

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee

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

Subject: The Heathwoods Subdivision
3924 Colonel Talbot Road
Application for Zoning By-law Amendment
Request for Revisions to Draft Plan of Subdivision

Public Participation Meeting on: March 1, 2021

Recommendation

That, on the recommendation of the Director, Development Services, the following actions be taken with respect to the application of Auburn Developments Ltd. to portions of the lands located at 3924 Colonel Talbot Road:

- (a) the proposed by-law attached hereto as Appendix 'A' **BE INTRODUCED** at the Municipal Council meeting to be held on March 23, 2021 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, to change the zoning of the subject lands **FROM** a Holding Open Space Special Provision (h*OS5(9)) Zone **TO** an Open Space Special Provision (OS5(_)) Zone; **FROM** a Holding Residential R1 (h*R1-3) Zone **TO** a Holding Open Space (h*OS1) Zone; **FROM** a Holding Residential R1 (h*R1-3) Zone **TO** an Open Space (OS1/OS3) Zone; **FROM** a Holding Residential R1 (h*R1-13) Zone **TO** a Holding Residential R1(h*R1-3) Zone; **FROM** a Holding Residential R5/R6/R7 (h*R5-3/R6-5/R7*H15*D30) Zone **TO** a Holding Residential R4/R5/R6/R7 Special Provision (h*R4-6(_)/R5-3(_)/R6-5(_)/R7*H15*D30) Zone; **FROM** a Holding Residential R5/R6/R7 (h*R5-3/R6-5/R7*H15*D30) Zone **TO** a Holding Residential R4/R5/R6/R7 Special Provision (h*R4-6(_)/R5-3/R6-5/R7*H18*D30) Zone; **FROM** a Residential R1/R6 Special Provision (R1-3(7)/R6-5) Zone **TO** a Residential R1 Special Provision (R1-3(7) Zone; **FROM** a Holding Residential R5/R6/R7 (h*R5-3/R6-5/R7*H15*D30) Zone **TO** a Holding Residential R4/R5/R6 Special Provision (h*R4-6(_)/R5-3/R6-5) Zone; **FROM** a Holding Residential R1 (h*R1-3) Zone **TO** a Holding Residential R1/R4 Special Provision (h*R1-1/R4-6(_)) Zone; **FROM** a Holding Residential R1/R6 (h*R1-3/R6-5) Zone **TO** a Holding Residential R1/R4/R6 Special Provision (h*R1-3/R4-6(_)/R6-5) Zone; **FROM** a Holding Residential R1/R6 (h*R1-3/R6-5) Zone **TO** a Holding Residential R1/R4 Special Provision (h*R1-1/R4-6(_)) Zone; **FROM** a Holding Residential R5/R6/R7 (h*R5-3/R6-5/R7*H15*D30) Zone **TO** Holding Residential R1/R4 Special Provision (h*R1-1/R4-6(_)) Zone; **FROM** a Holding Residential R1/R4 (h*R1-13/R4-6) Zone **TO** a Holding Residential R1/R4 Special Provision (h*R1-1/R4-6(_)) Zone; **FROM** a Holding Residential R5/R6/R7/Office (h*h-54*R5-3/R6-5/7*H15*D30*OF) Zone **TO** a Holding Residential R4/R5/R6 Special Provision (R4-6(_)/R5-3/R6-5) Zone; **FROM** a Holding Residential R5/R6/R7/Office (h*h-54*R5-3/R6-5/R7*H15*D30*OF) Zone **TO** a Holding Residential R4/R5/R6/R7 Special Provision/Office (h*h-54*R4-6(_)/R5-3/R6-5/7*H24*D100*OF8(_)) Zone; **FROM** a Holding Residential R5/R6/R7/Office (h*h-54*R5-3/R6-5/R7*H15*D30*OF) Zone **TO** a Holding Open Space (OS1) Zone; **FROM** a Residential R1 (R1-16) Zone **TO** a Holding Residential R4/R5/R6/R7 Special Provision/Office (h*h-54*R4-6(_)/R5-3/R6-5/7*H24*D100*OF8(_)) Zone; **FROM** a Holding Residential R1/R6 (h*h-54*R1-3/R6-5) Zone **TO** a Holding Residential R1/R4/R6 Special Provision (h*h-54*R1-3/R4-6(_)/R6-5) Zone; **FROM** a Holding Residential R1 (h*R1-3) Zone **TO** a Holding Residential R1/R4 Special Provision (h*R1-3/R4-6(_)) Zone; **FROM** a Residential R1 (R1-5) Zone **TO** a Residential R1 (R1-4) Zone; Special provisions

for the proposed R4-6() zone would include an exterior side yard setback to a collector road of 4.5m where rear lots abut and 3.5m front and exterior side yard adjacent to a roundabout.

- (b) Municipal Council **SUPPORTS** the proposed red-line revisions to the draft-approved plan of subdivision as submitted by Auburn Developments Ltd., prepared by Archibald, Gray & McKay Engineering Ltd. (Project No: 161403241 dated May 15, 2020), which shows property realignment of single family residential Blocks 3, 4, 10, 11, 12, 13, 16, 17, 18, 19, 20, 22, 23, 28, 31 and 32, Medium Density Residential Blocks 38-41 and Block 43, Medium Density Residential Block 44, Park Blocks 46, 48 and 49 **SUBJECT TO** the conditions contained in the attached Appendix 'A-2'; and,
- (c) the Planning and Environment Committee **REPORT TO** the Approval Authority the issues, if any, raised at the public meeting with respect to the proposed red-line revisions to the draft plan of subdivision for Heathwoods Subdivision, as submitted by Auburn Developments Ltd.

Executive Summary

Purpose and the Effect of Recommended Action

The purpose and effect of the recommended actions is to consider a request for multiple Zoning By-law amendments and red-line revisions to portions of the draft-approved plan of subdivision 39T-12503. The red-line amendments will permit the reconfiguration of the parkland/wetland feature, regularize the development blocks as well as establish a second wetland feature to provide enhanced habitat for wildlife in the area. The zoning amendments will provide additional residential uses on portions of the site in the form of single detached, street townhouse and cluster townhouse dwellings.

Rationale of Recommended Action

1. The recommended zoning amendments and revisions to draft plan of subdivision are considered appropriate and consistent with the Provincial Policy Statement.
2. The proposed and recommended amendments conform to the in-force policies of The London Plan, including but not limited the policies of the Neighbourhoods Place Type.
3. The proposed and recommended amendments conform to the policies of the (1989) Official Plan, specifically Low Density Residential and Multi-Family, Medium Density Residential.
4. The zoning and red-line revisions as proposed are compatible and in keeping with the character of the existing neighbourhood.

Linkage to the Corporate Strategic Plan

Building a Sustainable City - London's growth and development is well planned and sustainable over the long term.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

May 7, 2013 – Report to Planning and Environment Committee to establish a Municipal Council position in response to appeals from Colonel Talbot Developments Inc. on the neglect by Council to make a decision on Official Plan and Zoning By-law amendment applications; and failure of the Approval Authority to make a decision on an application for subdivision approval.

November 26, 2013 – Report to Planning and Environment Committee to provide an update on the status of discussions that have taken place with the applicant since May. The report also addressed the need for an updated Municipal Council position on the appeals from Colonel Talbot Developments Inc. relating to applications for draft plan of subdivision, Official Plan amendment and Zoning By-law amendment.

May 13, 2014 – Report to Planning and Environment Committee to provide an update on the Ontario Municipal Board Decision relating to the appeal by Colonel Talbot Developments Inc. regarding a proposed residential plan of subdivision, Official Plan and Zoning By-law amendments on the properties located at 3924 and 4138 Colonel Talbot Road.

1.2 Planning History

The subject lands include several adjacent properties comprising a total area of 64.77 hectares located east of Colonel Talbot Road and north of Lambeth Walk. The original application from Colonel Talbot Developments Inc. (39T-12503 & OZ-8052), was accepted on May 2, 2013, and proposed an Official Plan and Zoning By-law Amendments together with a Draft Plan of Subdivision.

The proposed Plan of Subdivision included forty-nine (49) blocks for single detached residential lots, seven (7) blocks of medium density residential development, one (1) block for stormwater management and three (3) park blocks, served by eighteen (18) new internal roads and an extension of South Routledge Road.

A revised Draft Plan of Subdivision application was received from Colonel Talbot Developments Inc. on December 13, 2012. The revised plan consisted of fifty-five (55) blocks for single detached lots, five (5) blocks for low density residential development, one (1) block for stormwater management and three (3) park blocks served by seventeen (17) new internal roads and an extension of South Routledge Road. The supporting Official Plan and Zoning By-law Amendments reflected the proposed subdivision.

The revised application included an updated Servicing Report, conceptual SWM Report and Transportation Impact Study, as well as an updated Environmental Impact Study (EIS). The revised application reflected changes in response to the circulation of the Southwest Area Plan. Notice of the revised application was circulated to municipal review agencies and members of the public in January of 2013.

An appeal to the Ontario Municipal Board was submitted by the applicant's solicitor on January 28, 2013 noting the following reasons for the appeals:

1. the neglect of the Council of the Corporation of the City of London to make a decision with respect to a Zoning By-law Amendment application;
2. the neglect of the Council of the Corporation of the City of London to make a decision with respect to an Official Plan Amendment application; and

3. the failure of the Approval Authority to make a decision pursuant to Section 51(31) of the Planning Act within 180 days after submission of the application for subdivision approval.

A report was presented to a Public Participation meeting of Planning and Environment Committee on May 7, 2013, recommending a position to be taken by Municipal Council in response to the appeals. The resolution adopted by Municipal Council at its session held on May 14, 2013, included direction requesting Administration to continue discussions with the applicant. On November 26, 2013 a report to Planning and Environment Committee was submitted, providing an update on the status of discussions that have taken place with the applicant since May of this year. The report also addressed the need for an updated Municipal Council position on the appeals from Colonel Talbot Developments Inc. relating to applications for draft plan of subdivision, Official Plan Amendment and Zoning By-law Amendment.

In January, 2014 the Ontario Municipal Board heard the appeal by Colonel Talbot Developments Inc. The Board agreed to a settlement reached between the parties which included conditions of draft approval.

Phase 1 of the subdivision was registered on May 30, 2019 as 33M-762. It consists of 132 single detached lots, two (2) medium density blocks, three (3) park blocks and one (1) 0.3 m reserve block, all served by the extension of Barkerville Street and Campbell Street North and the addition of 5 new local streets (namely Tripp Drive, Sugarmaple Crossing, Winterberry Drive, Winterberry Place and Ayrshire Avenue).

Through discussions, the City and Auburn have agreed to a number of minor red-line revision to the draft plan, related to additional parkland and lotting pattern. As noted in the OMB decision, the City may, with the consent of the Applicant, make minor modifications to the draft plan and/or the draft conditions provided they are consistent with the intent of the Board's substantive approval for the purposes of clearing conditions of draft approval and administering final approval.

The OMB issued a decision with a revised draft plan and conditions on April 25, 2018. These revised conditions were used for final approval clearance.

1.3 Property Description

The subject lands are located in the southwest quadrant of the City and are included in the Lambeth Planning Area. The overall subdivision (39T-12503) is comprised of 64.7 hectares of land located east of Colonel Talbot Road and North of Lambeth Walk. The applicant has requested amendments to multiple portions of the draft approved subdivision including single family residential Blocks 3, 4, 10, 11, 12, 13, 16, 17, 18, 19, 20, 22, 23, 28, 31 and 32; medium density residential Blocks 38-41 and Block 43, and 44; and Park Blocks 46, 48 and 49. These locations have been highlighted on the location map in Section 2.1 (see below).

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

- The London Plan Place Type – “Neighbourhoods”
- Official Plan Designation – “Low Density Residential” and “Multi-Family, Medium Density Residential”
- Existing Zoning – Holding Residential R1 (h*R1-3) Zone; Holding Residential R1 (R1-13) Zone; Holding Residential R5/R6/R7 (h*R5-3/R6-5/R7*H15*D30) Zone; Holding Residential R5/R6/R7 (h*R5-3/R6-5/R7*H15*D30) Zone; Residential R1/R6 Special Provision (R1-3(7)/R6-5) Zone; Holding Residential R1/R6 (h*R1-3/R6-5) Zone; Holding Residential R1/R4 (h*R1-13/R4-6) Zone; Holding Residential R5/R6/R7/Office (h*h-54*R5-3/R6-5/7*H15*D30*OF) Zone; a Residential R1 (R1-16) Zone; a Holding Residential R1/R6 (h*h-54*R1-3/R6-5) Zone; a Residential R1 (R1-5) Zone; Holding Open Space (h*OS1) Zone, Holding Open Space (h*OS4) Zone, Holding Open Space Special Provision (h*OS5(9)) Zone; Holding Open Space (OS1) Zone

