment buildings, and continuum-of-care facilities with a maximum height of 32 m and a maximum density of 100 units per hectare, with a special provision for a maximum height of 9 storeys; i) Restricted Office Special Provision (RO2()) Zone – to permit clinics, medical/dental offices, medical/dental laboratories, offices with a maximum gross floor area of 2,000 m² and a maximum height of 12 m, with a special provision to permit financial institutions, studios, professional offices, pharmacies, animal clinics, and commercial schools as additional permitted uses, and a maximum front and exterior side yard building setback of 5 m; j) Restricted Office Special Provision (RO2(*)) Zone - to permit clinics, medical/dental offices, medical/dental laboratories, offices at maximum height of 12 m, with a special provision to permit financial institutions, studios, professional offices, pharmacies, animal clinics, and commercial schools as additional permitted uses, with a maximum gross floor area of 4,000 m² and a maximum front and exterior side yard building setback of 5 m; k) Convenience Commercial (CC6) Zone – to permit convenience service establishments without a drive-through facility, convenience stores without a drive-through facility, financial institutions without a drive-through facility, personal service establishments without a drive-through facility, dwelling units, together with any other permitted uses, medical/dental offices, food stores without a drive-through facility, restaurants, take-out, without a drive-through facility, brewing on premises establishment, convenience business service establishments without drive-through facilities, day care centres without drive-through facilities, offices without drive-through facilities, studios without drive-through facilities, bake shops without drive-through facilities, commercial schools without drive-through facilities, florist shops without drive-through facilities, pharmacies without drive-through facilities, restaurants, eat-in without drive-through facilities, with a maximum gross floor area of 1,000 m² and

a maximum height of 8 m; l) Convenience Commercial Special Provision (CC6()) Zone – to permit convenience service establishments without a drive-through facility, convenience stores without a drive-through facility, financial institutions without a drive-through facility, personal service establishments without a drive-through facility, dwelling units, together with any other permitted uses, medical/dental offices, food stores without a drive-through facility, restaurants, take-out, without a drive-through facility, brewing on premises establishment, convenience business service establishments without drive-through facilities, day care centres without drive-through facilities, offices without drive-through facilities, studios without drive-through facilities, bake shops without drive-through facilities, commercial schools without drive-through facilities, florist shops without drive-through facilities, pharmacies without drive-through facilities, restaurants, eat-in without drive-through facilities, with a maximum gross floor area of 1,000 m² and a maximum height of 8 m, with a special provision for a maximum front and exterior side yard building setback of 5 m; m) Convenience Commercial Special Provision (CC6(*)) Zone - to permit convenience service establishments without a drive-through facility, convenience stores without a drive-through facility, financial institutions without a drive-through facility, personal service establishments without a drive-through facility, dwelling units, together with any other permitted uses, medical/dental offices, food stores without a drive-through facility, restaurants, take-out, without a drive-through facility, brewing on premises establishment, convenience business service establishments without drive-through facilities, day care centres without drive-through facilities, offices without drive-through facilities, studios without drive-through facilities, bake shops without drive-through facilities, commercial schools without drive-through facilities, florist shops without drive-through facilities, pharmacies without drive-through facilities, restaurants, eat-in without drive-through facilities, with a special provision to permit a maximum height of 12 m, a maximum gross floor area of 2,000 m² and a maximum front and exterior side yard building setback of 5 m; n) Neighbourhood Facility (NF1) Zone - to permit places of worship, elementary schools, day care centres, community centres, libraries, private schools, fire stations, private club, and police station; o) Neighbourhood Facility Special Provision (NF1()) Zone - to permit places of worship, elementary schools, day care centres, community centres, libraries, private schools, fire stations, private club, and police station, with a special provision for a maximum front and exterior side yard building setback of 5 m; p) Open Space (OS1) Zone – to permit conservation lands, conservation works, cultivation of land for agricultural/horticultural purposes, golf courses, private parks, public parks, recreational golf courses, recreational buildings associated with conservation lands and public parks, campground, and managed forest; q) Open Space (OS5) Zone – to permit conservation lands, conservation works, passive recreation uses which include hiking trails and multi-use pathways, and managed woodlots. The City is also considering the following amendments: An Official Plan Amendment to Schedule B1 to change the “Unevaluated Vegetation Patch” to “Woodlands” ; Adding holding provisions for the following: urban design, water looping, municipal services, and phasing.

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

Concern for:

- Lack of infrastructure/road improvements needed (street lights, traffic lights, sidewalks)
- Density too high and homes are too small
- Will affect property values of neighbouring larger homes
- SWM Pond and flooding concerns in the area
- Lack of integration of parks and pathways with the rest of London – need more trails and open space pathways to get to YMCA and arena
- Road noise on Colonel Talbot Road
- Adjacent church use is worried that new homes will complain about noise and traffic from church use – eliminate medium density housing adjacent to the church

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

Telephone	Written
Dominic Vita 3968 Malpass Road	Brent Raycraft 3970 Malpass Road
	Forest City Community Church c/o Al Mills, Executive Pastor 3725 Bostwick Road

Brent Raycraft – via email

3970 Malpass Road

After my lengthy wait again trying to get through Lambeth’s main intersection then again trying to turn onto Kilbourne Rd. I get home and read yet about another future application and zoning change for a subdivision going in this area.

I can totally understand the need to open up new avenues for housing but I would hope that you can see that with expansion comes infrastructure needs. Colonel Talbot Rd has become a very busy road with very little to no traffic lights, dim street lights, no sidewalks extending from old Lambeth by Kilbourne and Pack Rd and of course a 70 km speed limit that actually is more like 90 km/hr yet everyday and night people are walking, jogging or riding along the roadway. So I ask you what plans are in place to handle yet another large subdivision let alone the increase in road noise coming over the hill and into what was once a quiet neighbourhood called Southwinds.

Aside from the fact we pay an extremely large amount of taxes in this area with no sound barrier or proper lighting at the Colonel Talbot intersection and now we will have more truck traffic during construction phases let alone the number of personal vehicles once completion.

