

## Report to Planning and Environment Committee

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

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

**Subject:** Drewlo Holdings Inc.  
1389 Commissioners Road East – Summerside Subdivision  
Public Participation Meeting

**Date:** March 1, 2021

## Recommendation

That, on the recommendation of the Director, Development Services, the following actions be taken with respect to the application of Drewlo Holding Inc. relating to the lands located at 1389 Commissioners Road East within the Summerside Subdivision:

- (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 Residential R1 Special Provision (R1-3(7)) Zone, a Residential R1 (R1-4) Zone, and a Residential R1 Special Provision (R1-4(10)) Zone **TO** a Residential R1 (R1-2) Zone and a Residential R1 (R1-3) Zone; **FROM** a Residential R1 Special Provision (R1-3(7)) Zone **TO** a Holding Residential R6 Special Provision (h-1•R6-5( )) Zone; and **FROM** a Holding Residential R6 (h-1•R6-5) Zone **TO** a Holding Residential R6 Special Provision (h-1•R6-5( )) Zone;
- (b) the Approval Authority **BE ADVISED** of the issues, if any, raised at the public meeting with respect to the application for red-line revisions to Draft Plans of Subdivision by Drewlo Holding Inc. relating to the lands located at 1389 Commissioners Road East within the Summerside Subdivision; and,
- (c) the Approval Authority **BE ADVISED** that Municipal Council supports issuing draft approval of the proposed red-line revisions to the residential Draft Plans of Subdivision, **SUBJECT TO** the conditions contained in the attached Appendix "B" #39T-92020 / 39T-92020-D.

## Executive Summary

### Summary of Request

The request is to amend the zoning by-law and to approve red-line revisions to the remaining draft-approved phases within the Summerside Subdivision (Phases 10B and 15) consisting of minor adjustments to lot frontages for single detached dwelling lots, replacing cul-de-sac streets with 'through street' connections, and removing 15 single detached lots fronting the west side of the future extension of Evans Boulevard.

### Purpose and the Effect of Recommended Action

The purpose and effect is to recommend that the Approval Authority for the City of London issue draft approval of the proposed red-line revisions, subject to conditions attached to this report; and that Municipal Council approve the recommended Zoning By-law amendment.

## **Rationale of Recommended Action**

1. The proposed red-line revisions and zoning amendment is consistent with the *Provincial Policy Statement (PPS), 2020*, as it achieves objectives for efficient and resilient development and land use patterns. It represents development of low and medium density forms of housing, including single detached dwelling lots, townhouse and cluster forms of housing taking place within the City's urban growth area and within previously draft-approved plans of subdivision. It also achieves objectives for promoting compact form, contributes to the neighbourhood mix of housing and densities that allows for the efficient use of land, infrastructure and public service facilities, supports the use of public transit, and increases community connectivity by eliminating cul-de-sacs.
2. The proposed draft plan revisions and zoning conforms to the in-force policies of The London Plan, including but not limited to the Neighbourhoods Place Type, Our Strategy, City Building and Design, Our Tools, and all other applicable London Plan policies.
3. The proposed draft plan revisions and zoning conforms to the policies of the (1989) Official Plan, including but not limited to the Multi-Family, Medium Density Residential designation.
4. The recommended zoning amendment is considered appropriate to facilitate the proposed lot adjustments, permits an appropriate increase in density to the medium density blocks, and maintains compatibility with the form and character of existing residential development in the surrounding 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

February 6, 2017 – Report to Planning and Environment Committee on a request by Drewlo Holdings Inc. for an extension of Draft Plan Approval re: Summerside Subdivision - Phase 10B (File No. 39T-92020-D).

## 2.0 Discussion and Considerations

### 2.1 Property Description

The subject site consists of relatively flat, vacant land that was previously cultivated farm fields.

### 2.2 Current Planning Information (see more detail in Appendix D)

- The London Plan Place Type – Neighbourhoods
- (1989) Official Plan Designation – Low Density Residential and Multi-family, Medium Density Residential
- Zoning - Residential R1 Special Provision (R1-3(7)), Residential R1(R1-4), Residential R1 Special Provision (R1-4(10)), holding Residential R6 (h-1•R6-5), and holding Residential R6/Residential R8 (h-1•R6-5/R8-4)

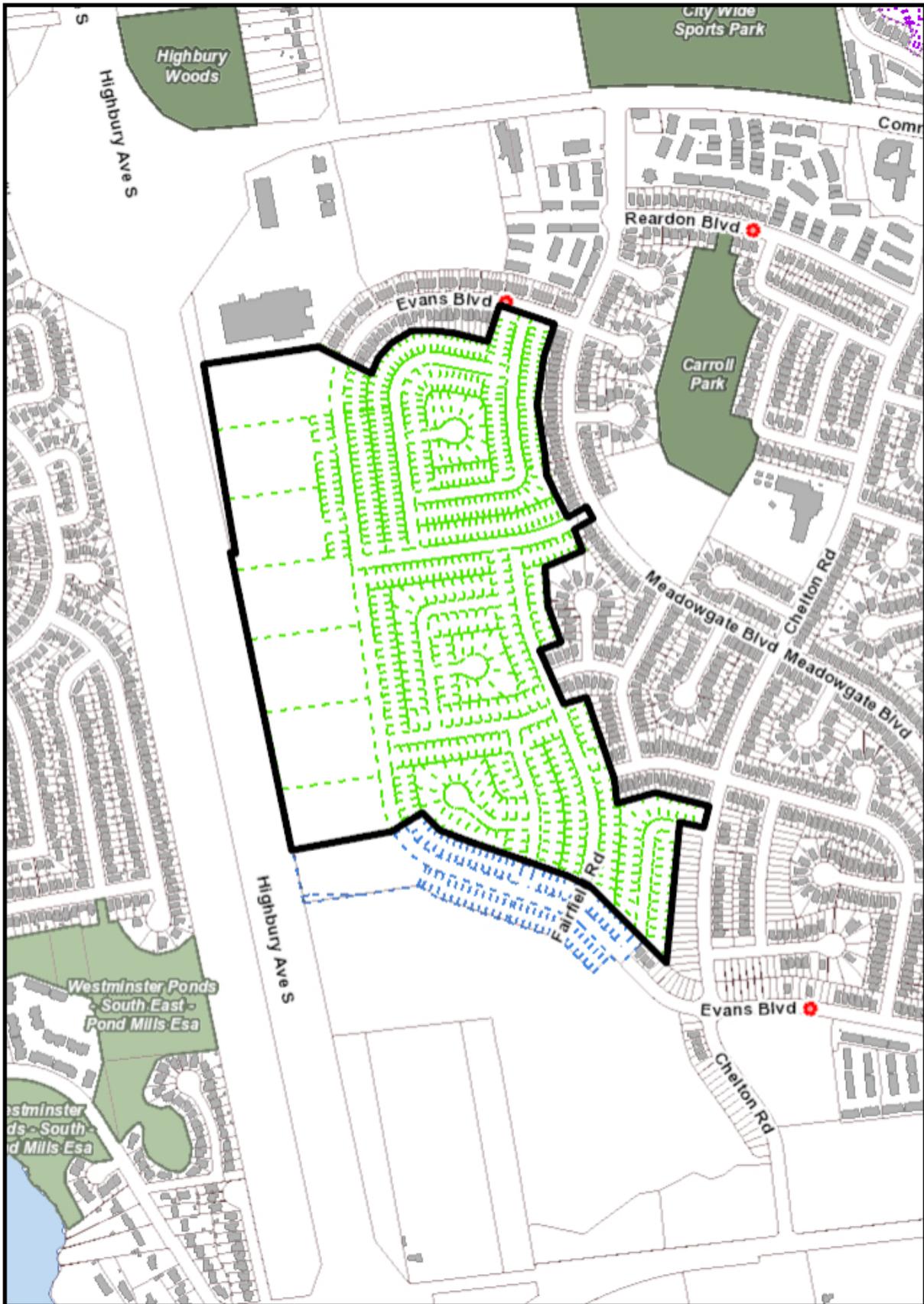
### 2.3 Site Characteristics

- Current Land Use – vacant fields
- Frontage – approx. 91 metres (on Evans Boulevard)
- Depth – varies approx. 900 - 1100 metres
- Area – 51 hectares (126 acres)
- Shape – irregular

### 2.4 Surrounding Land Uses

- North – residential single detached and street townhouse dwellings, and retail commercial uses
- East – residential single detached dwellings
- South – lands for future low and medium density residential development
- West – limited access expressway and low density residential

## 2.5 Location Map



### Location Map

Project Title: 39T-92020 / 39T-92020-D / Z-9283  
 Description: Summerside Subdivision - Phase 10B & 15  
 Created By: Larry Mottram  
 Date: 12/10/2020  
 Scale: 1:8000