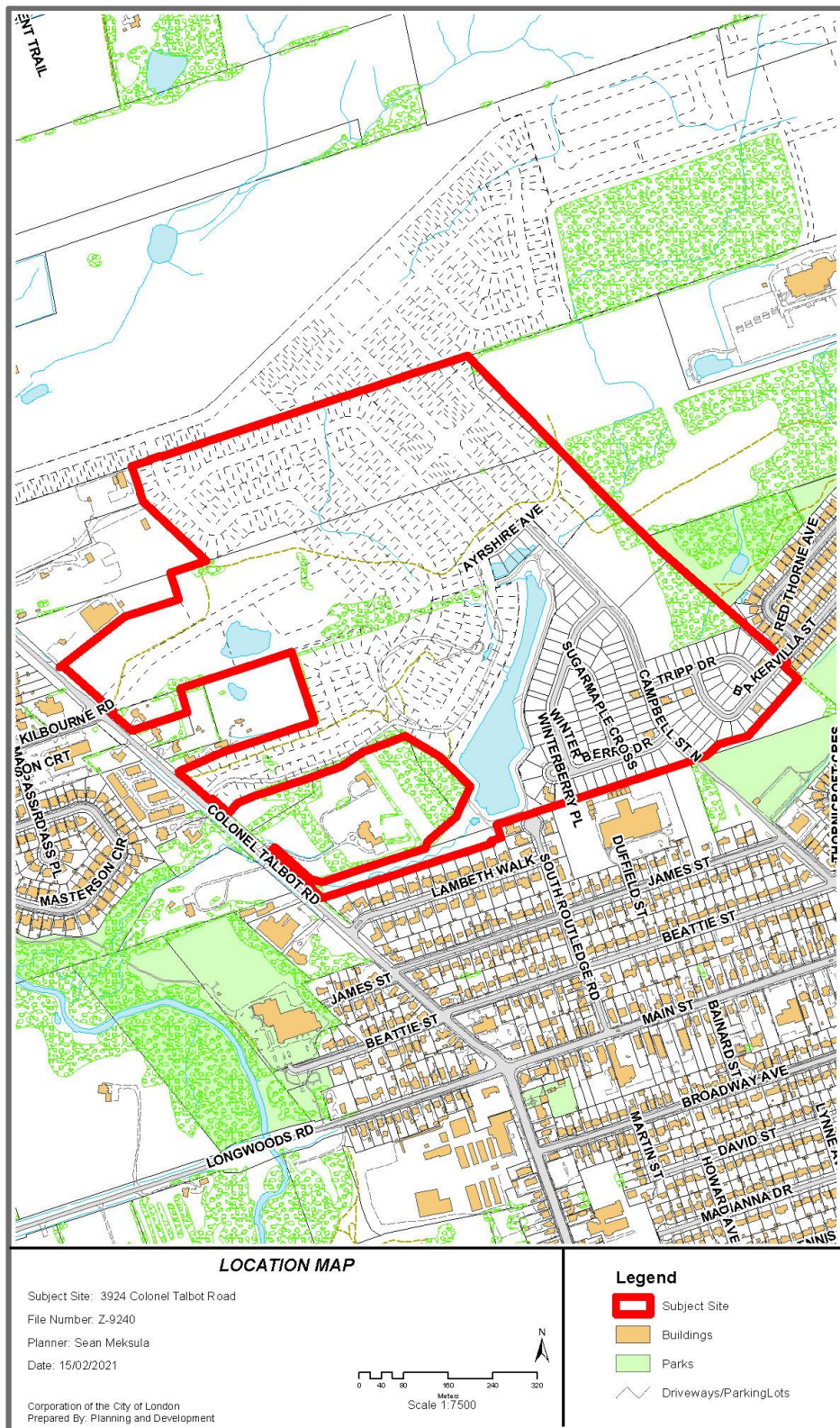
1.5 Site Characteristics

- Current Land Use – vacant/undeveloped
- Frontage – n/a
- Depth – n/a
- Area – n/a
- Shape – n/a

1.6 Surrounding Land Uses

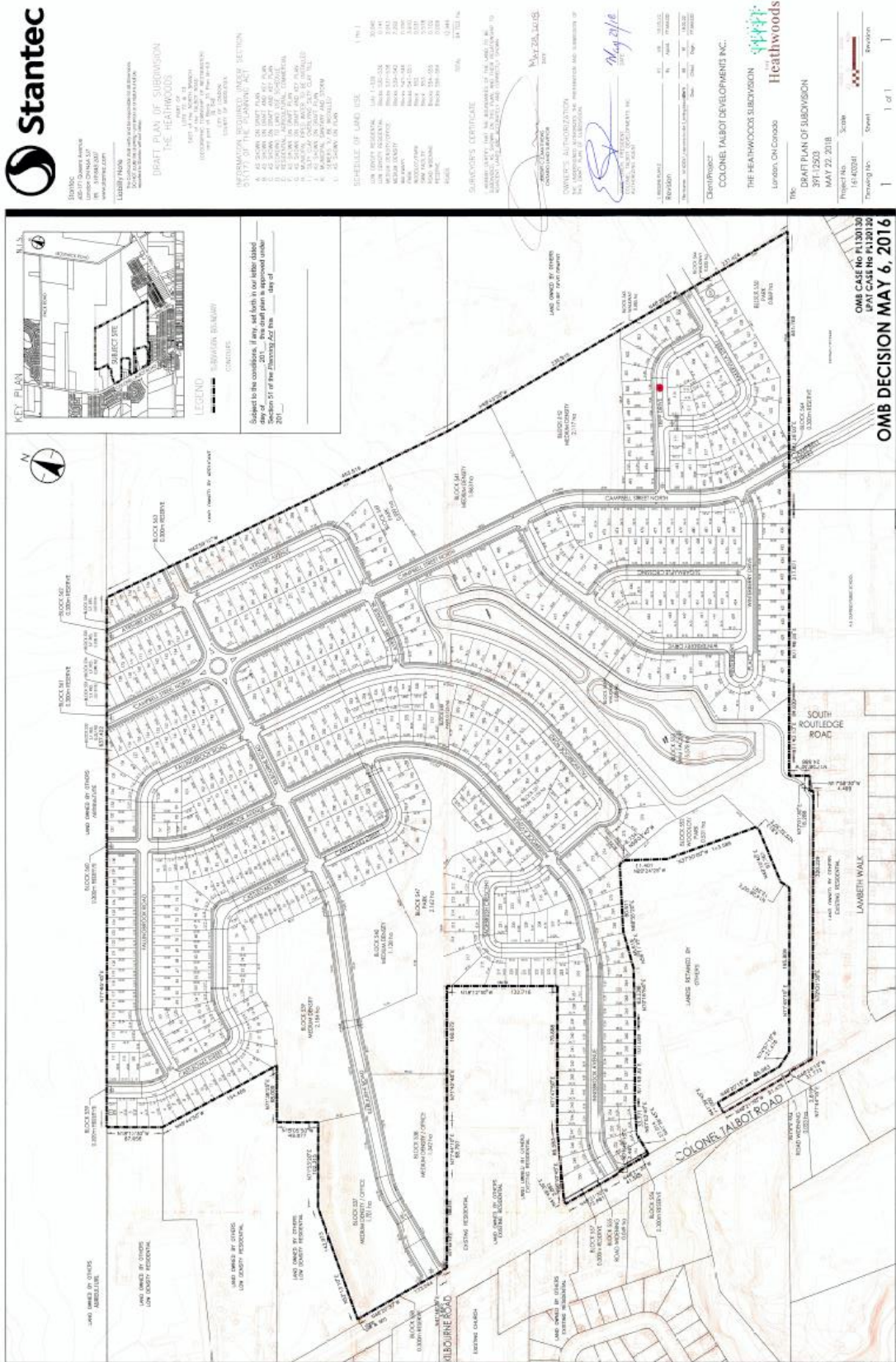
- North – Environmental Review/ Residential
- East – Agricultural
- South – Residential
- West – Residential

1.7 Location Map



2.0 Discussion and Considerations

2.1 Current Draft-Approved Plan



2.5 Proposed Townhouse



3.0 Financial Impact/Consideration

Through the completion of the works associated with this application fees, development charges and taxes will be collected. There are no direct financial expenditures associated with this application.

3.1 Applicant's Requested Amendment

The applicant is requesting a red-line amendment which will require minor adjustments to the existing lot lines for blocks 3, 4, 10, 11, 12, 13, 16, 17, 18, 19, 20, 22, 23, 28, 31 and 32, medium density residential block 38-41 and blocks 43-44 of the redlined draft plan as well as the minor adjustment of Park Blocks 46, 48 and 49.

The zoning amendments will provide additional residential uses on portions of the site in the form of single detached, street townhouse and cluster townhouse dwellings. The applicant is seeking to add the R1-1, R4-6(*), R5-3(*), R6-5(*) and OS5() zones.

3.3 Community Engagement (see more detail in Appendix B)

Through the public circulation process three (3) comments were received about the proposed red-line revisions and zoning by-law amendment. The comments included the following issues: (1) potential increase in traffic caused by the wider range of permitted uses and potential increase in density, (2) future widening of Colonel Talbot Road, (3) impact from car headlights on condominium units at 4067 Colonel Talbot Road, (4) impact of construction pond / overflow drainage on existing abutting neighbourhood, (5) the need to have multiple phase development in multiple areas of the city, and (6) the name change, from Kilbourne Road to Hayward Drive.

The specific concern related to traffic flow was in relation to the potential increase in traffic coming from Heathwoods Avenue and Hayward Drive at Colonel Talbot Road. The identified condominium at 4067 Colonel Talbot Road is located on the west side of Colonel Road.

The comments received by Staff are attached to Appendix "B".

3.4 Policy Context (see more detail in Appendix C)

Provincial Policy Statement, 2020

Provincial Policy Statement, 2020

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 which are sustained by accommodating an appropriate affordable and market-based range and mix of residential types, employment and institutional uses to meet long-term needs. These policies are set out in Section 1.0, and seek to promote cost-effective development patterns and standards to minimize land consumption and servicing costs. The PPS encourages settlement areas (1.1.3 Settlement Areas) to be the main focus of growth and development and appropriate land use patterns within settlement areas shall be established by providing appropriate densities and mix of land uses that efficiently use land and resources along with the surrounding infrastructure, public service facilities and is transit-supportive, where transit is planned, exists or may be developed (1.1.3.2). New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities (1.1.3.6).

The PPS also promotes an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents (1.4 Housing). It directs planning authorities to permit and facilitate all forms of housing required to meet the social, health and wellbeing requirements of current and future residents, and direct the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs. It encourages densities for new housing which efficiently use land, resources, and the surrounding infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed.

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. 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"

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 vacant land condominium does not pose any public health and safety concerns, and there are no known human-made hazards.

In accordance with Section 3 of the Planning Act, all planning decisions "shall be consistent with" the PPS.

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 which are 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

Neighbourhood Place Type

The subject site is located in an Neighbourhood Plane Type which permits a range of primary and secondary uses that may be allowed based on the street classification the property fronts (*921_ Permitted Uses). The subject sites have frontage on a Civic Boulevard, Neighbourhood Connectors and Neighbourhood Streets. The range of permitted uses include single detached, semi-detached dwellings up to stacked townhouses and low-rise apartments (*Table 10). Heights permissions range from 1 to 4-storeys and up to 6-storeys through bonus zoning. Higher heights are directed to higher order roads like Civic Boulevards (*Table 11). Appropriate zoning will be applied to ensure an intensity of development that is compatible within to the neighbourhood context, utilizing regulations for such things as height, density, gross floor area, coverage, frontage, minimum parking, setback, and landscaped open space (Intensity, *935_). All planning and development applications will conform to the City Design policies of this Plan (Form, *936_).

1989 Official Plan

Low Density Residential

The Low Density Residential designation is intended to accommodate low-rise, low density housing forms which includes single detached; semi-detached; and duplex dwellings. Multiple-attached dwellings, such as row houses or cluster housing may also be permitted subject to the policies of this Plan (3.2.1. Permitted Uses). Development within areas designated Low Density Residential shall have a low-rise, low coverage form that minimizes problems of shadowing, view obstruction and loss of privacy. The development of low density residential uses shall be subject to appropriate site area and frontage requirements in the Zoning By-law. These requirements may vary in areas of new development according to the characteristics of existing or proposed residential uses, and shall result in net densities that range to an approximate upper limit of 30 units per hectare (12 units per acre) (3.2.2. Scale of Development).

Multi-Family, Medium Density Residential

The Multi-Family, Medium Density Residential designation is intended to accommodate multiple-attached dwellings, such as row houses or cluster houses; low-rise apartment buildings; rooming and boarding houses; emergency care facilities; converted dwellings; and small-scale nursing homes, rest homes and homes for the aged. These areas may also be developed for single-detached, semi-detached and duplex dwellings (3.3.1. Permitted Uses). Development within the designation shall have a low-rise form and a

site coverage and density that could serve as a transition between low density residential areas and more intensive forms of commercial, industrial, or high density residential development. Development shall be subject to height limitations in the Zoning By-law which are sensitive to the scale of development in the surrounding neighbourhood and generally do not exceed four storeys. Medium density developments generally will not exceed an approximate net density of 75 units per hectare (30 units per acre) (3.3.3. Scale of Development).

Southwest Area Secondary Plan

Both The London Plan and the 1989 Official Plan recognize the need and role of a Secondary Plan to provide more detailed policy guidance for a specific area that goes beyond the general policies. The Southwest Area Secondary Plan (SWAP) forms part of The London Plan and the 1989 Official Plan, and its policies prevail over the more general Official Plan policies if there is a conflict (1556 & 1558*). The subject site is within the North Longwoods Residential Neighbourhood, and within the Low Density Residential (LDR) designation. The Secondary Plan serves as a basis for the review of planning applications, which will be used in conjunction with the other policies of the Official Plan. From an urban design perspective, Policy 20.5.3.9. iii) d) requires special consideration for design of corner lots to take advantage of their visibility. This will be incorporated at site plan. Policy 20.5.3.9. iii) e) seeks to limit garages so that they are not the dominant feature in the streetscape. As part of the special provisions in the zoning, attached garages shall not project beyond the façade of the dwelling or the façade (front face) of any porch, or contain garage doors that occupy more than 50% of the frontage of a lot.

4.0 Key Issues and Considerations

4.1 Issue and Consideration # 1 – Policy Review

Provincial Policy Statement, 2020 (PPS)

The proposed zoning amendments and red-line revisions are in keeping with the PPS as they will provide additional housing types and alternative densities in the area. The amendments will help ensure future development is able to meet current and future housing market demands. The proposed zones provide for forms of development that are generally more affordable than large lots for single detached dwellings. The existing draft approved and registered portion of the subdivision provide public parks and open spaces, schools, and community facilities to support the existing and future development in the area. The recommended zoning and red-line revisions will maintain an efficient and cost effective development and land use pattern, and will not cause environmental or public health and safety concerns.

The policies for Settlement Areas require that new development should occur adjacent to existing built up areas and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities (Section 1.1.3.6). The subject lands are located within the City's Urban Growth Boundary and adjacent existing built-up areas, lands currently being developed or lands designated and zoned for future development. The subject lands have access to existing and future municipal services in the area which were previously planned for through the subdivision review process.

Based on our review, Development Services staff are satisfied that the recommended red-line revised plan and zoning by-law amendments are found to be consistent with the Provincial Policy Statement.