I am turning to you as our voice in the City of London to bring this plan forward for answers, this is the future of London as well as the “downtown core” that seems to be all that is cared about.

My family and hundreds more pay taxes to the City of London so don’t you think it’s time to put it back into our part of London!

Forest City Community Church – by letter

3725 Bostwick Road

Forest City Community Church is a well-established and long-term community of faith that meets at 3725 Bostwick Road in London. Since the completion of the first phase of construction of our facility in March of 2005 the church has sought to be a contributing member of the Talbot/Lambeth community, and has become a weekly gathering place for more than 2000 people from various walks of life from 1the greater London area.

The southwest portion of London is growing rapidly, and the current application from MHBC Planning, in conjunction with W-3 Farms and York Developments, indicates that development of properties adjacent to ours on Bostwick Road is coming in the near future. While we are enjoying the growth that London is experiencing, and are very supportive of the need for the city to grow into the southwest quadrant, we feel it is necessary to clearly communicate one concern regarding the above noted application. Specifically, the application notes that blocks 38 and 39 are proposed as medium density blocks which could include cluster townhomes, cluster apartments, and cluster singles.

The density of these residential homes is of concern to us because Forest City Community Church is a highly active community with a performing arts centre that can involve traffic and activity at both earl morning and late evening hours. Musical

production (with modest but distinctly ambient volume), coupled with traffic management and large crowds will mean that the increased number of residents in medium density housing may be disturbed by the established patterns of activity here.

Because of these concerns, we believe that the elimination of medium density housing in these two blocks will best serve the interests of the community. In short, while we recognize that mitigations can be undertaken to reduce the impact of a developing community, we would strongly urge the limitation of medium density housing to areas not adjacent to the property located at 3725 Bostwick Road, or close to the existing church building, as our established patterns of activity may prove to be distracting to new residents of the area.

Public liaison: Circulation #2 - On June 27, 2018, Notice of Application was sent to 49 property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on July 5, 2018. A "Planning Application" sign was also posted on the site.

One (1) reply was received.

Nature of Liaison: 3700 Colonel Talbot Road and 3645 Bostwick Road – The purpose and effect of these applications would be the creation of a mixed use subdivision consisting of low density single detached dwellings/lots, cluster dwellings, street townhouse dwellings, apartment buildings, convenience commercial, small scale offices, mixed use (residential/commercial/live work/offices), school, parks, multi-use pathways, and public road access via street connections to Colonel Talbot Road and Bostwick Road.

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

Concern for:

- Adjacent church use is worried that new homes will complain about noise and traffic from church use – eliminate medium density housing adjacent to the church
- Add warning clauses and noise attenuation considerations for new development

Responses to Public Liaison Letter and Publication in "The Londoner"

Telephone	Written
	Forest City Community Church c/o Al Mills, Executive Pastor 3725 Bostwick Road

*Forest City Community Church
3725 Bostwick Road*

We have reviewed the above Notice of Planning Application dated June 27, 2018. We feel it is necessary to reiterate our comments and concerns of March 5, 2018 in which we demonstrated that the already established activities of Forest City Community Church will almost certainly prove disturbing to some residents to the north of our property line, and adjacent to our existing building.

The church's activities can begin as early as 6:00 AM on weekends and can extend past 11:00 PM on certain weeknights. Activities bring with them sometimes heavy automobile and pedestrian traffic, as well as rehearsal activities that may be somewhat outside the confines of the building. Our greatest concern is in regard to Block 39 of the plan as it entails medium density housing up to a maximum of 75 units per hectare. At that density, we are concerned that residents may be disturbed by the busy-ness that accompanies a large and dynamic organization like Forest City Community Church.

Once again, we would stress that the best interests of both new and old residents of this area would be best served if medium density housing were moved away from areas that

are adjacent to the church building. We believe that Block 39 should be revised to include low-density housing to avoid future dissatisfaction on the part of its residents. It would seem beneficial to move medium density housing plans to places where residents are less likely to be affected by being next door to a bustling centre. Further, in the interest of continued satisfaction of new residents to the community on Bostwick Road, we believe it is necessary to include information about the church's activities in both the Development Agreement and in the Declaration of Condominium. These should include references to ongoing worship and musical events with their accompanying audio effects, pedestrian traffic, heavy automobile traffic, outdoor activities, and maintenance, construction, and other upkeep activities. Hours of these activities can vary widely, and should be noted to future and potential residents. Finally, we would suggest that the developer take into account any mitigations that may help new residents live in comfort in an already busy area. It seems wise to consider sound-reducing barrier walls, fences and shrubs, as well as increased insulation in homes and apartments that would obfuscate the bustle of activities taking place on Forest City Community Church property.

Agency/Departmental Comments

Planning Services (City Planning - Urban Regeneration) (November 15, 2017)

Archaeological issues have been addressed, with the exception of Block 53 which was not subject to the Stage 1-2 archaeological assessment. Archaeological potential will not be removed from this block, and it may be prudent to include the h-18 on this block. Not sure of the future plans for Block 53, but development or site alteration must not be permitted until archaeological matters have been addressed.

Staff Response: No conditions added.

Parks Planning (June 10, 2019)

- In conjunction with the Focused Design Studies submission, the Owner shall detail how the recommendations of the EIS (completed by BioLogic Inc. - dated May 8, 2018) and approved addendum(s) will be incorporated into the plan, and implemented, all to the satisfaction of the City.
- Parkland dedication has been calculated at a rate of 1 hectare per 300 residential units. The Owner shall dedicate Blocks 45, 46, 48, 49, 51, 52, 53, 65, 75, 76, 77 to satisfy a portion of the required parkland dedication. Some of the blocks have been taken at a compensated rate as per By-law CP-9. The balance of the required parkland dedication will be taken in the future phase of the subdivision.
- In conjunction with the first submission of engineering drawings, the Owner is to provide park concept plans for Blocks 51, 52, and 65 to the satisfaction of the City.
- In conjunction with the first submission of engineering drawings, the Owner shall provide initial pathway concepts for Blocks 45, 46, 48, 49, 51, 52, 65, 75, 76 and 77 to the satisfaction of the City.
- Within one year of registration of this plan, the Owner shall grade, service and seed all areas dedicated for parkland within the phase being registered, in accordance with the approved plan, to the satisfaction of the City.
- The Owner shall construct all works within the park blocks within one year of plan registration for the parks in that phase to the satisfaction of the City.
- The Owner shall not grade into any open space areas or parkland. Where lots or blocks abut an open space area, all grading of the developing lots or blocks at the interface with the open space areas are to match grades to maintain existing slopes, topography and vegetation. In instances where this is not practical or desirable, any grading into the open space shall be to the satisfaction of the City.
- Prior to construction, site alteration or installation of services, robust silt fencing/erosion control measures must be installed and certified with site inspection reports submitted to the Environmental and Parks Planning Division monthly during development activity along the edge of the Block 53.
- In conjunction with the first submission of engineering drawings, the Owner shall prepare and deliver to all homeowners an education package which explains the stewardship of natural area, the value of existing tree cover and the protection and utilization of the grading and drainage pattern on these lots. The educational