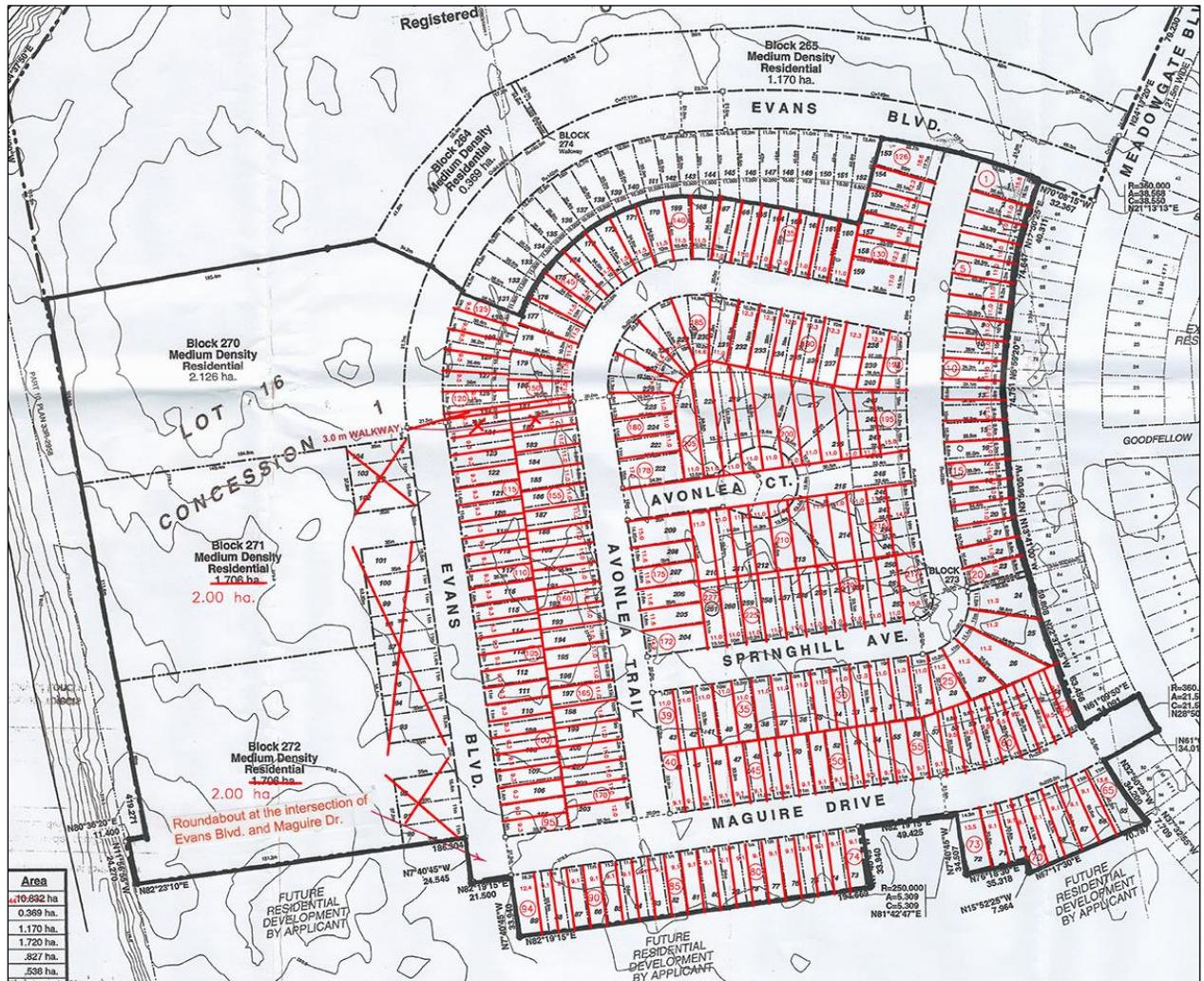
### Legend

-  Subject Site
-  Parks
-  Assessment Parcels
-  Buildings
-  Address Numbers

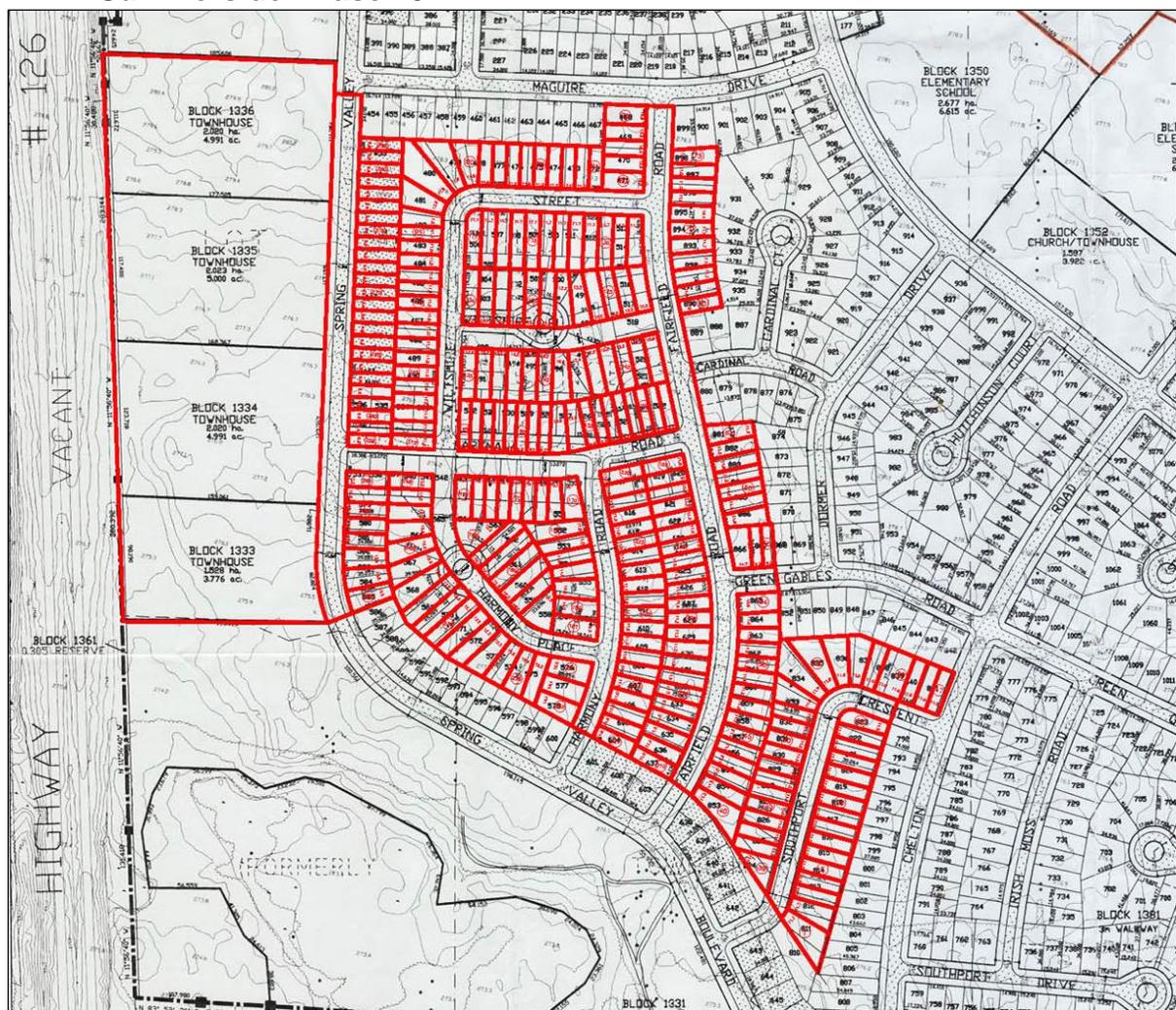
Corporation of the City of London



## 2.6 Requested Red-line Revisions to Draft Plan of Subdivision - Summerside Phase 10B



## 2.7 Requested Red-line Revisions to Draft Plan of Subdivision - Summerside Phase 15



## **2.8 Planning History**

The City of London initiated an area plan for the lands bounded by Commissioners Road East, Jackson Road, Bradley Avenue and Highbury Avenue South back in the late 1980's. The plan for the community now known as Summerside was adopted as an Appendix to the Official Plan on September 18, 1990. In August 1992, Matthews Group and Jackson Land Corp. submitted an application for draft plan of subdivision on 256 hectares (632 acres) representing the entire Summerside area (File No. 39T-92020). The Ministry of Municipal Affairs granted draft plan approval on September 28, 1993, and there was no lapse date on this approval. Several phases have been registered and a number of phases have gone through the planning approval process for revisions and zoning amendments since that time.

Revisions to Phase 10B of the Summerside subdivision (File No. 39T-92020-D) were approved in 2004, and subsequently a portion of the draft plan representing the northerly leg of Evans Boulevard was registered on August 5, 2005 as Plan 33M-529. Several extensions have been granted by the Approval Authority to draft approval over the years. This phase is at the top of the watershed for the westerly half of the Summerside area and it is recognized that this will be the last phase of the subdivision to be developed as servicing is extended northward from the existing southerly leg of Evans Boulevard.

## **2.9 Requested Amendment**

Request for consideration of proposed red-line revisions affecting the remaining draft-approved phases within the Summerside Subdivision (Phases 10B and 15) consisting of minor adjustments to lot frontages for single detached dwelling lots, replacing cul-de-sac streets with 'through street' connections, and removing 15 single detached lots fronting the west side of the future extension of Evans Boulevard.

Request to amend to the zoning by-law to change the zoning from a Residential R1 Special Provision (R1-3(7)) Zone, a Residential R1 (R1-4) Zone, and a Residential R1 Special Provision (R1-4(10)) Zone to a Residential R1 (R1-2) Zone to permit single detached dwellings on lots with a minimum lot area of 300 square metres and minimum lot frontage of 9.0 metres; a Residential R1 (R1-3) Zone to permit single detached dwellings on lots with a minimum lot area of 300 square metres and minimum lot frontage of 10 metres; and to change the zoning on the medium density blocks located on the west side of Evans Boulevard (Blocks 271 and 272 in Phase 10B; and Blocks 1333, 1334, 1335 & 1336 in Phase 15) from a Holding Residential R6 (h-1•R6-5) Zone to a Residential R6 Special Provision (R6-5( )) Zone to permit various forms of cluster housing including single detached, semi-detached, duplex, triplex, fourplex, townhouse, stacked townhouse dwellings, and low-rise apartment buildings; with a special provision for a minimum density of 30 units per hectare and maximum density of 60 units per hectare. (Note: Block 270 in Phase 10B is not part of the requested zone change.)

## **2.10 Community Engagement (see more detail in Appendix C)**

There were three e-mail responses received from the community. Comments/concerns received from the community are summarized as follows:

- One respondent requested for further information with respect to projected number of homes and if there will be any parks or green space.
- Another respondent commented that these lands have been used as a dumping ground for yard waste and garbage, and there have been problems with water ponding. It has been an eyesore for many years and it will be good to see new streets and houses finally going up.
- Another expressed concerns about the proposed narrow lots, provision of adequate space for snow storage/removal, and parking between houses.

## **2.11 Policy Context (see more detail in Appendix D)**

### **Provincial Policy Statement, 2020**

The proposal must be consistent with the 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.

A few of the policy objectives to highlight here are the importance of promoting efficient development and land use patterns and providing for an appropriate range and mix of housing options and densities required to meet projected market-based and affordable housing needs of current and future residents (Sections 1.1 and 1.4). To meet housing requirements of current and future residents, the policies also direct 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 (Sections 1.4.3(c)). There are policies for promoting healthy and active communities by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity (Section 1.5.1(a)). New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities (Section 1.6.8.3). The development application has been reviewed for consistency with the Provincial Policy Statement.

### **The London Plan**

With respect to The London Plan, which has been adopted by Council but is not yet fully in force and effect pending appeals, the subject lands are within the “Neighbourhoods” Place Type permitting a range of uses such as single detached, semi-detached, and duplex dwellings, and townhouses, as the main uses. The application has been reviewed with the applicable policies of the Our Strategy, City Building and Design, Neighbourhoods Place Type, and Our Tools sections. An excerpt from The London Plan Map 1 – Place Types\* is found at Appendix ‘E’.

### **(1989) Official Plan**

These lands are designated Low Density Residential and Multi-family, Medium Density Residential on Schedule ‘A’ of the 1989 Official Plan. The Low Density Residential designation permits primarily single, semi-detached and duplex forms of housing up to 30 units per hectare. The Multi-family, Medium Density Residential designation permits multiple attached dwellings, such as row houses or cluster houses; low rise apartment buildings; and small-scale nursing homes, rest homes, and homes for the aged up to a maximum density of 75 units per hectare. These areas may also be developed for single detached, semi-detached and duplex dwellings. This application has been reviewed with the applicable policies of the (1989) Official Plan. An excerpt from Land Use Schedule ‘A’ is found at Appendix E.

### **Z.-1 Zoning By-law**

Within the current draft approved plans, a number of Residential R1 Zone variations have been applied to the single detached residential lots east of Evans Boulevard, and Residential R6 Zoning has been applied to the medium density residential blocks on the west side of Evans Boulevard, except for the most northerly block which is a compounded Residential R6/R8 Zoning. The specific zone variations are as follows:

Residential R1 Special Provision (R1-3(7))

Residential R1 (R1-4)

Residential R1 Special Provision (R1-4(10))

holding Residential R6 (h-1•R6-5)

holding Residential R6/Residential R8 (h-1•R6-5)/R8-4)

The appropriateness of the proposed zone change, permitted uses and regulations have been reviewed against the regulatory requirements of Zoning By-law Z.-1. A zoning map excerpt from the Z.-1 Zoning by-law Schedule A is found at Appendix E.

### **3.0 Financial Impact/Considerations**

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.

### **4.0 Key Issues and Considerations**

#### **4.1 Use**

The proposed draft plan revisions maintain neighbourhood character and compatibility with the existing Summerside Subdivision. The neighbourhood context on the east side of Evans Boulevard will consist of low density residential single detached dwellings interfacing existing low density residential dwellings. The lot pattern and streetscape is generally consistent with the pattern of the existing neighbourhood, except that cul-de-sacs have now been eliminated and replaced with through street connections. The proposed dwellings are expected to be similar in character and features as the existing residential neighbourhood, and contain dwellings of a similar height and massing. There will be a transition in use, form and intensity from low to medium density residential development on the west side of Evans Boulevard as it was originally intended for the lands adjacent Highbury Avenue South. The only significant change is the removal of 15 lots on the west side of Evans Boulevard within Phase 10B. These former lots are intended to merge with the adjacent medium density blocks (Blocks 271 and 272) and will be rezoned to be consistent with the zoning for these blocks. Overall, the proposed revisions represents minor physical adjustments to the lot fabric and street network and does not change the uses proposed for the various lots and blocks within the draft plans of subdivision.

#### **4.2 Intensity**

Based on the number of lots and area for single detached residential dwellings, the proposed red-line revisions would result in a total of 509 dwelling lots which equates to an approximate density of 14 units per hectare. Lot sizes generally ranging in widths from 9.0 to 10.0 metres are proposed fronting along Evans Boulevard and Maguire Drive, and lot sizes ranging in width from 11.0 to 12.0 metres are proposed fronting along the interior streets. The proposed lot frontages are found to be generally in the range of lot frontages within the existing neighbourhood (9.0 - 12 metres).

Building heights on adjacent lands consist of 1 and 2 storey detached dwellings and attached street townhouses along Evans Boulevard immediately to the north, 1 and 2-storey single detached homes to the east, and existing and planned single detached homes to the south. The proposed single detached dwellings could be either 1 or 2 storey homes based on the permitted height regulation in the zoning by-law (9.0 metres max.). Overall, the proposed development is considered appropriate and compatible in terms of scale and intensity to adjacent residential development.

The medium density blocks along the west side of Evans Boulevard are intended for development of future townhouses with minimum density of 30 units per hectare and maximum density of 60 units per hectare. Each of these blocks are on average 2.0 hectares (5 ac.) in area and given their size the proposed density range is considered appropriate for development of medium density townhouses and/or cluster housing.

#### **4.3 Form**

By replacing the cul-de-sacs with through street connections the subdivision plan resembles more of a modified grid system with multiple connections to the existing street network resulting in ease of mobility and a neighbourhood that is more walkable, healthy, and connected. These two draft plan phases together represent the completion of Evans Boulevard which is an important connector street in the westerly portion of the Summerside Subdivision and provides an opportunity in the future to expand bus transit routing. In terms of use, form and intensity the proposed draft plan revisions are considered an improvement that maintains a good fit within the context of the existing

neighbourhood.

