

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: Townline Orchard Property Ltd.
1478 Westdel Bourne
Public Participation Meeting

Date: March 29, 2021

Recommendation

That, on the recommendation of the Director, Development Services, the following actions be taken with respect to the application of Townline Orchard Property Ltd. relating to the lands located at 1478 Westdel Bourne:

- (a) the proposed by-law attached hereto as Appendix 'A' **BE INTRODUCED** at the Municipal Council meeting to be held on April 13, 2021 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, to change the zoning of the subject lands **FROM** an Urban Reserve UR3 Zone **TO** a Holding Residential R1 (h•R1-4) Zone; a Holding Residential R1 (h•R1-5) Zone; a Holding Residential R6 Special Provision / Residential R8 Special Provision (h•h-54•h-209•R6-5()/R8-4()) Zone; a Holding Residential R4 Special Provision / Residential R5 Special Provision / Residential R6 Special Provision / Residential R8 Special Provision (h•h-54•h-209•R4-6(11)/R5-7(9)/R6-5(61)/R8-3(5)) Zone; and an Open Space OS1 Zone.
- (b) the Approval Authority **BE ADVISED** of the issues, if any, raised at the public meeting with respect to the application for Draft Plan of Subdivision submitted by Townline Orchard Property Ltd. relating to the lands located at 1478 Westdel Bourne; and,
- (c) the Approval Authority **BE ADVISED** that Municipal Council supports issuing draft approval of the proposed plan of subdivision as submitted by Townline Orchard Property Ltd., prepared by Stantec (Project No. 161413921 Drawing No. 1), certified by Robert Wood O.L.S., dated October 13, 2020, as red-line revised, which shows a total of 39 low density residential single detached lots, 2 medium density residential blocks, 1 future development block, 1 park block, 1 road widening block, and 2 reserve blocks, served by 2 new streets being the extensions of Fountain Grass Drive and Upper West Avenue, **SUBJECT TO** the conditions contained in the attached Appendix "B".

Executive Summary

Summary of Request

The request is for approval of a draft plan of subdivision consisting of 39 single detached residential lots, 2 medium density residential blocks, 1 park block, and 2 new streets; and for approval of zoning by-law amendments associated with the lots and blocks within the proposed plan of subdivision.

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 draft plan of subdivision, 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 draft plan of subdivision 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, and low-rise apartment buildings taking place within the City's urban growth area and within an area for which a secondary plan has been approved to guide future community development. It also achieves objectives for promoting compact form, contributes to the neighbourhood mix of housing and densities that allow for the efficient use of land, infrastructure and public service facilities, supports the use of public transit, and increases community connectivity.
2. The proposed draft plan of subdivision 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 of subdivision and zoning conforms to the policies of the (1989) Official Plan, including but not limited to the Low Density Residential, Multi-Family, Medium Density Residential, and Open Space designations.
4. The proposed draft plan of subdivision and zoning conforms to the Riverbend South Secondary Plan, its vision and its principles of connecting the community (through a multi-use pathway, pedestrian connections and street network), providing a range of residential housing types and densities (from single detached dwellings to townhouses and low-rise apartment buildings), promoting healthy living and active transportation (neighbourhood park for passive recreation and a highly connected cycling and pedestrian network), and promoting environmental sustainability (diversity of uses, density and street pattern to facilitate viable public transit).
5. The proposed draft plan of subdivision and zoning represents the third and final phase of the Riverbend South community. In terms of use, form and intensity the proposed subdivision plan is considered appropriate and consistent with the Council-approved plan for guiding community development.

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

March 23, 2015 – Report to Planning and Environment Committee – Riverbend South Secondary Plan and Application for Approval of Draft Plan of Subdivision, Official Plan and Zoning By-law Amendments – Sifton Properties Limited (File No. 39T-14505/OZ-8426).

November 14, 2016 – Report to Planning and Environment Committee - Application for Approval of Draft Plan of Subdivision and Zoning By-law Amendments – Sifton Properties Limited (File No. 39T-16502/Z-8621).

2.0 Discussion and Considerations

2.1 Property Description

The subject site consists a single detached dwelling and former apple orchard. The topography is gently sloping from the southwest corner to a high point in the northeast corner of the site (elevations 287m asl to 300m asl). There is existing tree cover surrounding the single detached home and entrance driveway in the front portion of the site. The rear portion of the site consists primarily of abandoned orchard trees.

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

- The London Plan Place Type – Neighbourhoods and Green Space
- (1989) Official Plan Designation – Low Density Residential, Multi-family, Medium Density Residential and Open Space
- Zoning – Urban Reserve UR3

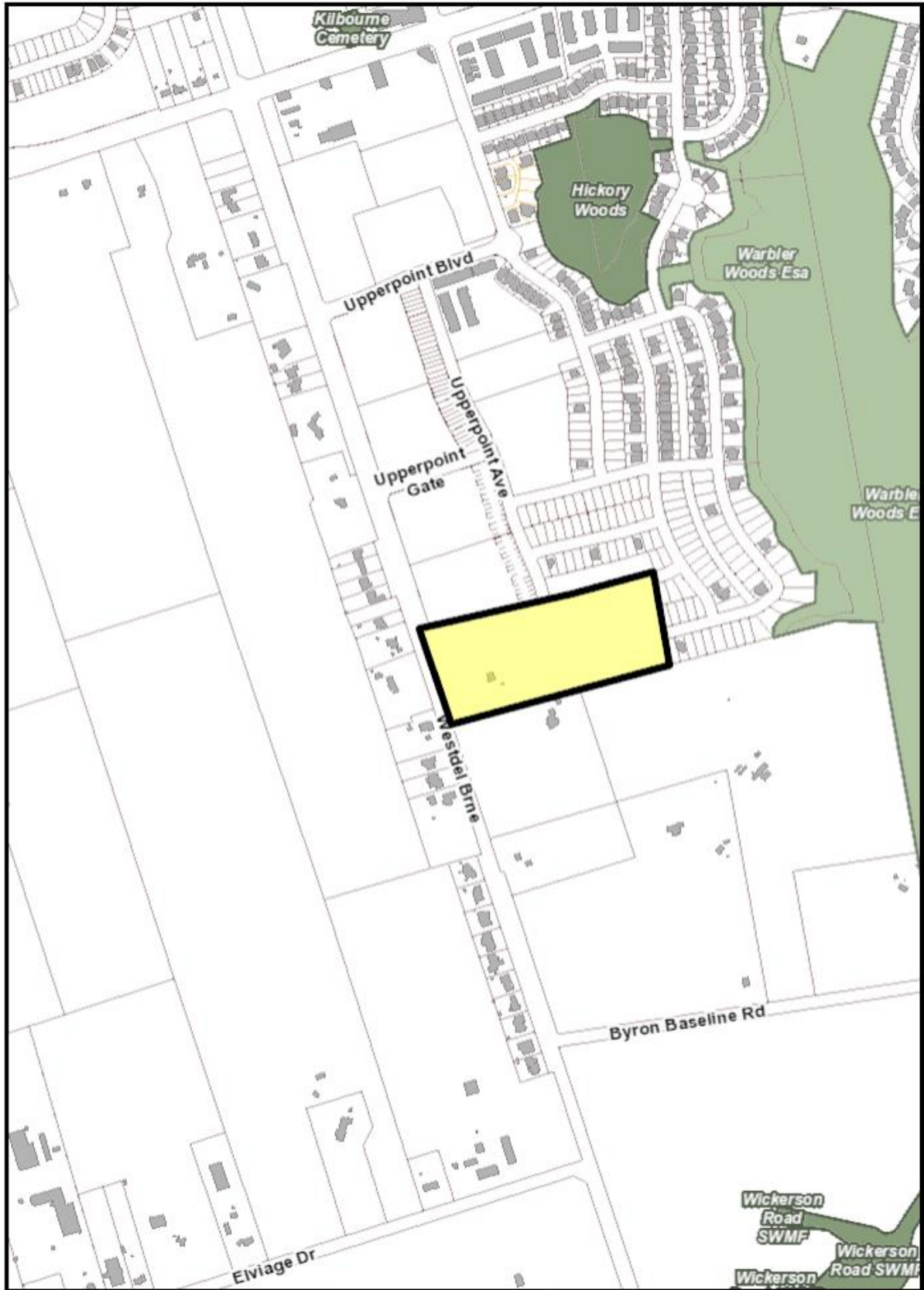
2.3 Site Characteristics







- Current Land Use – single detached dwelling and former apple orchard
- Frontage – approx. 160 metres (on Westdel Bourne)
- Depth – approx. 370 metres
- Area – 5.74 hectares (14.2 acres)
- Shape – rectangular

2.4 Surrounding Land Uses

- North – lands for future low and medium density residential development
- East – future residential single detached dwellings
- South – rural residential dwelling and agricultural
- West – rural residential dwellings

2.5 Location Map



Location Map		Legend	
Subject Property:	1478 Westdel Bourne		Subject Property
Applicant:	Norquay Orchard Land Corp		Parks
File Number:	39T-20503		Assessment Parcels
Created By:	Larry Mottram		Buildings
Date:	11/24/2020		Address Numbers
Scale:	1:8000		
Corporation of the City of London			

2.6 Proposed Draft Plan of Subdivision



Stantec
100 Adelaide Avenue
London ON N6A 5T7
Tel. 519-445-2007
www.stantec.com

Liability Note

The Corporation and staff who are responsible for its preparation, approval or issuance shall be indemnified by the applicant without delay.

**DRAFT PLAN OF SUBDIVISION
1478 WESTDEL BOURNE**

OFFICE OF THE
REGISTERED PROFESSIONAL SURVEYOR
COUNTY OF HURON

**INFORMATION REQUIRED UNDER SECTION
51(7) OF THE PLANNING ACT**

- A. AS SHOWN ON DRAFT PLAN
- B. AS SHOWN ON DRAFT AND KEY PLAN
- C. AS SHOWN ON DRAFT AND KEY PLAN
- D. AS SHOWN ON DRAFT AND KEY PLAN
- E. AS SHOWN ON DRAFT AND KEY PLAN
- F. AS SHOWN ON DRAFT AND KEY PLAN
- G. AS SHOWN ON DRAFT AND KEY PLAN
- H. AS SHOWN ON DRAFT AND KEY PLAN
- I. AS SHOWN ON DRAFT AND KEY PLAN
- J. AS SHOWN ON DRAFT AND KEY PLAN
- K. AS SHOWN ON DRAFT AND KEY PLAN
- L. AS SHOWN ON PLAN

SCHEDULE OF LAND USE

LAND USE	AREA (ha)
RESIDENTIAL	13.84
COMMERCIAL	0.003
INDUSTRIAL	0.007
ROADS	0.005
OPEN SPACE	1.792
TOTAL	17.647

SURVEYOR'S CERTIFICATE

I, the undersigned, being a duly qualified and licensed Professional Surveyor, do hereby certify that the foregoing is a true and correct copy of the original plan as shown to me and that the same has been prepared in accordance with the provisions of the Planning Act and the Survey Act, 1997.

DATE: OCT 13 2020
SIGNATURE: [Signature]
OWNERS AUTHORIZATION: [Signature]
THE UNDERSIGNED AUTHORIZES THE PREPARATION AND SUBMISSION OF THIS DRAFT PLAN OF SUBDIVISION.

TOWN OF HURON REC'D
DATE: OCT 13 2020
BY: [Signature]
FOR: [Signature]

Client/Project
NORQUAY ORCHARD LAND CORP.