package shall be prepared to the satisfaction of the City.

- Within one year of registration of this plan, the Owner shall construct a 1.5m high chain link fencing without gates in accordance with current City park standards (SPO 4.8) or approved alternate, along the property limit interface of all private lots and blocks adjacent to existing and/or future Park and Open Space Blocks, to the satisfaction of the City.
- Restoration and planting shall occur around the woodlot and wetland in accordance with the EIS. A buffer planting prepared by a qualified professional shall be submitted and reviewed with the first submission of engineering plans, to the satisfaction of the City.
- In conjunction with the first submission of engineering drawings, the Owner shall have a qualified arborist prepare 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 Manager of Environmental and Parks Planning as part of the design studies submission. Tree preservation shall be established first and grading/servicing design shall be developed to accommodate maximum tree preservation.
- In conjunction with the first submission of engineering drawings, the owner shall, in lieu of the standard park grade, service and seed requirements, undertake, by a Registered Professional Forester, a Hazard Tree Assessment Study for the portion of Block 53 that abuts park and open space. The study will undertake a tree risk assessment to identify hazard trees or hazardous parts of any trees within falling distance of the park lot lines (this being the hazard tree management zone) and pathways (as approved by the city), this also taking into account wind-firmness of adjacent trees affected by any recommended hazard tree removals, and ensure that those hazard trees, or parts thereof, are abated or removed in a timely manner by competent, certified arborists prior to any other persons (workers) entering the hazard tree management zone, or within one year of registration, whichever is the sooner.

Staff Response: Conditions have been added to the draft approval.

Environmental and Ecological Planning Advisory Committee (EEPAC) - September, 2018

The key concern for the working group remains the surface flows from Patch 10066 (identified now as a Significant Woodland) to Patch 10069 (also Significant). Both the EIS and the hydrogeological report agree that maintaining this seasonal flow is important to maintain the features and functions of Patch 10069. What is missing from both reports is how this can be accomplished, particularly without the completion of the Dingman Creek Subwatershed Study update currently underway.

RECOMMENDATIONS

1. A holding provision be applied to require approval of the City Engineer or designate and the UTRCA of the design of the system proposed to maintain the seasonal surface flows to Patch 10069, both in terms quantity and quality (e.g. page 34, Recommendation 1, page 36, etc). EEPAC further recommends that this system remain in public ownership so that maintenance remains a municipal responsibility rather than future individual home owners. The design must include the areas to the southwest that are part of the flow regime to the P9 SWM facility as well as Phase 2 of the Sifton development to the north and the remaining part of the York property, particularly as no aquatic habitat site investigations relative to the flow channel under and west of Colonel Talbot Road were carried out (see page 16).
2. EEPAC strongly opposes the suggestion that the compensation for the small wetland at the southwest corner of the property be within Patch 10069. EEPAC recommends the area be where the City has proposed it (adjacent to Patch 10069) or created on the boundary between this property and the property to the

north where other wetland replacement is being proposed. In this way, a larger, more functional wetland would be possible.

3. The working group is also concerned about access to Patch 10069 prior to development of the lands to the south. Although there will be fencing of backyards in the W3 Farms development, the southern part of this patch will remain accessible. The working group recommends the City gain ownership of this woodland earlier rather than later so that a sustainable trail system can be created (preferably outside the woodland) prior to the people creating their own, harming the wet features and the endangered butternut tree which is to be retained and requires protection.
4. EEPAC recommends education signage be installed at appropriate points (e.g. Recommendation 29, page 42) near the ecological features as a constant reminder of the significance of the features. EEPAC does not believe the one time owner education packages are effective. EEPAC supports Recommendation 27 on page 41 for sign plaques on the fences within individual lots.
5. EEPAC recommends the environmental monitoring strategy mentioned on page 42 be a condition of development that requires approval of a City Ecologist. EEPAC also recommends that any monitoring program start with the first year of construction and not end until the third year after substantial completion of the subdivision.

ADDITIONAL COMMENTS

There were a number of inconsistencies (e.g. p. 13, 26) in the EIS update such as whether or not Patch 10066 had been studied and who did the site work. However, EEPAC is in agreement that this patch meets one High criterion from the woodland evaluation guideline document and is therefore a Significant Woodland to be retained (Table A, page 27).

The field sheet includes notations about raptors and ribbon snake (Special Concern Species) habitat, however there is no discussion of these findings and their significance in the report.

With respect to storm water management, the report notes that storm water from Areas 2 and 3 are "tributaries" to the SWMF P9, which presumably means storm water from these areas will drain to that SWMF. However, Area 1, which drains to the east (presumably to Thornincroft Drain) "private permanent treatment" is proposed for storm water. Additionally, run-off from Area 1 is expected to increase 171% without mitigation measures. We have two concerns:

- a. No details on the private treatment system were provided, specifically with respect to water treatment/quality parameters and flow volumes.
- b. The report presents these as annual average increases in run-off, but does not indicate what will happen during major and minor flows. As run-off from the subdivision will mostly occur during storm events, and the report does not evaluate the impact of elevated storm water run-off on Thornincroft Drain (and ultimately Dingman Creek) as a result of these storm events.