The development proponents have advanced their detailed design and engineering drawings to be consistent with the draft approved plans and standards for road allowances and street pavement widths which have been previously draft approved. For example, Evans Boulevard, Maguire Drive and Fairfield Road are shown on the draft plans at 21.5 metre road allowances whereas the new Street Classification Design standards in The London Plan (Table 6\*) would normally require a 23 metre wide road allowance for a Neighbourhood Connector. Staff have had ongoing discussions with the Developer regarding the new standards for road allowances, sidewalks and pavement widths. The bulk of the proposed revisions affect the original draft plan which was approved in the early 1990's and for which there was no lapse date. Recognizing that the subdivision has been building out gradually over a long period of time and the challenges of retrofitting to the new standards, Staff has agreed to maintain standards consistent with the existing road network within Summerside subdivision, allow for sidewalks on both sides of street where logical connections exist or can be made, and incorporating traffic calming measures.

Minimum road allowance and pavement widths are specified in Draft Plan Condition No. 35. Evans Boulevard and Fairfield Road will have minimum road pavement width (excluding gutters) of 9.5 metres with a minimum road allowance of 21.5 metres. Maguire Drive shall have a minimum road pavement width of 8.0 metres with a minimum road allowance of 21.5 metres. Green Gables Road, Avonlea Trail, Springhill Avenue and Karenana Road shall have a minimum road pavement width of 8.0 metres with a minimum road allowance of 20 metres. Southport Crescent, Candice Road (renamed from Harmony Road as shown on Phase 15 Draft Plan) and Wiltshire Street shall have a minimum road pavement width of 7.0 metres with a minimum road allowance of 19 metres. The former cul-de-sac streets which will be replaced with through streets, Avonlea Court, Wiltshire Place and Harmony Place, shall have a minimum road pavement width of 6.0 metres with a minimum road allowance of 18 metres.

Sidewalks on both sides of the street will be provided on the main collector roads within the subdivision having sufficient right-of way widths, on roads that provide connections with the existing street network having sidewalks on both sides, and sidewalk connections to pedestrian walkways. This includes Evans Boulevard, Maguire Drive, Fairfield Road, Green Gables Road, Avonea Trail, Springhill Avenue, Wiltshire Street and Karenana Road. Exceptions for sidewalks on one side of the street are recommended for streets that connect to street stubs with a sidewalk on one side in previously approved phases of the Summerside Subdivision, including Candice Road (renamed from Harmony Road as shown on Phase 15 Draft Plan) and Southport Crescent; and to streets where right-of-way widths will be too narrow to provide for sidewalks on both sides, including streets replacing the former cul-de-sac streets: Harmony Place, Wiltshire Place and Avonlea Court. (D.P. Conditions No. 36 and 37)

#### **4.4 Technical Revisions**

Development Services staff recommend that 0.3 metre (1 foot) reserves be applied along the entire frontage of Highbury Avneue South in order to restrict vehicular access, and that the following note be added to the face of the draft plan to ensure that the City's road and intersection design standards are maintained:

- Revise right-of-way widths, tapers, bends, intersection layout, daylighting triangles, etc., and include any associated adjustment to the abutting lots, if necessary.
- Provide a minimum of 5.5 metres along the curb line between the projected property lines of irregular shaped lots around the bends on streets in this plan, if necessary.
- All streets with bends of approximately 90 degrees shall have a minimum inside street line radius with the following standards:

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

The draft approved plan for Phase 10B includes a note on the plan for provision of a roundabout at the intersection of Evans Boulevard and Maguire Drive that was added a long time ago. As an alternative to a roundabout, staff have agreed to have the proponent's professional engineer submit a conceptual design of the proposed traffic calming measures, including speed cushions, raised pedestrian crossings, parking bays, curb extensions and other traffic calming measures along the Neighbourhood Connector streets which has been included as a condition of draft plan approval (D.P. Condition No. 48).

#### 4.5 Public Comments

- Number of new homes and will there be any parks and green space.

The area identified as Phase 10B is currently draft approved for 239 single detached dwelling lots. With the requested red-line revisions there would be 227 lots. The area identified as Phase 15 is draft approved for approximately 231 lots, and with the red-line revisions it would be 282 lots. Therefore, the total number of single detached dwellings proposed is 509.

<u>Number of Lots</u>	<u>Phase 10B</u>	<u>Phase 15</u>	<u>Total</u>
Currently Draft-Approved:	239	231	470
Requested Red-line Revisions:	227	282	509

For the multi-family blocks it is difficult to make an accurate projection of the actual number of units that will be developed. However, the requested zoning by-law amendment is for a minimum density of 30 units per hectare and maximum density of 60 units per hectare. The eventual number of units at the time of development will be within that density range. Each of the blocks are on average 2.0 hectares (5 ac.) in area (Blocks 271 and 272 in Phase 10B; and Blocks 1333, 1334, 1335 & 1336 in Phase 15). There are no additional park/open space blocks within the current draft approved plans, or proposed as part of the requested red-line revisions. Neighbourhood parkland was previously provided as part of the overall Summerside Subdivision parkland dedication requirements.

- Narrowness of proposed lots, space for snow storage/removal, and on-street parking.

The proposed lot sizes generally range in widths from 9.0 to 10.0 metres fronting along Evans Boulevard and Maguire Drive, and from 11.0 to 12.0 metres fronting on the interior streets. The proposed lot adjustments are found to be generally consistent with the lot sizes in the existing neighbourhood. On-street parking will be provided and a parking plan will be required in conjunction with the engineering drawing review. Subdivision plans with lots that have less than 11 metres of frontage are required to provide a parking plan in order to ensure there will be sufficient and an evenly balanced distribution of on-street parking, and that there are no conflicts with driveways, utilities, and boulevard tree planting. The approved parking plan will form part of the accepted engineering design drawings and the Subdivision Agreement.

## Conclusion

The recommended revisions to draft plan of subdivision and zoning amendments are appropriate and consistent with the Provincial Policy Statement, and conform to The London Plan and the (1989) Official Plan. The proposed draft plan revisions and zoning are also appropriate and compatible with the residential form and character of existing development in the adjacent neighbourhood. Therefore, staff are satisfied the proposal represents good planning and recommend approval.

**Prepared by:** **Larry Mottram, 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**

Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Development Services.

CC: Matt Feldberg, Manager, Development Services (Subdivisions)  
Bruce Page, Manager, Development Planning  
Peter Kavcic, Manager, Development Planning

February 22, 2021  
GK/PY/LM/lm

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**Appendix "A"**

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

By-law No. Z.-1-21\_\_\_\_\_

A bylaw to amend By-law No. Z.-1 to  
rezone lands located at 1389  
Commissioners Road East within the  
Summerside Subdivision.

WHEREAS Drewlo Holdings Inc. has applied to rezone lands located at 1389 Commissioners Road East within the Summerside Subdivision, as shown on the map attached to this by-law, as set out below;

AND WHEREAS this rezoning conforms to the Official Plan;

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

- 1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 1389 Commissioners Road East within the Summerside Subdivision, as shown on the attached map, FROM a Residential R1 Special Provision (R1-3(7)) Zone, a Residential R1 (R1-4) Zone, and a Residential R1 Special Provision (R1-4(10)) Zone TO a Residential R1 (R1-2) Zone and a Residential R1 (R1-3) Zone; FROM a Residential R1 Special Provision (R1-3(7)) Zone TO a Holding Residential R6 Special Provision (h-1•R6-5( )) Zone; and FROM a Holding Residential R6 (h-1•R6-5) Zone TO a Holding Residential R6 Special Provision (h-1•R6-5( )) Zone.
- 2) Section Number 10.4 of the Residential R6 Zone is amended by adding the following special provision:

R6-5( )

a) Regulations:

- |     |                      |                      |
|-----|----------------------|----------------------|
| i)  | Density<br>(Maximum) | 60 units per hectare |
| ii) | Density<br>(Minimum) | 30 units per hectare |

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



## Appendix B

### APPENDIX 39T-92020 / 39T-92020-D (Conditions to be included for draft plan approval)

#### THE CORPORATION OF THE CITY OF LONDON'S CONDITIONS AND AMENDMENTS TO FINAL APPROVAL FOR THE REGISTRATION OF THIS SUBDIVISION, FILE NUMBER 39T-92020 / 39T-92020-D ARE AS FOLLOWS:

- | NO. | CONDITIONS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|-----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1.  | This draft approval applies to the draft plan submitted by Matthews Group Limited and Z Group dated July 8, 1993, prepared by Archibald, Gray & McKay Ltd., certified by A.G. Irwin O.L.S., Drawing No. 22, and resubmitted by Drewlo Holdings Inc. <b>as red-line revised</b> , dated September 6, 2020, prepared by Callon Dietz (File No. 05-14877) which shows a total of 282 single detached dwelling lots, 4 medium density townhouse blocks, served by the extension of Evans Boulevard and 6 local streets (representing Summerside Phase 15 – File No. 39T-92020); and to the draft plan submitted by Jackson Land Corp. dated December 9, 2003, prepared by Urban Properties Services (London) Inc., certified by Terry P. Dietz, O.L.S., Drawing No. CAD.SS.PH10.dftpln, and resubmitted by Drewlo Holdings Inc. <b>as red-line revised</b> , dated July 1, 2020, prepared by Callon Dietz (File No. 05-14877) which shows a total of 227 single detached dwelling lots, 3 medium density residential blocks, and 2 walkway blocks, served by the extension of Evans Boulevard, Maguire Drive, and 3 local streets (representing Summerside Phase 10B – File No. 39T-92020-D). |
| 2.  | This draft approval and these conditions replace the conditions of draft approval granted on June 12, 1997 for plan File No. 39T-92020, and the conditions of draft approval granted on February 16, 2017 for plan File No. 39T-92020-D, as it applies to the lands on the east of Highbury Avenue South and south of Commissioners Road East, legally described as Part of Lots 15 and 16, Concession 1 (Geographic Township of Westminster) in the City of London, as described in Condition No. 1.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 3.  | This approval of the draft plan applies for three years, and if final approval is not given by that date, the draft approval shall lapse, except in the case where an extension has been granted by the Approval Authority.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 4.  | The Owner shall enter into a subdivision agreement with the City, in the City's current approved form (a copy of which can be obtained from Development Services), which includes all works and services required for this plan, and this agreement shall be registered against the lands to which it applies.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 5.  | The Owner shall comply with all City of London standards, guidelines and requirements in the design of this draft plan and all required engineering drawings, to the satisfaction of the City. Any deviations from the City's standards, guidelines or requirements shall be satisfactory to the City.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 6.  | In conjunction with the first submission of engineering drawings, street(s) shall be named, and the municipal addressing shall be assigned to the satisfaction of the City.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 7.  | 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.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 8.  | Prior to final approval, the Owner shall pay in full all financial obligations/ encumbrances owing to the City on the said lands, including property taxes and                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |

local improvement charges.

9. Prior to final approval, the Owner shall provide copies of all transfer documentation for all land transfers/dedications and easements being conveyed to the City, for the City's review and approval.
10. Prior to final approval, for the purposes of satisfying any of the conditions of draft approval herein contained, the Owner shall file with the Approval Authority a complete submission consisting of all required clearances, fees, final plans, and any required studies, reports, data, information or detailed engineering drawings, and to advise the Approval Authority in writing how each of the conditions of draft approval has been, or will be, satisfied. The Owner acknowledges that, in the event that the final approval package does not include the complete information required by the Approval Authority, such submission will be returned to the Owner without detailed review by the City.

## **PLANNING**

11. Prior to final approval, appropriate zoning shall be in effect for this proposed subdivision.
12. In conjunction with the first submission engineering drawings, the Owner shall submit a lotting plan which complies with all City standards and zoning regulations all to the satisfaction of the City.
13. In conjunction with the first submission of engineering drawings, the Owner shall submit an on-street parking plan to the satisfaction of the City. The approved parking plan will form part of the subdivision agreement for the registered plan.

## **SEWERS & WATERMAINS**

### Sanitary:

14. In conjunction with the first submission of engineering drawings, the Owner shall have his consulting engineer prepare and submit a Sanitary Servicing Study to include the following design information:
  - i) Propose a suitable routing for the trunk sanitary sewer to be constructed through this plan. Further to this, the consulting engineer shall be required to provide an opinion for the need for an Environmental Assessment under the Class EA requirements for this sanitary trunk sewer;
  - ii) 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;
  - iii) Provide clarification that the proposed changes in population, drainage area and the outlet is compatible with accepted record drawings and drainage area plans. The drainage area and population should be extended beyond just this phase limit and include a complete area and population that extends beyond the phase 13 and follows along Evans Boulevard sanitary sewer to beyond and east of Meadowgate Boulevard and impact of total population, sanitary area and ultimate flow in 375mm diameter sanitary sewer. Any upgrades, if required, are to be at no cost to the City;
  - iv) Provide an hydrogeological report that includes an analysis to establish the water table level of lands within the subdivision with respect to the depth of the sanitary sewers and recommend additional measures, if any, which need to be undertaken, to meet allowable inflow and infiltration levels as identified by OPSS 410 and OPSS 407.
15. In accordance with City standards or as otherwise required by the City Engineer, the Owner shall complete the following for the provision of sanitary services for this draft plan of subdivision:

- i) Construct sanitary sewers to serve this plan and connect them to the existing municipal sewer system, namely, the 300 mm (10") diameter sewer located on Evans Boulevard;
- ii) Construct sanitary private drain connections on Southport Crescent in Plan 33M-756 (Summerside Phase 13A) to service the proposed lots in this plan;
- iii) 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.