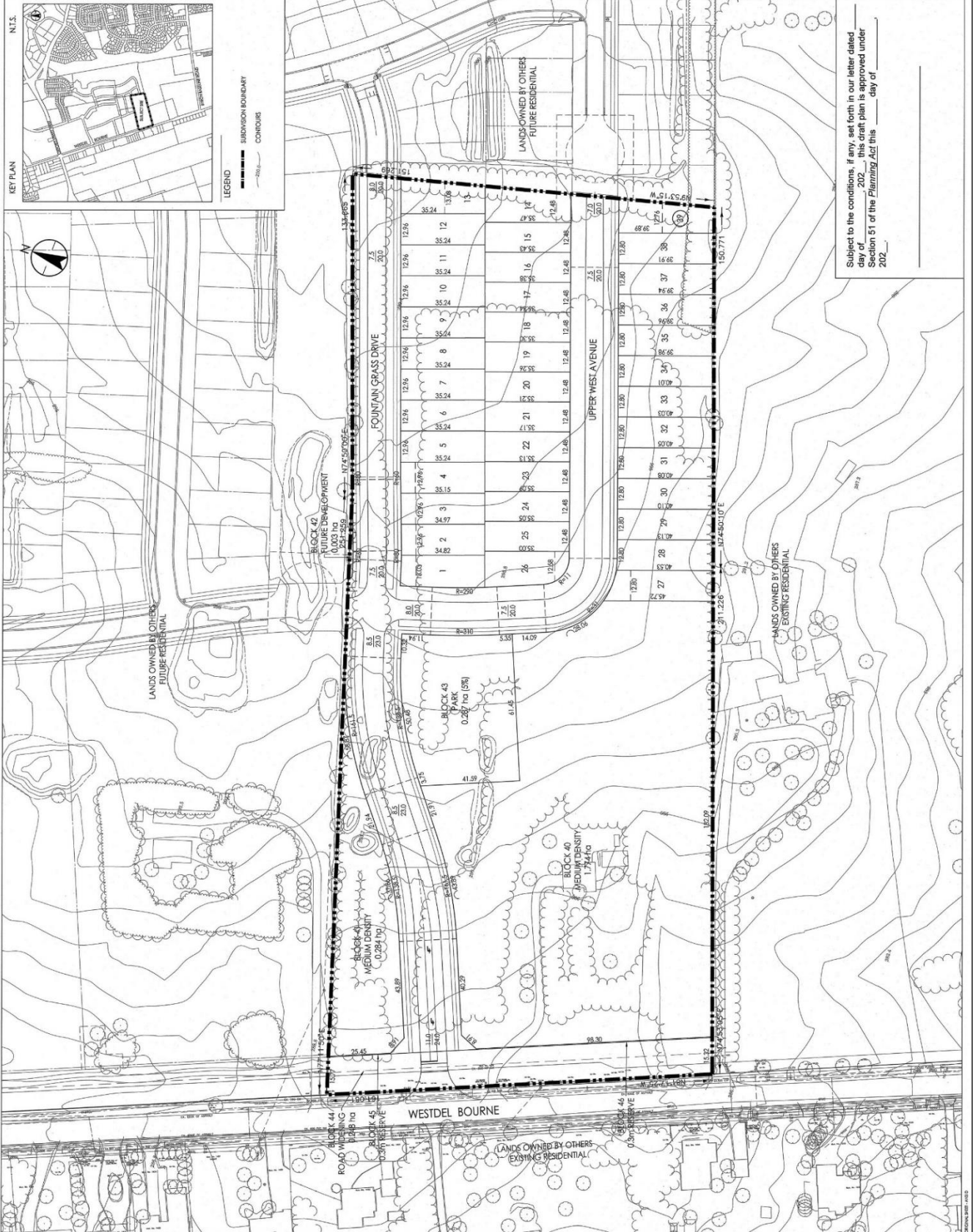
1478 WESTDEL BOURNE

London, ON Canada

Title
DRAFT PLAN OF SUBDIVISION

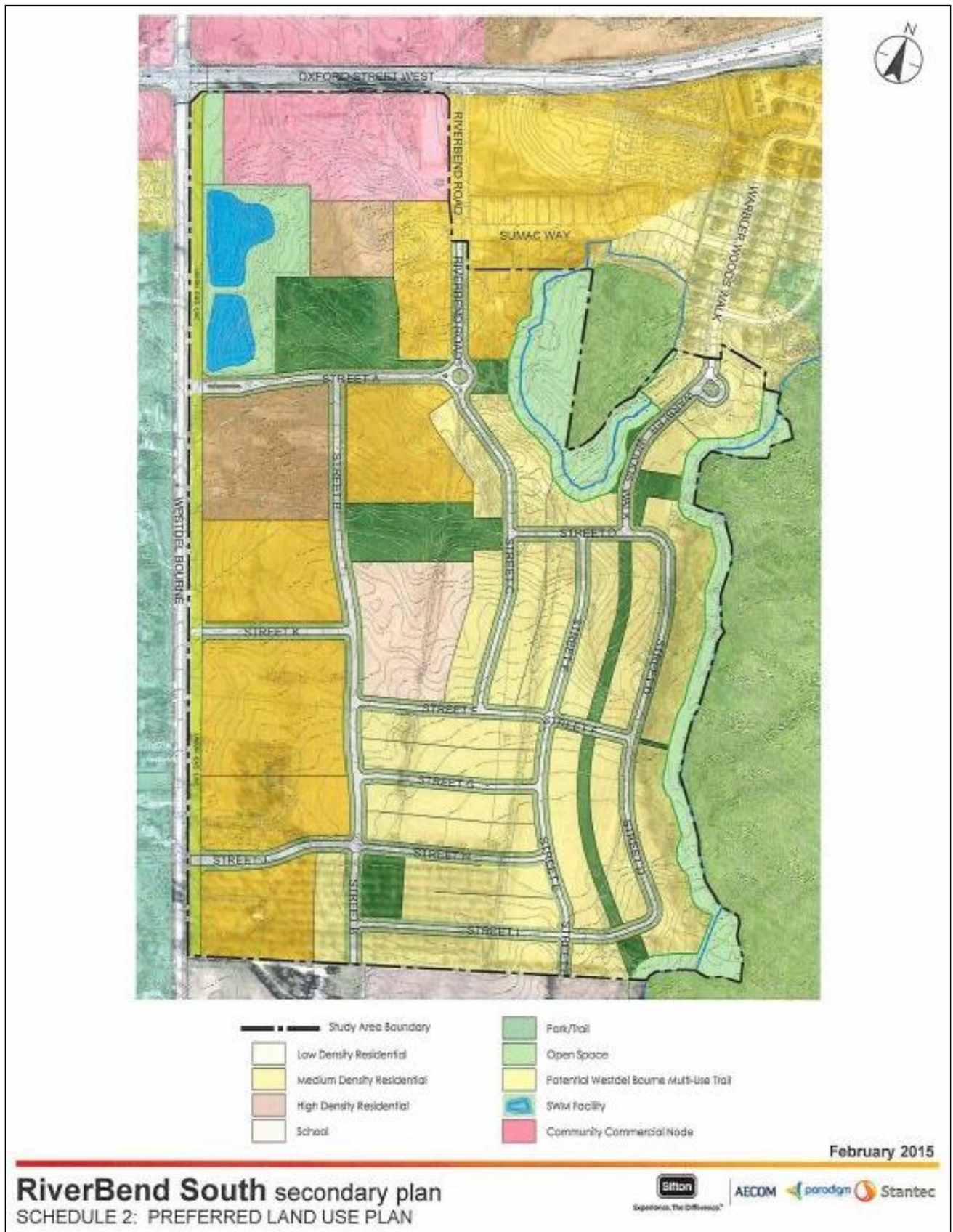
Project No. 161413921
Drawing No. [Blank]
Scale 1:1,250
Sheet [Blank]
Revision [Blank]

1 of 1



Subject to the conditions, if any, set forth in our letter dated day of 2020, this draft plan is approved under Section 51 of the Planning Act this day of 2020.

2.7 Riverbend South Secondary Plan



2.8 Planning History

On March 31, 2015, Municipal Council adopted the “Riverbend South Secondary Plan” to guide future development of lands generally bounded by Oxford Street West and Warbler Woods Walk on the north, Westdel Bourne to the west, Warbler Woods ESA to the east, and the City’s Urban Growth Boundary to the south comprising a total area of approximately 60 hectares. Since that time, two subdivision phases have been registered, are now serviced and home construction is currently underway. The subject lands represent the third and final phase of development.

2.9 Requested Amendment

Request for consideration of a proposed Draft Plan of Subdivision consisting of 39 single detached lots (Lots 1 - 39); two (2) medium density residential blocks (Blocks 40 and 41); one (1) future development block (Block 42); one (1) park block (Block 43); one (1) road widening block (Block 44); and two (2) reserve blocks (blocks 45 and 46), serviced by two (2) new streets representing the extensions of Fountain Grass Drive and Upper West Avenue.

Request to amend to the zoning by-law to change the zoning from an Urban Reserve UR3 Zone to the following zones:

- Residential (R1-5) Zone (**Lots 1-39**) to permit single detached dwellings on lots with a minimum lot area of 415 square metres and minimum lot frontage of 12 metres;
- Residential R6/Residential R8 Special Provision (R6-5/R8-4()) Zone (**Block 40**) to permit various forms of cluster housing including single detached, semi-detached, duplex, triplex, fourplex, townhouse, and stacked townhouse dwellings up to a maximum density of 35 units per hectare and maximum height of 12 metres; and such uses as apartment buildings, senior citizens apartment buildings, and continuum-of-care facilities up to a maximum density of 75 units, together with a site-specific special provision for a maximum building height of 16 metres;
- Holding Residential R4/Residential R5/Residential R6/Residential R8 Special Provision (h•h-54•h-209•R4-6(11)/R5-7(9)/R6-5(61)/R8-3(5)) Zone (**Block 41**) to permit such uses as street townhouse dwellings; townhouses and stacked townhouses up to a maximum density of 60 units per hectare and maximum height of 12 metres; various forms of cluster housing including single detached, semi-detached, duplex, triplex, fourplex, townhouse, and stacked townhouse dwellings up to a maximum density of 35 units per hectare and maximum height of 12 metres; and apartment buildings, senior citizen apartment buildings, and continuum-of-care facilities up to a maximum density of 65 units per hectare and maximum height of 13 metres;
- Residential R1 (R1-4) Zone (**Block 42**) to permit single detached dwellings on lots with a minimum lot area of 360 square metres and minimum lot frontage of 12 metres;
- Open Space OS1 Zone (**Block 43**) to permit such uses as conservation lands, conservation works, golf courses, public and private parks, recreational buildings associated with conservation lands and public parks, campgrounds, and managed forests; and,
- Residential R4/Residential R5/Residential R6/Residential R8 (R4-6(11)/R5-7(9)/R6-5(61)/R8-3(5)) Zone (Adjustment to shift the zone line south of 899 Upperpoint Avenue to center line of Fountain Grass Drive).

2.10 Community Engagement (see more detail in Appendix C)

There were five (5) e-mail responses and one (1) telephone call received from the community. Comments/concerns received from the community are summarized as follows:

- Concerns regarding increasing traffic on Westdel Bourne, excessive vehicle speeds, road traffic noise, and safety for pedestrians, joggers, and cyclists.
- Concerns expressed about impact of street lights overcast on existing residential properties along Westdel Bbourne.
- Concerns regarding proposed road connection at Westdel Bourne. We do not want any additional roadways onto Westdel Bourne. There are existing accesses available: Upperpoint Gate and Upperpoint Blvd. These should be utilized rather than creating more entrances.
- Concerns that medium density housing does not fit in with the neighbourhood and may impact property values.
- Concerns regarding impact of alteration of natural drainage patterns and potential flooding of neighbouring properites.

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 polices 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)). 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, duplex dwellings, townhouses, stacked townhouses and low rise apartments, as the main uses. There is also a small area on Map 1 - Place Types identified as “Green Space” which is intended to represent a small public park as contemplated by the Riverbend South Secondary Plan. 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, Multi-family, Medium Density Residential, and Open Space 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. There is a small area designated as Open Space which is intended to represent a small public park as contemplated by the Riverbend South Secondary Plan.

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.

Riverbend South Secondary Plan

The policies of The London Plan and (1989) Official Plan provide for the preparation of secondary plans as a basis for Official Plan land use designations and policies to be adopted by City Council, and to be used as a guideline for the review of subdivision and development applications. The Riverbend South Secondary Plan designates the site as Low Density Residential, Medium Density Residential and Park, as well as identifies a Secondary Collector Road connection at Westdel Bourne.

As further described in Appendix B – Policy Context, Staff are of the opinion that the recommended draft plan of subdivision and zoning are generally consistent with the PPS, The London Plan, 1989 Official Plan, and the Riverbend South Secondary Plan.

Z.-1 Zoning By-law

The appropriateness of the proposed zone change, permitted uses and regulations have been reviewed against the regulatory requirements of Zoning By-law Z.-1. These lands are currently zoned Urban Reserve UR3. 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

This proposal consists of a mix of low and medium density housing types consisting of single detached dwellings, but also permits various forms of cluster housing, townhouses, and low rise apartment buildings to take advantage of planned services and community facilities, and to contribute to a neighbourhood that is complete and supportive of aging in place. The proposed draft plan of subdivision is part of a larger planned residential community that incorporates various elements in creating a strong neighbourhood character and sense of place and identity. The inclusion of the small passive park as a neighbourhood focal point and gathering place within this subject subdivision plan is just one example. The proposed draft plan also implements the objective of creating a highly connected neighbourhood with access to amenities and facilities within the neighbourhood, and to other locations through the city-wide Thames Valley Parkway multi-use pathway system.

4.2 Intensity

The proposed draft plan of subdivision contributes to neighbourhood character as envisioned by the Riverbend South Secondary Plan and the principle of creating an attractive, connected and complete community. The plan also demonstrates a reasonable level of compatibility with existing uses in the surrounding area. The lot pattern and streetscape is generally consistent with the pattern of the existing development. Single detached dwellings are expected to be similar in character and features, and contain dwellings of a similar height and massing. There will be a transition in use, form and intensity from low density single detached dwellings to the medium density residential development blocks (Blocks 40 & 41) enhanced by the park block placement adjacent Block 40 on the west side of Upper West Avenue. Based on the proposed zoning densities, the site could potentially yield approximately 60 cluster housing and/or townhouse dwellings units or 130 low rise apartment dwelling units up to a maximum height of 4 storeys. The special zone provision for a maximum building height of 16 metres (or 4 storeys) is considered appropriate and will provide flexibility in building design to facilitate higher ceilings and variations in ceiling heights between

floors, variations in parapet design and roof lines, and changes in finished building grades. The size and configuration of the medium density block (Block 40) is suitable for the proposed intensity and permitted uses. Block 41 on the north side of Fountain Grass Drive is somewhat more constrained by its shape and size. It is anticipated that the block will merge with adjacent lands to the north to be developed for future street oriented townhouses.