We recommend that the report further evaluate the impact from increase in surface water flow from the site to Thornincroft Drain and Dingman Creek during major and minor flow events. If the evaluation fails to demonstrate that overall water quality will be improved or at minimum maintained to pre-development conditions, additional mitigation measures should be considered.

The report also mentions the implementation of LID measures to promote post development infiltration to a target of 80% of the predevelopment infiltration; LID measures may presumably also form part of the storm water management system for the site by acting to retain storm water. We recommend that LID measures, particularly LID measures that form part of any storm water management system be placed on public property, as the eventual homeowner may lack the desire or skill in maintain the LID measures and run-off may consequently increase over time as the efficacy of the LID measures wane.

Staff Response: The final EIS and addendums have addressed flows from Patch 10066 to Patch 10069. The Applicant will be required to address and maintain flows, to be implemented through detailed design. Compensation for the wetland patch will be provided through the second phase of the subdivision within a naturalized channel. Fencing will be required for the significant feature along the interface with future residential, but will not be provided along the southern property. The need for fencing at that location will be determined through future applications to the south. Signage will not be installed for the significant feature on a permanent basis, as the City does not have the resources to maintain signs. A monitoring program is a recommendation of the EIS and will be implemented after final approval. Patch 10066 will be further evaluated as part of any development applications that occur on the lands to the north. The feature will be zoned Environmental Review and the lands surrounding the feature on this site will be zoned Urban Reserve, to denote further study is needed. Additional SWM considerations and LID measures will be addressed as part of the Focused Design Studies for the subdivision.

**Upper Thames River Conservation Authority (September 6, 2019)
NOTICE OF DECISION**

IN THE MATTER OF

The Conservation Authorities Act, R.S.O. 1990, Chapter C. 27 as amended;

AND IN THE MATTER OF

An Application by: York Developments

For the permission of the Upper Thames River Conservation Authority pursuant to Regulations made under Section 28 of this said Act to:

Relocate, recreate and compensate for removal of a wetland feature measuring 0.3 ha on Conservation Authority regulated lands having the municipal address of 3700 Colonel Talbot Road in the City London, Ontario.

TAKE NOTICE THAT a Hearing before the Upper Thames River Conservation Authority was held under Section 28 of the Conservation Authorities Act at the offices of said Authority at 1424 Clarke Road, London, Ontario on Tuesday, August 27, 2019.

Members of the Hearing Board Present:

Alan Dale (Chair)

Tony Jackson

Marie Blosh

Brian Petrie

Hearing Participants:

Ali Soufan - York Developments

David Ailles - York Developments

Scott Allen - MHBC Planning Consultants

Heather Jaggard - Exp Consultants

Dave Haymond - MTE

Maureen Zunti – Sifton Properties Inc.

Nancy Pasato – City of London

Adrienne Sones – City of London

James MacKay – City of London

Ian Wilcox - UTRCA

Tracy Annett – UTRCA

Christine Creighton – UTRCA

Jessica Schnaitmann - UTRCA

Brent Verscheure – UTRCA

Michelle Viglianti - UTRCA

DECISION

MINUTES, HEARING BOARD MEETING

HELD Tuesday, August 27, 2019

THAT the Hearings Committee of the Upper Thames River Conservation Authority grant conditional approval to Application #160-19, including plans to compensate for wetland habitat loss through the implementation of a relocation plan and further the implementation of a compensation plan within the Draft Plan 2 lands that shall include lands to be developed to the north in an overall contiguous natural corridor within the Dingman Creek Subwatershed, and

FURTHER, compensation plan details must be refined and detailed submissions made through the applicant, City of London, and their respective consultants, and

FURTHER, overall development of the subject lands must not take place until such time that all conditions of draft plan approval have been satisfied to the satisfaction of the UTRCA, and

FURTHER, that the terms and conditions for approval pursuant to Section 28 of the Conservation Authorities Act shall include but not be limited to the following:

1. Upon issuance of a Section 28 permit, works must be completed within one (1) year of the approval.
2. Separate Section 28 permit applications and approvals must be obtained from the UTRCA for the development of lands within the proposed plan of subdivision which are situated within regulated areas that are not addressed through this application.
3. Consistent with the documentation prepared in support of Application #160-19, monitoring of the implemented compensation plan must be undertaken for a period of three (3) years and the UTRCA must be advised of any deficiencies or any mitigative measures undertaken to ensure compliance with the relocation plan.
4. As outlined in Recommendation 1, the monitoring program, contained in the Environmental Impact Study (EIS), shall be accepted by the UTRCA, City of London planning staff including the City's ecologist.
5. The proposed naturalized corridor on future Draft Plan lands (currently known as Draft Plan 2) shall consider adjacent lands and shall provide natural heritage system linkages.

DATED the 6th Day of September, 2019

Upper Thames River Conservation Authority (September 9, 2019)

Further to our comments dated April 25, 2019, we wish to advise that the Upper Thames River Conservation Authority (UTRCA) has continued to work with the applicant to address our interests. A number of meetings have been held and progress has been made such that we are in a position to offer conditions of draft plan approval for the Draft Plan 1 Lands. The conditions were formulated in collaboration with City Planning staff and include among other matters the finalizing of technical reports to the satisfaction of City and UTRCA staff as well as the preparation of detailed plans regarding the wetland compensation within a new natural corridor (Draft Plan 2 or future development lands) that will be implemented by the applicant and the adjacent landowner (Sifton) which will require a Section 28 permit.