#### Storm and Stormwater Management (SWM)

16. In conjunction with the first submission of engineering drawings, the Owner shall have their consulting engineer prepare and submit a Storm/Drainage and a SWM Servicing Report of Confirmation to address the following:
- i) Identifying the storm/drainage and SWM servicing works for the subject and external lands and how the interim drainage from external lands will be managed, all to the satisfaction of the City;
  - ii) Identifying major and minor storm flow routes for the subject and external lands, to the satisfaction of the City;
  - iii) Make provisions to oversize and deepen the internal storm sewers in this plan, if necessary, to accommodate flows from upstream lands external to this plan;
  - iv) Ensure that all existing upstream external flows traversing this plan of subdivision are accommodated within the overall minor and major storm conveyance servicing system(s) design, all to the specifications and satisfaction of the City Engineer;
  - v) develop sediment and erosion control plan(s) that will identify all sediment and erosion control measures, responsibilities and inspecting/reporting requirements for the subject lands in accordance with City of London, the Ministry of the Environment, Conservation and Parks (MECP) standards and requirements, and current industry standards all to the specification and satisfaction of the City Engineer. The sediment and erosion control plan(s) shall confirm and identify all interim and long-term drainage measures as well as a monitoring program that would be required for both registration and construction phasing/staging of the development and any major revisions to these plans after the initial acceptance shall be reviewed/accepted by the City of London for conformance to our standards and the Erosion and Sediment Control Guideline for Urban Construction (TRCA, December 2019). The erosion and sediment control plan and monitoring program shall be developed with consideration for the sensitive downstream habitat and any recommendations associated to the habitat features. Prior to any work on the site, the Owner's professional engineer shall submit these measures and is to have these measures established and approved all to the satisfaction of the City Engineer and UTRCA where applicable. Further, the Owner's Professional Engineer must inspect and confirm that the required erosion and sediment control measures are maintained and operated as intended during all phases of construction;
  - vi) implement SWM soft measure Best Management Practices (BMP's) within the Plan, where possible, to the satisfaction of the City. The acceptance of these measures by the City will be subject to the presence of adequate

geotechnical conditions within this Plan and the approval of the City Engineer;

- vii) ensure the post-development discharge flow from the subject site must not exceed capacity of the stormwater conveyance system. In an event where the condition cannot be met, the Owner shall provide SWM on-site controls that comply with the accepted Design Requirements for permanent Private Stormwater Systems;
  - viii) Designing the “third pipe” system to direct water flows to the wetlands.
17. In accordance with City standards or as otherwise required by the City Engineer, the Owner shall complete the following for the provision of stormwater management (SWM) and stormwater services for this draft plan of subdivision:
- i) Construct storm sewers to serve this plan, located within the Dingman Creek Subwatershed, and outlet this plan to the existing and assumed Regional Summerside SWM facility via internal storm sewer servicing through this plan of subdivision that shall be connected to the existing downstream municipal storm sewer system constructed as part of other phases of Summerside subdivision;
  - ii) Construct storm private drain connections on Southport Crescent in Plan 33M-756 (Summerside Phase 13A) to service the proposed lots in this plan;
  - iii) Implement all geotechnical recommendations with respect to erosion, maintenance and structural setbacks related to slope stability and ensure they are adequately addressed for the subject lands, to the satisfaction of the City and the Upper Thames River Conservation Authority;
  - iv) Construct and implement erosion and sediment control measures as accepted in the Storm/Drainage and SWM Servicing Functional Report or a SWM Servicing Letter/Report of Confirmation for these lands and the Owner shall correct any deficiencies of the erosion and sediment control measures forthwith.
18. In conjunction with the first submission of engineering drawings, the Owner shall have it's professional consulting engineer design and construct the proposed third pipe system, storm/drainage and SWM servicing works for the subject lands, all to the satisfaction of the City Engineer and according to the requirements of the following:
- i) The SWM targets and criteria for the Dingman Creek Subwatershed Study Update (2005);
  - ii) The Summerside District Stormwater and Stormwater Management Master Plan (updated 2004);
  - iii) Final Stormwater Management Report for the Summerside Subdivision;
  - iv) The Biological Evaluation of Summerside Wetland, London, Ontario (February 1991);
  - v) The City's Design Requirements for Permanent Private Stormwater Systems approved by City Council and effective as of January 1, 2012. The stormwater requirements for PPS for all medium/high density residential, institutional, commercial and industrial development sites are contained in this document, which may include but not be limited to quantity/quality control, erosion, stream morphology, etc.;
  - vi) The City of London Environmental and Engineering Services Department Design Specifications and Requirements, as revised;
  - vii) The City's Drainage By-law and lot grading standards, policies, requirements and practices;
  - viii) The Ministry of the Environment, Conservation and Parks (MECP) Low Impact Development (LID) Stormwater Management Guidance Manual; and
  - ix) Applicable Acts, policies, guidelines, standards and requirements of all required approval agencies.

19. In conjunction with the first submission of engineering drawings, the Owner shall identify/construct all components of the required "third pipe" system for the subject site that would accommodate any upstream flows from the existing third pipe system and maintain the water balance in the existing wetland area located at the southwest corner of the Summerside lands, all to the satisfaction of the City Engineer.
20. The Owner shall maintain the water balance in the Summerside wetland by constructing a "third pipe" system to direct water flows to the wetland. Design and construction of the "third pipe" system shall be to the satisfaction of the City Engineer and the Ministry of Natural Resources.
21. Should this subdivision be completed before the downstream part of the "third pipe" system is constructed, the Owner shall direct stormwater to a stormwater management facility to the satisfaction of the City Engineer.
22. The Owner shall construct the proposed storm sewers serving this plan and connect them to an outlet tributary to both the South Thames and Dingman Creek via proposed and/or existing storm/drainage servicing work and the existing Summerside Stormwater management (SWM) Facility located within the Dingman Creek Subwatershed study area.
23. The Owner shall ensure that the storm outlet for the subject lands is via the existing Summerside SWM Facility, in which the majority of the storm flows from the facility outlet through the existing Summerside Tunnel System to the Thames River and a minority of the storm flows outlet to the Hampton Scott Drain to maintain the baseflow conditions of the drain.
24. In conjunction with the first submission of engineering drawings, the Owner shall ensure that the "third pipe" system for the subject site conveys drainage from rear yards within and exterior to these lands specified in the Summerside District Stormwater and Stormwater Management Master Plan (updated 2004) to the wetland area in the southwest portion of this plan.
25. In conjunction with the first submission of engineering drawings, 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. In the event that revisions to the accepted minor and major storm flow routes are proposed, the Owner shall ensure a proper design update of the storm sewer and grading design compatible with any existing unassumed storm sewer outlets and road network, all to the specifications and satisfaction of the City Engineer and at no cost to the City.
26. In conjunction with the first submission of engineering drawings, the Owner shall have a professional engineer prepare a hydrogeological investigation and/or addendum/update to any existing hydrogeological investigation(s) based on the final subdivision design, to determine the potential short-term and long-term effects of the construction associated with the development on existing groundwater elevations and to assess the impact on the water balance of the subject plan, identifying all required mitigation measures, including Low Impact Development (LIDs) solutions to the satisfaction of the City Engineer. Elements of the hydrogeological investigation should include, but are not to be limited to, the following:
  - i) Evaluation of the hydrogeological regime, including specific aquifer properties, static groundwater levels, and groundwater flow direction;
  - ii) Evaluation of water quality characteristics and the potential interaction between shallow groundwater, surface water features, and nearby natural heritage features;
  - iii) Completion of a water balance and/or addendum/update to any existing water balance for the proposed development, revised to include the use of LIDs as appropriate;

- iv) Completion of a water balance for any nearby natural heritage feature (i.e., all open space Blocks) to include the use of LIDs as appropriate;
  - v) Details related to proposed LID solutions, if applicable, including details related to the long-term operations of the LID systems as it relates to seasonal fluctuations of the groundwater table;
  - vi) Evaluation of construction related impacts and their potential effects on the shallow groundwater system;
  - vii) Confirmation that allowable inflow and infiltration levels have been met as identified by OPSS 410 and OPSS 407, include an analysis to establish the water table level of lands within the subdivision with respect to the depth of the sanitary sewers and recommend additional measures, if any, which need to be undertaken, all to the satisfaction of the City Engineer;
  - viii) Evaluation of construction related impacts and their potential effects on local significant features;
  - ix) Development of appropriate short-term and long-term monitoring plans (if applicable);
  - x) Development of appropriate contingency plans (if applicable) in the event of groundwater interference related to construction;
  - xi) identify any abandoned wells in this plan;
  - xii) Identify any fill required in the plan;
  - xiii) Provide recommendations for foundation design should high groundwater be encountered;
  - xiv) Identify all required mitigation measures including Low Impact Development (LIDs) solutions;
  - xv) Address any contamination impacts that may be anticipated or experienced as a result of the said construction;
  - xvi) Provide recommendations regarding soil conditions and fill needs in the location of any existing watercourses or bodies of water on the site.
27. In conjunction with the first submission of engineering drawings, the Owner's professional engineer shall identify any remedial or other works as recommended in the accepted hydro-geological report and identify them on the engineering drawings, to the satisfaction of the City, at no cost to the City.
28. The subdivision to which this draft approval relate shall be designed such that increased and accelerated stormwater runoff from this subdivision will not cause damage to downstream lands, properties or structures beyond the limits of this subdivision. Notwithstanding any requirements of, or any approval given by the City, the Owner shall indemnify the City against any damage or claim for damages arising out of or alleged to have arisen out of such increased or accelerated stormwater runoff from this subdivision.

### Watermains

29. In conjunction with the first submission of engineering drawings the Owner shall have their consulting engineer prepare and submit a Water Servicing Report including the following design information, all to the satisfaction of the City Engineer:
- i) Water distribution system analysis & modeling and hydraulic calculations for the Plan of Subdivision confirming system design requirements are being met;
  - ii) Identify domestic and fire flows for the future development Blocks from the low-level (high-level) water distribution system;
  - iii) Address water quality and identify measures to maintain water quality from zero build-out through full build-out of the subdivision;
  - iv) Include modeling for two fire flow scenarios as follows:
    - i) Max Day + Fire confirming velocities and pressures within the system at the design fire flows, and
    - ii) Max Day + Fire confirming the available fire flows at fire hydrants at 20 PSI residual. Identify fire flows available from each proposed

- hydrant to be constructed and determine the appropriate colour hydrant markers (identifying hydrant rated capacity);
- v) Include a staging and phasing report as applicable which addresses the requirement to maintain interim water quality;
  - vi) Develop a looping strategy when development is proposed to proceed beyond 80 units;
  - vii) Identify any water servicing requirements necessary to provide water servicing to external lands, incorporating existing area plans as applicable;
  - viii) Identify any need for the construction of or improvement to external works necessary to provide water servicing to this Plan of Subdivision;
  - ix) Identify any required watermain oversizing and any cost sharing agreements;
  - x) Identify the effect of development on existing water infrastructure and identify potential conflicts;
  - xi) Include full-sized water distribution and area plan(s) which includes identifying the location of valves & hydrants, the type and location of water quality measures to be implemented (including automatic flushing device settings and outlet), the fire hydrant rated capacity & marker colour, and the design domestic and fire flow applied to development Blocks.
30. In accordance with City standards, or as otherwise required by the City Engineer, the Owner shall complete the following for the provision of water service to this draft Plan of Subdivision:
- i) Construct watermains to serve this Plan and connect them to the existing municipal system, namely, the existing 200 mm (8") diameter watermain on Meadowgate Boulevard, the existing 250 mm (10") diameter watermain on Evans Boulevard, the existing 200 mm diameter watermain on Springhill Avenue, the existing 150 mm diameter watermain on Cardinal Road, the existing 200 mm diameter watermain on Green Gables Road and the existing 150 mm diameter watermain on Southport Crescent;
  - ii) Deliver confirmation that the watermain system has been looped to the satisfaction of the City Engineer when development is proposed to proceed beyond 80 units;
  - iii) The available fireflow and appropriate hydrant colour code (in accordance with the City of London Design Criteria) are to be shown on engineering drawings;  
The fire hydrant colour code markers will be installed by the City of London at the time of Conditional Approval;
  - iv) Extend the existing 150 mm diameter watermain on Southport Crescent from Chelton Road east of this Plan and provide water services to service the proposed lots in this plan, at no cost to the City.
31. The Owner shall obtain all necessary approvals from the City Engineer for the servicing of all Blocks in this Plan of Subdivision prior to the installation of any water services to or within these Blocks.
32. In conjunction with the first submission of engineering drawings, the Owner shall identify temporary automatic flushing devices and meters at all dead ends and/or other locations as deemed necessary by the hydraulic modelling results to ensure that water quality is maintained during build out of the subdivision. These devices are to remain in place until there is sufficient occupancy use to maintain water quality without their use. The location of the temporary automatic flushing devices as well as their flow settings are to be shown on engineering drawings. The Owner is responsible to meter and pay billed cost of the discharged water from the time of their installation until their assumption. Any incidental and/or ongoing maintenance of the automatic flushing devices is/are the responsibility of the Owner.