4.3 Form

The subdivision plan maintains a modified grid pattern with multiple connections to the existing street network resulting in ease of mobility and a neighbourhood that is more walkable, healthy, and connected. The subdivision plan is also integrated with the larger pedestrian and cycling network which includes sidewalks, multi-use paths, linear park corridors, and passive trails; and the development proposal is oriented to and supportive of future public transit. A holding provision (h-209) is recommended for the medium density blocks to ensure that prior to site plan approval the final development form demonstrates compliance with the urban design policies of the Riverbend South Secondary Plan, including orientation towards public streets and public spaces. This holding provision has been applied to all medium and high density residentially zoned lands in previously approved phases.

4.4 Technical Revisions

Development Services staff recommend that 0.3 metre (1 foot) reserves be applied along the entire frontage of Westdel Bourne in order to restrict vehicular access (D.P. Condition No. 55), and that the following note be added to the face of the draft plan to clarify that sidewalks are not required to be shown on the draft plan and to ensure that the City's road and intersection design standards are maintained:

Remove sidewalk locations on plan as the locations of sidewalks are determined by the draft plan condition. (D.P. Condition No. 42).

Confirm that the centreline of Upperpoint Avenue is aligned perpendicular to Fountain Grass Drive and opposite the centreline of Upper West Avenue, to the satisfaction of the City Engineer.

Confirm the centrelines of all streets are aligned perpendicular and opposite the centreline of adjoining streets in the adjacent plan, to the satisfaction of the City Engineer.

Identify and taper right-of-ways over 30m to the new right-of-way widths should the right-of-way widths differ.

Revise right-of-way widths, tapers, bends, intersection layout, daylighting triangles, etc., and include any associated adjustments to the abutting lots, if necessary.

4.5 Public Comments

- Concerns regarding increasing traffic on Westdel Bourne, excessive vehicle speeds, road traffic noise, and safety for pedestrians, joggers, and cyclists.

Vehicular traffic will have access to public road connections at Westdel Bourne, Upper Point Avenue, Fountain Grass Drive, and Upper West Avenue. There will be multiple access routes to disperse vehicular traffic and minimize congestion and impacts on the existing neighbourhood. However, concerns were expressed by residents regarding increasing traffic on Westdel Bourne, vehicle speeds, traffic noise, and safety for pedestrians, joggers, and cyclists. On the Street Classifications - Map 3 to The London Plan, Westdel Bourne is classified as a Civic Boulevard transitioning to a Rural Thoroughfare south of the Urban Growth Boundary. This street classification's function is to move medium to high volumes of vehicular traffic while placing a priority on

pedestrian, cycle and transit movements; and a very high quality pedestrian realm and high quality urban design.

Due to the increasing traffic on Westdel Bourne as a result of the City's growth and development, and increasing use by cyclists and pedestrians, it is expected that road widening and other improvements will be necessary in the near future in order to implement the policies of The London Plan and accommodate the safe movement of traffic. A road widening dedication across the frontage of the subject lands will require the owner to dedicate sufficient land to widen Westdel Bourne to 18.0 metres from the centreline of the original road allowance (D.P. Condition No. 52). The draft plan identifies an approximately 0.248 hectare block to be dedicated to the City for road widening purposes. Also, as part of the conditions of draft plan approval, the owner will be required to have their professional engineer submit design criteria for left turn and right turn lanes on Westdel Bourne at Fountain Grass Drive, to be constructed by the Owner, for review and acceptance by the City (D.P. Condition No. 47).

- Concerns expressed about impact of street lights overcast on existing residential properties along Westdel Bourne.

There were concerns expressed by residents on the west side of Westdel Bourne about future installation of street lights along the Westdel Bourne frontage, light pollution, and impact on the rural atmosphere that residents value and enjoy. Street light standards on public roads must meet certain Provincial and municipal minimum requirements. The street lights that have recently been installed along the west side of Westdel Bourne to the north are LED style street lights which are typically designed to direct light downward to the public road right-of-way rather than on the properties behind. It is expected that installation of similar street lights will continue to the south in the future and light pole location will be reviewed by the City's Roadway Lighting and Traffic Control Division at that time. Draft plan conditions require the owner to identify street lighting on Westdel Bourne along the entire frontage of this Plan, as well as the location and type of lighting for streets within the subdivision itself which will be determined at the detailed design and engineering drawing review stage prior to final approval.

- Concerns regarding proposed road connection at Westdel Bourne. We do not want any additional roadways onto Westdel Bourne. There are existing accesses available: Upperpoint Gate and Upperpoint Blvd. These should be utilized rather than creating more entrances.

The Riverbend South Secondary Plan identified three Neighbourhood Connector (or Secondary Collector) road connections on Westdel Bourne which came out of the recommendations of the Traffic Impact Study prepared as part of the secondary plan process. Two of these connections, Upperpoint Boulevard and Upperpoint Gate, have recently been completed further to the north. This draft plan of subdivision provides the third collector road connection being Fountain Grass Drive consistent with the alignment and location of Street 'J' as shown on the secondary plan. Earlier versions of the preferred land use plan did identify the road connection further to the south in line with a gap on the opposite side of Westdel Bourne. Upon subsequent review of additional information on the road profile provided by engineering consultants involved in preparing the secondary plan, City staff recommended the location be shifted slightly to the north in order to improve site lines.

One of the concerns raised by residents is with regards to vehicles turning from Fountain Grass Drive on to Westdel Bourne and car head lights shining on homes located on the opposite side of the intersection. There are existing mature trees and hedges along the west side of Westdel Bourne that provide some screening. This concern was discussed with the affected residents, and the applicant is receptive to working with them and City staff to review opportunities for additional screening once the design details for the intersection have been worked out.

- Concerns that medium density housing does not fit in with the neighbourhood and may impact property values.

The residential uses along the west side of Westdel Bourne consist of larger rural estate type homes on private services within what The London Plan refers to as a Rural Neighbourhood (or Rural Settlement) Place Type. This strip of residential development has grown through lot creation and infilling over time. The Riverbend South Secondary Plan recognized the interface with the low density and rural settlement residential uses on the west side of Westdel Bourne, and in order to ensure compatibility and sensitivity to those uses included policies such as the creation of a green edge with substantial tree and vegetation planting, as well as landscape sculpting, to create a more varied topography within the proposed multi-use trail on Westdel Bourne, within the gas pipeline easement and setback area. Taking into consideration the road, easement and setbacks, there will be a buffer distance of approximately 50 to 90 metres between the homes on Westdel Bourne and the building face of a future development on the medium density block (Block 40).

- Concerns regarding impact of alteration of natural drainage patterns and potential flooding of neighbouring properties.

A stormwater management strategy was developed and is being implemented for the Riverbend South Secondary Plan. As a condition of draft plan approval the owner will be required to have their consulting engineer prepare and submit a Storm/Drainage and a Stormwater Management (SWM) Servicing Report (D.P. Condition No. 22) to identify the SWM servicing works, identify major and minor stormflow routes for the subject site and external lands, ensure that all existing upstream external flows traversing this plan of subdivision are accommodated within the overall minor and major storm conveyance servicing systems, and develop sediment and erosion control plans including a monitoring program. Storm sewer servicing, drainage and grading plans will be reviewed as part of the detailed design and engineering drawing review process.

Conclusion

The recommended draft plan of subdivision and zoning amendments are appropriate and consistent with the Provincial Policy Statement and conform to The London Plan, (1989) Official Plan, and the Riverbend South Secondary Plan. This proposal completes the third and final phase of the Riverbend South community and based on staff's review of the application is considered appropriate and compatible with existing development. 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

March 22, 2021
GK/PY/LM/lm

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Appendix A

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 1478 Westdel
Bourne.

WHEREAS Townline Orchard Property Ltd. has applied to rezone lands located at 1478 Westdel Bourne, 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 1478 Westdel Bourne, as shown on the attached map, FROM an Urban Reserve UR3 Zone TO a Holding Residential R1 (h•R1-4) Zone; a Holding Residential R1 (h•R1-5) Zone; a Holding Residential R6 Special Provision/Residential R8 Special Provision (h•h-54•h-209•R6-5()/R8-4()) Zone; a Holding Residential R4 Special Provision/Residential R5 Special Provision/Residential R6 Special Provision/Residential R8 Special Provision (h•h-54•h-209•R4-6(11)/R5-7(9)/R6-5(61)/R8-3(5)) Zone; and an Open Space OS1 Zone.
- 2) Section Number 10.4 of the Residential R6 Zone is amended by adding the following special provision:
 - R6-5()
 - a) Regulations:
 - i) Dwelling Setback from 20 metres
a High Pressure Pipeline
(Minimum)
- 2) Section Number 12.4 of the Residential R8 Zone is amended by adding the following special provision:
 - R8-4()
 - a) Permitted Uses:
 - i) Apartment buildings;
 - ii) Lodging house class 2;
 - iii) Stacked townhousing

- b) Regulations:
- i) Height (Maximum) 16 metres (4 storeys)
 - ii) Dwelling Setback from a High Pressure Pipeline (Minimum) 20 metres

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.

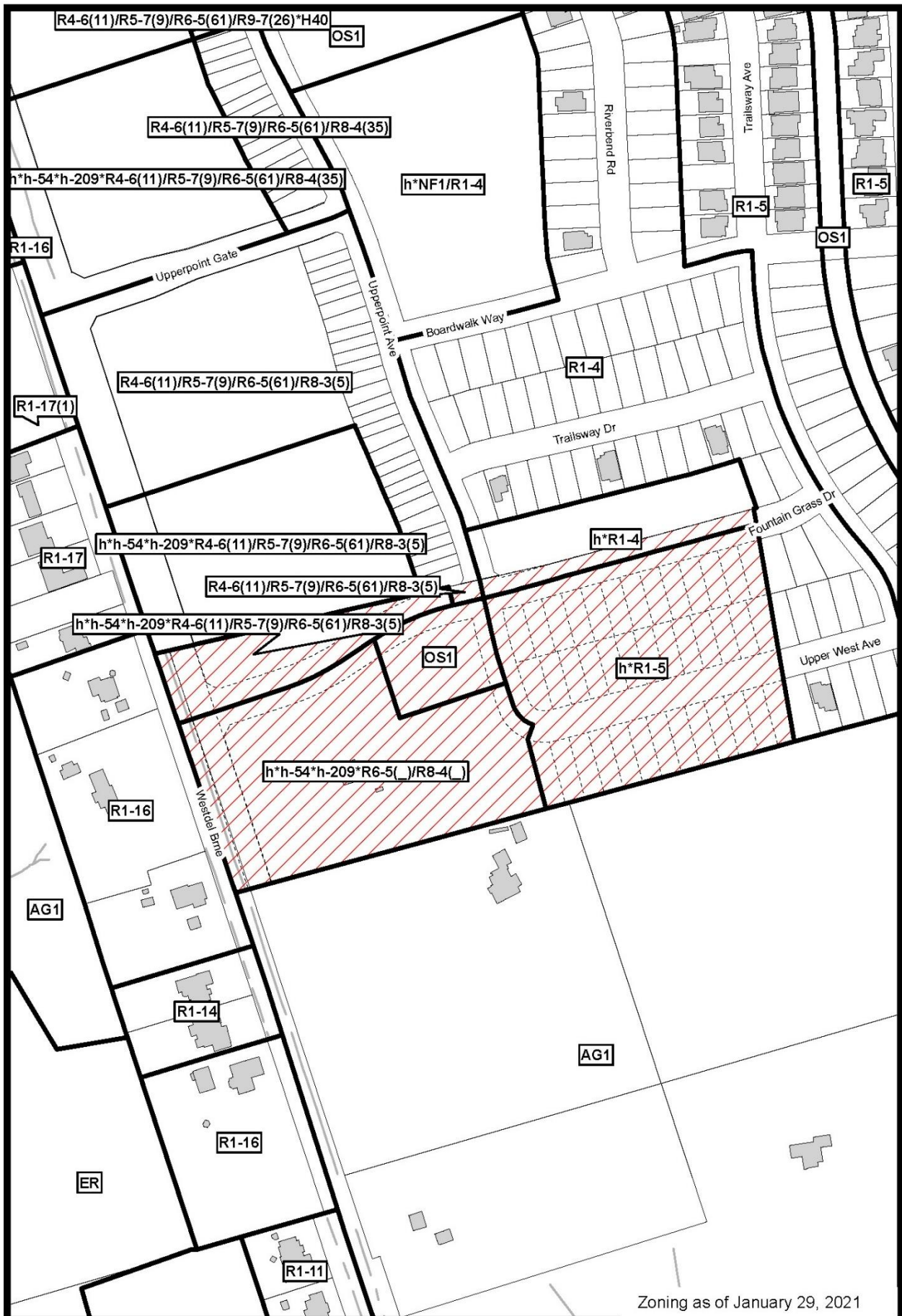
PASSED in Open Council on April 13, 2021