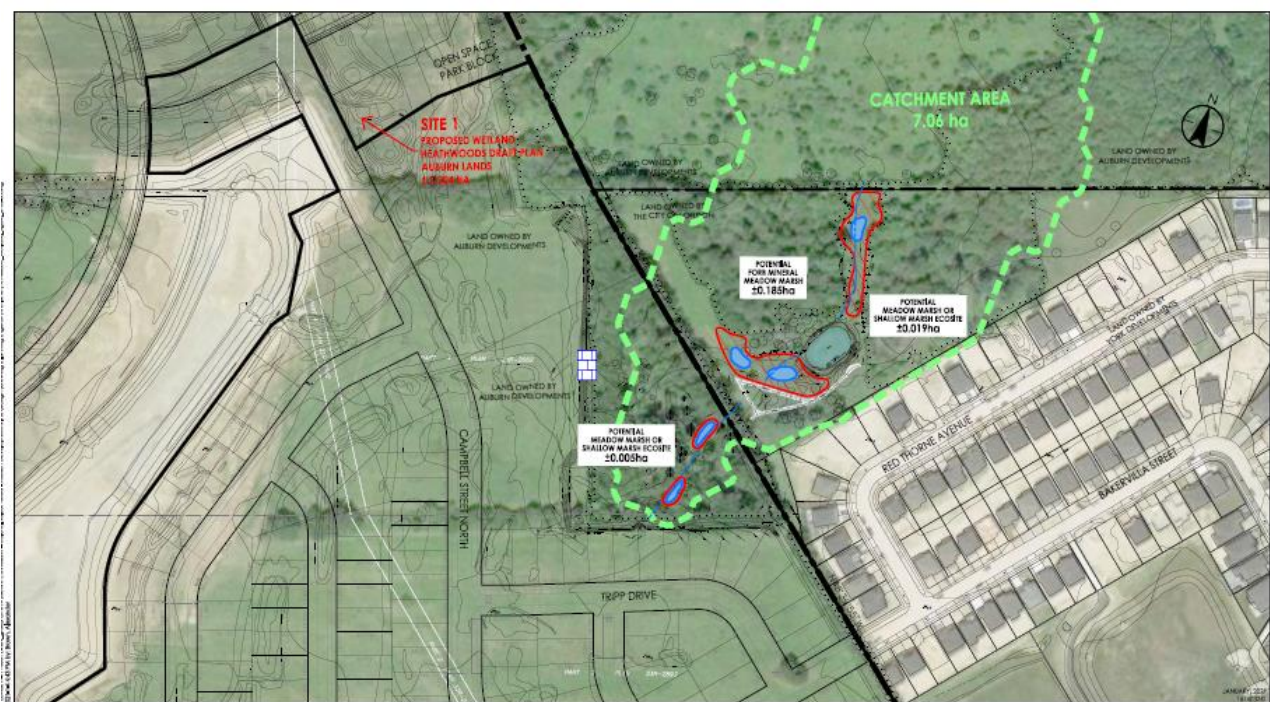
4.2 Issue and Consideration # 2 – What is the purpose of the recommended zoning amendments and red-line revisions to the draft plan of subdivision?

The proposed red-line revisions will maintain the existing street patterns established through the draft plan approval process and make minor adjustments to the lot lines for blocks 3, 4, 10, 11, 12, 13, 16, 17, 18, 19, 20, 22, 23, 28, 31 and 32, medium density

residential blocks 38-41 and blocks 43-44 of the redlined draft plan as well as the minor adjustment of Park Blocks 46, 48 and 49. The draft approved roundabout at Campbell Street North and Hayward Drive which includes blocks 38-41 has been red-lined to facilitate options for housing types and occupancy throughout the plan. These few amended lots are in keeping with the surrounding land uses and will have minimal impacts on original draft plan. The minor addition of new lots will not result in an increase in traffic above that previously planned. The increase can be accommodated within the approved level of servicing in the area.

The applicant is proposing to create a new park block west of Block 547 and convert Park Block 547 into a Medium Density Residential Block. To accommodate this change, the applicant is proposing to relocate a large portion of the wetland from Block 547 to Campbell Woods and Block 134 of Registered Plan 33M-762 (see figure below). Through the application review process, staff and the applicant discussed various options for the wetland relocation. Staff are satisfied with the concept proposed in the January 4, 2021 letter from Stantec. This concept will provide for enhanced and sustainable habitat for amphibians. As part of the draft plan conditions, the applicant is to complete and submit a wetland relocation plan as part of focused design studies.

The proposed adjustments to the open space/park blocks also enhances pedestrian connectivity and experience within the parkland system. The hedge row of trees along the south side of Block 45 may be protected.



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LEGEND

- POTENTIAL FOR MINERAL MEADOW MARSH
- POTENTIAL MEADOW MARSH OR SHALLOW MARSH ECOSITE

HORIZ. 1 : 2000
20 0 40m
AERIAL: GOOGLE, JULY 2018
CONTOURS & TREE LINE
CITY OF LONDON 2019 O.B.M.

Client: COLONE TALBOT DEVELOPMENTS INC.
THE HEATHWOODS SUBDIVISION
London, ON, Canada
Figure No. 2.0
Title: POTENTIAL WETLAND AREAS SKETCH - SITE 2 &
JANUARY 4, 2021

Proposed relocation of wetlands

As part of the red-line review process 4 additional conditions have been added. The conditions are identified below and are included in Appendix A-2 identified in bold and italics.

110. The Owner shall have its consulting engineering update the necessary engineering drawings to reflect the red-line revisions to the draft plan of subdivision, to the satisfaction of the City.

111. In conjunction with the submission of engineering drawings, the Owner shall provide a minimum lot frontage of 6.7 metres as per SW-7.0 to accommodate street townhouses within this draft plan of subdivision, all the specifications and satisfaction of the City.

112. As part of the Focused Detailed Design Studies, the applicant shall submit a wetland relocation plan for Block 547 consistent with the January 4, 2021 Stantec Consulting Conceptual Wetland Relocation letter, to the City's satisfaction. The contents and requirements of the relocation plan shall be scoped with the City of London prior to the initiation of the study with the approved recommendations implemented within the engineering drawing review.

113. In accordance with the above approved Wetland Relocation Plan, the wetland in Block 547 will be partially located in Park Block 48, Campbell Woods and Block 134 of 33M-762 as illustrated in the January 4, 2021 Stantec Consulting Conceptual Wetland Relocation letter. The wetland shall be re-constructed in accordance with the approved Relocation Plan prior to the development of Block 547.

4.3 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 applicant is requesting a Residential R4 Special Provision Zone (R4-6(*)) zone over multiple properties. The requested special provision is for a reduced exterior side yard setback of 4.5m where 6m is required and a reduced front and exterior side yard setback of 3.5m when abutting a cul-de-sac. These special provisions appear to be minor in nature and in some cases similar to or greater than the existing permissions on the subject sites and will not result in any land use conflicts in the area.

Staff is also recommending the R4-6 zone with a minimum lot frontage of 6.7 metres where 5.5 metres is identified. This requirement is based on the narrow lot servicing requirements of SW-7.0. The special provision ensures appropriate services can be provided to the townhouse units in the future and will also help control the level of intensity for the proposed use.

The proposed zoning amendments are as follows:

- 1) Holding Residential Special Provision (h*R1-3*R4-6(*)*6-5) Zone.



Figure 1 - Proposed Zoning Change

- Use:
 - The proposed R4-6(*) zone permits street townhouse dwellings which would be permitted within the existing Low Density Residential designation and Neighbourhood Place type.
 - The addition of R4-6 zone provides the site with additional flexibility in terms of the residential uses and intensity, where the previous R1-4 zone only permitted single detached dwellings.
 - The proposed use is in keeping with the permitted uses on the site and would have no new impacts on the abutting lands.

- Intensity:
 - The current zoning permits a maximum density of 75 uph which is in keeping with the maximum densities permitted within the Multi-Family Medium Density Residential designation.
 - The proposed street townhouse uses are not specifically regulated by density within the proposed zones. The zoning regulations associated with them ensure future development of these uses are at an intensity appropriate to the policies of the Multi-Family Medium Density Residential designation.
 - The London Plan does not restrict uses by any specific density. Instead, it encourages compatibility within the neighbourhood by limiting building heights and applying specific zoning regulations appropriate to the neighbourhood context. The proposed zones maintain similar regulations to the existing zones and uses in the area and the potential level of intensity will remain compatible with the surrounding area.

- Form:
 - The proposed form of and street townhouses are in keeping with the existing and future developments in the area and will have no adverse impacts on the surrounding area.
 - The proposed forms of development are in keeping with the Low Density Residential Policies and Neighbourhood Place Type policies.

- Planning Impact Analysis:
 - Overall, the proposed zones will be compatible with future lands uses. The proposed block and zone boundary are of a sufficient size and shape to accommodate the proposed uses.

2) Holding Residential Special Provision ((h*R1-1/R4-6(*)) Zone.

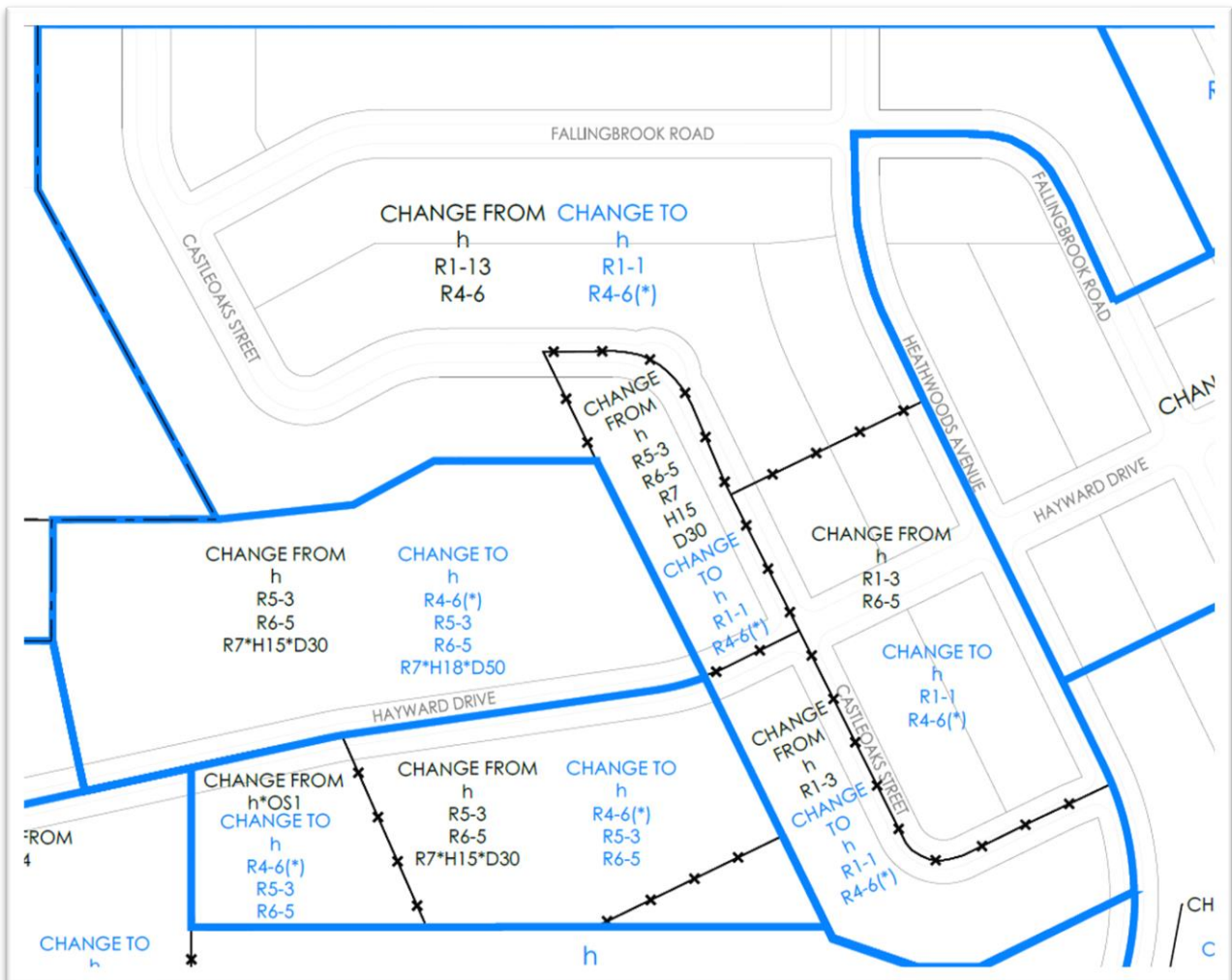


Figure 2 – Proposed Zoning Change

- Use:
 - The proposed R1-1 zone would permit standalone single detached dwellings. The existing R6-5 also permits single detached dwellings but requires it to be through a cluster form of development.
 - The proposed R4-6(*) zone permits street townhouse dwellings which would be permitted within the existing Low Density Residential designation and Neighbourhood Place type.
 - The addition of the R1-1 and R4-6 zones provide the site with additional flexibility in terms of the residential uses and intensity, where the previous R5-3 and R6-5 zone only permits cluster forms of residential development on the block.
 - The proposed additional uses are in keeping with the permitted uses on the site and would have no new impacts on the abutting lands.

- Intensity:
 - The existing zone on the site permits a maximum density of 35 uph which is in keeping with the maximum densities permitted within the Low Density Residential designation.
 - The proposed single detached dwelling and street townhouse uses are not specifically regulated by density within the proposed zones. The zoning regulations associated with them ensure future development of these uses are at an intensity appropriate to the policies of the Low Density Residential designation.
 - The London Plan does not restrict uses by any specific density. Instead, it encourages compatibility within the neighbourhood by limiting building heights and applying specific zoning regulations appropriate to the neighbourhood context. The proposed zones maintain similar regulations to the existing zones and uses in the area and the potential level of intensity will remain compatible with the surrounding area.

- Form:
 - The proposed form of single detached dwellings and street townhouses are in keeping with the existing and future developments in the area and will have no adverse impacts on the surrounding area.
 - The proposed forms of development are in keeping with the Low Density Residential Policies and Neighbourhood Place Type policies.
- Planning Impact Analysis:
 - Overall, the proposed zones will be compatible with future lands uses. The proposed block and Zone boundary are of a sufficient size and shape to accommodate the proposed uses.