## STREETS, TRANSPORTATION & SURVEYS

### Roadworks

33. All through intersections and connections with existing streets and internal to this subdivision shall align with the opposing streets based on the centrelines of the street aligning perpendicular through their intersections and opposite each other thereby having these streets centred with each other, unless otherwise approved by the City Engineer.
34. In conjunction with the first submission of engineering drawings, the Owner shall have its consulting engineer provide the following, all to the specifications and satisfaction of the City Engineer:
  - i) provide a proposed layout plan of the internal road network including taper details for streets in this plan that change right-of-way widths with minimum 30 metre tapers for review and acceptance with respect to road geometries, including but not limited to, right-of-way widths, tapers, bends, intersection layout, daylighting triangles, 6m straight tangents, etc., and include any associated adjustments to the abutting lots. The roads shall be equally tapered and aligned based on the road centrelines and it should be noted tapers are not to be within intersections.
  - ii) confirm that all streets in the subdivision have centreline radii which conforms to the City of London Standard "Minimum Centreline Radii of Curvature of Roads in Subdivisions:"
  - iii) At 'tee' intersection, the projected road centreline of the intersecting street shall intersect the through street at 90 degrees with a minimum 6 metre tangent being required along the street lines of the intersecting road, to the satisfaction of the City Engineer.
  - iv) shall provide a minimum of 5.5 metres along the curb line between the projected property lines of irregular shaped lots around the bends and/or around the cul-de-sacs on streets in this plan of subdivision.
  - v) shall ensure street light poles and luminaires, along the street being extended, match the style of street light already existing or approved along the developed portion of the street, to the satisfaction of the City of London.
  - vi) shall ensure any emergency access required is satisfactory to the City Engineer with respect to all technical aspects, including adequacy of sight lines, provisions of channelization, adequacy of road geometries and structural design, etc.
  - vii) shall establish and maintain a Traffic Management Plan (TMP) in conformance with City guidelines and to the satisfaction of the City Engineer for any construction activity that will occur on an assumed street.
35. The Owner shall have its professional engineer design and construct the roadworks in accordance with the following road widths:
  - i) Evans Boulevard and Fairfield Road have a minimum road pavement with (excluding gutters) of 9.5 metres with a minimum road allowance of 21.5 metres.
  - ii) Maguire Drive have a minimum road pavement width (excluding gutters) of 8.0 metres with a minimum road allowance of 21.5 metres.
  - iii) Green Gables Road, Avonlea Trail, Springhill Avenue and Karenana Road have a minimum road pavement width (excluding gutters) of 8.0 metres (26.2') with a minimum road allowance of 20 metres.
  - iv) Southport Crescent, Candice Road and Wiltshire Street have a minimum road pavement width (excluding gutters) of 7.0 metres with a minimum road allowance of 19 metres.
  - v) Avonlea Court, Wiltshire Place and Harmony Place have a minimum road pavement width (excluding gutters) of 6.0 metres with a minimum road allowance of 18 metres.

## Sidewalks

36. In conjunction with the first submission of engineering drawings, the Owner shall identify a 1.5 metre sidewalk on both sides of the following streets:
  - i) Evans Boulevard
  - ii) Maguire Drive
  - iii) Fairfield Road
  - iv) Green Gables Road
  - v) Avonlea Trail
  - vi) Springhill Avenue
  - vii) Wiltshire Street
  - viii) Karenana Road
37. In conjunction with the first submission of engineering drawings, the Owner shall identify a 1.5 metre sidewalk on one side of the following streets:
  - i) Candice Road – west boulevard
  - ii) Southport Crescent – west boulevard
  - iii) Harmony Place – west boulevard
  - iv) Wiltshire Place
  - v) Avonlea Court
38. In conjunction with the first submission of engineering drawings, the Owner shall design and construct a sidewalk connection on Southport Crescent, the entire length of Southport Crescent, external to this draft plan, in Plan 33M-756, all to the specifications and satisfaction of the City.
39. In conjunction with the first submission of engineering drawings, the Owner shall provide a 3.0 m walkway between Avonlea Trail and Evans Boulevard in accordance with City standards, at no cost to the City, in the vicinity of Lots 120 and 150, to the satisfaction of the City. The Owner shall provide a 3.0 m walkway within Block 273 from Springhill Avenue to connect with the existing walkway connection to Meadowgate Boulevard in Plan 33M-471 (Block 106).
40. Should the Owner direct any servicing within the walkway or the walkway is to be used as a maintenance access, the Owner shall provide a 4.6 metre wide walkway designed to the maintenance access standard, to the specifications of the City.

## Street Lights

41. In conjunction with the first submission of engineering drawings, the Owner shall identify street lighting on all streets and walkways in this plan to the satisfaction of the City.

## Boundary Road Works

42. In conjunction with first submission of engineering drawings, the Owner shall provide a plan and profile and cross-section of Highbury Avenue adjacent to the plan of subdivision showing the existing and ultimate centreline of Highbury Avenue and how the grades tie in with the plan of subdivision.
43. In conjunction with the first submission of engineering drawings, the Owner shall have the common property line of Highbury Avenue South graded as per the accepted engineering drawings, to the satisfaction of the City Engineer, at no cost to the City.
44. In conjunction with the first submission of engineering drawings, the Owner shall identify minor boulevard improvements on Highbury Avenue South adjacent to this Plan, to the specifications of the City and at no cost to the City, consisting of clean-up, grading and sodding as necessary.

45. In conjunction with the first submission of engineering drawings, the Owner shall provide details on the reconstruction of Southport Crescent between Chelton Road and this Plan to accommodate servicing of lots in this Plan to the satisfaction of the City Engineer, at no cost to the City.

#### Vehicular Access

46. No vehicular access will be permitted to any Blocks from Highbury Avenue. All vehicular access is to be via the internal subdivision street, Evans Boulevard.
47. The Owner shall restrict access to all Blocks fronting Highbury Ave (Blocks 270, 271, 272, 1333, 1334, 1335, 1336), or any blocks in which could be accessed from said blocks by establishing blocks for 0.3 metre (1') reserves along the entire Highbury Ave frontages, to the satisfaction of the City.

#### Traffic Calming

48. In conjunction with the first submission of engineering drawings, the Owner shall have it's professional engineer provide a conceptual design of the proposed traffic calming measures in this plan, including speed cushions, raised pedestrian crossings, parking bays, curb extensions and other measures, in the context of the road network established for the Jackson District Area Plan which identifies the traffic calming measures required along the secondary collector road network to discourage through traffic and excessive vehicle speeds, to the satisfaction of the City.

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

49. The Owner shall direct all construction traffic associated with this draft plan of subdivision to utilize access routes as designated by the City.
50. In conjunction with the first submission of engineering drawings, the Owner shall provide details of the removal the temporary turning circles on Evans Boulevard (north and south limits) and adjacent lands, in Plan 33M-529 and 33M-789 to the north and south of this Plan and complete the construction of Evans Boulevard in this location as a fully serviced road, including restoration of adjacent lands, to the specifications of the City.

If funds have been provided to the City by the Owners of Plan 33M-529 and 33M-789 for the removal of the temporary turning circles and the construction of these sections of Evans Boulevard and all associated works, the City shall reimburse the Owner for the substantiated cost of completing these works, up to a maximum value that the City has received for this work.

In the event that Evans Boulevard in Plan 33M-529 and 33M-789 is constructed as a fully serviced road by the Owners of Plan 33M-529 and 33M-789, then the Owner shall be relieved of this obligation.

### **GENERAL CONDITIONS**

51. In conjunction with the first submission of engineering drawings, the Owner shall provide, to the City for review and acceptance, a geotechnical report or update the existing geotechnical report recommendations to address all geotechnical issues with respect to the development of this plan, including, but not limited to, the following:
- i) servicing, grading and drainage of this subdivision;
  - ii) road pavement structure;
  - iii) dewatering;
  - iv) foundation design;

- v) removal of existing fill (including but not limited to organic and deleterious materials);
  - vi) the placement of new engineering fill;
  - vii) any necessary setbacks related to slope stability for lands within this plan
  - viii) identifying all required mitigation measures including Low Impact Development (LIDs) solutions;
  - ix) Addressing all issues with respect to construction and any necessary setbacks related to erosion, maintenance and structural setbacks related to slope stability for lands within this plan, if necessary, to the satisfaction and specifications of the City. The Owner shall provide written acceptance from the Upper Thames River Conservation Authority for the final setback;
  - x) cutting/filling, erosion, maintenance and structural setbacks related to slope stability associated with the existing wetlands, all to the satisfaction of the City and the Upper Thames River Conservation Authority; and,
  - xi) any other requirements as needed by the City, all to the satisfaction of the City.
52. In conjunction with the first submission of engineering drawings, the Owner shall implement all geotechnical recommendations to the satisfaction of the City.
53. In conjunction with the first submission of engineering drawings, the Owner shall have it's professional engineer provide an opinion for the need for an Environmental Assessment under the Class EA requirements for the provision of any services related to this Plan. All class EA's must be completed prior to the submission of engineering drawings.
54. In conjunction with the first submission of engineering drawings, the Owner shall identify the removal of 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.
55. In conjunction with the first submission of engineering drawings, the Owner shall identify the decommissioning of any abandoned infrastructure, at no cost to the City, including cutting the water service and capping it at the watermain, all to the specifications and satisfaction of the City.
56. In conjunction with the first submission of engineering drawings, the Owner shall identify any the existing accesses and services, located within this Plan, and provide details of any relocation and/or reconstruction to the satisfaction of the City, at no cost to the City. Any portion of existing services not used shall be abandoned and capped to the satisfaction of the City, all at no cost to the City.
57. In conjunction with the first submission of engineering drawings, the Owner shall identify locations of all existing infrastructure, ie. Water, septic, storm, hydro, driveways, etc. and their decommissioning or relocation, to the satisfaction of the City Engineer.
58. In conjunction with the first submission of engineering drawings, the Owner shall identify any existing earth stockpile, to the satisfaction of the City.
59. In conjunction with the first submission of engineering drawings, the Owner shall provide details of any adjustments required to connect to the existing works and services adjacent to this Plan to accommodate the proposed works and services in this plan (eg. private services, street light poles, traffic calming, etc.) in accordance with the approved design criteria, all to the satisfaction of the City Engineer, at no cost to the City.
60. In conjunction with the first submission of engineering drawings, in order to develop this site, the Owner shall make arrangements with the adjacent property owners to regrade external lands, and provide permission for the adjacent

property owners, in conjunction with grading and servicing of this subdivision, to the specifications of the City, at no cost to the City.

61. Prior to final approval, the Owner shall make arrangements with the affected property owner(s) for the construction of any portions of services or grading situated on private lands outside this plan, and shall provide satisfactory easements over these works, as necessary, all to the specifications and satisfaction of the City, at no cost to the City.
62. Once construction of any private services, i.e.: water storm or sanitary, to service the lots and blocks in this plan is completed and any proposed re-lotting of the plan is undertaken, the Owner shall reconstruct all previously installed services in standard location, in accordance with the approved final lotting and approved revised servicing drawings all to the specification of the City Engineer and at no cost to the City.
63. The Owner shall connect to all existing services and extend all services to the limits of the draft plan of subdivision as per the accepted engineering drawings, at no cost to the City, all to the specifications and satisfaction of the City Engineer.
64. The Owner's professional engineer shall provide full time inspection services during construction for all work to be assumed by the City, and shall supply the City with a Certification of Completion of Works upon completion, in accordance with the plans accepted by the City Engineer.
65. Prior to the construction of works on existing City streets and/or unassumed subdivisions, the Owner shall have its professional engineer notify new and existing property owners in writing regarding the sewer and/or road works proposed to be constructed on existing City streets in conjunction with this subdivision along with any remedial works prior to assumption, all in accordance with Council policy for "Guidelines for Notification to Public for Major Construction Projects".
66. The Owner shall not commence construction or installations of any services (e.g. clearing or servicing of land) involved with this Plan prior to obtaining all necessary permits, approvals and/or certificates that need to be issued in conjunction with the development of the subdivision, unless otherwise approved by the City in writing (e.g. Ministry of the Environment, Conservation and Parks Certificates, City/Ministry/Government permits: Permit of Approved Works, water connection, water-taking, crown land, navigable waterways, approvals: Upper Thames River Conservation Authority, Ministry of Natural Resources, Ministry of the Environment, Conservation and Parks, City, etc.)
67. In conjunction with the first submission of engineering drawings, in the event the Owner wishes to phase this plan of subdivision, the Owner shall submit a phasing plan identifying all required temporary measures, and identify land and/or easements required for the routing of services which are necessary to service upstream lands outside this draft plan to the limit of the plan to be provided at the time of registration of each phase, all to the specifications and satisfaction of the City.
68. If any temporary measures are required to support the interim conditions in conjunction with the phasing, the Owner shall construct temporary measures and provide all necessary land and/or easements, to the specifications and satisfaction of the City Engineer, at no cost to the City.
69. In conjunction with registration of the Plan, the Owner shall provide to the appropriate authorities such easements and/or land dedications as may be required for all municipal works and services associated with the development of the subject lands, such as road, utility, drainage or stormwater management (SWM) purposes, to the satisfaction of the City, at no cost to the City.
70. 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.