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – April 13, 2021
Second Reading – April 13, 2021
Third Reading – April 13, 2021


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



File Number: Z-9278
Planner: LM
Date Prepared: 2021/03/03
Technician: rc
By-Law No: Z.-1-

SUBJECT SITE 

1:3,000

0 15 30 60 90 120
 Meters



Appendix B

APPENDIX 39T-20503

(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-20503 ARE AS FOLLOWS:

- | NO. | CONDITIONS |
|-----|--|
| 1. | This draft approval applies to the draft plan submitted by Townline Orchard Property Limited, prepared by Stantec (Project No. 161413921 Drawing No. 1), certified by Robert Wood O.L.S., dated October 13, 2020, as red-line amended , which shows a total of 39 low density residential single detached lots, 2 medium density residential blocks, 1 future development block, 1 park block, 1 road widening block, and 2 reserve blocks, served by 2 new streets being the extensions of Fountain Grass Drive and Upper West Avenue. |
| 2. | 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. |
| 3. | The Owner shall enter into a subdivision agreement with the City, in the City's current approved form (a copy of which can be obtained from Development Services), which includes all works and services required for this plan, and this agreement shall be registered against the lands to which it applies. |
| 4. | The Owner shall comply with all City of London standards, guidelines and requirements in the design of this draft plan and all required engineering drawings, to the satisfaction of the City. Any deviations from the City's standards, guidelines or requirements shall be satisfactory to the City. |
| 5. | In conjunction with the first submission of engineering drawings, street(s) shall be named, and the municipal addressing shall be assigned to the satisfaction of the City. |
| 6. | Prior to final approval, the Owner shall submit to the Approval Authority a digital file of the plan to be registered in a format compiled to the satisfaction of the City of London and referenced to NAD83UTM horizon control network for the City of London mapping program. |
| 7. | The Owner shall satisfy all the requirements, financial and otherwise, of the City of London in order to implement the conditions of this draft approval. |
| 8. | Prior to final approval, the Owner shall pay in full all financial obligations/ encumbrances owing to the City on the said lands, including property taxes and local improvement charges. |
| 9. | Prior to final approval, the Owner shall provide copies of all transfer documentation for all land transfers/dedications and easements being conveyed to the City, for the City's review and approval. |
| 10. | Prior to final approval, for the purposes of satisfying any of the conditions of draft approval herein contained, the Owner shall file with the Approval Authority a complete submission consisting of all required clearances, fees, final plans, and any required studies, reports, data, information or detailed engineering drawings, and to advise the Approval Authority in writing how each of the conditions of draft approval has been, or will be, satisfied. The Owner acknowledges that, in the |

event that the final approval package does not include the complete information required by the Approval Authority, such submission will be returned to the Owner without detailed review by the City.

PLANNING

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. The Owner shall register on title and include in all Purchase and Sale Agreements the requirement that the homes to be designed and constructed on all corner lots in this plan (including lots with side frontages to parks and/or open spaces), are to have design features, such as but not limited to front doors oriented toward the higher order street, porches, windows, wrap around materials and features or other architectural elements that provide for a street oriented design and limited chain link or decorative fencing along no more than 50% of the exterior side-yard abutting the exterior side-yard road/park/open space frontage.
14. As part of the Focused Design Studies, the Owner shall have a Tree Preservation Report and Plan prepared for lands within the proposed draft plan of subdivision as required by the Tree Inventory. Tree preservation shall be established prior to grading/servicing design to accommodate maximum tree preservation. The Tree Preservation Report and Plan shall focus on the preservation of quality specimen trees within Lots and Blocks and shall be completed in accordance with the current City of London Guidelines for the preparation of Tree Preservation Reports and Tree Preservation Plans to the satisfaction of the City Planner. The Owner shall incorporate the approved Tree Preservation Plan on the accepted grading plans.
15. The Owner shall convey Block 43 to the City as parkland dedication in accordance with the requirements of By-law CP-9.
16. As part of the Focused Design Studies submission, the Owner's Landscape Architect shall prepare and provide a concept plan for all parks and open space blocks including pathway alignments to the satisfaction of the City.
17. As part of the first submission of engineering drawings, the Owner shall include all grade, service and seed details on all areas dedicated for parkland, to the satisfaction of the City.
18. The Owner shall construct all park improvements within Block 43 as shown on the accepted engineering drawings, all to the satisfaction of the City, within 1 year of registration of the plan of subdivision.
19. The Owner shall, prior to the issuance of a Certificate of Conditional Approval, grade, service and seed all areas dedicated for parkland, to the satisfaction of the City.

SEWERS & WATERMANS

Sanitary:

20. 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) 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;
 - ii) Provide clarification that the proposed zoning amendments and the respective changes in population, drainage area and the outlet(s) is compatible with accepted record drawings and drainage area plans. Any external areas that are tributary are to be accommodated and routing and sewer extensions are to be shown such that they could connect to their respective outlet locations. Any upgrades, if required, are to be at no cost to the City;
 - iii) 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;
 - iv) To meet allowable inflow and infiltration levels as identified by OPSS 410 and OPSS 407, 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; and
 - v) Demonstrate that the servicing to the proposed street townhouses can be constructed with adequate separation distances and avoid conflicts with City services, which meet City of London standards and requirements.
21. 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 proposed sanitary servicing to serve this Plan to the existing municipal sewer system, namely, the 200 mm diameter sanitary sewer located on Upperpoint Avenue, the 200 mm diameter sanitary sewer on Westdel Bourne, the 200 mm diameter sanitary sewer on Fountain Grass Drive and 200 mm diameter sanitary sewer on Upper West Avenue
 - ii) Construct a maintenance access road and provide a standard municipal easement for any section of the sewer not located within the road allowance, to the satisfaction of the City;
 - iii) Where trunk sewers are greater than eight (8) metres in depth and are located within the municipal roadway, the Owner shall construct a local sanitary sewer to provide servicing outlets for private drain connections, to the satisfaction of the City Engineer. The local sanitary sewer will be at the sole cost of the Owner.
 - iv) Implementing all inflow and infiltration mitigation measures to meet allowable inflow and infiltration level as identified by OPSS 407 and OPSS 410 as well as any additional measures recommended in the hydrogeological report.

Storm and Stormwater Management (SWM)

22. 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) Making 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) Ensuring 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) developing sediment and erosion control plan(s) that will identify all required sediment and erosion control measures 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 identify all interim and long term 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. Further, the Owner's Professional Engineer must confirm that the required erosion and sediment control measures are maintained and operated as intended during all phases of construction.
 - vi) implementing SWM soft measure Best Management Practices (BMP's) within the Plan, where possible, to the satisfaction of the City. The acceptance of these measures by the City will be subject to the presence of adequate geotechnical conditions within this Plan and the approval of the City Engineer; and,
 - vii) ensuring the post-development discharge flow from the subject site (and any blocks) meets stormwater control requirements for water balance, quality, quantity, and erosion control. The subject site shall not exceed the capacity of the stormwater conveyance system, to the satisfaction of the City Engineer. In an event where the above condition cannot be met, the Owner shall provide SWM on-site controls that comply with the accepted design requirement for Permanent Private Stormwater Systems, to the satisfaction of the City Engineer, at no cost to the City.
23. The Owner shall have a consulting professional engineer design and construct proposed 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 criteria and environmental targets for the Downstream Thames Subwatershed Study and the Dingman Creek Subwatershed Study as applicable;
 - ii) The Municipal Class Environmental Study Report – Schedule 'C' - Storm/Drainage & Stormwater Management, Transportation & Sanitary Trunk Servicing Works for Tributary 'C', Downstream Thames Subwatershed (AECOM, Dec 2013);
 - iii) The Functional Design of the Tributary 'C' Storm Drainage and Stormwater Management Servicing Works Downstream Thames River Subwatershed Report (Matrix Solutions Inc., Aug 2015);
 - iv) The approved Stormwater Servicing Report for the subject lands;

- v) The City Design Requirements for Permanent Private Stormwater Systems were approved by City Council and is effective as of January 01, 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's Waste Discharge and Drainage By-Laws, lot grading standards, policies, requirements and practices;
 - vii) The Ministry of the Environment SWM Practices Planning and Design (2003); and
 - viii) Applicable Acts, Policies, Guidelines, Standards and Requirements of all required approval agencies, including but not limited to the Erosion and Sediment Control Guideline for Urban Construction (TRCA, December 2019), etc.
24. In accordance with City standards or as otherwise required by the City Engineer, the Owner shall complete the following for the provision of stormwater management (SWM) and stormwater services for this draft plan of subdivision:
- i) Construct storm sewers to serve this plan, located within the Dingman Creek Subwatershed, and connect storm servicing to serve this Plan to the existing municipal storm sewer system, namely, the 300 mm diameter storm sewer located on Fountain Grass Drive and the 300 mm diameter storm sewer on Upper West Avenue. It is noted that the minor storm outlet for this plan of Subdivision is the proposed SWM Facility 'F' within the Tributary 'C' Functional design area via the existing external 750mm storm sewer along the east side of Westdel Bourne. A portion of the subject land is located within the Downstream Thames Subwatershed and a portion within the Dingman Creek Subwatershed.
25. In conjunction with the first submission of engineering drawings, the Owner shall have a professional engineer prepare a hydrogeological investigation and/or addendum to the existing hydrogeological investigation(s) based on the final subdivision design, to determine the potential short-term and long-term effects of the construction associated with the development on existing 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 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) Evaluation of construction related impacts and their potential effects on local significant features;
 - viii) Development of appropriate short-term and long-term monitoring plans (if applicable);
 - ix) Development of appropriate contingency plans (if applicable) in the event of groundwater interference related to construction.

- x) the effects of the construction associated with this subdivision on the existing ground water elevations and domestic or farm wells in the area
 - xi) identify any abandoned wells in this plan
 - xii) assess the impact on water balance in the plan
 - xiii) any fill required in the plan
 - xiv) provide recommendations for foundation design should high groundwater be encountered
 - xv) identify all required mitigation measures including Low Impact Development (LIDs) solutions
 - xvi) address any contamination impacts that may be anticipated or experienced as a result of the said construction
 - xvii) provide recommendations regarding soil conditions and fill needs in the location of any existing watercourses or bodies of water on the site.
 - xviii) To meet allowable inflow and infiltration levels as identified by OPSS 410 and OPSS 407, include an analysis to establish the water table level of lands within the subdivision with respect to the depth of the sanitary sewers and recommend additional measures, if any, which need to be undertaken
26. 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 are implemented by the Owner, to the satisfaction of the City, at no cost to the City.
27. The Owner's Professional Engineer shall identify winter maintenance operations protocol (ie. No salting of roads, etc.) for all proposed road infrastructures within this Plan that have the potential to impact the Tributary 'C' environmentally sensitive area(s), all to the specifications and satisfaction of the City Engineer.
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 which addresses the following, all to the satisfaction of the City Engineer:
- i) Water distribution system analysis & modeling and hydraulic calculations for the Draft Plan of Subdivision confirming system design requirements are being met (residential A.D.D. shall be 255 litres per capita per day; maximum residual pressure 80 psi);
 - ii) Identify domestic and fire flows for the residential Lots and development Blocks from the high-level water distribution system;
 - iii) Address water quality and identify measures to maintain water quality within all watermains throughout the entire subdivision from zero build-out through full build-out of the subdivision;
 - iv) Include a staging and phasing report as applicable which addresses the requirement to maintain interim water quality;
 - v) 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 20PSI residual. Identify fire flows available from each proposed

- hydrant to be constructed and determine the appropriate colour hydrant markers (identifying hydrant rated capacity);
- vi) Develop a looping strategy to the satisfaction of the City Engineer for 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, if necessary, and any cost sharing agreements;
 - x) Identify the effect of development on existing water infrastructure – address potential conflicts and identify solutions;
 - xi) Include full-sized water distribution and area plan(s);
 - xii) Include full-sized water distribution and area plan(s) which identifies the location of valves & hydrants, the type and location of water quality measures to be implemented (including automatic flushing device settings), fire hydrant rated capacity & marker colour, and the design domestic and fire flow demands applied to development Blocks.
30. In conjunction with the first submission of engineering drawings, the Owner shall have their consulting engineer provide a servicing concept for the proposed street townhouse (or narrow frontage) lots which demonstrates separation requirements for all services in being achieved, all to the satisfaction of the City Engineer.
31. 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 high-level municipal system, namely the existing 400mm diameter watermain on Westdel Bourne, the 300mm diameter watermain on Upperpoint Avenue, the 300mm diameter watermain on Fountain Grass Drive, and the 200mm diameter watermain on Upper West Avenue, serviced by the Springbank / Westmount / Pondmills / Wickerson Pumping Station System.
 - ii) Deliver confirmation that the watermain system has been looped to the satisfaction of the City Engineer when development is proposed to proceed beyond 80 units;
 - iii) Available fire flows and appropriate hydrant rated capacity colour code markers are to be shown on the engineering drawings; the coloured fire hydrant markers will be installed by the City of London at the time of Conditional Approval; and
 - iv) Have their consulting engineer confirm to the City that the watermain system has been constructed and is operational.
32. The Owner shall obtain all necessary approvals from the City Engineer for the servicing of Blocks 40 and 41 in this Plan of Subdivision prior to the installation of any water services to or within these Blocks.