3) Holding Residential Special Provision ((h*R4-6(*)/*R5-3(*)/R6-5(*) Zone

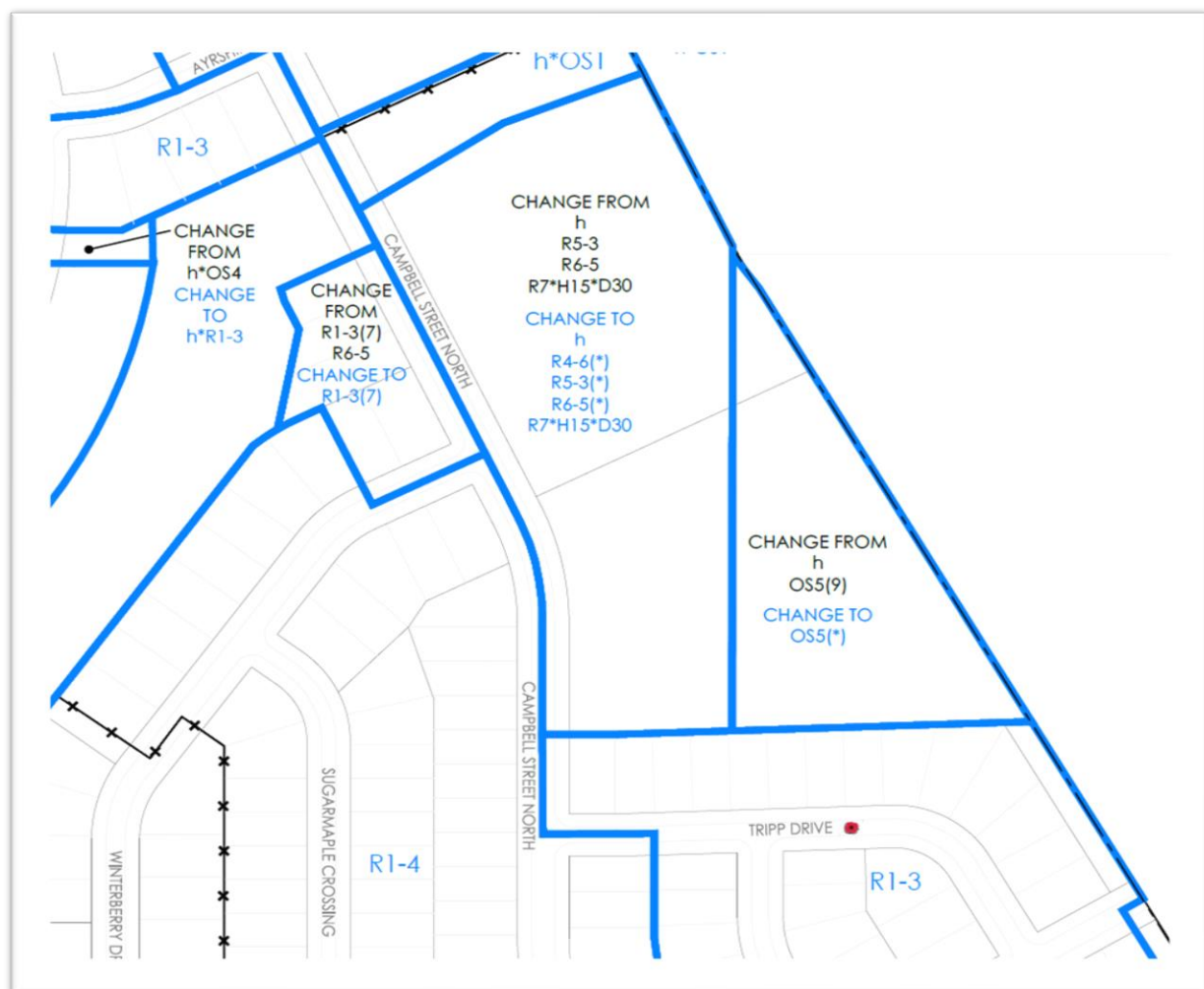


Figure 3 – Proposed Zoning Change

- Use:
- The proposed R5-6(*) zone cluster townhouse and stacked townhouse dwellings and is the same as the zone on the abutting lands to the south the site.
 - The proposed R6-5(*) zone permits single detached, semi-detached, duplex, triplex, townhouse, stacked townhouse, apartment building and fourplex dwellings, and is the same as the zone on the abutting lands to the south the site.
 - The proposed R4-6(*) zone permits street townhouse dwellings which would be permitted within the existing Low Density Residential designation and Neighbourhood Place type.
 - Both the Neighbourhood Place Type and Multi-Family Medium Density Residential designation permit the proposed cluster townhouse dwellings however, stacked townhouse dwellings are not contemplated within the Neighbourhood Place Type.
 - The additional uses would result in no new impacts on the abutting lands.

- Intensity:
 - The R4 Zone provides for and regulates medium density residential development in the form of street townhouses. The current zoning permits a maximum density of 75 uph which is in keeping with the maximum densities permitted within the Multi-Family Medium Density Residential designation.
 - The proposed street townhouse uses are not specifically regulated by density within the proposed zones. The zoning regulations associated with them ensure future development of these uses are at an intensity appropriate to the policies of the Multi-Family Medium Density Residential designation.
 - The R5-6 permits a density of up to 50uph. Although this type of density is higher than the current permissions on site the R5-6 zone has been developed on the lands to the south and the subject site is an ideal location for higher densities as it is essentially at the intersection of two Civic Boulevards with easy access to both Hayward Avenue and Campbell Street North.
 - The proposed R6-5 zone provides a low density form of development that would have no new additional impacts in the area and is in keeping with the current intensity of the abutting lands.
 - The Neighbourhood Place Type encourages these types of intensities at locations such as this and based on the surrounding land uses and existing services in the area, would have no additional impacts.
 - The area identified was proposed to have single detached lots on these blocks. Based on the existing zoning the proposed cluster and stacked townhouse units could be developed. This difference will not have any additional impacts on the planned level of traffic and servicing for the area.

- Form:
 - The London Plan permits heights of 2 and 2.5 storeys when a Neighbourhood Place type fronts a Neighbourhood Connector.
 - The R5-6 zone has a height limit of 12m in order to facilitate the development of stacked townhouses.
 - The proposed R6-5 has a height limit of 12 metres and would have no additional impacts on the abutting lands.
 - Given the proposed zoning for the lands is the same as the lands to the south and west this type of development may occur on these blocks. The proposed 2 and 2.5 storey townhouses will ensure compatibility with abutting land uses.

- Planning Impact Analysis:
 - Overall, the proposed zones will be compatible with future lands uses. The proposed blocks and zone boundary are of a sufficient size and shape to accommodate the proposed uses.

4.4 Public Concerns

Traffic:

The rezoning application proposed minor amendments and permitted uses to a number blocks within the Heath Subdivision. The zoning regulations now being sought are similar to the existing permissions throughout the subdivision and will result in a minimal increase in potential density and traffic. The levels of traffic planned through the Draft Plan of Subdivision will be maintained and no additional traffic impacts will occur. There is an upgrade planned in the next few years Colonel Talbot Road

Other concerns:

Additional concerns were raised about the potential of construction dust, material and overland flow during the construction of the subdivision. Staff had additional discussions

with those members of the public and provided further clarification about contacting Development & Compliance Services in regards to these issues and concerns. Those members of the public were satisfied with this approach had no additional concerns.

Conclusion

The recommended zoning amendments and red-line revisions to the draft plan of subdivision are considered appropriate, consistent with the Provincial Policy Statement, and conform to The London Plan and the 1989 Official Plan. The zoning changes and red-line revisions as proposed are compatible and are in keeping with the character of the existing neighbourhood.

Prepared by: Sean Meksula, 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

cc: Matt Feldberg, Manager, Development Services (Subdivisions)
cc: Bruce Page, Manager, Development Services (Subdivisions)
cc: Peter Kavcic, Manager, Development Services (Subdivisions)
GK/PY/sm

Appendix A

Appendix "A-1"

Bill No.(number to be inserted by Clerk's Office)
2021

By-law No. Z.-1-21_____

A by-law to amend By-law No. Z.-1 to
rezone an area of land located at 3924
Colonel Talbot Road.

WHEREAS Auburn Developments Ltd. has applied to rezone an area of
land located at 3924 Colonel Talbot Road, as shown on the map attached to this by-law,
as set out below;

AND WHEREAS this rezoning conforms to the Official Plan;

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

- 1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to portions of the lands located at 3924 Colonel Talbot Road, as shown on the attached map comprising part of Key Map No. A.110, Holding Open Space Special Provision (h*OS5(9)) Zone to an Open Space Special Provision (OS5(_)) Zone; from a Holding Residential R1 (h*R1-3) Zone to a Holding Open Space (h*OS1) Zone; from a Holding Residential R1 (h*R1-3) Zone to an Open Space (OS1/OS3) Zone; from a Holding Residential R1 (h*R1-13) Zone to a Holding Residential R1(h*R1-3) Zone; from a Holding Residential R5/R6/R7 (h*R5-3/R6-5/R7*H15*D30) Zone to a Holding Residential R4/R5/R6/R7 Special Provision (h*R4-6(_)/R5-3(_)/R6-5(_)/R7*H15*D30) Zone; from a Holding Residential R5/R6/R7 (h*R5-3/R6-5/R7*H15*D30) Zone to a Holding Residential R4/R5/R6/R7 Special Provision (h*R4-6(_)/R5-3/R6-5/R7*H18*D30) Zone; from a Residential R1/R6 Special Provision (R1-3(7)/R6-5) Zone to a Residential R1 Special Provision (R1-3(7) Zone; from a Holding Residential R5/R6/R7 (h*R5-3/R6-5/R7*H15*D30) Zone to a Holding Residential R4/R5/R6 Special Provision (h*R4-6(_)/R5-3/R6-5) Zone; from a Holding Residential R1 (h*R1-3) Zone to a Holding Residential R1/R4 Special Provision (h*R1-1/R4-6(_)) Zone; from a Holding Residential R1/R6 (h*R1-3/R6-5) Zone to a Holding Residential R1/R4/R6 Special Provision (h*R1-3/R4-6(_)//R6-5) Zone; from a Holding Residential R1/R6 (h*R1-3/R6-5) Zone to a Holding Residential R1/R4 Special Provision (h*R1-1/R4-6(_)) Zone; from a Holding Residential R5/R6/R7 (h*R5-3/R6-5/R7*H15*D30) Zone to Holding Residential R1/R4 Special Provision (h*R1-1/R4-6(_)) Zone; from a Holding Residential R1/R4 (h*R1-13/R4-6) Zone to a Holding Residential R1/R4 Special Provision (h*R1-1/R4-6(_)) Zone; from a Holding Residential R5/R6/R7/Office (h*h-54*R5-3/R6-5/7*H15*D30*OF) Zone to a Holding Residential R4/R5/R6 Special Provision (R4-6(_)/R5-3/R6-5) Zone; from a Holding Residential R5/R6/R7/Office (h*h-54*R5-3/R6-5/R7*H15*D30*OF) Zone to a Holding Residential R4/R5/R6/R7 Special Provision/Office (h*h-54*R4-6(_)/R5-3/R6-5/7*H24*D100*OF8(_)) Zone; from a Holding Residential R5/R6/R7/Office (h*h-54*R5-3/R6-5/R7*H15*D30*OF) Zone to a Holding Open Space (OS1) Zone; from a Residential R1 (R1-16) Zone to a Holding Residential R4/R5/R6/R7 Special Provision/Office (h*h-54*R4-6(_)/R5-3/R6-5/7*H24*D100*OF8(_)) Zone; from a Holding Residential R1/R6 (h*h-54*R1-3/R6-5) Zone to a Holding Residential R1/R4/R6 Special Provision (h*h-54*R1-3/R4-6(_)/R6-5) Zone; from a Holding Residential R1 (h*R1-3) Zone to a Holding Residential R1/R4 Special Provision (h*R1-3/R4-6(_)) Zone; from a Residential R1 (R1-5) Zone to a Residential R1 (R1-4) Zone;

2) Section Number 8.4 of the Residential R4 Zone is amended by adding the following special provisions:

) R4-6(*)

a) Regulations:

- i) Lot Frontage 6.7m (22ft)
- ii) Exterior Side Yard Depth for local and collector streets (minimum) 4.5m (14.7ft)
- iii) Front and Exterior Side Yard Setback adjacent to a a roundabout 3.5m (11.5ft)

3) Section Number 9.4 of the Residential R5 Zone is amended by adding the following Special Provision:

) R5-3(*)

a) Regulations:

- i) Front Yard Setback, Main Dwellings (Minimum): 3 metres (9.8 feet)
- ii) Front Yard Depth for Garages (Minimum) 5.5 metres (18.0 feet)
- iii) Notwithstanding the regulations of Section 4.27 of this by-law to the contrary, on lands zoned R5-3(*) open or covered but unenclosed decks not exceeding one storey in height may project no closer than 0.6 metres (1.97 feet) where the lot line abuts an OS5 Zone.

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

) R6-5(*)

a) Regulations:

- i) Front Yard Setback, Main Dwellings (Minimum): 3 metres (9.8 feet)
- ii) Front Yard Depth for Garages (Minimum): 5.5 metres (18.0 feet)
- iii) Notwithstanding the regulations of Section 4.27 of this by-law to the contrary, on lands zoned R6-5(*) open or covered but unenclosed decks not exceeding one storey in height may project no closer than 0.6 metres (1.97 feet) where the lot line abuts an OS5 Zone.

- 4) Section Number 36.3 of the Open Space OS5 Zone is amended by adding the following Special Provision:

) OS5(*)

- a) Regulations:

Notwithstanding Section 3.9(2), the area of the lands so zoned shall be included with the Residential-zoned lands in the lot or block of which they form a part for the purpose of calculating lot area, density, lot coverage and landscaped open space.

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 March 23, 2021.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – March 23, 2021
Second Reading – March 23, 2021
Third Reading – March 23, 2021

Conditions of Draft Approval

THE CORPORATION OF THE CITY OF LONDON'S CONDITIONS AND AMENDMENTS TO FINAL APPROVAL FOR THE REGISTRATION OF THIS SUBDIVISION, FILE NUMBER 39T-12508, ARE AS FOLLOWS:

NO.	CONDITIONS
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1. This draft approval applies to the revised draft plan, submitted by Auburn Developments Inc., prepared by Stantec Consulting Limited, certified by Jeremy Matthews, O.L.S. May 19, 2020, File No. 39T-12503, project no. 161403241, drawing no. 1, which shows a total of **thirty-seven (37) single family residential blocks, six (6) medium density residential blocks, four (4) medium density residential blocks, two (2) medium density/office blocks, four (4) park blocks, one (1) woodlot/park block, one (1) walkway block, one (1) SWM facility block, two (2) road widening blocks and nine (9) 0.3 m reserves, all served by one (1) east west primary collector road (Hayward Avenue) and one (1) north south secondary collector road (Campbell Street North) and six (6) local streets.** ~~531 single detached dwellings, five (5) low density residential part blocks, two (2) medium density residential/office blocks, four (4) medium density residential blocks, four (4) walkway blocks, five (5) park blocks, one (1) woodlot/park block, one (1) SWM facility block, two (2) road widening blocks and nine (9) 0.3 m reserves, all served by one (1) east west primary collector road (Kilbourne Road) and one (1) north south secondary collector road (Campbell Street North) and ten (10) local streets.~~
2. This approval of the draft plan applies for five 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 road allowances included in this draft plan shall be shown on the face of the plan and dedicated as public highways.
4. The Owner shall request prior to the submission of Design Studies that the streets shall be named to the satisfaction of the City.
5. The Owner shall request that addresses be assigned to the satisfaction of the City in conjunction with the request for the preparation of the subdivision agreement.
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. Prior to final approval, appropriate zoning designations shall be in effect for this proposed subdivision.
8. The Owner shall in agreement satisfy all the requirements, financial and otherwise, of the City of London, including, but not limited to, surfacing of roads, installation and maintenance of services, drainage and grading, tree planting and tree preservation in order to implement the conditions of this draft approval.
9. Prior to the issuance of a Certificate of Conditional Approval for each construction stage of this subdivision, all servicing works for the stage and downstream works must be completed and operational, in accordance with the approved design criteria and accepted drawings, all to the specifications and satisfaction of the City.
10. The subdivision agreement between the Owner and the City of London shall be registered against the lands to which it applies.