71. All costs related to the plan of subdivision shall be at the expense of the Owner, unless specifically stated otherwise in this approval.
72. The Owner shall make all necessary arrangements with any required owner(s) to have any existing easement(s) in this plan quit claimed to the satisfaction of the City and at no cost to the City. The Owner shall protect any existing municipal or private services in the said easement(s) until such time as they are removed and replaced with appropriate municipal and/or private services and these services are operational, at no cost to the City.  
  
Following the removal of any existing private services from the said easement and the appropriate municipal services and/or private services are installed and operational, the Owner shall make all necessary arrangement to have any section(s) of easement(s) in this plan quit claimed to the satisfaction of the City, at no cost to the City.
73. In conjunction with first submission of engineering drawings, the Owner shall submit a Development Charge work plan outlining the costs associated with the design and construction of the DC eligible works. The work plan must be approved by the City Engineer and City Treasurer (as outlined in the most current DC By-law) prior to advancing a report to Planning and Environment Committee recommending approval of the special provisions for the subdivision agreement.
74. In conjunction with the engineering drawings submission, the Owner shall have it geotechnical engineer identify if there is any evidence of methane gas within or in the vicinity of this draft plan of subdivision, to the satisfaction of the City. Should it be determined there is any methane gas within or in the vicinity of this draft plan of subdivision, the Owner's geotechnical engineer shall provide any necessary recommendations. The Owner shall implement any recommendations of the geotechnical engineer, under the supervision of the geotechnical engineer, to the satisfaction of the City, at no cost to the City.
75. In conjunction with the engineering drawings submission, the Owner shall have it geotechnical engineer identify if there is any evidence of contamination within or in the vicinity of this draft plan of subdivision, to the satisfaction of the City. Should it be determined there is any contamination within or in the vicinity of this draft plan of subdivision, the Owner's geotechnical engineer shall provide any necessary recommendations. The Owner shall implement any recommendations of the geotechnical engineer to remediate, remove and/or dispose of any contaminates under the supervision of the geotechnical engineer to the satisfaction of the City, at no cost to the City.

## Appendix C – Public Engagement

### Community Engagement

**Public liaison:** On December 17, 2020, Notice of Application was sent to 380 property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on December 24, 2021. Planning Application signs were posted on site at three different locations. A Notice of Public Meeting was published in *The Londoner* on February 11, 2021.

**Responses:** 3 replies received

**Nature of Liaison:** To consider proposed red-line revisions affecting the remaining draft-approved phases within the Summerside Subdivision (Phases 10B and 15) consisting of minor adjustments to lot frontages for single detached dwelling lots, replacing cul-de-sac streets with ‘through street’ connections, and removing 15 single detached lots fronting the west side of the future extension of Evans Boulevard. Consideration of an amendment to the zoning by-law to change the zoning on the single detached dwelling lots from a Residential R1 Special Provision (R1-3(7)) Zone, a Residential R1 (R1-4) Zone, and a Residential R1 Special Provision (R1-4(10)) Zone to a Residential R1 (R1-2) Zone to permit single detached dwellings on lots with a minimum lot area of 300 square metres and minimum lot frontage of 9.0 metres, and to a Residential R1 (R1-3) Zone to permit single detached dwellings on lots with a minimum lot area of 300 square metres and minimum lot frontage of 10 metres; and, an amendment to change the zoning on the medium density blocks located on the west side of Evans Boulevard (Blocks 271 and 272 in Phase 10B; and Blocks 1333, 1334, 1335 & 1336 in Phase 15) from a Holding Residential R6 (h-1•R6-5) Zone to a Residential R6 Special Provision (R6-5( )) Zone to permit various forms of cluster housing including single detached, semi-detached, duplex, triplex, fourplex, townhouse, stacked townhouse dwellings, and low-rise apartment buildings; with a special provision for a minimum density of 30 units per hectare and maximum density of 60 units per hectare. The City may also consider applying holding provisions in the zoning to ensure adequate provision of municipal services, that a subdivision agreement or development agreement is entered into, and to ensure completion of noise assessment reports and implementation of mitigation measures for development in proximity to transportation corridors.

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

- These lands have been used for dumping of yard waste and garbage, and have been an eyesore for several years. Also, there have been water ponding problems. It will be good to see new streets and houses going up finally.
- Concerns expressed about the narrow lots being proposed, and that lots this small don’t allow space for snow storage/removal and parking between houses.

### Response to Notice of Application and Publication in “The Londoner”

Telephone	Written
None	<p>Don Campbell President, The Summerside Community Club</p> <p>Harry Boutilier and Roderick Friars 1487 Evans Boulevard</p> <p>Matt S. Green Gables Road</p>

Good morning Larry,

Can you please provide me with more info on file 39T-92020/39T-92020-D/Z-9283? I have a poor photocopy of the notice and I went to the london.ca/planapps site and could not find it there. An electronic copy would be nice.

Correct me if I am wrong but this change sounds a lot like what was done with phase 13 back in 2016 (see attached).

Would you also be able to tell me what the projected number of homes there will be in Summerside broken down by type once all the development is done and how close we are to that now?

Will there be any parks or green space on the east side of the subdivision?

Thanks,

Don Campbell  
President, The Summerside Community Club

Good morning,

Just emailing you regarding the notice of planning application we received in the mail on Dec 22/2020.

We are so happy to finally see they are going to start developing the land next to our property at 1487 Evans Blvd. We built this house in October 2011 and have lived next to this empty land that we were told would be developed by Fusion Homes. So it has been a long 9+ years of waiting!!

Unfortunately it has been an eyesore for several years because the property is not kept up very well by Drewlo Holdings Inc. and the neighbourhood uses it as a dumping ground for excess yard waste and even garbage. Also the water on this land is like a small pond and when it thaws it causes our adjacent land to be very wet and had a few close calls with sump pump over the years working tirelessly to pump the water back out. We have complained a few times over the years to the city and they fix things and then it just goes back to being a garbage dump. It's so very sad, but this gives us hope for the future and the value of our home.

Anyway it will be so good to see new streets and houses going up finally. Any idea when all this development will actually start?

Thanks,  
Harry Boutilier and Roderick Friars

Regarding the plan changes in Summerside. I'm very concerned about the very narrow lots they are suggesting.

I live on Green gables, and our lots are near the limit of how small they can be.

Going narrower is very problematic. Firstly the snow removal issues, there is literally nowhere for the snow to go.

The lots this small don't have space to park cars between houses. The condos at the North End have significant snow buildup problems.

Lets give our new neighbours a livable neighbourhood.

Thanks!

### **Agency/Departmental Comments:**

1. Environmental and Engineering Services Department – February 4, 2021

The Sewer Engineering Division has the following comments that will need to be addressed at the engineering drawing review stage:

- i) Clarification is required as there appears to be contradictory information within the report, specifically related to population numbers not matching or consistent with population numbers in the design sheet.
- ii) Actual population appear will be higher in comparison to the accepted design sheet from the previous phases of Summerside Subdivision.
- iii) Provide the difference between the previous assumed population vs the new proposed populations as it relates to the requested change in zoning and land use.
- iv) Provide a sketch or marked up plan that clearly shows areas in (Ha) and populations at each node (intersection) along Evans Blvd namely, Evans at Chelton including populations from north /south legs, and again at Evans at Meadowgate including populations from north /south legs and going east and clearly indicate the total population and area carried forward to at least MH SU188-SU189 or approximately 120m east of the Meadowgate and Evans intersection. It is further recognized that sections of the 375mm diameter sewers along Evans Blvd were constructed flatter than design at @0.26 % and .29% respectively and hence the request to clearly demonstrate the maximum populations and area.
- v) Provide the maximum population and reflect those numbers in the design sheet and sanitary area plan. It is also recognized the lands to south namely 800, 805 and 810 Chelton Rd (previously shopping centers) were rezoned and developed as more medium density residential.

## Appendix D – 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 land use planning 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.

The PPS contains policies regarding the importance of promoting efficient development and land use patterns, ensuring effective use of infrastructure and public service facilities, and providing for an appropriate range and mix of housing options and densities required to meet projected market-based and affordable housing needs of current and future residents (Sections 1.1 and 1.4).

There are several policies directed at promoting healthy, livable and safe communities, including the goal of promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs (Section 1.1.1 (e)).

To meet housing requirements of current and future residents, the policies also direct 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 (Section 1.4.3(c)).

There are policies for promoting healthy and active communities by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity (Section 1.5.1(a)).

New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities (Section 1.6.8.3).

The proposed red-line revisions and zoning amendment achieves objectives for efficient and resilient development and land use patterns. It represents development of low and medium density forms of housing, including single detached dwelling lots, townhouse and cluster forms of housing taking place within the City's urban growth area and within previously draft-approved plans of subdivision. It also achieves objectives for promoting compact form, contributes to the neighbourhood mix of housing and densities that allows for the efficient use of land, infrastructure and public service facilities, supports the use of public transit, and increases community connectivity by eliminating cul-de-sacs. The subdivision plan incorporates medium density residential blocks adjacent Highbury Ave South which provides for greater flexibility in site design and building orientation, and will incorporate landscaped berms to mitigate impacts from exposure to road noise and eliminate the need for noise walls.

The subject lands are designated and intended for low density residential and medium density residential uses to accommodate an appropriate affordable, market-based range and mix of residential types to meet long term needs. There are no natural heritage features or natural hazards present, and Provincial concerns for archaeological resource assessment and cultural heritage have been addressed. Based on our review,

the proposed red-line revisions and zoning by-law amendment are found to be consistent with the Provincial Policy Statement.

## **The London Plan**

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

With respect to The London Plan, which has been adopted by Council but is not yet fully in force and effect pending appeals, the subject lands are within the “Neighbourhoods” Place Type permitting a range of uses such as single detached, semi-detached, duplex, converted dwelling, townhouses, secondary suites, home occupations, group homes, triplexes and small-scale community facilities.

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 draft plan revisions and zoning amendment contributes to achieving those policy objectives, including the following specific policies:

### **Our Strategy**

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

- 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.*
- 7. Build quality public spaces and pedestrian environments that support walking.*

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

- 6. Dependent upon context, require, promote, and encourage transit oriented development forms.*
- 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.*
- 3. Implement “placemaking” by promoting neighbourhood design that creates safe, diverse, walkable, healthy, and connected communities, creating a sense of place and character.*

#### ***Key Direction #8 – Making wise planning decisions***

- 9. Ensure new development is a good fit within the context of an existing neighbourhood.*

These strategic directions are generally reflected in the proposed revisions which also provide a few upgrades to the original subdivision design. The proposal maintains a mix of low and medium density housing types which exist within the Summerside Subdivision consisting mostly of single and semi-detached dwellings, townhouses, and low rise apartment buildings to take advantage of existing services and facilities. By replacing the cul-de-sacs with through street connections the subdivision plan is more oriented towards a modified grid system with multiple connections to the existing street network resulting in ease of mobility and a neighbourhood that is more walkable, healthy, and connected. These draft plan phases represent the completion of Evans Boulevard which is an important connector street in the westerly portion of the Summerside Subdivision and provides an opportunity to expand bus transit routes. In terms of use, form and intensity the proposed draft plan revisions are considered an improvement that maintains a good fit within the context of the existing neighbourhood.

### **City Building and Design Policies**

*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.*

*213\_ \* Street patterns will be easy and safe to navigate by walking and cycling and will be supportive of transit services.*

The proposed revisions do not significantly alter the original planned street pattern. However, it will replace three cul-de-sacs with through streets and this affects Avonlea Court in Phase 10B, and Harmony Place and Wiltshire Place in Phase 15. There will continue to be multiple connections with the existing subdivision street network, and the planned alignment of Evans Boulevard which serves as the “spine” to the westerly portion of the neighbourhood does not change. The revised street configuration as well as two 3.0 metre wide walkway connections in Phase 10B will ensure active mobility by providing increased accessibility for walking and cycling, and also be supportive of transit services.