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. In conjunction with the first submission of engineering drawings, the Owner shall have its consulting engineer provide the following, all to the specifications and satisfaction of the City Engineer:
- i) confirm that the centreline of Upperpoint Avenue is aligned perpendicular to Upper West Avenue and opposite the centreline of Upperpoint Avenue, to the satisfaction of the City Engineer.
 - ii) confirm the centrelines of all streets are aligned perpendicular and opposite the centreline of adjoining streets in the adjacent plan, to the satisfaction of the City Engineer.
36. The Owner shall have it's professional engineer design and construct the roadworks in accordance with the following road widths:
- i) Fountain Grass Drive (west of Upperpoint Avenue) has a minimum road pavement with (excluding gutters) of 8.5 metres with a minimum road allowance of 23.0 metres.
 - ii) Fountain Grass Drive (east of Upperpoint Avenue) and Upper West Avenue have a minimum road pavement width (excluding gutters) of 7.50 metres with a minimum road allowance of 20 metres.

- iii) Fountain Grass Drive (east of Upperpoint Avenue) shall taper the pavement width from 8.5 metres over a 30 metre taper to 7.5 metres to match into Fountain Grass Drive (east of Upperpoint Avenue).
 - iv) Fountain Grass Drive (west of Upperpoint Avenue from Westdel Bourne to 45 metres east has a minimum road pavement width (excluding gutters) of 11.0 metres with a minimum road allowance of 24.0 metres. The widened road on Fountain Grass Drive shall be equally aligned from the centreline of the road and tapered back to the 8.5 metres of road pavement width (excluding gutters) and 23.0 metres of road allowance width for this street with 30 metre long tapers on both street lines.
 - v) Upper West Avenue at the easterly limit of this plan shall taper the pavement width of 7.5 metres over a 30 metre taper to 7.0 metres to match into the existing plan to the east.
 - vi) Upper West Avenue (from Fountain Grass Drive southerly) shall taper the pavement width from 8.0 metres over a 30 metre taper to 7.5 metres to match into proposed Upper West Avenue.
 - vii) Fountain Grass Drive at the easterly limit of this plan shall taper the pavement width to 8.0 metres over a 30 metre taper from 7.5 metres to match into the existing plan to the east.
37. In conjunction with the first submission of engineering drawings, the Owner shall identify pavement markings for bicycles on Fountain Grass Drive and Upper West Avenue, all to the specifications and satisfaction of the City.
38. The Owner shall implement barrier curb through this plan of subdivision as per the Design Specifications and requirements Manual (DSRM), to the satisfaction of the City Engineer
39. The Owner shall comply with all City standards as found in the Design Specifications and Requirements Manual (eg. reverse curves, 6 metre straight tangents, etc.), to the satisfaction of the City Engineer.
40. The Owner shall comply with the Complete Streets Manual to the satisfaction of the City Engineer.
41. In conjunction with the first submission of engineering drawings, the Owner shall ensure all streets with bends of approximately 90 degrees shall have a minimum inside street line radius with the following standard:

<u>Road Allowance</u>	<u>S/L Radius</u>
20.0 m	9.0 m

Sidewalks

42. In conjunction with the first submission of engineering drawings, the Owner shall provide a 1.5 metre sidewalk on both sides of Fountain Grass Drive and Upper West Avenue, except for the south side of Fountain Grass Drive between Westdel Bourne and the Park Block (Block 43) where there the Owner shall provide a multi-use pathway, as per the London Plan. The Owner shall provide a connection from the north boulevard to the south boulevard at the east limit of Upper West Avenue, to the satisfaction of the City.

Street Lights

43. In conjunction with the first submission of engineering drawings, the Owner shall provide street lighting on all streets and walkways in this plan to the satisfaction of the City, at no cost to the City.

Boundary Road Works

44. In conjunction with the first submission of engineering drawings, the Owner shall provide a pavement marking plan, to include all turn lanes, etc., to the satisfaction of the City Engineer.
45. In conjunction with the first submission of engineering drawings, the Owner shall provide all details to make minor boulevard improvements on Westdel Bourne 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.
46. In conjunction with the first submission of engineering drawings, the Owner shall identify temporary street lighting at the intersection of Westdel Bourne and Fountain Grass Drive, to the specifications of the City, at no cost to the City
47. In conjunction with the first submission of engineering drawings, the Owner shall have it's professional consulting engineer submit design criteria for the left turn and right turn lanes on Westdel Bourne at Fountain Grass Drive, to be constructed by the Owner, for review and acceptance by the City.
48. In conjunction with the first submission of engineering drawings, the Owner shall have its professional consulting engineer provide all details of the multi-use path and all associated works along the Westdel Bourne frontage, all to the specifications and satisfaction of the City.
49. In conjunction with the first submission of engineering drawings, the Owner shall identify walkway lighting along the multi-use trail along Westdel Bourne on Block 44 of this Plan, all to the satisfaction of the City Engineer.
50. In conjunction with the first submission of engineering drawings, the Owner shall identify street lighting on Westdel Bourne along the entire frontage of this Plan, all to the satisfaction of the City Engineer.
51. In conjunction with the first submission of engineering drawings, the Owner shall provide details to reconstruct or relocate any surface or subsurface works or vegetation necessary to connect Fountain Grass Drive to Westdel Bourne, to the satisfaction of the City and at no cost to the City.

Road Widening

52. The Owner shall dedicate sufficient land to widen Westdel Bourne to 18.0 metres from the centreline of the original road allowance.
53. The Owner shall dedicate 6.0 m x 6.0 m "daylighting triangles" at the intersection of Fountain Grass Drive with Westdel Bourne. The sight triangles shall be calculated using the criteria outlined in Section 2.3.3.2 of the City's Design Specifications and Requirements and the Geometric Design Guide for Canadian Roads Part II.

Vehicular Access

54. The Owner shall ensure that no vehicular access will be permitted to Block 40 from Westdel Bourne. All vehicular access is to be via the internal subdivision streets.
55. The Owner shall restrict access to Westdel Bourne by establishing blocks for 0.3 metre reserves along the entire frontage of this plan, to the satisfaction of the City.

Traffic Calming

56. In conjunction with the first submission of engineering drawings, the Owner shall design raised intersection on Fountain Grass Drive at Upperpoint Avenue, to the satisfaction of the City Engineer, at no cost to the City. Should it be determined, the raised intersection will affect the major overland flow route, the Owner shall construct alternative traffic calming measures, to the satisfaction of the City Engineer.
57. 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, to be constructed in this Plan, including parking bays, curb extensions and other measures, to the satisfaction of the City.

Construction Access/Temporary/Second Access Roads

58. The Owner shall direct all construction traffic associated with this draft plan of subdivision to utilize Westdel Bourne or other routes as designated by the City.
59. The Owner shall remove the temporary turning circle on Upperpoint Avenue and adjacent lands, in Plan 33M-754 to the north of this Plan, and complete the construction of Upperpoint Avenue 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 Owner of Plan 33M-754 for the removal of the temporary turning circle and the construction of this section of Upperpoint Avenue 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 Upperpoint Avenue in Plan 33M-754 is constructed as a fully serviced road by the Owner of Plan 33M-754, then the Owner shall be relieved of this obligation.

60. The Owner shall remove the temporary turning circle on Upper West Avenue and adjacent lands, in Plan 33M-754 to the east of this Plan, and complete the construction of Upper West Avenue 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 Owner of Plan 33M-754 for the removal of the temporary turning circle and the construction of this section of Upper West Avenue 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 Upper West Avenue in Plan 33M-754 is constructed as a fully serviced road by the Owner of Plan 33M-754, then the Owner shall be relieved of this obligation.

General

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's 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's 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.
76. 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,
 - viii) Addressing all issues with respect to construction and any necessary setbacks related to erosion, maintenance and structural setbacks related to slope stability for lands within this plan, if necessary, to the satisfaction and specifications of the City. The Owner shall provide written acceptance from the Upper Thames River Conservation Authority for the final setback; and,
 - ix) any other requirements as needed by the City, all to the satisfaction of the City.

77. In conjunction with the first submission of engineering drawings, the Owner shall implement all geotechnical recommendations to the satisfaction of the City.
78. In conjunction with the first submission of engineering drawings, the Owner shall provide a minimum lot frontage of 6.7 metres to accommodate street townhouses within this draft plan of subdivision, all to the specifications and satisfaction of the City.
79. Where site plan approval is required, which includes street facing townhouse blocks, the Owner shall install servicing on streets in this plan of subdivision for these blocks only after site plan approval has been obtained or as otherwise accepted by the City, all to the satisfaction of the City, at no cost to the City.
80. The Owner shall have the common property line of Westdel Bourne graded in accordance with the City of London Standard "Subdivision Grading Along Arterial Roads", at no cost to the City.
81. 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.
82. In conjunction with the first submission of engineering drawings, the Owner shall identify any temporary works and provide restoration details, to the specifications and satisfaction of the City.
83. In conjunction with the first submission of engineering drawings, the Owner shall identify any existing accesses and services located within this Plan and provide details of 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.
84. 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 provide details of their decommissioning or relocation, to the satisfaction of the City Engineer.
85. The Owner shall submit confirmation that they have complied with any requirements of Union Gas Limited with regards to buffers/setbacks from the high pressure gas pipeline easement over lands located along the east side of Westdel Bourne, to the satisfaction of the City. The Owner shall not excavate, drill, install, erect, or permit to be excavated, drilled, installed or erected in, on, over or through the said lands any pit, well foundation, pavement, building or other structure or installation without first obtaining prior written approval from Union Gas Limited.
86. Blocks 41 and 42 in this plan shall be combined with lands to the north to create developable lots and/or blocks, to the satisfaction of the City. The above-noted blocks shall be held out of development until they can be combined with adjacent lands to create developable lots and/or blocks.
87. Should the current or any future Owner come in with a revised development proposal for these lands, the applicant may be required to complete a design studies submission as per the File Manager process and resubmit engineering drawings, all to the satisfaction of the City.
88. In conjunction with the first submission of engineering drawings, the Owner shall make adjustments to the existing works and services on Upperpoint Avenue,

Fountain Grass Drive, Upper West Avenue and Westdel Bourne, adjacent to this plan to accommodate the proposed works and services on these streets, and to accommodate the lots in this plan fronting these streets (eg. private services, street light poles, traffic calming, etc.), in accordance with the approved design criteria and accepted drawings, all to the satisfaction of the City Engineer, at no cost to the City.

89. In conjunction with the first submission of engineering drawings, the Owner shall design a multi-use pathway from Westdel Bourne on Fountain Grass Drive to Park Block 43, all to the specifications and satisfaction of the City.

Appendix C – Public Engagement

Community Engagement

Public liaison: On December 15, 2020, Notice of Application was sent to 36 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 17, 2020. A Planning Application sign was also posted on site. A Notice of Public Meeting was published in *The Londoner* on March 11, 2021.

Responses: 6 replies received

Nature of Liaison: To consider a proposed draft plan of subdivision and zoning amendment to allow 39 single detached lots; two (2) medium density residential blocks; one (1) future development block; (1) park block; one (1) road widening block; and two (2) reserve blocks, serviced by two (2) new streets (Fountain Grass Drive and Upper West Avenue). Consideration of an amendment to the zoning by-law to change the zoning from an Urban Reserve UR3 Zone to a Residential R1 (R1-5) Zone to permit single detached dwellings on lots with a minimum lot area of 415 square metres and minimum lot frontage of 12 metres; a Residential R6/Residential R8 Special Provision (R6-5/R8-4()) Zone to permit various forms of cluster housing including single detached, semi-detached, duplex, triplex, fourplex, townhouse, and stacked townhouse dwellings up to a maximum density of 35 units per hectare and maximum height of 12 metres; and such uses as apartment buildings, senior citizens apartment buildings, and continuum-of-care facilities up to a maximum density of 75 units, together with a site-specific special provision for a maximum building height of 16 metres; a Holding Residential R4/Residential R5/Residential R6/Residential R8 Special Provision (h•h-54•h-209•R4-6(11)/R5-7(9)/R6-5(61)/R8-3(5)) Zone to permit such uses as street townhouse dwellings; townhouses and stacked townhouses up to a maximum density of 60 units per hectare and maximum height of 12 metres; various forms of cluster housing including single detached, semi-detached, duplex, triplex, fourplex, townhouse, and stacked townhouse dwellings up to a maximum density of 35 units per hectare and maximum height of 12 metres; and apartment buildings, senior citizen apartment buildings, and continuum-of-care facilities up to a maximum density of 65 units per hectare and maximum height of 13 metres; a Residential R1 (R1-4) Zone to permit single detached dwellings on lots with a minimum lot area of 360 square metres and minimum lot frontage of 12 metres; an Open Space OS1 Zone to permit such uses as conservation lands, conservation works, golf courses, public and private parks, recreational buildings associated with conservation lands and public parks, campgrounds, and managed forests; and, a Residential R4/Residential R5/Residential R6/Residential R8 (R4-6(11)/R5-7(9)/R6-5(61)/R8-3(5)) Zone to permit such uses as street townhouse dwellings; townhouses and stacked townhouses up to a maximum density of 60 units per hectare and maximum height of 12 metres; various forms of cluster housing including single detached, semi-detached, duplex, triplex, fourplex, townhouse, and stacked townhouse dwellings up to a maximum density of 35 units per hectare and maximum height of 12 metres; and apartment buildings, senior citizen apartment buildings, and continuum-of-care facilities up to a maximum density of 65 units per hectare and maximum height of 13 metres. 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 arterial roads.