11. In conjunction with registration of the Plan, the Owner shall provide to the appropriate authorities such easements and/or land dedications (e.g. 0.3m reserves) 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 purposes, to the satisfaction of the City, at no cost to the City.
12. The subdivision agreement between the Owner and the City of London may contain phasing arrangements satisfactory to the City.
13. The Owner shall implement the requirements of the City of London concerning sedimentation and erosion control measures during all phases of construction. The Owner's consulting engineer shall have these requirements established and approved by the City prior to any work on the site. Prior to the commencement of any grading or alteration on site, the Owner shall enter into a site alteration agreement or a subdivision agreement and post the required security.
14. The Owner shall not commence construction or install *any* services (e.g. Clearing of servicing of Land) involved with this plan prior to entering into a site alteration agreement or subdivision agreement and obtaining all necessary permits, approvals and/or certificates that need to be issued in conjunction with the development of the subdivision, unless otherwise approved by the City in writing. (eg. MOE certificates; City/Ministry/Agency permits: Approved Works, water connection, water-taking, navigable waterways; approvals: UTRCA, MNR, MOE, City; etc.)
15. In conjunction with the Design Studies submission, the Owner shall have its professional engineer provide any recommended Environmental Assessment under the Municipal Class Environmental Assessment requirements for the provision of any services related to this plan or a written recommendation that an Environmental Assessment is not required. No construction involving installation of services requiring an Environmental Assessment shall be undertaken prior to fulfilling the obligations and requirements of the Province of Ontario's *Environmental Assessment Act*. In conjunction with the submission of engineering drawings, the Owner shall have its professional engineer provide an opinion for the need for an Environmental Assessment under the Municipal Class Environmental Assessment requirements for the provision of any services, related to this Plan. All Municipal Class Environmental Assessments must be completed prior to submission of engineering drawings.
16. The Owner's professional engineer shall provide inspection services during construction for all work to be assumed by the City, and have its professional engineer supply the City with a certificate of compliance upon completion in accordance with the plans approved by the City.
17. The Owner shall comply with all City of London standards, guidelines and requirements in the design of this draft plan including required engineering drawings. Any deviation to the City's standards, guidelines or requirements shall be completed to the satisfaction of the City.
18. 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, and final plans, 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.
19. For the purposes of satisfying any of the conditions of draft approval herein contained, the Owner shall file, with the City, complete submissions consisting of all required studies, reports, data, information or detailed engineering drawings, all to the satisfaction of City. The Owner acknowledges that, in the event that a submission

does not include the complete information required by the City, such submission will be returned to the Owner without detailed review by the City.

20. Prior to final approval for the registration of the subdivision, the Approval Authority is to be advised in writing by the City that all financial obligations/encumbrances on the said lands have been paid in full including property taxes and local improvement charges.
21. Prior to the submission of engineering drawings, the Owner shall have its professional engineer certify that sufficient sewage treatment and conveyance capacity is available to service the subdivision, to the satisfaction of the City.
22. Prior to submission of engineering drawings for each phase of the subdivision to be registered, a lotting plan with any required walkways shall be submitted to Development Approvals that conforms to: the applicable zoning, red line revisions and conditions of draft approval. In the event that relotting of the plan is undertaken, the Owner shall relocate and construct services to standard location, all to the specifications and satisfaction of the City.

Planning

23. The Owner shall make a cash-in-lieu payment for street trees required in this plan.
24. As part of the Design Studies submission, the Owner shall confirm that the municipal infrastructure works required to service development in this plan are adequately planned and financed in accordance with provisions in the 2014 Development Charges By-law Update and the Growth Management Implementation Strategy approved by Council, to the satisfaction of the Director of Development Finance.
25. In conjunction with the Design Studies submission, a Parking Study shall be prepared for areas Zoned R1-13 and R1-3, to demonstrate how on-street parking will be accommodated for the proposed lotting pattern, in accordance with the requirements of the Small Lot Study and to the satisfaction of the City. The approved parking plan shall be implemented through provisions in the subdivision agreement.
26. Phasing of this plan will be designed to ensure that adequate access and emergency access is provided and a second access will be required to serve more than 80 lots, to the satisfaction of the City.

Servicing

27. 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:
 - a. Construct sanitary sewers to serve this Plan and connect them to the future municipal sewer system at such time as a municipal sanitary outlet is available to serve these lands. The expected outlet is a new trunk sewer to the existing Wonderland Pumping Station but this is subject to the completion of the Southwest Area Sanitary Servicing Master Plan. The timing and funding of the works required to serve this plan will be in accordance with the 2014 Development Charge Study;
 - b. Make provisions for oversizing of the internal sanitary sewers in this draft plan to accommodate flows from the upstream lands external to this plan, all to the specifications of the City Engineer. Arrangements be made to extend the trunk sewer to Colonel Talbot Road to service upstream external lands; and
 - c. Where trunk sewers are greater than 8 metres in depth and are located within the municipal roadway, the Owner shall construct a local sanitary sewer to provide servicing outlets for private drain connections, to the

satisfaction of the City Engineer. The local sanitary sewer will be at the sole cost of the Owner. Any exception will require the approval of the City Engineer.

28. In conjunction with the Design Studies submission, the Owner shall have its consulting engineer prepare and submit the following sanitary servicing design information:

- a. Provide a sanitary drainage area plan, including the sanitary sewer routing and the external areas to be serviced to the satisfaction of the City Engineer;
- b. Provide a hydrogeological report which includes an analysis of the water table level of the lands within the subdivision with respect to the depth of the local sanitary sewers and an evaluation of additional measures, if any, which need to be undertaken in order to meet allowable inflow and infiltration levels as identified by OPSS 410 and OPSS 407.

29. In order to prevent any inflow and infiltration from being introduced to the sanitary sewer system, the Owner shall undertake the following:

- a. Throughout the duration of construction within this draft plan of subdivision, undertake measures within this draft plan to control and prevent any inflow and infiltration and silt from being introduced to the sanitary sewer system during and after construction, satisfactory to the City Engineer, at no cost to the City;
- b. Not allow any weeping tile connections into the sanitary sewers within this Plan;
- c. Permit the City to undertake smoke testing or other testing of connections to the sanitary sewer to ensure that there are no connections which would permit inflow and infiltration into the sanitary sewers;
- d. Have its consulting engineer confirm that the sanitary sewers meet allowable inflow and infiltration levels as per OPSS 410 and OPSS 407; and
- e. Implement any additional measures recommended through the Design Studies stage.

30. Prior to the registration of any portion of this plan, the Owner shall obtain consent from the City Engineer to reserve capacity at the Greenway Pollution Control Plant for this subdivision. This treatment capacity shall be reserved by the City Engineer subject to capacity being available, on the condition that registration of the subdivision agreement and the plan of subdivision occur within one (1) year of the date specified in the subdivision agreement.

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

Watermains

31. The Owner shall construct private water services to the existing municipal watermains on Campbell Street to service the Lots and Blocks in the plan, all to the satisfaction of the City Engineer and at no cost to the City.

32. The Owner shall, in conjunction with the submission of engineering drawings, have its professional engineer provide confirmation that the watermains are adequate to service the Lots and Blocks in this plan (e.g. Capacity requirements, effect on existing water infrastructure, hydraulics, water quality etc.), all to the satisfaction of the City.

33. In conjunction with the Design Studies submission, the Owner shall have its consulting engineer prepare and submit the following water servicing design information, all to the satisfaction of the City Engineer:
- a. A water servicing report which addresses the following:
 - i. Identify external water servicing requirements;
 - ii. Confirm capacity requirements are met;
 - iii. Identify need to the construction of external works;
 - iv. Identify the effect of development on existing water infrastructure – identify potential conflicts;
 - v. Water system area plan(s)
 - vi. Water network analysis/hydraulic calculations for subdivision report;
 - vii. Phasing report;
 - viii. Oversizing of watermain, if necessary and any cost sharing agreements.
 - ix. Water quality; and
 - x. Identify location of valves and hydrants.
 - b. Design calculations which demonstrate there is adequate water turnover to address water quality requirements for the watermain system or recommend the use of the following:
 - i. valving to shut off future connections which will not be used in the near term; and/or
 - ii. automatic flushing devices to maintain water quality, with it being noted that the water flushed by the device is to be measured (by a water meter in a meter pit) and the cost of water charged to the Owner; and/or
 - iii. make suitable arrangements with Water Operations for the maintenance of the system in the interim.
 - c. Prior to the issuance of any Certificate of Conditional Approval, the Owner shall implement the accepted recommendations to address the water quality requirements for the watermain system, to the satisfaction of the City Engineer, at no cost to the City.

Stormwater Management

34. The Owner shall have its consultant engineer submit the required storm/drainage and Stormwater Management (SWM) servicing works design for the subject lands including the required design studies and engineering drawings upon the Municipal Class EA for the storm/drainage and SWM servicing works has been completed and accepted by approval agencies and the public.
35. The Owner shall acknowledge that location of the proposed SWM facility will be confirmed by a Municipal Class EA that will incorporate Environmental Impact Study (EIS) and Functional/Detailed Design for this facility that is intended to service the drainage area that will include the external drainage lands and may incorporate the modifications/realignment(s) to the existing tributaries/watercourses and enclosure in the conduit system is considered the Schedule 'B' activity and the City will be required to complete its Municipal Class EA, this EA study cost is intended to be included in the 2014 Draft DC cost assessment of this SWM Facility. It should be noted that the design and construction of this facility is subject to the schedule established by 2014 DC and the Council approvals of any updates.
36. The Owner shall have its consultant engineer shall submit the required storm/drainage and SWM servicing works design that will be in compliance with the Municipal Class EA and Functional detailed design for the proposed municipal SWM Facility and storm/drainage conveyance systems within this plan and adjacent lands in accordance with the Dingman Creek Subwatershed Study Update and the accepted Municipal Class EA for these works, all to the satisfaction of the City Engineer.

37. The Owner shall implement all recommended applicable mitigation and compensation measures in accordance with the accepted Class EA study for the subject lands.
38. The Owner shall acknowledge that proposed storm/drainage and SWM outlet for the subject lands is a tributary/Anguish Municipal Drain of Dingman Creek.
39. The Owner shall agree that the proposed storm/drainage and SWM outlet for the subject lands is the Dingman Creek tributary/Anguish Municipal Drain therefore prior to discharge to the system the designation of the Anguish Municipal Drain under the Drainage Act must be revoked and thereby designated under the Ontario Water Resources Act.
40. The Owner shall be required to undertake the Geotechnical evaluation that will include the slope stability analyses and to confirm the development limits, as well the Hydrogeological evaluation for the subject lands will be required that will include, but not be limited to, a water balance analysis.
41. The Owner shall have its consulting professional engineer provide the functional and detailed design and subsequently construct proposed storm/drainage and SWM servicing works for the subject lands, all to the satisfaction and specification of the City Engineer and according to the requirements of the following:
 - a. The SWM criteria and environmental targets for the Dingman Creek Subwatershed Study Updates;
 - b. the Municipal Class EA for the storm/drainage and SWM servicing works being completed and accepted by approval agencies and the public;
 - c. The approved Storm/Drainage and SWM Servicing Functional Report for the subject lands;
 - d. The City's Waste Discharge and Drainage By-Laws, lot grading standards, policies, requirements and practices;
 - e. The Ministry of the Environment SWM Practices Planning and Design Manual; and;
 - f. Applicable Acts, Policies, Guidelines, Standards and Requirements of all relevant SWM agencies.
42. The Owner shall have its professional engineer ensure that all geotechnical issues and required setbacks related to the slope stability associated with the open watercourses that are adequately addressed for the subject lands, all to the satisfaction of the City Engineer and The Upper Thames River Conservation Authority.
43. The Owner shall ensure that the Erosion and Sediment Control Plan (ESCP) be executed in accordance with the City Engineer's approval procedure and criteria and due to the close proximity of the open watercourse. In the event of failure to properly implement and maintain the required ESCP, an ESCP security will be used to undertake all necessary clean-up work for the subject lands, all to the satisfaction of the City Engineer.
44. The Owner shall prior to issuing a Certification of Conditional Approval for lots and blocks in this plan or as otherwise approved by the City Engineer, the required storm/drainage and SWM related works to serve the plan to be registered must be constructed and operational in accordance with the approved design criteria, all to the satisfaction of the City Engineer.
45. Prior to issuing a Certification of Conditional Approval, the Owner's professional engineer shall identify major and minor storm flow routes for the subject land and

those flow routes shall be constructed and be operational all to the satisfaction of the City Engineer.

46. The Owner shall agree to promote the implementation of SWM soft measure Best Management Practices (BMP's) within the plan, where possible, to the satisfaction of the City Engineer. 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.
47. Except as permitted by approved drawings, the Owner shall ensure that any increased and accelerated stormwater runoff from this subdivision shall not cause damage to downstream lands, properties or structures beyond the limits of this subdivision and notwithstanding anything to the contrary of any requirements of the city or any approval given by the City Engineer, the indemnity provided shall apply to 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.
48. The Owner shall agree to provide all adequate easements, if required, at no cost to the City, in relation to stormwater/drainage and SWM servicing works of the subject lands, all to the satisfaction of the City Engineer.
49. The Owner shall obtain storm outlet (s) permit (s) or any other permits and approvals from areas the Upper Thames River Conservation Authority (UTRCA) that will be associated with the proposed development or servicing in the regulated areas, all to the satisfaction of the City engineer.

Transportation

50. The Owner shall submit an updated Transportation Impact Assessment as part of design studies in accordance with our Transportation Impact Assessment Guideline to the satisfaction of the City Engineer. The Owner's traffic engineer shall meet with staff to discuss the scope and requirements of this study prior to undertaking the study.
51. The Owner shall implement all recommendations outlined in the approved traffic impact assessment to the satisfaction of the City Engineer.
52. The Owner shall provide a road widening dedication on Colonel Talbot Road measured 18 m from the centre line of the road allowance.
53. The Owner shall restrict access to Colonel Talbot Road by establishing a Block for a 0.3 metre (1 foot) reserve along the entire Colonel Talbot Road frontage.
54. The Owner shall align Street 'A' perpendicular to and opposite Kilbourne Road to the satisfaction of the City Engineer.
55. The Owner shall classify and construct Street 'A' to primary collector road standards with a maximum width of 2 through lanes and right-of-way width of 21.5 metres to the satisfaction of the City Engineer.
56. The Owner shall classify and construct Street 'E'/Street "I" to secondary collector road standards and align the street with Campbell Street to the satisfaction of the City Engineer.
57. The Owner shall construct turn lanes on Colonel Talbot Road at Street 'A' and at Street 'K' with sufficient storage and taper to accommodate traffic anticipated by the full build-out of the subdivision and all lands that will have access to Street 'A' and Street 'K' at Colonel Talbot Road to the satisfaction of the City Engineer. The Owner shall construct turn lanes as per the requirements of the approved Transportation Impact Assessment as a condition of the Certificate of Conditional Approval.