The subject lands (as well as the balance of the lands) are regulated by the Conservation Authority and include a wetland feature known as Community #5 which was the subject of a recent UTRCA's Hearing Committee meeting on August 27, 2019 wherein the applicant requested permission to relocate the wetland feature. The Notice of Decision which follows, was issued by the UTRCA on September 6, 2019 -

THAT the Hearings Committee of the Upper Thames River Conservation Authority grant conditional approval to Application #160-19, including plans to compensate for wetland habitat loss through the implementation of a relocation plan and further the implementation of a compensation plan within the Draft Plan 2 lands that shall include lands to be developed to the north in an overall contiguous natural corridor within the Dingman Creek Subwatershed, and

FURTHER, compensation plan details must be refined and detailed submissions made through the applicant, City of London, and their respective consultants, and

FURTHER, overall development of the subject lands must not take place until such time that all conditions of draft plan approval have been satisfied to the satisfaction of the UTRCA, and

FURTHER, that the terms and conditions for approval pursuant to Section 28 of the Conservation Authorities Act shall include but not be limited to the following:

1. Upon issuance of a Section 28 permit, works must be completed within one (1) year of the approval.
2. Separate Section 28 permit applications and approvals must be obtained from the UTRCA for the development of lands within the proposed plan of subdivision which are situated within regulated areas that are not addressed through this application.
3. Consistent with the documentation prepared in support of Application #160-19, monitoring of the implemented compensation plan must be undertaken for a period of three (3) years and the UTRCA must be advised of any deficiencies or any mitigative measures undertaken to ensure compliance with the relocation plan.
4. As outlined in Recommendation 1, the monitoring program, contained in the Environmental Impact Study (EIS), shall be accepted by the UTRCA, City of London planning staff including the City's ecologist.
5. The proposed naturalized corridor on future Draft Plan lands (currently known as Draft Plan 2) shall consider adjacent lands and shall provide natural heritage system linkages.

We wish to remind the applicant that in addition to the Community # 5 wetland lands, there are other lands within the Draft Plan 1 Lands which are regulated by the UTRCA. The necessary Section 28 approvals must be secured for those lands prior to undertaking any site alteration or development including filling, grading, construction, alteration to a watercourse and/or interference with a wetland.

Staff Response: Conditions on the permit and wetland relocation/compensation have been added to the draft approval, as well as conditions on a final EIS and Hydrogeological and Water Balance assessment.

Canada Post (November 15, 2017)

This development will receive mail service to centralized mail facilities provided through our Community Mailbox program. I will specify the conditions which I request to be added for Canada Post Corporation's purposes.

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

- a) include on all offers of purchase and sale, a statement that advises the prospective purchaser:
 - i) that the home/business mail delivery will be from a designated Centralized Mail Box.
 - ii) that the developers/owners be responsible for officially notifying the purchasers of the exact Centralized Mail Box locations prior to the closing of any home sales.
- b) the owner further agrees to:
 - i) work with Canada Post to determine and provide temporary suitable Centralized Mail Box locations which may be utilized by Canada Post until the curbs, boulevards and sidewalks are in place in the remainder of the subdivision.
 - ii) install a concrete pad in accordance with the requirements of, and in locations to be approved by, Canada Post to facilitate the placement of Community Mail Boxes
 - iii) identify the pads above on the engineering servicing drawings. Said pads are to be poured at the time of the sidewalk and/or curb installation within each phase of the plan of subdivision.

- iv) determine the location of all centralized mail receiving facilities in co-operation with Canada Post and to indicate the location of the centralized mail facilities on appropriate maps, information boards and plans. Maps are also to be prominently displayed in the sales office(s) showing specific Centralized Mail Facility locations.
- c) Canada Post's multi-unit policy, which requires that the owner/developer provide the centralized mail facility at their own expense, will be in affect for buildings and complexes with a common lobby, common indoor or sheltered space.

Should the description of the project change, I would appreciate an update in order to assess the impact of the change on mail service.

Staff Response: Community mailbox locations will be addressed at detailed design for the subdivision. No condition added.

Bell Canada (June 28, 2018)

We have reviewed the circulation regarding the above noted application. We have no conditions and/or objections to the application at this time. We hereby advise the Developer, however, to contact Bell Canada during detailed design to confirm the provision of communication/telecommunication infrastructure needed to service the development.

As you may be aware, Bell Canada is Ontario's principal telecommunications infrastructure provider, developing and maintaining an essential public service. It is incumbent upon the Municipality and the Developer to ensure that the development is serviced with communication/telecommunication infrastructure. In fact, the 2014 Provincial Policy Statement (PPS) requires the development of coordinated, efficient and cost-effective infrastructure, including telecommunications systems (Section 1.6.1). The Developer is hereby advised that prior to commencing any work, the Developer must confirm that sufficient wire-line communication/telecommunication infrastructure is available. In the event that such infrastructure is unavailable, the Developer shall be required to pay for the connection to and/or extension of the existing communication/telecommunication infrastructure.

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

Staff Response: No conditions added.

London Transit Commission (LTC) (November 2, 2017)

London Transit has reviewed the above noted application for approval of draft plan of subdivision and Official Plan and Zoning By-law Amendment and would offer the following comments:

- Paragraph 213 of The London Plan states that, "Street patterns will be easy and safe to navigate by walking and cycling and will be supportive of transit services. Paragraph 218 states, "To support connectivity, blocks within a neighbourhood should be of a size and configuration that supports connections to transit and other neighbourhood amenities.
- Bostwick Road is projected to be a major transit arterial. The southern portion of Street "J" in the draft plan of subdivision provides poor pedestrian connectivity to Bostwick that would impair transit productivity in the area.
- Paragraph 212 of The London Plan states that, "New neighbourhood street networks will be designed to have multiple direct connections to existing and future neighbourhoods."
- The eastern portion of the draft plan of subdivision fails to provide any allowance for road connections to the south. The lack of a direct north to south route through the site impairs transit's ability to operate efficiently and establish a local transit routing.

Recommendation

1. Provide a road or pedestrian connection with a width of at least 9m between the southern extent of Street "J" and Bostwick Rd.
2. Provide for a road allowance from either Street "J" or Street "F" to the southern boundary of the subject lands.

Staff Response: A second connection to Bostwick Road was added (Street M) and is redlined to a width of 20m. A future road connection to the south from Street J will also be provided through the redlined drat plan.