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

- Concerns regarding increasing traffic on Westdel Bourne, excessive vehicle speeds, road traffic noise, and safety for pedestrians, joggers, and cyclists.
- Concerns expressed about impact of street lights overcast on existing residential properties along Westdel Bourne.
- Concerns regarding proposed road connection at Westdel Bourne. We do not want any additional roadways onto Westdel Bourne. There are existing accesses

available: Upperpoint Gate and Upperpoint Blvd. These should be utilized rather than creating more entrances.

- Concerns that medium density housing does not fit in with the neighbourhood and may impact property values.
- Concerns regarding impact of alteration of natural drainage patterns and potential flooding of neighbouring properties.

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

<u>Telephone</u>	<u>Written</u>
Barry and Rita Neigel 1499 Westdel Bourne	Barry and Rita Neigel 1499 Westdel Bourne Charles and Flora Xu 1519 Westdel Bourne Marty Brouwer 1529 Westdel Bourne Natalie and Art Craig 1453 Westdel Bourne Dr. Nicholas Rempel 1473 Westdel Bourne

January 6th, 2021

Larry Mottram
Development Services
File: 39T-20503/2-9278

I am writing to you to express my concerns over the draft Plan re: 1478 Westdel Bourne.

For the most part my concerns are based on the projection of increased traffic flow. When my family moved to 1499 Westdel Bourne our street was a relatively quiet street. Now it has become a busy through road with the growth in our neighbourhood and the small towns west of us. At present we have a difficult time backing out of our driveway on to the street. I can't imagine what it will be like in 3 to 5 years. The traffic noise is excessive and many users drive at speeds far exceeding the speed limit. Presently we have many joggers and cyclists going up and down this narrow street and that will only increase with time. We need to find ways to calm or slow the traffic to keep our roadways safe.

In addition I would hope that a street light does not end up in front of my house or anywhere near it. During the night my house disappears in the darkness and I would like to keep it like that. We have just purchased a recreational trailer and I don't look forward to backing that in my yard with the present traffic flow. A possible remedy for my property; if the city would put another access onto my property I could install a half circle driveway. This would require a culvert to be installed covered with proper fill.

Please call Barry Neigel. Thank-you in advance.

Dear Larry and Anna,

We are residents on 1519 Westdel Bourne, and herewith write to you to express our serious concerns on the notice of planning application (File: 39T-20503/Z-9278, by Townline Orchard Property Ltd).

We purchased 1519 Westdel Bourne in 2018, and have been enjoying residing the property and we love the quiet, private and beautiful community here so far. However, we've noticed Westdel Bourne has become more and more busy within the past three years. As per the above mentioned notice of planning application and the draft plan for the new subdivision proposed across the street from us, if this plan would be implemented, our street would become an even busier road with new developments and towns built. This will make very difficult for us to enter the roadway in particular at the morning rush hours, and might be dangerous to make a left-turn. Also, with too much traffic and the traffic noise, our quiet community will no longer be a nice place for us anymore. Another serious concern is that there are increasing number of people jogging, walking and cycling on the narrow road of Westdel Bourne, which is not safe at all. This situation would be worse when there are new subdivisions planned on this street. In addition, with high property tax we've paid every year, we sincerely hope to maintain the living quality in this area. Last but not the least, we're always so proud of our beautiful environment in our forest city, but now we're very worried that with the new plan, the surrounding balanced environment might be damaged. Speak frankly, London has made so many areas under developing during the recent years already, hence we do hope there are some places could be reserved for good living quality and better environment, from long-term point of view.

As such, we are writing to express our serious concerns on the new subdivision proposed across the street, and strongly oppose such plan.

Your consideration would be highly appreciated.

Sincerely yours,

Charles & Flora

Good afternoon,

I am writing to you regarding the planning application for 1478 Westdel Bourne.

My husband and I live at #1529.

We have a few concerns regarding this proposal.

1) the current plan shows medium density residential blocks close to the road...

The homes on the west side of the road opposite this development are mostly valued at one million plus. The owners of these homes are here because of the rural setting and our large lots (which we pay premium city taxes on). One of our concerns is that the medium density housing just does not fit in the neighbourhood, and that having that type of housing will devalue our properties. We are not totally against development, because we realize that it's going to happen, but are quite concerned about the type of development. It would be better suited to be all single detached residential units.

2) Due to the rural setting, we would prefer not to see street lights continuing down Westdel Bourne.

3) Adding that amount of homes to a small area also increases traffic which is already exploding. The city needs to look at the impact of this on the traffic on our road. The speeds at which traffic is barreling down our road is astronomical!! It is a 60 zone, but many using our road for a thoroughfare are treating it like the 401!!! It is unsafe for walkers, joggers, bikers, school buses, postal delivery and anyone trying to back out of their driveways...It's just a matter of time before someone is seriously injured or killed. The City needs to look at traffic calming measures!!...and possibly look at a ring road located further to the west of this area.

Adding another access road from a subdivision where Fountain Grass Drive is located would be totally unsafe given the location and speed at which traffic is flying!! This new subdivision should be accessed from the other road leading into the subdivision currently under construction (Upper Point Gate).

Sincerely,
Marty Brouwer

Dear Larry,

We moved to our home, 1453 Westdel Bourne, more than 38 years ago with our 16-month old son. We wanted to raise our children in the country, and at that time, this area was considered to be country. We were in Delaware township, and across the road was Westminister township. I was raised on a farm outside of Mt. Brydges, and I wanted a similar lifestyle for our family. The townline as it was known back then, was a gravel road with few homes; not much traffic, except for those who lived here. Our daughter was born a few years later, so now we had our 'perfect family' in a 'perfect location': country, yet close to the city. Over the years, we saw a lot of changes: being annexed to the city of London, paved road and development. Traffic increased, as did their speed. Although the posted limit is 60 km, vehicles go much faster, probably twice the limit at many times. It is no longer safe to walk, jog, or ride a bicycle. Pulling out of the driveway is a hazard, and visibility is difficult due to the terrain; the noise and amount of traffic is excessive. Understandably, with the subdivision across the road, there is increased traffic; however, Westdel Bourne is used as an alternate route by numerous vehicles to avoid going into Byron, causing considerably more traffic and noise. With regards to the Townline Orchard property, we do not want any additional roadways onto Westdel Bourne. There are existing accesses available: Upperpoint Gate and Upperpoint Blvd. These should be utilized rather than creating more entrances. We are concerned that with the amount of development, increased noise and traffic, the value of our home will decrease as will the desirability.

Sincerely,
Natalie and Art Craig
1453 Westdel Bourne, London, ON, N6K 4R1

Attn: Larry Mottram & Anna
Hopkins

CC: Director of developmental services

After receiving the latest draft plan in regards to the new subdivision that is under development directly across from our neighbourhood, we are collectively finding ourselves increasingly concerned and we are hoping to collaborate on how we can make these inevitable changes to the neighbourhood a smooth transition between the existing developments and the integration of the newer developments.

We understand that the new developments are underway and would appreciate the opportunity to discuss our concerns in detail with you at your convenience.

Below, you will find several topics of concern that we would like to discuss further.

Location of subdivision entry point

- It has been brought to our attention by a city planner involved in the traffic flow division that the city is expecting to have a minimum of **thousands** of vehicles accessing Westdel Bourne on an hourly occurrence. We understand that the plan is to add multiple entrances to the new development and we are incredibly concerned about the amount of backed up traffic in the coming years and even more importantly our safety. The amount of road noise expected from these new developments is another topic we would like to discuss further.

Speed Limit

- With the amount of increasing young families in this neighbourhood, we feel that lowering the speed limit within the community is necessary. The speed limit on Westdel Bourne is presently 60km/hr. With drivers already reaching speeds of up to 100km/hr, we believe that lowering the speed to 50km/hr would create a higher level of safety for both the newer developments in our community, as well

as our existing developments. Our concern here, as of today is with the increased traffic flow. It is becoming very difficult to safely pull in and out of our properties.

Streetlights

- We are concerned about the number and intensity of the streetlights along Westdel Bourne. The potential of light pollution is at the top of our list of topics to discuss further.

Water drainage

- We have a water course on the West side of Westel Bourne. We are increasingly incurring flooding from three different directions that flow into one area. Our concern is that with the new development and the removal of the natural foliage, the ecosystem will no longer be able to function as it should therefore causing an excess of increased flooding.

We are looking forward to collaborating on these concerns and are confident in a combined resolution moving forward. We are interested in setting up next steps to discuss in person at your earliest convenience.

Please feel free to reach out to either one of our neighbourhood representatives.

Thank you in advance.

Agency/Departmental Comments: No significant comments/responses received.

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)).

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. It represents development taking place within the City's urban growth area and within an area for which a secondary plan has been approved to guide future community development. It also achieves objectives for promoting compact form, contributes to the neighbourhood mix of housing and densities that allow for the efficient use of land, infrastructure and public service facilities, supports the use of public transit, and increases community connectivity. Development will utilize full municipal services which are available or will be extended to the property boundary through previously approved subdivision phases.

The proposed development will include the extension of an existing multi-use trail which promotes cycling and pedestrian movement. Additional multi-use trail linkages are proposed for the development to enhance active transportation opportunities. The proposed development includes a small neighbourhood park, as well as public access to natural areas (Warbler Woods ESA). 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 draft plan of subdivision 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 or 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 dwellings, townhouses, stacked townhouses and low rise apartments, as the main uses. There is also a small area on Map 1 - Place Types* identified as “Green Space” which is intended to represent a small public park as contemplated by the Riverbend South Secondary Plan.

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

Our Strategy

Key Direction #4 – Become one of the greenest cities in Canada

17. Promote linkages between the environment and health, such as the role of active mobility in improving health, supporting healthy lifestyles and reducing greenhouse gases.

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

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.

8. Promote, strengthen, and grow the existing commuter and recreational cycling network and promote cycling destinations within London

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.

4. Create social gathering places where neighbours can come together, such as urban parks and public spaces, community centres, family centres, community gardens, cafés, restaurants, and other small commercial services integrated within neighbourhoods.

These strategic directions are generally reflected in the development proposal. The proposal consists of a mix of low and medium density housing types consisting of single detached dwellings, but also permits various forms of cluster housing, townhouses, and low rise apartment buildings to take advantage of planned services and community facilities, and to contribute to a neighbourhood that is complete and supportive of aging in place. The plan includes a small neighbourhood park to act as a central focal point and a social gathering place where neighbours can come together. The subdivision plan maintains a modified grid pattern with multiple connections to the existing street network resulting in ease of mobility and a neighbourhood that is more walkable, healthy, and connected. The subdivision plan is also integrated with the larger pedestrian and cycling network which includes sidewalks, multi-use paths, linear park corridors, and passive trails; and the development proposal is oriented to and supportive of future public transit. In terms of use, form and intensity the proposed subdivision plan is considered 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.*

*217_ * Neighbourhood street networks and block sizes will be designed to ensure connectivity and support active mobility including cycling, walking, blading, boarding and transit. Infrastructure and amenities to support these modes of mobility will be incorporated.*

The subdivision street pattern maintains the modified grid pattern that was envisioned for the Riverbend South community. Multiple connections will be provided to lands that are currently under development to the north and east, and a connector road will be provided to Westdel Bourne to the west. The subject lands are immediately adjacent the City's Urban Growth Boundary to the south. A possible local road connection south of the bend in Upper West Avenue was considered during the pre-application consultation. Based on further discussions and plan-and-profile information provided by the applicant's consultant, significant constraints exist due to grade changes on lands to the south making it difficult to provide a public road connection at this location. In addition, the alignment of a possible road connection to the south would extend into the rear yard amenity area of an existing residential estate home. It should be noted that provision for future public road and multi-use pathway connections to lands to the south has already been provided through the Sifton subdivision phase to the east.