58. The Owner shall verify the adequacy of the decision sight distance on Colonel Talbot Road at Street 'A' and at Street 'K'. If the sight lines are not adequate, these accesses are to be relocated and/or road work undertaken to establish adequate decision sight distance.
59. The Owner shall construct a boulevard gateway treatment on Street 'A' at the intersection of Colonel Talbot Road with a right-of-way width the lesser of 28.0 metres or the appropriate width determined through the approved Transportation Impact Assessment for a minimum length of 45.0 metres tapered back over a distance of 30.0 metres to the primary collector road width of 21.5 metres. If the traffic impact assessment indicates a longer left turn lane is required the plan shall be red lined amended to provide a longer left turn lane as indicated in the approved traffic impact assessment.
60. The Owner shall construct a boulevard gateway treatment on Street 'K' at the intersection of Colonel Talbot Road with a right-of-way width as determined through the Transportation Impact Assessment for a minimum length of 45.0 metres tapered back over a distance of 30.0 metres to the local road width of 20.0 m. If the traffic impact assessment indicates a longer left turn lane is required the plan shall be red lined amended to provide a longer left turn lane as indicated in the traffic impact assessment.
61. The Owner shall construct roundabouts at the intersection of Street 'A' and Street 'E'/'I'. The roundabout will be constructed in accordance with the Design Specifications & Requirements Manual and to the satisfaction of the City Engineer. The roundabout, including splitter islands or approved alternatives, will be constructed as a condition of the Certificate of Conditional Approval.
62. The Owner shall construct traffic calming measures along the primary collector Street 'A', including parking bays, a raised intersection with Street 'L'/'B' to the satisfaction of the City Engineer.
63. The Owner shall construct traffic calming measures along the secondary collector Street 'I', including parking bays and a raised intersection with Street 'O' and/or other measures to the satisfaction of the City Engineer.
64. The Owner shall construct traffic calming measures along Street 'K', including a raised intersection with Street 'J'/'M' and/or other measures to the satisfaction of the City Engineer.
65. The Owner 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 existing arterial roadways needed to provide services for this plan of subdivision. The Owner's contractor(s) shall undertake the work within the prescribed operational constraints of the TMP. The TMP will be submitted and become a requirement of the subdivision servicing drawings process for this plan of subdivision.
66. The Owner shall direct all construction traffic associated with this draft plan of subdivision to utilize Colonel Talbot Road and Street 'K' or other routes as designated by the City. South Routledge Road can be utilized as an emergency secondary access if required.
67. In conjunction with the submission of engineering drawings, the Owner shall have its professional engineer provide confirmation that all streets in this plan have centerline radii which conforms to the City of London Standard "Minimum Centreline Radii of Curvature of Roads in Subdivisions."
68. The Owner shall install street lighting on all streets in this plan to the satisfaction of the City Engineer, at no cost to the City.

69. The Owner shall construct a 1.5 metre (5') sidewalk(s) as required by the City within 1.0 metre of the outer limit of any road allowance to the satisfaction of the City Engineer, at no cost to the City.
70. In conjunction with the Design Studies submission, the Owner shall provide, to the City for review and acceptance, a geotechnical report or update the existing geotechnical report recommendations to address all geotechnical issues with respect to the development of this plan, including, but not limited to, servicing, grading and drainage of this subdivision, road pavement structure, dewatering and any other requirements as needed by the City.

Wells

71. The Owner shall decommission and permanently cap any abandoned wells located in this Plan, in accordance with current Provincial legislation, regulations and standards. In the event that an existing well in this plan is to be kept in service, the Owner shall protect the well and the aquifer from any development activity.
72. In conjunction with the Design Studies submission, the Owner shall have a report prepared by a qualified consultant, and if necessary, a detailed hydro geological investigation carried out by a qualified consultant to determine the effects of the construction associated with this subdivision on the existing ground water elevations and springs, water wells and domestic or farm wells in the area and identify any abandoned wells in this plan, assess the impact on water balance and any fill required in the plan, to the satisfaction of the City Engineer. If necessary, the report is to also address any contamination impacts that may be anticipated or experienced as a result of the said construction as well as provide recommendations regarding soil conditions and fill needs in the location of any existing watercourses or bodies of water on the site.
73. The Owner shall implement all hydrogeological measures outlined in the accepted report to the satisfaction of the City. Prior to the issuance of any Certificate of Conditional Approval, any remedial or other works as recommended in the above accepted hydro geological report shall be implemented by the Owner, to the satisfaction of the City Engineer, at no cost to the City.

Parks & Open Space

74. The Owner shall satisfy the parkland requirements for this subdivision through required dedications and/or cash-in-lieu, in accordance with the provisions of By-law CP-9 and to the satisfaction of the Manager of Environmental & Parks Planning.
75. Prior to submission of Design Studies, an Environmental Assessment shall be prepared by the City for the proposed creation or maintenance of any infrastructure proposed within the Natural Heritage System and an EIS shall be completed for any alternative location identified within the Natural Heritage System to assess potential impacts, identify mitigation measures and determine appropriate compensation mitigation in accordance with relevant legislation and Official Plan policies.
76. The recommendations of the approved Environmental Assessment and associated EIS shall be implemented to the satisfaction of the City through appropriate zoning requirements, engineering drawings, and as required in clauses in the subdivision agreement(s).
77. The Owner shall, within two years of registration of any phase of development, prepare and deliver to the all homeowners adjacent to any open space, an education package which explains the stewardship of the natural area, the value of existing tree cover, and the protection and utilization of the grading and drainage pattern of these lots. The educational package shall be prepared to the satisfaction of the City.

78. The Owner shall, as part of the design studies, have a qualified consultant prepare a detailed Tree Preservation Plan to the satisfaction of the City. Where lot grading conflicts arise in the subdivision, the grading as recommended in the detailed Tree Preservation Plan shall be implemented and where possible to the satisfaction of the City Engineer and Manager of Environmental & Parks Planning.
79. The Owner shall fence the boundary between lots or blocks adjacent to open space areas conveyed to the City with a 1.5m high chain link fencing without gates in accordance with SPO4.8 or approved alternate measures acceptable to the Manager of Environmental & Parks Planning. Fencing shall be completed, to the satisfaction of the City, within one year of the registration of the plan which contains the open space block. This condition does not apply to any block which contains a SWM facility.
80. The subdivision agreement shall contain a clause which permits a homeowner to construct a fence entirely on their property where the lot/block abuts a SWM facility block provided the fencing is chain link and in accordance with SPO4.8 standards.
81. The Owner shall not grade into any open space area without City approval. 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 Manager of Environmental & Parks Planning and City Engineer.
82. The subdivision plan to be registered shall incorporate pedestrian and bicycle multi-use pathway corridors pursuant to Section 51(25)(b) of the Planning Act, in accordance with the approved Bicycle Master Plan to the satisfaction of the Manager of Environmental & Parks Planning and at no cost to the City. Any land that is required beyond a 5 metre corridor width will be credited toward the parkland dedication requirement for this plan.
83. In conjunction with the Design Studies submission, the Owner shall identify, to the satisfaction of the Manager of Environmental & Parks Planning, the multi-use pathway system that connects east-west through the proposed park blocks without impacting existing vegetation.
84. The subdivision plan to be registered shall incorporate Block 64 to the north, to "square-off" Lambeth Optimist Park, with a minimum frontage of 30 metres or such other lesser minimum frontage on Street 'Q' to the satisfaction of the Manager of Environmental & Parks Planning. This will be credited toward the parkland dedication requirement for this plan.

Agencies

85. The Owner shall provide the grading drawings to the UTRCA with sufficient lead time for review and comment prior to the final submission of engineering drawings to the City for approval and make necessary Permit applications to the UTRCA at that time.
86. The Owner shall provide for the installation of community mail boxes in the subdivision, in consultation with Canada Post and to the satisfaction of the Approval Authority.
87. In conjunction with the Design Studies submission, the Owner shall identify London Transit Stop locations, in consultation with London Transit and to the satisfaction of the Approval Authority. Pads for the approved transit stop locations shall be identified on the servicing drawings and installed at no cost to the City.
88. Prior to grading and soil disturbance, the Owner shall confirm that the Ministry of Culture has been consulted and that there are no archaeological concerns with the plan of subdivision to be registered.

General

89. Prior to the issuance of a Certificate of Conditional Approval for each construction stage of this subdivision, all servicing works for the stage must be completed and operational, all to the specification and satisfaction of the City.
90. Prior to final approval, the Owner shall make arrangements with the affected property Owner(s) for the construction of any portions of services situated on private lands outside this plan, and shall provide satisfactory easements over the sewers as necessary, all to the specification and satisfaction of the City .
91. The Owner shall connect to all existing services and extend all services to the limits of the draft plan of subdivision, at no cost to the City, all to the specifications and satisfaction of the City.
92. In the event the draft plan develops in phases, upon registration of any phase of this subdivision, the Owner shall provide land and/or easements along the routing of services which are necessary to service upstream lands outside of this draft plan to the limit of the plan.
93. All costs related to the plan of subdivision shall be at the expense of the Owner, unless specifically stated otherwise in this approval.
94. The Owner shall remove any temporary works when no longer required and restore the land, at no cost to the City, to the specifications and satisfaction of the City.
95. No weeping tile connections will be permitted into the sanitary sewers within this plan.
96. If, during the building or constructing of all buildings or works and services within this subdivision, any deposits of organic materials or refuse are encountered, the Owner shall report these deposits to the City immediately, and if required by the City, the Owner shall, at its own expense, retain a professional engineer competent in the field of methane gas to investigate these deposits and submit a full report on them to the City. Should the report indicate the presence of methane gas then all of the recommendations of the engineer contained in any such report submitted to the City shall be implemented and carried out under the supervision of the professional engineer, to the satisfaction of the City and at the expense of the Owner, before any construction progresses in such an instance. The report shall include provision for an ongoing methane gas monitoring program, if required, subject to the approval of the City and review for the duration of the approval program.
If a permanent venting system or facility is recommended in the report, the Owner shall register a covenant on the title of each affected lot and block to the effect that the Owner of the subject lots and blocks must have the required system or facility designed, constructed and monitored to the specifications of the City Engineer, and that the Owners must maintain the installed system or facilities in perpetuity at no cost to the City. The report shall also include measures to control the migration of any methane gas to abutting lands outside the plan.
97. The Owner shall have the common property line of Colonel Talbot Road graded in accordance with the City of London Standard "Subdivision Grading Along Arterial Roads" at no cost to the City.
Further, the grades to be taken as the centerline line grades on Colonel Talbot Road are the future centerline of road grades as determined by the Owner's professional engineer and accepted by the City. From these, the Owner's professional engineer is to determine the elevations along the common property line which will blend with the reconstructed road.
98. The Owner shall advise the City in writing at least two weeks prior to connecting, either directly or indirectly, into any unassumed services constructed by a third party, and to save the City harmless from any damages that may be caused as a result of the connection of services from this subdivision into any unassumed services.

99. Prior to connection made to an unassumed service, the following will apply:

- a. The unassumed services must be completed and Conditionally Accepted by the City; and,
- b. The Owner shall complete a video inspection on all affected unassumed sewers to the satisfaction of the City.

100. The Owner shall pay a proportional share of the operational, maintenance and/or monitoring costs of any affected unassumed sewers or SWM facilities (if applicable) to third parties that have constructed the services and/or facilities, to which the Owner is connecting. The above-noted proportional share of the cost shall be based on contributing flows for sewers or on storage volume in the case of a SWM facility. The Owner's payments to third parties, shall:

- a. Commence upon completion of the Owner's service work connections to the existing unassumed services; and
- b. Continue until the time of assumption of the affected services by the City.

101. The Owner, with respect to any services and/or any facilities constructed in conjunction with this plan, shall permit the connection into and use of the subject services and/or facilities by outside Owners whose lands are serviced by the said services and/or facilities, prior to the said services and/or facilities being assumed by the City.

102. The Owner shall construct all municipal services for the subject lands at the sole expense of the Owner. The details of the services required will be established by the City Engineer after particulars of engineering design are provided by the Owner, in accordance with the policies and standards of the City prevailing at the time the Subdivision Agreement is approved by City Council.

103. The Owner shall agree to include in the subdivision agreement minimum side yard setbacks as specified by the City for building(s) which are adjacent to rear yard catch basin leads which are not covered by an easement on lots in this plan.

104. The Owner shall have its professional engineer notify existing property Owners in writing, regarding the sewer and/or road works proposed to be constructed on existing City streets in conjunction with this subdivision, all in accordance with Council policy "Guidelines for Notification to Public for Major Construction Projects".

105. The Owner shall comply with the City's tree planting policy with respect to provisions of trees for this subdivision.

106. The Owner shall decommission and remove any abandoned infrastructure and restore all affected areas, at no cost to the City, including but not limited to cutting the water service and capping it at the watermain, private irrigation systems, electrical systems, private pathways, temporary retaining walls etc. all to the specifications and satisfaction of the City.

107. 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.

108. Prior to the acceptance of engineering drawings, the Owner's professional engineer shall certify the development has been designed such that increased and accelerated stormwater runoff from this subdivision will not cause damage to downstream lands, properties or structures beyond the limits of this subdivision. Notwithstanding any requirements or any approval given by the City, the Owner shall

indemnify the City against any damage or accelerated stormwater runoff from this subdivision.