Appendix “F” – Policy Context

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

Provincial Policy Statement

1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

1.1.1

1.1.3 Settlement Areas

1.1.3.1, 1.1.3.2, 1.1.3.3, 1.1.3.4, 1.1.3.6

1.2 Coordination

1.4 Housing

1.4.1

1.5 Public spaces, recreation, parks, trails and open space

1.5.1

1.6.7 Transportation Systems

1.6.7.4

2.0 Wise use and management of resources

2.1 Natural heritage

2.1.1, 2.1.4, 2.1.5, 2.1.6, 2.1.8

London Plan

Our Strategy: 58_; 59_5; 59_7; 59_8; 60_; 61_2; 62_11

Our City: *71_Figure 1; *72_; 107_; 108_; 124_; 142_; 143-145_; *146_; 170_; 172_

City Building: *189-306; 307_; 313_; 331_; 332_; *346_; *348_; *349_; *357_; *370-

372_; *Table 6; .408_; 410_; 425_; *518_; 520_; 521_; 687_; 690_;

Place Type Policies: 761_; *916-922; *Table 10; 930_; *935_; *936_; *Table 11; *960_;

Our Tools: 1576_; *1577-1578_; 1610_; *1638-1647_

Maps: *Map 1; *Map 3, *Map 5

Southwest Area Secondary Plan:

20.5.1.2; 20.5.1.4; 20.5.2; 20.5.3; 20.5.4; 20.5.16;

Schedule 1, 2, 4, 8, 9

1989 Official Plan

Chapter 2 Planning Framework: 2.3.1 ii); 2.3.1 vii);

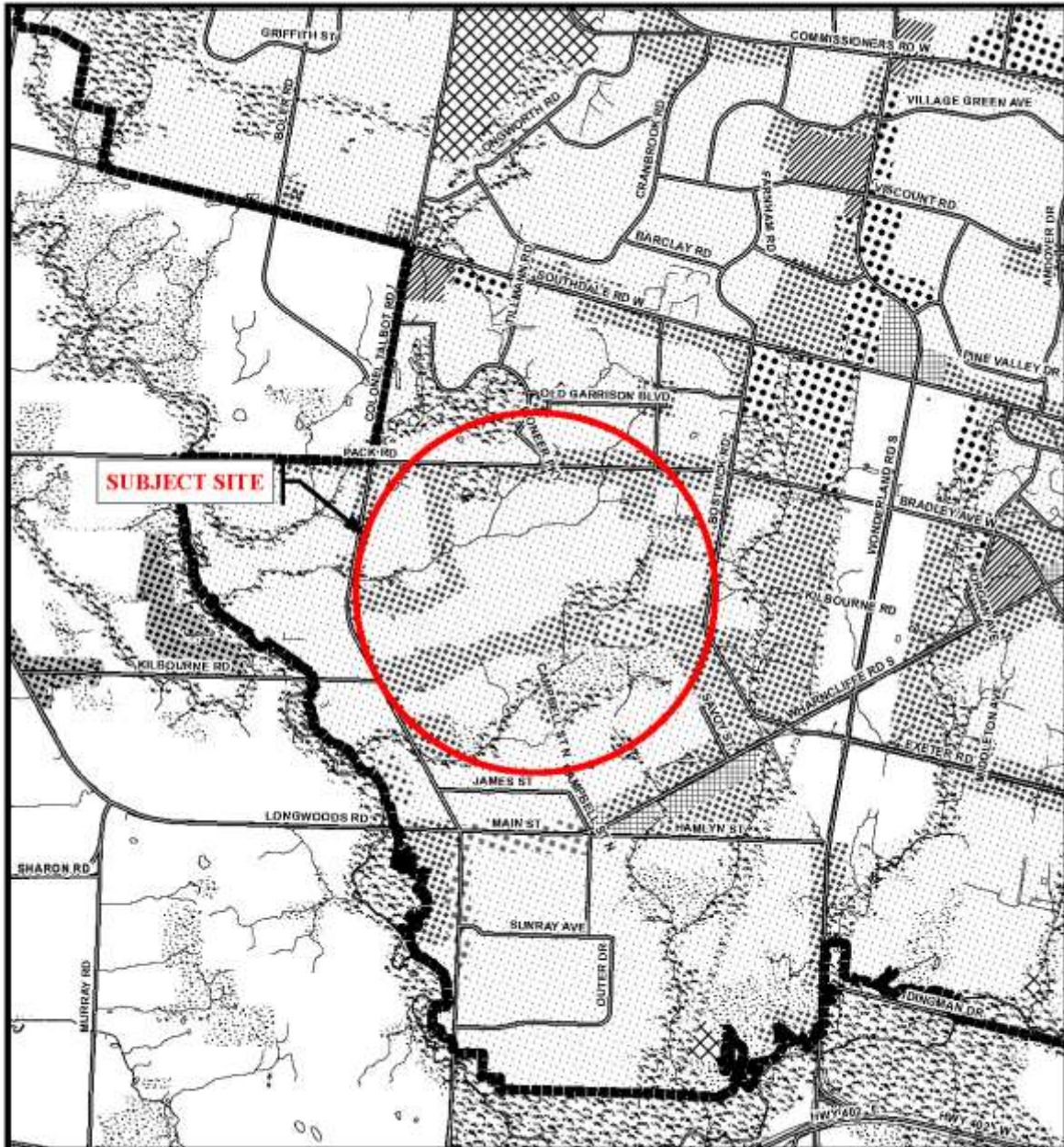
Chapter 3 Residential Land use Designations: 3.1; 3.2; 3.3; 3.6.5.

Chapter 11 Urban Design Principles: 11.1.1 v); 11.1.1 viii); 11.1.1xiii); 11.1.1 xiv); 11.1.1 xvii); 11.1. xxi)

Chapter 15 Environmental Policies: 15.1; 15.2; 15.3; 15.4; 15.5; 15.7

Chapter 19 Implementation: 19.1.12; 19.2; 19.3; 19.4; 19.4.4.; 19.6.; 19.9.2; 19.12.; 19.14.