The subdivision plan proposes sidewalks and multi-use trails, both in-boulevard and on-road, connecting to the broader neighbourhood and City multi-use trail system, and ensures active mobility by providing increased accessibility for walking and cycling, and is also 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 sizes are generally consistent with the pattern of lotting in the developing phases of the Riverbend South community and will accommodate construction of various sizes of design-build single detached homes. Generally, lot sizes ranging in width from 12.0 to 13.0 metres frontage are proposed along Fountain Grass Drive and Upper West Avenue. The proposed medium density blocks (Blocks 40 & 41) will accommodate a mix of residential dwelling types. Therefore, 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.

227_ On-street parking will be permitted on Neighbourhood Connectors and Neighbourhood Streets, unless there are specific limitations imposed by City Council.

On-street parking can be provided on the neighbourhood connector and neighbourhood streets. The detailed engineering drawing review will ensure that any conflicts with on-road bicycle routes, driveways, utilities, and boulevard tree planting are minimized. 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. 42 & 43).

243_ Public facilities, parks, trails, seating areas, play equipment, open spaces and recreational facilities should be integrated into neighbourhoods to allow for healthy and active lifestyles.

*247_ * Public spaces should be located and designed within neighbourhoods to ensure that a minimum of 50% of their perimeter will be bounded by a public street.*

The draft plan incorporates a small neighbourhood park as contemplated by the Riverbend South Secondary Plan. This park will function to provide a focal point for the community, a connection for the multi-use trail on the south side of Fountain Grass Drive, and feature seating areas and passive recreational opportunities. It is noted that 50% of the perimeter of the public park will be bounded by public streets within the subdivision.

*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.*

4. Portions of streets that have a designated multi-use pathway within the boulevard on one side.

In accordance with the recommended draft plan conditions, 1.5 metre wide sidewalks will be required on both sides of Fountain Grass Drive and Upper West Avenue, with the exception of the south side of Fountain Grass Drive between Westdel Bourne and the park block where as an alternative to a sidewalk, a multi-use pathway will be provided within the boulevard (D.P. Conditions No. 42 & 89).

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.

The proposed draft plan of subdivision will be integrated within a neighbourhood that is well connected by multi-use pathways and linkages to parks, a future elementary school, open space areas, retail stores and commercial services within a convenient distance for walking or cycling.

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 dwellings, townhouses, stacked townhouses and low rise apartments, as the main uses. Residential building

heights are specified in Table 11* within the Neighbourhoods Place Type policies based on street classification. The minimum and maximum permitted building heights along Neighbourhood Streets and Neighbourhood Connectors is a minimum 1 storey and maximum 2.5 storeys. Permitted building heights along a Civic Boulevard, or at the intersection of a Civic Boulevard and Neighbourhood Connector, is a minimum 2 storeys and maximum 4 storeys, with provision for bonusing up to 6 storeys.

Some of the key elements of the Neighbourhoods Place Type vision include:

916_1. A strong neighbourhood character, sense of place and identity.

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

916_8. Parks, pathways, and recreational opportunities that strengthen community identity and serve as connectors and gathering places.

As noted previously, the proposed draft plan of subdivision is part of a larger planned residential community that incorporates various elements in creating a strong neighbourhood character and sense of place and identity. The inclusion of the small passive park as a neighbourhood focal point and gathering place within this subject subdivision plan is just one example. The proposed draft plan also implements the objective of creating a highly connected neighbourhood with access to amenities and facilities within the neighbourhood, and to other locations beyond via the city-wide Thames Valley Parkway multi-use pathway system.

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 recommended zoning is generally consistent with and similar to the residential zone variations that have previously been approved for the adjacent subdivision phases. The zoning will provide 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 which have been extended to the site through development phasing within Riverbend South. 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.

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.*

- Individual lots and blocks will be accessed by the internal streets within the subdivision. Vehicular traffic will have access to public road connections at Westdel Bourne, Upper Point Avenue, Fountain Grass Drive, and Upper West Avenue. There will be multiple access points to disperse vehicular traffic and lessen the impact on the existing neighbourhood. Concerns were expressed by residents regarding increasing traffic on Westdel Bourne, vehicle speeds, traffic noise, and safety for pedestrians, joggers, and cyclists. As part of the conditions of draft plan approval, the subdivider will be required to have their professional engineer submit design criteria for left turn and right turn lanes on Westdel Bourne at Fountain Grass Drive, to be constructed by the Owner (D.P. Condition No. 47).
- On-site parking will be required as per the Zoning By-law minimum requirements based on dwelling type. On-street parking is generally permitted on neighbourhood streets and neighbourhood connectors. Streets within the subdivision plan will be of sufficient width to provide for on-street parking on at least one side.
- 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 were concerns expressed by residents on the west side of Westdel Bourne about future installation of street lights along the Westdel Bourne frontage, impact of overcast lighting, and impact on the rural atmosphere that residents value and enjoy. Street light standards on public roads must meet certain Provincial and municipal minimum requirements. Street lights that have recently been installed along the west side of Westdel Bourne just to the north are LED street lights which are intended to direct light downward to the public road right-of-way rather than on the properties behind. It is expected that similar street lights will continue to the south in the future. While there is a general requirement for the street lighting in the draft plan conditions, the location and type of lighting for streets within the subdivision will be determined at detailed design and engineering drawing review stage of the process.
- There are no concerns with respect to garbage, visual and privacy impacts; or any issues with loss of views and tree cover. A tree assessment report was prepared by a certified arborist and submitted with the application. Most of the trees within the area of subject site are recommended for removal in order to facilitate underground works, site grading, and to implement landscape design and site planning for future development.
- Shadowing is not expected to impact nearby properties as the subdivision plan is intended for development of low-rise building forms, including single detached dwellings and townhouses maximum 2.5 storeys, and low rise apartment buildings maximum 4 storeys.
- Stage 4 Archaeological Assessment for the subject site was previously undertaken and an archaeological assessment compliance letter from the Ontario Ministry of Tourism, Culture and Sport (MTCS) was issued in February 2018.
- 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 of subdivision contributes to neighbourhood character as envisioned by the Riverbend South Secondary Plan and the principle of creating an attractive, connected and complete community. The plan also demonstrates a reasonable level of compatibility with existing uses in the surrounding area. The lot pattern and streetscape is generally consistent with the pattern of the existing development. Single detached dwellings are expected to be similar in character and features, and contain dwellings of a similar height and massing. There will be a transition in use, form and intensity from low density single detached dwellings to the medium density residential development block (Blocks 40 & 41) partly enabled by the neighbourood park block placement adjacent Block 40 on the west side of Upper West Avenue. Based on the proposed zoning densities, the site could potentially yield approximately 60 cluster housing and/or townhouse dwellings units or 130 low rise apartment dwelling units up to a maximum height of 4 storeys. The medium density block (Block 41) on the north side of Fountain Grass Drive is somewhat constrained by its shape and size. It is expected that the block will merge with adjacent lands to the north and be developed for future street oriented townhouses.

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 medium density residential blocks adjacent Westdel Bourne provide for greater flexibility in site design and building orientation. Future 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.

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 and Multi-family, Medium Density Residential, 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. There is a small area designated as Open Space which is intended to represent a small public park as contemplated by the Riverbend South Secondary Plan. 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.

Riverbend South Secondary Plan

The policies of The London Plan and (1989) Official Plan provide for the preparation of secondary plans as a basis for Official Plan land use designations and policies to be adopted by City Council, and to be used as a guideline for the review of subdivision and development applications. The Riverbend South Secondary Plan designates the subject site as Low Density Residential, Medium Density Residential and Park, as well as it identifies a Secondary Collector Road connection at Westdel Bourne.

Elements of this proposed draft plan that accurately reflect and implement the Council-approved secondary plan include the low and medium density residential lots and blocks and the Street 'J' collector roadway alignment. The park block has shifted from the east to the west side of Upper West Avenue in order to make the subdivision lotting work more efficiently; however, the general intent of the secondary plan is still maintained. The draft plan is also consistent with the stated principles of the secondary plan, such as connecting the community (through a multi-use pathway, pedestrian connections and street network), providing a range of residential housing types and densities (from single detached dwellings to townhouses and low-rise apartment buildings), promoting healthy living and active transportation (neighbourhood park for passive recreation and a highly connected cycling and pedestrian network), and promoting environmental sustainability (diversity of uses, density and street pattern to facilitate viable public transit).

The proposed draft plan of subdivision as recommended by staff is therefore found to be in keeping with the Riverbend South Secondary Plan.

Zoning By-law

The following provides a synopsis of the recommended zones, permitted uses, regulations, and holding provisions to be applied to lots and blocks within the draft plan. Reference should be made to the zoning amendment map found in Appendix A of this report.

Single Detached Dwelling Lots 1 to 39 – Holding Residential R1 (h•R1-5) to permit single detached dwellings on lots with a minimum lot frontage of 12 metres and minimum lot area of 415 square metres.

Block 42 – Holding Residential R1 (h•R1-4) applies to a remnant of land located on the north side of Fountain Grass Drive that will be developed in conjunction with future single detached residential lots having frontage on Fountain Grass Drive.

Block 40 - Holding Residential R6 Special Provision / Residential R8 Special Provision (h•h-54•h-209•R6-5()/R8-4()) Zone to permit to permit various forms of cluster housing including single detached, semi-detached, duplex, triplex, fourplex, townhouse, and stacked townhouse dwellings up to a maximum density of 35 units per hectare and maximum height of 12 metres; and such uses as apartment buildings, lodging house class 2 and stacked townhouses up to a maximum density of 75 units, together with a special provision for a maximum building height of 16 metres (4 storeys) and for dwelling setback from a high pressure pipeline (minimum) 20 metres.

The recommended maximum building height of 16 metres (or 4 storeys) is considered appropriate and will provide maximum flexibility in building design to facilitate higher ceilings and variations in ceiling heights between floors, variations in parapet design and roof lines, and changes in finished building grades.

A special provision is recommended to restrict the range of uses within the R8-4 zone. The standard range of uses includes senior citizens apartment buildings, continuum-of-care facilities, and handicapped persons apartment buildings are not recommended because this block lies within the 200 metre setback from the Union Gas high pressure gas pipeline along Westdel Bourne. In accordance with TSSA guidelines for development in the vicinity of oil and gas pipelines, this setback applies to institutional uses where rapid evacuation may be difficult, including hospitals and nursing homes.

Block 41 - Holding Holding Residential R4 Special Provision / Residential R5 Special Provision / Residential R6 Special Provision / Residential R8 Special Provision (h•h-54•h-209•R4-6(11)/R5-7(9)/R6-5(61)/R8-3(5)) to permit such uses as street townhouse dwellings; townhouses and stacked townhouses up to a maximum density of 60 units per hectare and maximum height of 12 metres; various forms of cluster housing including single detached, semi-detached, duplex, triplex, fourplex, townhouse, and stacked townhouse dwellings up to a maximum density of 35 units per hectare and maximum height of 12 metres; and apartment buildings, lodging house class 2 and stacked townhouses up to a maximum density of 65 units per hectare and maximum height of 13 metres.

The recommended zoning for Block 41 is the same zoning that has been approved on adjacent lands immediately to the north.

Park Block 43 - Open Space OS1 to permit such uses as conservation lands, conservation works, golf courses, public and private parks, recreational buildings associated with conservation lands and public parks, campgrounds, and managed forests.