*220\_ \* Neighbourhoods should be designed with a diversity of lot patterns and sizes to support a range of housing choices, mix of uses and to accommodate a variety of ages and abilities.*

The proposed lot adjustments will continue to maintain a diverse mix of lot patterns and sizes for construction of single detached homes. Generally, lot sizes ranging in widths from 9.0 to 10.0 metres are proposed fronting along Evans Boulevard and Maguire Drive, and lot frontages ranging from 11.0 to 12.0 metres are proposed on the interior streets. The interior lot pattern also results in much deeper lots with removal of the cul-de-sacs. Because of the overall mix of residential dwelling types currently permitted by the zoning, the subdivision plan maintains a range of housing choices to accommodate aging in place and individuals with special abilities.

*222A\_ The proportion of building and street frontages used for garages and driveways should be minimized to allow for street trees, provide for on-street parking and support pedestrian and cycling-oriented streetscapes.*

On-street parking will be provided and a parking plan will be required in conjunction with the engineering drawing review. Subdivision plans with lots that have less than 11 metres of frontage are required to provide a parking plan in order to ensure there will be sufficient supply and a balanced distribution of on-street parking, and that there are no conflicts with driveways, utilities, and boulevard tree planting. The approved parking plan will form part of the subdivision agreement. Sidewalks and street lighting for pedestrians will also be required in conjunction with engineering drawings to the specifications and satisfaction of the City (D.P. Conditions No. 13, 36, 37 and 41).

*224\_ The paved portion of streets within neighbourhoods should be as narrow as possible, while meeting required design standards, to calm traffic and emphasize*

*the priority of the pedestrian environment. Street rights-of-way should be of adequate size to accommodate all services within an efficient space and allow sufficient room for street tree planting and the long-term growth of mature trees.*

*225\_ Curb extensions, narrow streets, and on-street parking may be used, among other techniques, for traffic calming.*

The proponents have already advanced their detailed design and engineering drawings to be consistent with the draft approved plans and standards for road allowances and street pavement widths which have been previously draft approved. For example, Evans Boulevard, Maguire Drive and Fairfield Road are shown on the draft plans at 21.5 metre road allowances whereas the new Street Classification Design standards in The London Plan (Table 6\*) would normally require a 23 metre wide road allowance for a Neighbourhood Connector. Staff have had ongoing discussions with the Developer regarding the new standards for road allowances, sidewalks and pavement widths. The bulk of the proposed revisions affect the original draft plan which was approved in the early 1990's and for which there was no lapse date. Therefore, recognizing that the subdivision has been building out gradually over a long period of time and the challenges of retrofitting to the new standards, staff have agreed to maintain standards consistent with the existing road network within Summerside subdivision, allow for sidewalks on both sides of street where logical connections exist or can be made, and incorporating traffic calming measures.

Minimum road allowance and pavement widths are specified in Draft Plan Condition No. 35. Evans Boulevard and Fairfield Road will have minimum road pavement width (excluding gutters) of 9.5 metres with a minimum road allowance of 21.5 metres. Maguire Drive shall have a minimum road pavement width of 8.0 metres with a minimum road allowance of 21.5 metres. Green Gables Road, Avonlea Trail, Springhill Avenue and Karenana Road shall have a minimum road pavement width of 8.0 metres with a minimum road allowance of 20 metres. Southport Crescent, Candice Road and Wiltshire Street shall have a minimum road pavement width of 7.0 metres with a minimum road allowance of 19 metres. The former cul-de-sac streets which will be replaced with through streets, Avonlea Court, Wiltshire Place and Harmony Place, shall have a minimum road pavement width of 6.0 metres with a minimum road allowance of 18 metres. (D.P. Condition No. 35)

The proposed street right-of-way and pavement widths are considered appropriate and consistent with the design objectives in Policy 224 above. There will be sufficient space for sidewalks, utilities and services, and street tree planting. Street tree planting in boulevards is a standard condition of the subdivision agreement. Traffic calming measures including speed cushions, raised pedestrian crossings, parking bays, curb extensions and other measures will be reviewed in conjunction with the detailed engineering design. (D.P. Condition No. 48)

*256\_ Buildings should be sited so that they maintain and reinforce the prevailing street wall or street line of existing buildings. Where a streetscape has not been built out, buildings should be sited with regard for the planned street wall or street line.*

*260\_ Projecting garages will be discouraged.*

The lot pattern along the east side of the extension of Evans Boulevard will continue to maintain and reinforce the street line of existing homes between the northerly and southerly legs. As well as building siting and orientation consistent with the prevailing streetscape will be required and implemented through the site plan review and approval process for the medium density blocks along the west side of Evans Boulevard. The building setback requirements are governed by the zoning by-law. Both the proposed R1-2 and R1-3 zones require a minimum front and exterior side yard depth of 4.5 metres to main building and 6.0 metres to the garage in order to prevent projecting garages from dominating the streetscape.

*349\_ \* To support walkability, sidewalks shall be located on both sides of all streets. An exception to this requirement may be considered in the following instances. In most of these instances a sidewalk will be required on one side of the street.*

*6. Road reconstruction projects, where the existing conditions such as mature trees, right-of-way widths, or infrastructure would impede sidewalks on both sides of the street*

Sidewalks on both sides of the street will be provided on the main collector roads within the subdivision having sufficient right-of way widths, on roads that provide connections with the existing street network having sidewalks on both sides, and sidewalk connections to pedestrian walkways. This includes Evans Boulevard, Maguire Drive, Fairfield Road, Green Gables Road, Avonea Trail, Springhill Avenue, Wiltshire Street and Karenana Road. Exceptions for sidewalks on one side of the street are recommended for streets that connect to street stubs with a sidewalk on one side in previously approved phases of the Summerside Subdivision, including Candice Road and Southport Crescent; and to streets where right-of-way widths will be too narrow to provide for sidewalks on both sides, including streets replacing the former cul-de-sac streets: Harmony Place, Wiltshire Place and Avonlea Court. (D.P. Conditions No. 36 and 37)

*357\_ Cycling routes and pedestrian pathways will provide linkages between open space areas, neighbourhoods, centres, corridors, employment areas and the public transit services and will enhance the convenience, safety and enjoyment of walking and cycling.*

Neighbourhood pedestrian linkages are also provided by a 3.0 m pedestrian walkway between Avonlea Trail and Evans Boulevard which will be maintained at approximately the same location as previously planned, as well as a 3.0 m walkway on Springhill Avenue to connect with an existing walkway connection to Meadowgate Boulevard. (D.P. Conditions No. 39)

### **Place Type Policies**

The subject lands are located within the Neighbourhoods Place Type permitting a range of uses such as single detached, semi-detached, duplex, and converted dwellings, townhouses, secondary suites, home occupations, group homes, triplexes and small-scale community facilities. The minimum and maximum permitted building heights are 1 to 2.5 storeys based on the street classification.

*916\_3.\* A diversity of housing choices allowing for affordability and giving people the opportunity to remain in their neighbourhoods as they age if they choose to do so.*

*916\_4\* Well-connected neighbourhoods, from place to place within the neighbourhood and to other locations in the city such as the downtown.*

As noted previously, the proposed draft plan revisions and zoning will contribute to the diversity of housing choices within the immediate neighbourhood allowing for affordability and aging in place. There already exists a variety of low to medium density residential housing forms within the adjacent community in the form of single detached and semi-detached homes, townhouse dwellings, street townhouses, and planned low-rise apartment buildings.

*935\_3.\* Zoning will be applied to ensure an intensity of development that is appropriate to the neighbourhood context, utilizing regulations for such things as height, density, gross floor area, coverage, frontage, minimum parking, setback, and landscaped open space.*

The R6-5 zoning which is currently in place along the west side of Evans Boulevard and the recommended special zone provision for minimum and maximum density provides

for an appropriate level of intensity within the neighbourhood context, and is in keeping with the Place Types policies.

## **Our Tools**

### *Evaluation Criteria for Planning and Development Applications*

*1578\_5.\* The availability of municipal services, in conformity with the Civic Infrastructure chapter of this Plan and the Growth Management/Growth Financing policies in the Our Tools part of this Plan.*

*461\_ Infrastructure studies may be identified and required to fulfill the complete application process for planning and development applications. The required content of the studies is provided in the Our Tools part of this Plan.*

The proposed development will be required to connect to existing municipal sanitary and storm sewer outlets and watermains within the Summerside Subdivision. Conditions of draft approval will ensure that servicing reports are prepared and submitted in conjunction with the engineering drawing review to ensure that servicing capacity in the sewer and water systems are not exceeded, and to identify any required infrastructure upgrades.

*1578\_6.\* Potential impacts on adjacent and nearby properties in the area and the degree to which such impacts can be managed and mitigated. Depending upon the type of application under review, and its context, an analysis of potential impacts on nearby properties may include such things as:*

- a. Traffic and access management.*
  - b. Noise.*
  - c. Parking on streets or adjacent properties.*
  - d. Emissions generated by the use such as odour, dust, or other airborne emissions.*
  - e. Lighting.*
  - f. Garbage generated by the use.*
  - g. Loss of privacy.*
  - h. Shadowing.*
  - i. Visual impact.*
  - j. Loss of views.*
  - k. Loss of trees and canopy cover.*
  - l. Impact on cultural heritage resources.*
  - m. Impact on natural heritage features and areas.*
  - n. Impact on natural resources.*
- The above list is not exhaustive.*

- There will be multiple access points to disperse vehicular traffic evenly and lessen the impact on the existing neighbourhood. Traffic calming measures will also be required along Evans Boulevard to calm traffic and slow vehicle speeds.
- On-site parking will be required as per the Zoning By-law minimum requirements based on dwelling type. An on-street parking plan will also be required in order to ensure there will be sufficient and evenly distributed on-street parking.
- The proposed residential uses are not expected to generate excessive noise and emissions. Construction access routes, installation of barricades to discourage cut-through traffic, and measures to mitigate dust, dirt, mud and debris on neighbourhood streets during construction will be identified through the accepted Engineering Drawings and Subdivision Agreement.
- There are no concerns with respect to lighting, garbage, visual and privacy impacts; or any issues with loss of views and tree cover.
- Shadowing is not expected to impact nearby properties as these draft plan phases are only intended for development low-rise buildings. A shadow impact study may be required at the time of Site Plan Approval to be submitted with building plans and elevation drawings.
- Archaeological assessments for the Summerside Subdivision plan were previously undertaken and a clearance letter from Ministry of Tourism, Culture and Recreation -

Heritage & Libraries Branch was issued in 2001.

- There are no concerns for natural heritage features or natural resources.

*1578\_7.\* The degree to which the proposal fits within its context. It must be clear that this not intended to mean that a proposed use must be the same as development in the surrounding context. Rather, it will need to be shown that the proposal is sensitive to, and compatible with, its context. It should be recognized that the context consists of existing development as well as the planning policy goals for the site and surrounding area. Depending upon the type of application under review, and its context, an analysis of fit may include such things as:*

- a. Policy goals and objectives for the place type.*
- b. Policy goals and objectives expressed in the City Design chapter of this Plan.*
- c. Neighbourhood character.*
- d. Streetscape character.*
- e. Street wall.*
- f. Height.*
- g. Density.*
- h. Massing.*
- i. Placement of building.*
- j. Setback and step-back.*
- k. Proposed architectural attributes such as windows, doors, and rooflines.*
- l. Relationship to cultural heritage resources on the site and adjacent to it.*
- m. Landscaping and trees.*
- n. Coordination of access points and connections.*

The proposed draft plan revisions maintain neighbourhood character and a reasonable level of compatibility with the existing Summerside Subdivision. The neighbourhood context on the east side of Evans Boulevard will consist of low density residential single detached dwellings interfacing existing low density residential dwellings. The lot pattern and streetscape is generally consistent with the pattern of the existing neighbourhood, except that cul-de-sacs have now been eliminated and replaced with through street connections. The proposed dwellings are expected to be similar in character and features as the existing residential neighbourhood, and contain dwellings of a similar height and massing. There will be a transition in use, form and intensity from low to medium density residential development on the west side of Evans Boulevard as originally intended for the lands adjacent Highbury Avenue South. The only significant change is the removal of 15 lots on the west side of Evans Boulevard within Phase 10B. The lands are intended to merge with the adjacent medium density blocks (Blocks 271 and 272) and will be rezoned accordingly to be consistent with these blocks.

*1768\_ In the review of all planning and development applications, including the review of secondary plans, for residential development adjacent to Civic Boulevards, Urban Thoroughfares, Rural Thoroughfares, Rapid Transit Boulevards, Expressways and Provincial Highways will be subject to all of the following criteria, to ensure that residential development does not rear or side-lot onto the adjacent streets, as appropriate:*

*2. Place types that permit residential uses with a medium to high level of intensity will, wherever practical, be sited adjacent to these streets. This form of development provides for greater flexibility in building orientation thereby allowing front facing buildings with amenity space in the rear.*

*3. If there is no practical place type alternative, and sensitive place types must locate adjacent to these streets, then subdivision design measures will be encouraged to eliminate the need for noise walls. These subdivision design measures could include, but are not limited to neighbourhood design with window or lay-by streets or service streets; subdivisions with rear lanes; subdivisions on private service streets; or alternative measures that conform with the policies of this Plan.*

The subdivision draft plan was previously approved with medium density residential blocks adjacent Highbury Ave South in order to provide for greater flexibility in site design and building orientation. Site development plans for the blocks may incorporate private window streets, front-facing dwellings units with private outdoor amenity areas in the rear, and other measures to mitigate impacts from exposure to road noise and eliminate the need for noise walls. A 2.0 to 2.5 metre high landscaped berm is also proposed adjacent Highbury Avenue. Noise Impact Assessment studies will be required for each individual development blocks at the time of Site Plan Approval.