Additional Maps



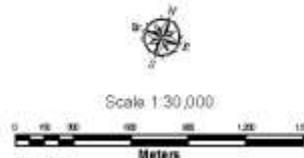
Legend

- | | |
|--|-----------------------------------|
| Downtown | Office Business Park |
| Enclosed Regional Commercial Node | General Industrial |
| New Format Regional Commercial Node | Light Industrial |
| Community Commercial Node | Regional Facility |
| Neighbourhood Commercial Node | Community Facility |
| Main Street Commercial Corridor | Open Space |
| Auto-Oriented Commercial Corridor | Urban Reserve - Community Growth |
| Multi-Family, High Density Residential | Urban Reserve - Industrial Growth |
| Multi-Family, Medium Density Residential | Rural Settlement |
| Low Density Residential | Environmental Review |
| Office Area | Agriculture |
| Office/Residential | Urban Growth Boundary |

CITY OF LONDON
Department of
Planning and Development

OFFICIAL PLAN SCHEDULE A
- LANDUSE -

PREPARED BY: Graphics and Information Services

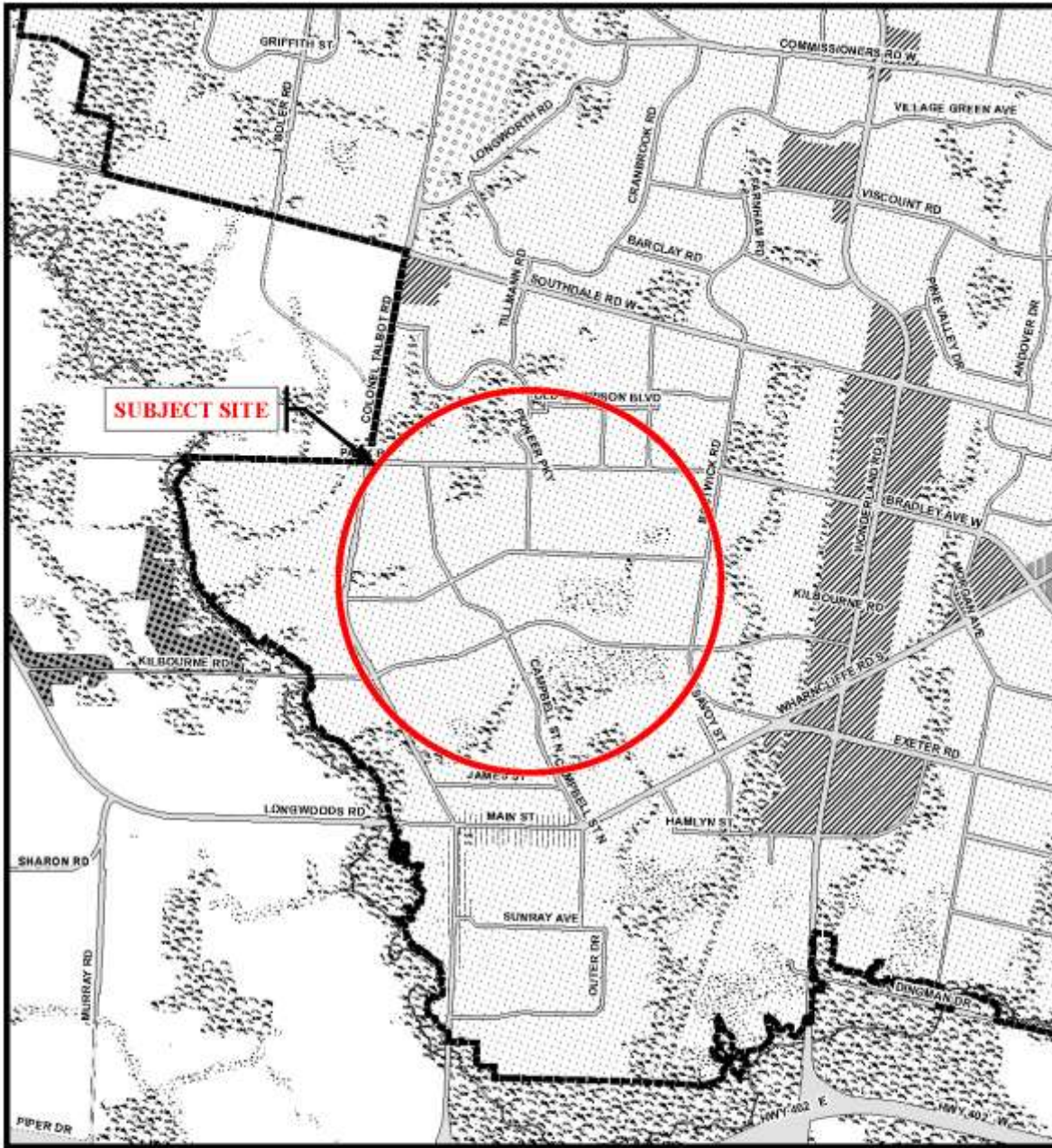


FILE NUMBER: OZ-8838/39T-17503

PLANNER: NP

TECHNICIAN: RC

DATE: 2019/08/28



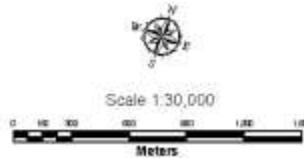
Legend

- | | | |
|------------------------|--------------------------|---|
| 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 | |