109. As a condition of approving infrastructure projects within the Natural Heritage System, the City may require specific mitigation and the Owner shall be required to implement reasonable compensatory mitigation measures that an area identified in the accepted environmental impact study to address impacts to natural features and functions caused by the construction or maintenance of the infrastructure.
110. **The Owner shall have its consulting engineering update the necessary engineering drawings to reflect the red-line revisions to the draft plan of subdivision, to the satisfaction of the City.**
111. **In conjunction with the submission of engineering drawings, the Owner shall provide a minimum lot frontage of 6.7 metres as per SW-7.0 to accommodate street townhouses within this draft plan of subdivision, all the specifications and satisfaction of the City.**
112. **As part of the Focused Detailed Design Studies, the applicant shall submit a wetland relocation plan for Block 547 consistent with the January 4, 2021 Stantec Consulting Conceptual Wetland Relocation letter, to the City's satisfaction. The contents and requirements of the relocation plan shall be scoped with the City of London prior to the initiation of the study with the approved recommendations implemented within the engineering drawing review.**
113. **In accordance with the above approved Wetland Relocation Plan, the wetland in Block 547 will be partially located in Park Block Park Block 48, Campbell Woods and Block 134 of 33M-762 as illustrated in the January 4, 2021 Stantec Consulting Conceptual Wetland Relocation letter. The wetland shall be re-constructed in accordance with the approved Relocation Plan prior to the development of Block 547.**

Appendix B – Public Engagement

Community Engagement

Public liaison: On July 29, 2020 and December 2, 2020 Notice of Application and Revised Notice of Application was sent to 213 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 30, 2020 and December 3, 2020.

Responses: 3 written reply received.

Nature of Liaison: Possible change to Zoning By-law Z.- **FROM** a Holding Open Space Special Provision (h*OS5(9)) Zone **TO** an Open Space Special Provision (OS5(_)) Zone; **FROM** a Holding Residential R1 (h*R1-3) Zone **TO** a Holding Open Space (h*OS1) Zone; **FROM** a Holding Residential R1 (h*R1-3) Zone **TO** an Open Space (OS1/OS3) Zone; **FROM** a Holding Residential R1 (h*R1-13) Zone **TO** a Holding Residential R1(h*R1-3) Zone; **FROM** a Holding Residential R5/R6/R7 (h*R5-3/R6-5/R7*H15*D30) Zone **TO** a Holding Residential R4/R5/R6/R7 Special Provision (h*R4-6(_)/R5-3(_)/R6-5(_)/R7*H15*D30) Zone; **FROM** a Holding Residential R5/R6/R7 (h*R5-3/R6-5/R7*H15*D30) Zone **TO** a Holding Residential R4/R5/R6/R7 Special Provision (h*R4-6(_)/R5-3/R6-5/R7*H18*D30) Zone; **FROM** a Residential R1/R6 Special Provision (R1-3(7)/R6-5) Zone **TO** a Residential R1 Special Provision (R1-3(7) Zone; **FROM** a Holding Residential R5/R6/R7 (h*R5-3/R6-5/R7*H15*D30) Zone **TO** a Holding Residential R4/R5/R6 Special Provision (h*R4-6(_)/R5-3/R6-5) Zone; **FROM** a Holding Residential R1 (h*R1-3) Zone **TO** a Holding Residential R1/R4 Special Provision (h*R1-1/R4-6(_)) Zone; **FROM** a Holding Residential R1/R6 (h*R1-3/R6-5) Zone **TO** a Holding Residential R1/R4/R6 Special Provision (h*R1-3/R4-6(_)/R6-5) Zone; **FROM** a Holding Residential R1/R6 (h*R1-3/R6-5) Zone **TO** a Holding Residential R1/R4 Special Provision (h*R1-1/R4-6(_)) Zone; **FROM** a Holding Residential R5/R6/R7 (h*R5-3/R6-5/R7*H15*D30) Zone **TO** Holding Residential R1/R4 Special Provision (h*R1-1/R4-6(_)) Zone; **FROM** a Holding Residential R1/R4 (h*R1-13/R4-6) Zone **TO** a Holding Residential R1/R4 Special

39T-12503/Z-9240

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Provision (h*R1-1/R4-6(_)) Zone; **FROM** a Holding Residential R5/R6/R7/Office (h*h-54*R5-3/R6-5/7*H15*D30*OF) Zone **TO** a Holding Residential R4/R5/R6 Special Provision (R4-6(_)/R5-3/R6-5) Zone; **FROM** a Holding Residential R5/R6/R7/Office (h*h-54*R5-3/R6-5/R7*H15*D30*OF) Zone **TO** a Holding Residential R4/R5/R6/R7 Special Provision/Office (h*h-54*R4-6(_)/R5-3/R6-5/7*H24*D100*OF8(_)) Zone; **FROM** a Holding Residential R5/R6/R7/Office (h*h-54*R5-3/R6-5/R7*H15*D30*OF) Zone **TO** a Holding Open Space (OS1) Zone; **FROM** a Residential R1 (R1-16) Zone **TO** a Holding Residential R4/R5/R6/R7 Special Provision/Office (h*h-54*R4-6(_)/R5-3/R6-5/7*H24*D100*OF8(_)) Zone; **FROM** a Holding Residential R1/R6 (h*h-54*R1-3/R6-5) Zone **TO** a Holding Residential R1/R4/R6 Special Provision (h*h-54*R1-3/R4-6(_)/R6-5) Zone; **FROM** a Holding Residential R1 (h*R1-3) Zone **TO** a Holding Residential R1/R4 Special Provision (h*R1-3/R4-6(_)) Zone; **FROM** a Residential R1 (R1-5) Zone **TO** a Residential R1 (R1-4) Zone; Special provisions for the proposed R4-6(_) zone would include an exterior side yard setback to a collector of 4.5m where rear lots abut and 3.5m front and exterior side yard adjacent to a roundabout.

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

The rezoning application proposed minor amendments and permitted uses to a number blocks within the Heath Subdivision. The zoning regulations now being sought are similar to the existing permissions throughout the subdivision and will result in a minimal increase in potential density and traffic. The levels of traffic planned through the Draft Plan of Subdivision will be maintained and no additional traffic impacts will occur. There is an upgrade planned in the next few years Colonel Talbot Road

Other concerns:

Additional concerns were raised about the potential of construction dust, material and overland flow during the construction of the subdivision. Staff had additional discussions with those members of the public and provided further clarification about contacting Development & Compliance Services in regards to these issues and concerns. Those members of the public were satisfied with this approach had no additional concerns.

From: Jeff Franklin]

Sent: Thursday, September 10, 2020 5:17 AM

To: Hopkins, Anna <ahopkins@london.ca>

Subject: [EXTERNAL] Topics discussed

Hi Councillor Hopkins

Anna

Thanks again for your time on Wednesday September 9

Here are the discussion points to follow up on that we talked about yesterday

Item 2

Location around the pond / overflow drainage site around the new development north of Lambeth public school

New houses completed and vacant lots continue to flood down and pour over the walk way / trails around the pond on the pavement

At this time of year it is continues to be sites are wet and water covered and the drainage issue fall back to the home owners and the developer

This is a safety factor now for slips trips and falls and could relate to a major injury to the public. Also as we enter cooler season these locations will freeze and be black ice and also could result in major personal injury the city would be dealing with if these drainage issues are not dealt with

Item 3

Zoning and growth int the city

I understand development and grow is happening and will continue to happen. I feel there is no need to have multiple phase development in multiple areas of the city unfinished and then you allow builders to come to the city and start deploy excavation and earth moving for new buildings. There needs to be accountability to have engaged development completed and not have open lots not built before you then open a contract fo start elsewhere

Please and thanks a follow up to the above items would be Kindly appreciated in the next three to four weeks

Have a nice day

Jeff Franklin

.....
Counselor A. HOPKINS
City of London

16 September 2020

Re: File: Z-9240 Applicant: Auburn Developments-3924 Colonel Talbot Rd., London Ontario

I am writing to address concerns with the application for development at the above noted location. I am not opposed to the development but the concern deals with the extension of Kilbourne Rd., E from Colonel Talbot Rd.

The concern is dealing with traffic congestion and control for the intersection of Colonel Talbot Rd and Kilbourne Rd and also the change of name of Kilbourne Rd according to the proposal submitted by Auburn Developments.

The development in the southwest quadrant of the City of London was eventually coming and It is now our turn in this area and increased traffic flow on our area roads; let us get it right before the additional traffic comes.

The issue is making sure that the current residents and future residents are looked after, after the development is started & completed and doing the proper work once than doing it again after further traffic studies are completed.

It is known that Kilbourne Rd will eventually connect from Longwoods Rd in the west to Wonderland Rd in the east to the southside of the Lowes Stores as part of York Developments. Kilbourne Rd now where it intersects with Wonderland Rd bears the sign Kilbourne Rd as established by the City of London.

Kilbourne's roads traffic volume will increase once the road continues east from Colonel Talbot to Bostwick and Wonderlands Rd's allowing those entering the City of London from the west and heading to the commercial properties along Wonderland Rd causing increased traffic volume at the intersection of Colonel Talbot and Kilbourne Rd.

At the present time during certain times of day it is hard for those who live in the area to make a left-hand turn onto Colonel Talbot Rd from Kilbourne Rd to go north on Colonel Talbot Rds. There is additional development occurring along Kilbourne Rd at the present time which will add to the traffic from the three existing subdivisions along with traffic coming into the City of London.

Now would be the time to plan to deal with those issues now and into the future as the development is planned and started east of Colonel Talbot Rd and the extension of Kilbourne Rds.

I understand there has not been a traffic study conducted on Colonel Talbot Roads for many years but you would think with development coming you would plan for the future at the time of construction, not trying to fix it once the developments are completed. I understand there are lights going in to assist with pedestrian/bike traffic using the intersection of Colonel Talbot and Pack Rds. I am assuming the same thing will occur at the Kilbourne and Colonel Talbot Rd intersect as the bike paths are continued into the new subdivisions to the east of Colonel Talbot Rds.

I also understand there are Provincial Standards that need to be met before there is a requirement by the City of London to install 4 way stop, traffic signals or traffic circles. I travel and work in other Ontario Cities who are going through growth spurts outside the GTA and they are planning their arterial roads first to meet the demand of the future development and that is all I am asking for here.

Plan for the future, save now without paying again 10 years down the road.

The second issue is the change of Kilbourne Rd from Kilbourne Rd to Hayward Ave as per the proposal put forth by Auburn Developments. Why is this being requested by the developer? Is this something that has been asked or by the City of London? Kilbourne Rd has been a name used in this area for many years and has been adopted by the City of London upon annexation of the Town of Westminster 01 Jan 1994. The City of London continues to adopt the use of the name of Kilbourne Rd., upon their approval of the development of the commercial property on Wonderland Rd by Yorke Developments and eastern portion of Kilbourne Rd has been started and signed by the City of London as Kilbourne Rd. Why would we now change the name to Hayward Ave at the request of a developer who is commencing work in the area post 2021 pending approval by the City of London. It is also documented in the Bostwick Rd Municipal Class Environment Assessment Report dated 14 Jun 2017 it speaks of the Kilbourne Rd extension meeting with Bostwick Rd and shows it continuing eastbound to Wonderland Rd nothing indicating a name change to Hayward Ave.

Thank you for listening to my concerns on these two issues.

If you would like to discuss the issue in person with social distancing or through a Zoom type platform please let me know.

Thank you again.

Jeff GRAY

4228 Masterson Cir., London Ontario

.....
September 18, 2020

Councillor Anna Hopkins, City of London
Sent via Email: ahopkins@london.ca

Re: File: Z-9240 Applicant: Auburn Developments - 3924 Colonel Talbot Road, London, Ontario

Dear Councillor Hopkins;

I support the application; however, I have two concerns;

- A. Current and future traffic congestion;
- B. The proposed name change, from Kilbourne Road to Hayward Avenue.

A. Current and future traffic congestion:

This area of London (Lambeth) is undergoing significant residential and commercial development. At certain times of the day it is extremely challenging to make a left-hand turn onto Colonel Talbot Road from Kilbourne Road in order to proceed North. With residential development occurring along both Colonel Talbot Road and Kilbourne Road, this will add to the traffic congestion. Kilbourne Road will eventually connect from Longwoods Road to Wonderland Road as per signage near the Lowe's store on Wonderland Road. As such, traffic volume on Kilbourne Road will increase, causing additional volume at the intersection of Colonel Talbot Road and Kilbourne Road, which will exacerbate the challenges turning North.

I believe now is the best time to plan in order to ensure the safety of current and future residents in the area as well as those traveling along Colonel Talbot Road. Would it be possible to conduct a traffic study? A study may yield that traffic lights should be installed. Installation while development is underway would be cost effective, as opposed to doing so once development is complete.

The proposed name change, from Kilbourne Road to Hayward Avenue.

As per the proposal, the plans indicate that, going west to east, Kilbourne Road would change to Hayward Avenue, then back to Kilbourne Road as it approaches Wonderland Road. This seems confusing to me. Do we know why is this being requested by the developer?

Thank you for listening to my concerns on these two issues, Councillor Hopkins.

Yours truly,

Michael P. Shannon
4092 Masterson Circle, London, Ontario N6P 1T3

Agency/Departmental Comments:

London Hydro – July 30, 2020

Servicing the above proposal should present no foreseeable problems. Any new and/or relocation of existing infrastructure will be at the applicant's expense, maintaining safe clearances from L.H. infrastructure is mandatory. A blanket easement will be required. Note: Transformation lead times are minimum 16 weeks. Contact Engineering Dept. to confirm requirements & availability.

London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. However, London Hydro will require a blanket easement.

Upper Thames River Conservation Authority – August 14, 2020

As indicated, the subject lands are regulated by the UTRCA and we recognize that the purpose of the rezoning application is to red-line a draft approved plan of subdivision. We have no objections to this application but request that the Conservation Authority be included in upcoming discussion regarding the wetland matters in order to ensure that all of the Section 28 permit requirements can be addressed.

Development Engineering – September 25, 2020

Please see below for recommended engineering conditions in relation to the rezoning application and the red-lined draft plan of subdivision as it relates to engineering matters for the above-noted application. These conditions represent the consolidated comments of Development Services, the Transportation and Planning Division, the Sewer Engineering Division, the Water Engineering Division and the Stormwater Engineering Division.

Zoning By-law Amendment

Development Services and the above-noted engineering divisions have no objection to the proposed Zoning By-law Amendment for the proposed red-lined draft plan of subdivision subject to the following:

1. A holding provision shall be implemented on R4-6 zone (street townhouse) until the City Engineer is satisfied with the servicing arrangements to provide adequate separation between services and avoid conflicts with City services.

A minimum lot frontage of 6.7 metres as per SW-7.0 will be required to accommodate street townhouses within this draft plan of subdivision.

Please add the following draft plan conditions to the current Council approved conditions for 39T-12503:

1. The Owner shall have its consulting engineering update the necessary engineering drawings to reflect the red-line revisions to the draft plan of subdivision, to the satisfaction of the City.
2. In conjunction with the submission of engineering drawings, the Owner shall provide a minimum lot frontage of 6.7 metres as per SW-7.0 to accommodate street townhouses within this draft plan of subdivision, all the specifications and satisfaction of the City.