Therefore, based on Staff's review of The London Plan policies, this proposal is found to be in keeping and in conformity with the Key Directions, City Building and Design, Place Type, and Our Tools policies.

**(1989) Official Plan**

These lands are designated Low Density Residential east of the extension of Evans Boulevard, and Multi-family, Medium Density Residential west of Evans Boulevard, as shown on Schedule 'A' of the 1989 Official Plan. The Low Density Residential designation permits primarily single, semi-detached and duplex forms of housing up to 30 units per hectare. The Multi-family, Medium Density Residential designation permits multiple attached dwellings, such as row houses or cluster houses; low rise apartment buildings; 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. Density will generally not be permitted to exceed 75 units per hectare and maximum building height is normally limited to four storeys. The proposed draft plan of subdivision, recommended zoning, and range of permitted uses, density and height are consistent with and conform to the 1989 Official Plan.

**Zoning By-law**

Zoning amendments are required in order to facilitate the proposed lot adjustments as shown on the revised draft plans. The request is to change the zoning on lands east of Evans Boulevard from a Residential R1 Special Provision (R1-3(7)) Zone, a Residential R1 (R1-4) Zone, and a Residential R1 Special Provision (R1-4(10)) Zone to a Residential R1 (R1-2) Zone to permit single detached dwellings on lots with a minimum lot area of 300 square metres and minimum lot frontage of 9.0 metres; a Residential R1 (R1-3) Zone to permit single detached dwellings on lots with a minimum lot area of 300 square metres and minimum lot frontage of 10 metres.

The R1-2 Zone would be applied to the lots fronting along Evans Boulevard and Maguire Drive to permit the proposed 9.0 to 10.0 metre wide lots, and the R1-3 Zone would be applied to the 11.0 to 12.0 metre lots proposed for the interior streets. A comparison of minimum lot area and frontage regulations indicates that the lot size standards are within a reasonably close range between the existing and proposed zones.

	<b><u>R1-2</u></b>	<b><u>R1-3</u></b>	<b><u>R1-3(7)</u></b>	<b><u>R1-4</u></b>	<b><u>R1-4(10)</u></b>
Lot Area	300	300	300	360	300
Minimum (m <sup>2</sup> )					
Lot Frontage	9.0	10.0	11.0	12.0	9.0
Minimum (m)					
Landscaped Open Space Minimum	30%	35%	35%	35%	35%
Lot Coverage	45%	40%	40%	40%	40%
Maximum					
Rear Yard Depth	4.5	6.0	6.0	6.0	6.0
Minimum (m)					

In terms of the lot coverage, landscaped open space and rear yard setback regulations, the zone standards are also reasonably similar. Although the R1-2 zone standards permit a somewhat higher coverage and less rear yard depth, it should be noted that this zone will not be applied to lots which back on to already established single detached dwelling lots within the adjacent Summerside Subdivision in order to maintain

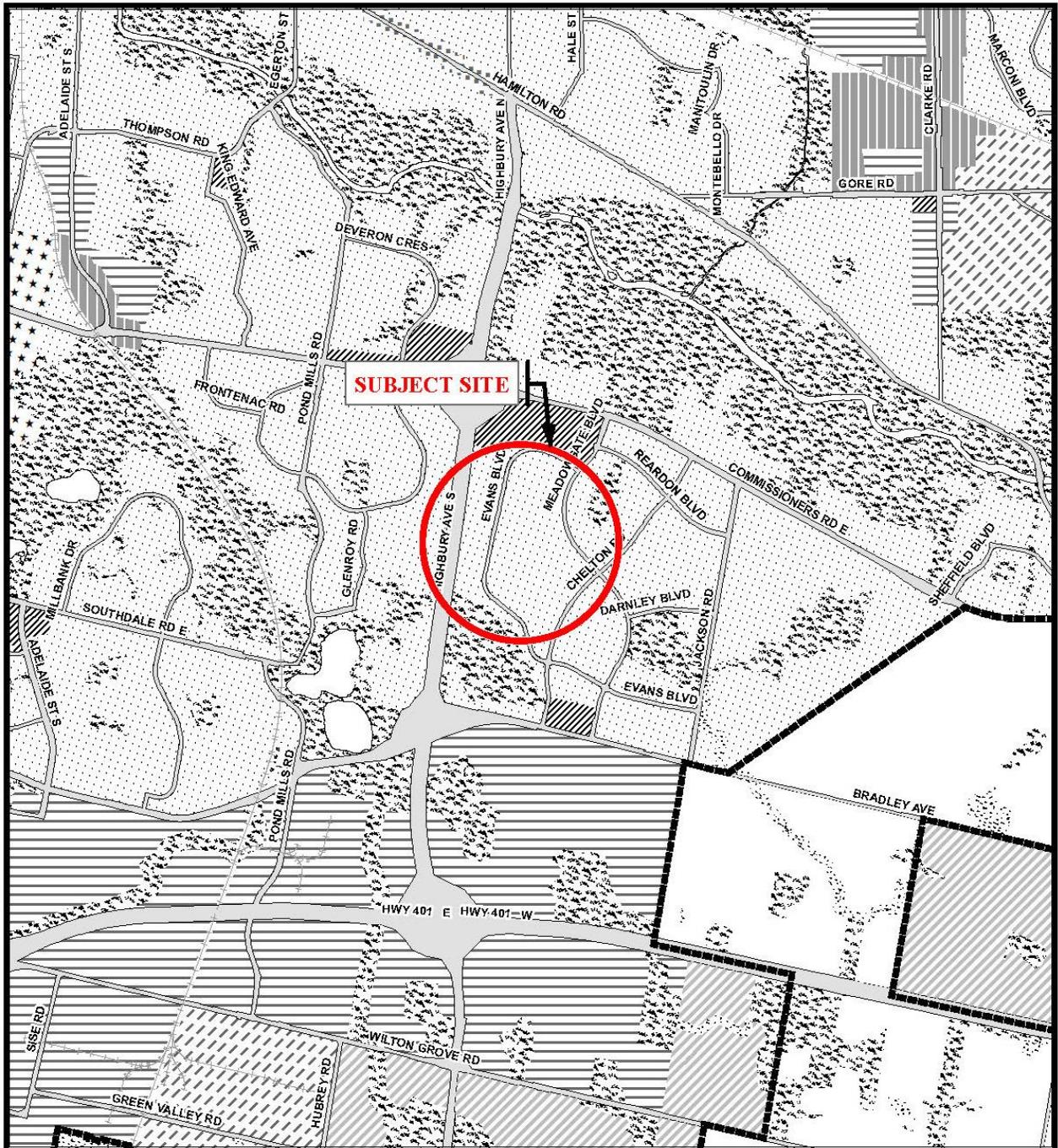
consistent zone standards. Therefore, given the comparable lot sizes and dwelling types existing in the neighbourhood, the recommended zone and lot standards are considered appropriate and compatible with the surrounding area.

The other zoning request is to amend the zoning on the multi-family, medium density blocks located on the west side of Evans Boulevard (Blocks 271 and 272 in Phase 10B; and Blocks 1333, 1334, 1335 & 1336 in Phase 15) from a Holding Residential R6 (h-1•R6-5) Zone to a Residential R6 Special Provision (R6-5( )) Zone, with a special provision for a minimum density of 30 units per hectare and maximum density of 60 units per hectare, whereas the maximum density is currently 35 units per hectare. Each of these blocks are on average 2.0 hectares (5 ac.) in area so given their size the proposed density range is considered appropriate for development of medium density townhouses and cluster housing.

It is recommended that the holding (h-1) provision in the zoning be maintained. The purpose of the holding provision is to ensure that mitigating measures are undertaken in areas adjacent to transportation and utility corridors, an agreement shall be entered into, following consultation with relevant agencies, covering requirements for incorporating appropriate noise and/or vibration attenuation measures into the design of the development, prior to the removal of the "h-1" symbol.

# Appendix E – Relevant Background

## The 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



Scale 1:30,000



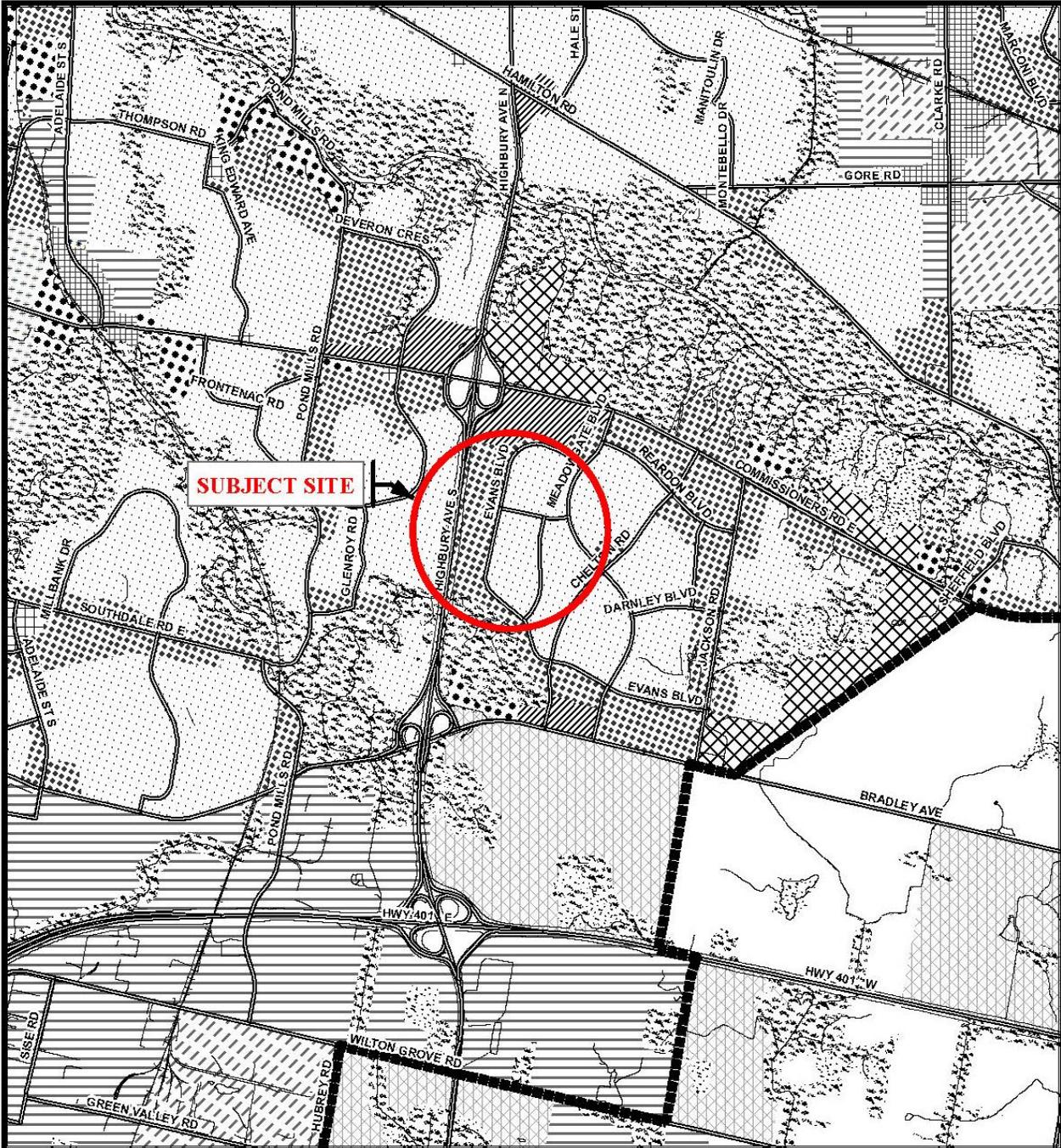
**File Number:** Z-9283

**Planner:** LM

**Technician:** RC

**Date:** February 3, 2021

**Official Plan Map Excerpt**

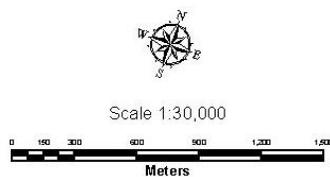


**Legend**

- |                                          |                                   |
|------------------------------------------|-----------------------------------|
| 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-9283  
 PLANNER: LM  
 TECHNICIAN: RC  
 DATE: 2021/02/05