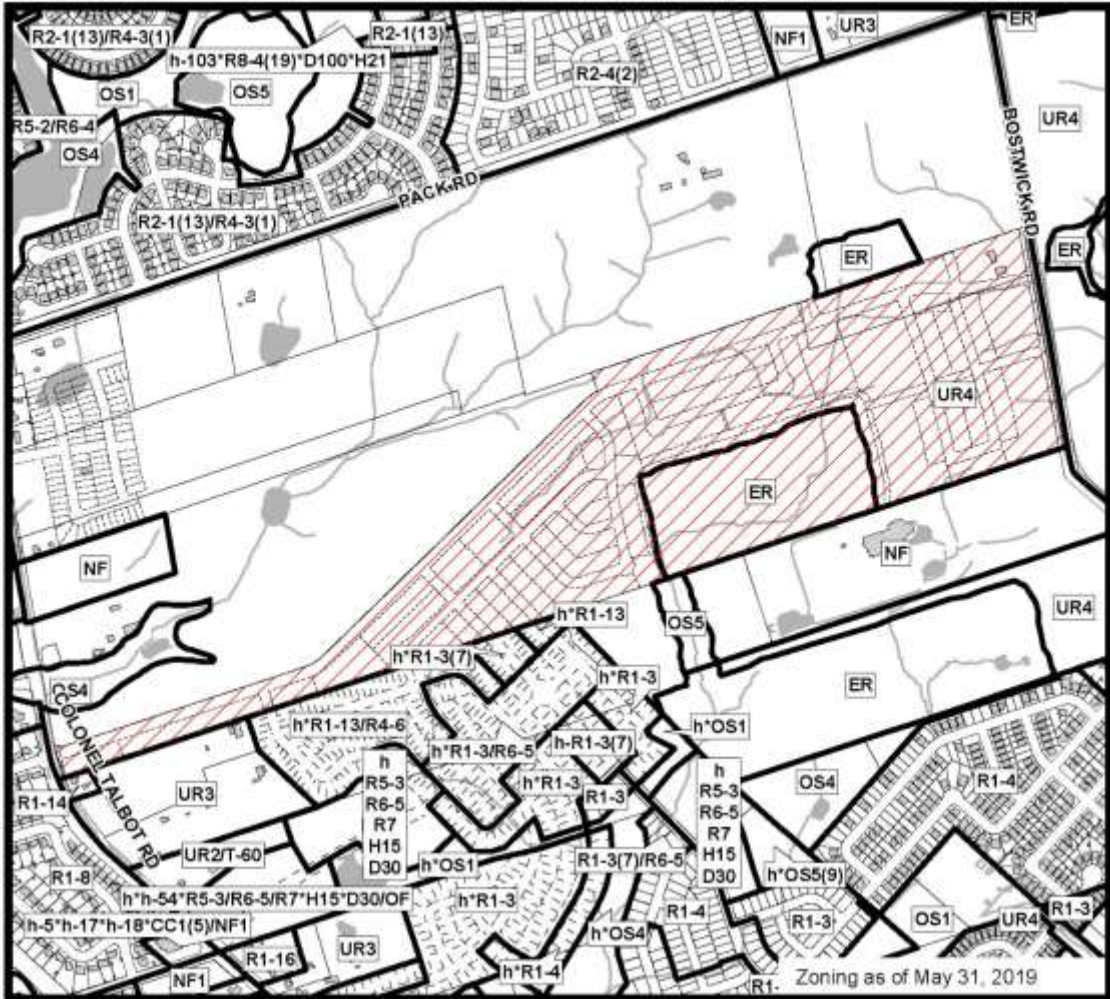
This is an excerpt from the Planning Division's working consultation of Map 1 - Place Types of the London Plan, with added notations.

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: OZ-8838/39T-17503
Planner: NP
Technician: RC
Date: August 28, 2019



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:

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

- 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
- RF - REGIONAL FACILITY
- CF - COMMUNITY FACILITY
- NF - NEIGHBOURHOOD FACILITY
- HER - HERITAGE
- DC - DAY CARE
- OS - OPEN SPACE
- CR - COMMERCIAL RECREATION
- ER - ENVIRONMENTAL REVIEW
- OB - OFFICE BUSINESS PARK
- LI - LIGHT INDUSTRIAL
- GI - GENERAL INDUSTRIAL
- HI - HEAVY INDUSTRIAL
- EX - RESOURCE EXTRACTIVE
- UR - URBAN RESERVE
- AG - AGRICULTURAL
- AGC - AGRICULTURAL COMMERCIAL
- RRC - RURAL SETTLEMENT COMMERCIAL
- TGS - TEMPORARY GARDEN SUITE
- RT - RAIL TRANSPORTATION
- 'N' - HOLDING SYMBOL
- 'D' - DENSITY SYMBOL
- 'H' - HEIGHT SYMBOL
- 'B' - BONUS SYMBOL
- 'T' - TEMPORARY USE SYMBOL

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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

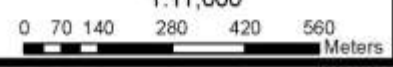


THIS MAP IS AN UNOFFICIAL EXTRACT FROM THE ZONING BY-LAW WITH ADDED NOTATIONS

FILE NO:
OZ-8838 NP

MAP PREPARED:
2019/08/26 RC

1:11,000



Additional Reports

November 20, 2012 - Report to Planning Committee on the Southwest Area Secondary Plan and subsequent adoption of the Secondary Plan and Official Plan amendments (O-7609)

Bibliography of Information and Materials

39T-17503/OZ-8838

Request for Approval:

City of London Subdivision Application Form, completed by MHBC Planning, submitted October 5, 2017.

City of London Combined Official Plan and Zoning By-law Amendment Application Form, completed by MHBC Planning, submitted October 5, 2017.

MHBC Planning. Proposed Draft Plan of Subdivision, Lots 74 & 754, Concession East of the North Branch of Talbot Road (Geographic Township of Westminster), January 23, 2017.

MHBC Planning, Cover letter Draft Plan of Subdivision Application, W-3 Farms Inc., October 4, 2017.

MHBC Planning, Memo, 3700 Colonel Talbot Road and 3645 Bostwick Road London, Proposed SWAP Amendment (provision of Sidewalks), Draft Plan of Subdivision, W-3 Farms, October 25, 2017.

MHBC Planning, Cover letter, Draft Plan Resubmission (W3 Farms Inc.), 3700 Colonel Talbot Road and 3645 Bostwick Road 39T-17503/OZ-8838W-3 Farms Inc., February 13, 2019.

MHBC Planning, Proposed Draft Plan of Subdivision, Lots 74 & 754, Concession East of the North Branch of Talbot Road (Geographic Township of Westminster), December 20, 2018.

Reference Documents:

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Biologic, Revised Environmental Impact Statement, 3700 Colonel Talbot Road & 3645 Bostwick Road, May 8, 2018

Biologic, Revised Environmental Impact Statement, 3700 Colonel Talbot Road & 3645 Bostwick Road, August 13, 2019

Biologic, Environmental Impact Statement, 3700 Colonel Talbot Road & 3645 Bostwick Road, August 26, 2019

Correspondence - see Appendix E of report