Note that any changes made to this draft plan will require a further review of the revised plan prior to any approvals as the changes may necessitate revisions to our comments.

Development Planning – February 4, 2021

1. As part of the Focused Detailed Design Studies, the applicant shall submit a wetland relocation plan for Block 547 consistent with the January 4, 2021 Stantec Consulting Conceptual Wetland Relocation letter, to the City's satisfaction. The contents and requirements of the relocation plan shall be scoped with the City of London prior to the initiation of the study with the approved recommendations implemented within the engineering drawing review.
2. In accordance with the above approved Wetland Relocation Plan, the wetland in Block 547 will be partially located in Park Block <New Park Block>, Campbell Woods and Block 134 of 33M-762 as illustrated in the January 4, 2021 Stantec Consulting Conceptual Wetland Relocation letter. The wetland shall be re-constructed in accordance with the approved Relocation Plan prior to the development of Block 547.

Appendix C – Policy Context

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

Provincial Policy Statement, 2020

The proposal must be consistent with Provincial Policy Statement (PPS) policies and objectives aimed at:

1. Building Strong Healthy Communities;
 2. Wise Use and Management of Resources; and,
 3. Protecting Public Health and Safety.
- Section 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns
 - 1.1.3 Settlement Areas
 - 1.1.3.2
 - 1.1.3.6
 - 1.4 Housing
 - 2.0, 2.1.1, 2.1.8, 2.1.4, 2.1.5, 2.1.6
 - 3.0

In accordance with section 3 of the Planning Act, all planning decisions ‘shall be consistent with’ the PPS

The London Plan

The Our Strategy, City Building and Design, Neighbourhoods Place Type, and Our Tools policies in the London Plan have been reviewed and consideration given to how the proposed zoning by-law amendment and red-line revisions contributes to achieving those policy objectives, including the following specific policies:

59_, 61_, 62_, 172_, *921_, *935_, *936_, *937_, *1688

Our Strategy

Key Direction #5 – Build a mixed-use compact city

2. *Plan to achieve a compact, contiguous pattern of growth – looking “inward and upward”.*
4. *Plan for infill and intensification of various types and forms to take advantage of existing services and facilities and to reduce our need to grow outward.*
5. *Ensure a mix of housing types within our neighbourhoods so that they are complete and support aging in place.*

Key Direction #6 – Place a new emphasis on creating attractive mobility choices

1. *Create active mobility choices such as walking, cycling, and transit to support safe, affordable, and healthy communities.*
7. *Utilize a grid, or modified grid, system of streets in neighbourhoods to maximize connectivity and ease of mobility.*

Key Direction #7 – Build strong, healthy and attractive neighbourhoods for everyone

1. *Plan for healthy neighbourhoods that promote active living, provide healthy housing options, offer social connectedness, afford safe environments, and supply well distributed health services.*

2. Design complete neighbourhoods by meeting the needs of people of all ages, incomes and abilities, allowing for aging in place and accessibility to amenities, facilities and services.

3. Implement “placemaking” by promoting neighbourhood design that creates safe, diverse, walkable, healthy, and connected communities, creating a sense of place and character.

City Building and Design Policies

*197_ The built form will be designed to have a sense of place and character consistent with the planned vision of the place type, by using such things as topography, street patterns, lotting patterns, streetscapes, public spaces, landscapes, site layout, buildings, materials and cultural heritage.**

The proposed zoning will continue to permit a both single detached residential dwellings and street townhouses which are compatible with adjacent residential development, in keeping with the character of the neighbourhood, and consistent with the planned vision of the Neighbourhood Place Type. The proposed residential blocks will maintain a consistent lot pattern and continuity of the streetscape along Moon Street and Kleinburg Drive.

*212_ 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.**

The street configuration represents a grid pattern that includes a street facing townhouses along Moon Street and Kleingburg Drive, with multiple direct connections to the existing neighbourhood to the west and south as well as the future developemtn to the north..

*216_ Street networks, block orientation, lot sizes, and building orientation should be designed to take advantage of passive solar energy while ensuring that active mobility and other design criteria of this chapter are satisfied.**

The street network in this subdivision plan does a reasonably effective job at maintaining a north-south orientation and exposure to passive solar energy for the majority of lots and street townhouse blocks which front along Moon Street and Kleingburg Drive. The street network will be required to incorporate sidewalks and sidewalk links, which helps to promote active mobility in the neighbourhood.

Neighbourhoods Place Type

The subject lands are located within the Neighbourhoods Place Type in The London Plan, and are situated at the intersection of a Neighbourhood Connector. The range of primary permitted uses include single detached, semi-detached, duplex, triplex, townhouses, stacked townhouses, low-rise apartments, secondary suites, home occupations, group homes, and small-scale community facilities. Secondary permitted uses include mixed-use buildings. The proposed development of street townhouses and cluster townhouses are, anticipated to be a minimum 2 and 2.5 storeys in height conforms with the use, intensity and form policies of the Neighbourhoods Place Type.

1989 Official Plan

These lands are designated as Multi-family, Medium Density Residential under Section 3.3 which permits primarily multiple-attached dwellings, such as row houses or cluster houses; low-rise apartment buildings; rooming and boarding and houses; emergency care facilities; and small-scale nursing homes, rest homes, and homes for the aged, as the main uses. These areas may also be developed for single detached, semi-detached, and duplex dwellings. The recommended zone variations are consistent with the Official Plan designation and range of permitted uses.

3.2. Low Density Residential

3.2.1. Permitted Uses

3.2.2 Scale of Development

3.3. Multi Family, Medium Density Residential

3.3.1. Permitted Uses

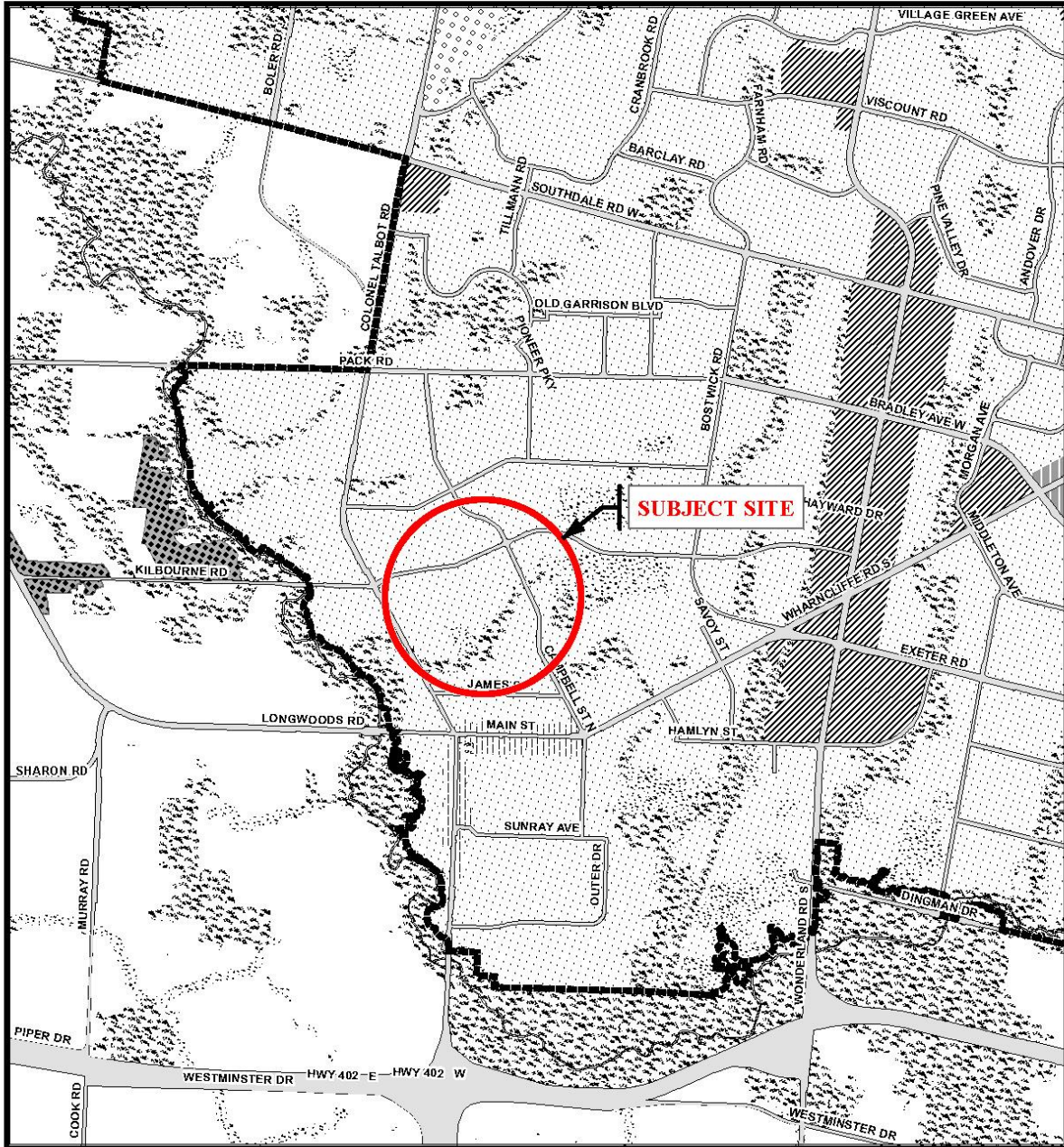
3.3.3 Scale of Development

Z.-1 Zoning By-law

Site Plan Control Area By-law

Appendix D – Relevant Background

London Plan Map Excerpt



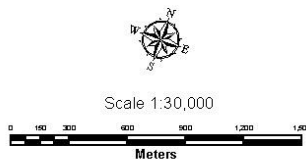
Legend

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

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

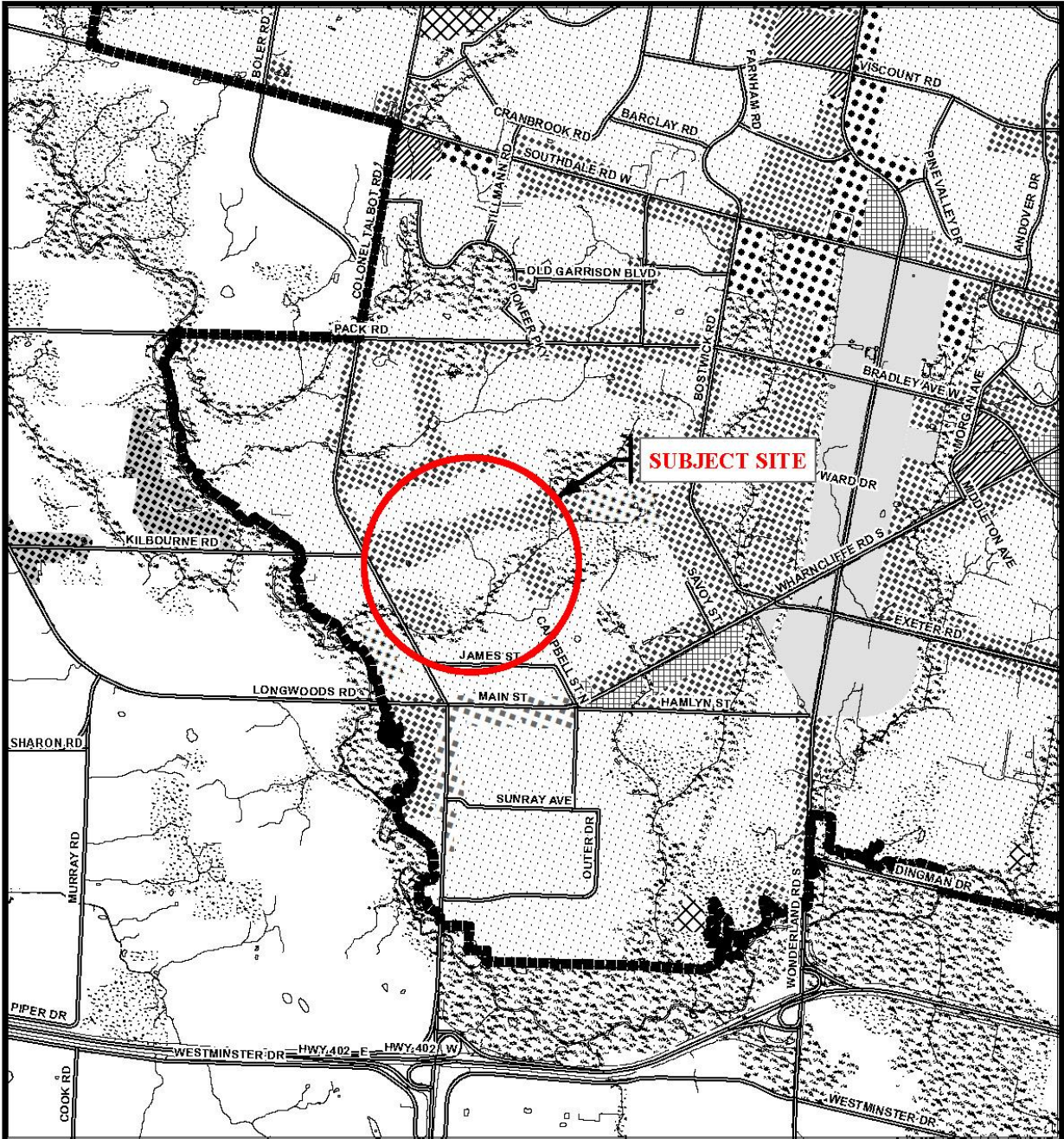
At the time of the printing of this map, the Rapid Transit EA is in progress. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of The London Plan.

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



File Number: Z-9240
Planner: SM
Technician: RC
Date: February 9, 2021

Official Plan Map Excerpt

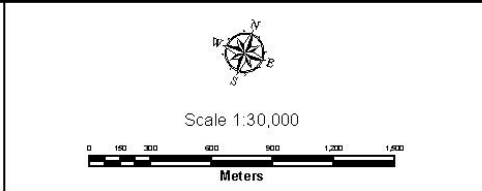


Legend			
	Downtown		Office Business Park
	Enclosed Regional Commercial Node		General Industrial
	New Format Regional Commercial Node		Light Industrial
	Community Commercial Node		Regional Facility
	Neighbourhood Commercial Node		Community Facility
	Main Street Commercial Corridor		Open Space
	Auto-Oriented 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
			Enterprise

CITY OF LONDON
Department of
Planning and Development

OFFICIAL PLAN SCHEDULE A
- LANDUSE -

PREPARED BY: Graphics and Information Services



FILE NUMBER: Z-9240
PLANNER: SM
TECHNICIAN: RC
DATE: 2021/02/09