Holding Provisions:

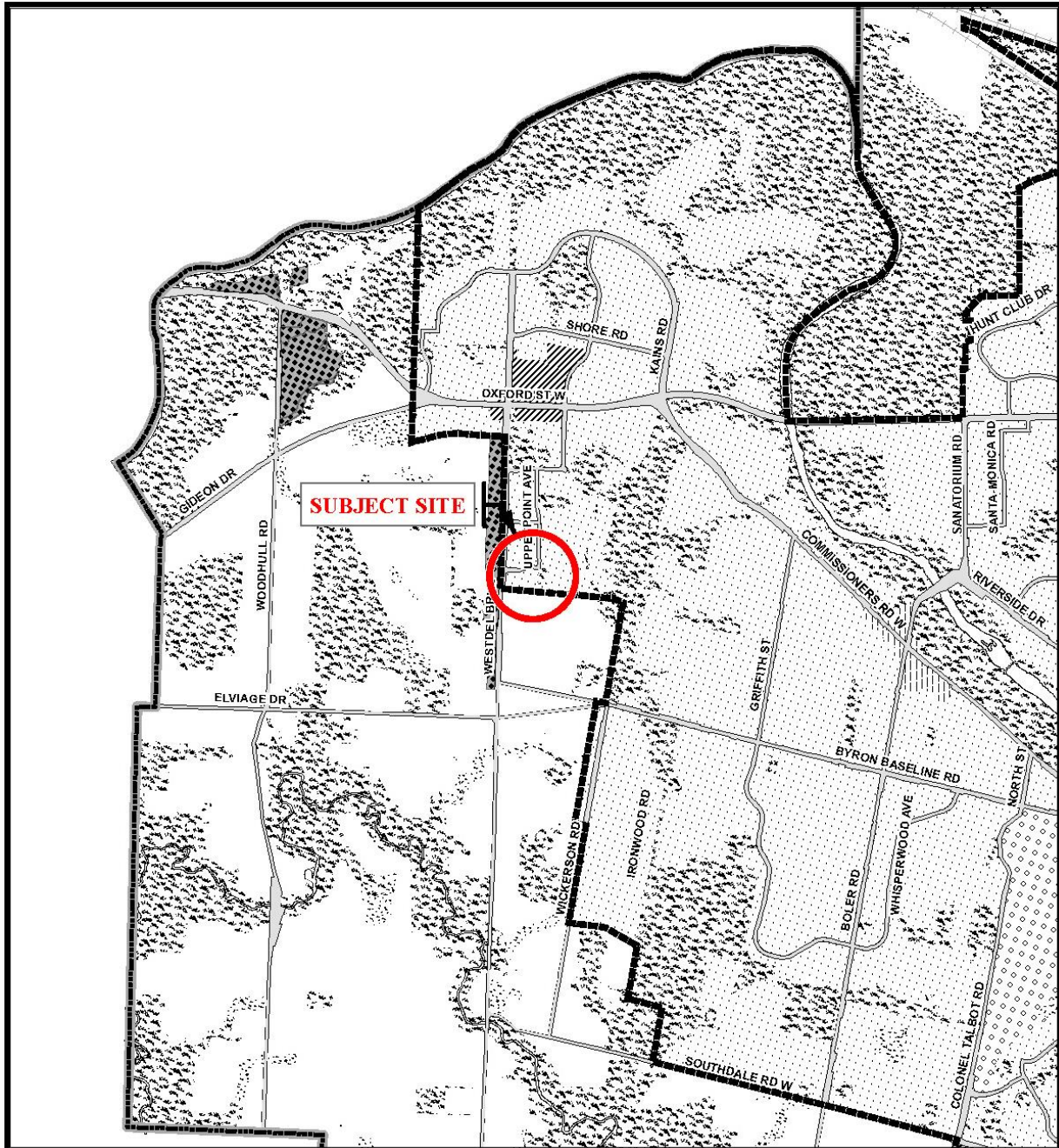
It is recommended that the standard holding (h) provision be applied in conjunction with the proposed residential lots and blocks. The “h” provision is applied in almost all subdivision approvals for the purpose of ensuring adequate provision of municipal services, that the required security has been provided, and that conditions of approval of draft plan of subdivision ensure that a subdivision agreement or development agreement is entered into.

A holding provision (h-54) for the completion of a noise assessment report and implementation of noise attenuation measures for residential development adjacent an arterial road is recommended for the multi-family blocks along Westdel Bourne. The h-54 symbol would be deleted from the zoning upon the owner agreeing to implement all noise attenuation measures, acceptable to the City of London.

A holding provision (h-209) is intended to ensure development demonstrates compliance with the urban design policies of the Riverbend South Secondary Plan, including orientation towards public streets and public spaces.

Appendix E – Relevant Background

The London Plan Map Excerpt



Legend

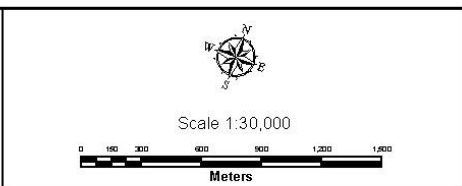
Downtown	Future Community Growth	Environmental Review
Transit Village	Heavy Industrial	Farmland
Shopping Area	Light Industrial	Rural Neighbourhood
Rapid Transit Corridor	Future Industrial Growth	Waste Management Resource Recovery Area
Urban Corridor	Commercial Industrial	Urban Growth Boundary
Main Street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

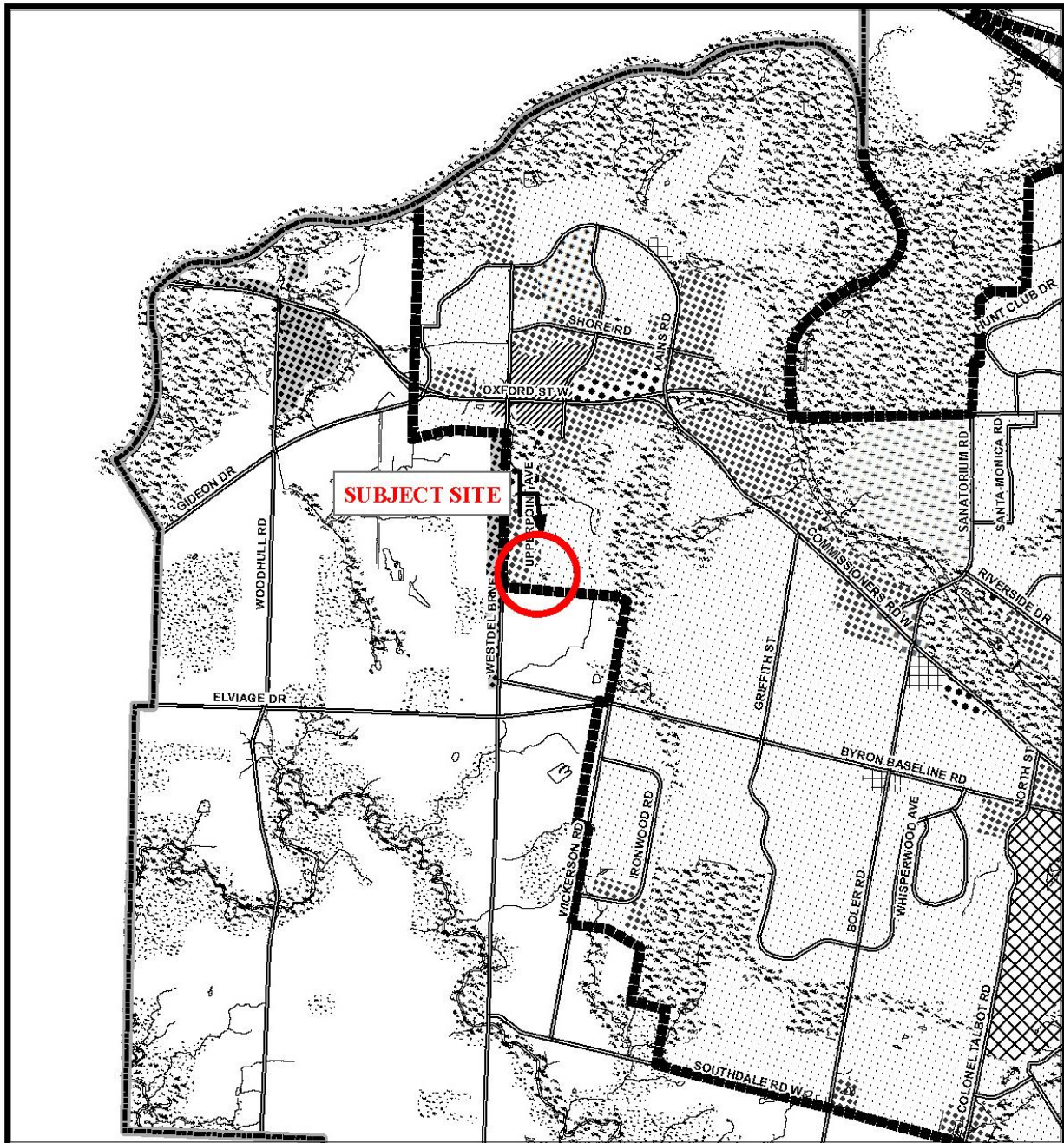
CITY OF LONDON
Planning Services /
Development Services

LONDON PLAN MAP 1
- PLACE TYPES -
PREPARED BY: Planning Services



File Number: Z-9278
Planner: LM
Technician: RC
Date: March 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



Scale 1:30,000



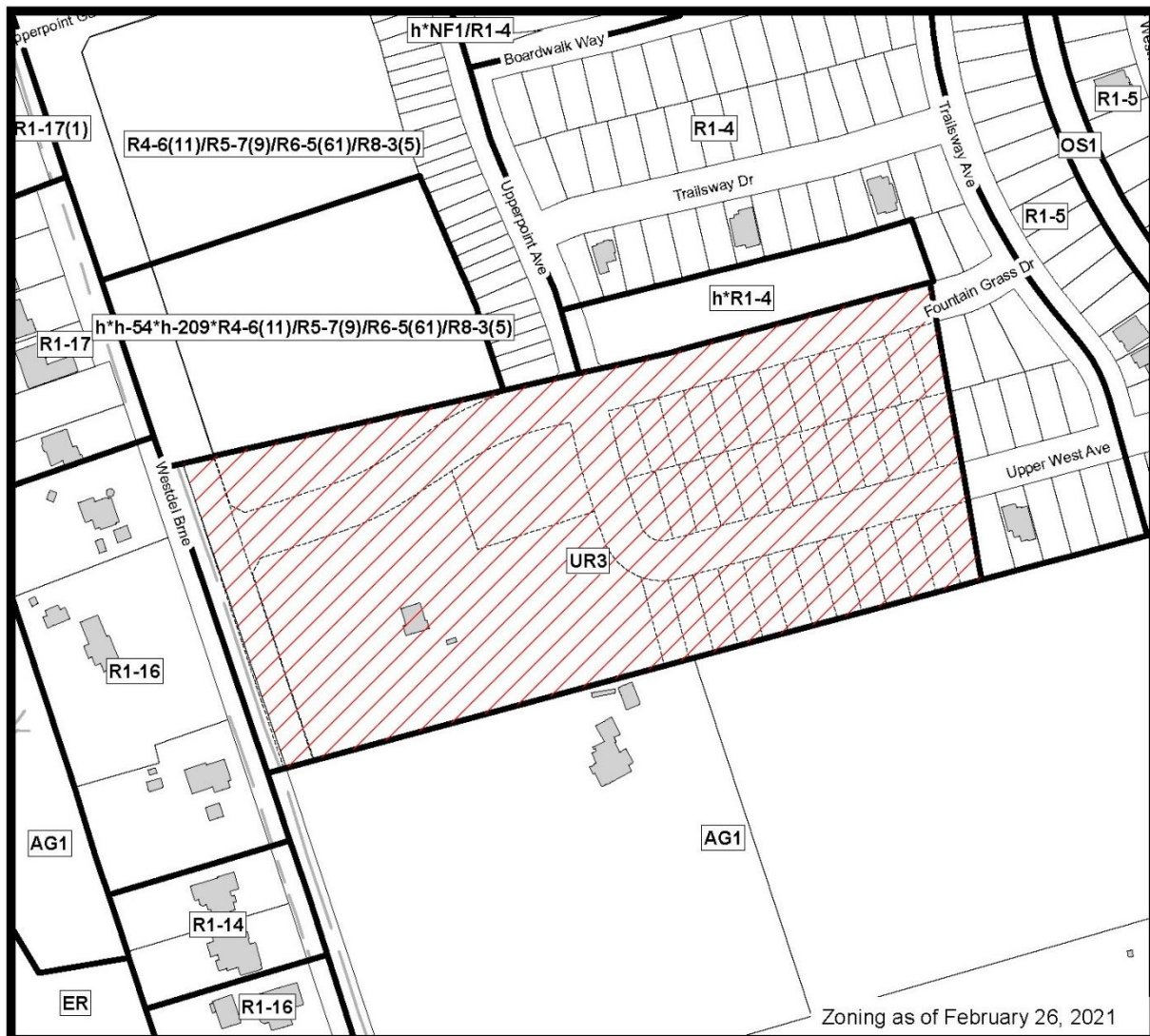
FILE NUMBER: Z-9278

PLANNER: LM

TECHNICIAN: RC

DATE: 2021/03/03

Zoning By-law Map Excerpt



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

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

- | | |
|--|---|
| <ul style="list-style-type: none"> R1 - SINGLE DETACHED DWELLINGS R2 - SINGLE AND TWO UNIT DWELLINGS R3 - SINGLE TO FOUR UNIT DWELLINGS R4 - STREET TOWNHOUSE R5 - CLUSTER TOWNHOUSE R6 - CLUSTER HOUSING ALL FORMS R7 - SENIOR'S HOUSING R8 - MEDIUM DENSITY/LOW RISE APTS. R9 - MEDIUM TO HIGH DENSITY APTS. R10 - HIGH DENSITY APARTMENTS R11 - LODGING HOUSE
 DA - DOWNTOWN AREA RSA - REGIONAL SHOPPING AREA CSA - COMMUNITY SHOPPING AREA NSA - NEIGHBOURHOOD SHOPPING AREA BDC - BUSINESS DISTRICT COMMERCIAL AC - ARTERIAL COMMERCIAL HS - HIGHWAY SERVICE COMMERCIAL RSC - RESTRICTED SERVICE COMMERCIAL CC - CONVENIENCE COMMERCIAL SS - AUTOMOBILE SERVICE STATION ASA - ASSOCIATED SHOPPING AREA COMMERCIAL
 OR - OFFICE/RESIDENTIAL OC - OFFICE CONVERSION RO - RESTRICTED OFFICE OF - OFFICE | <ul style="list-style-type: none"> RF - REGIONAL FACILITY CF - COMMUNITY FACILITY NF - NEIGHBOURHOOD FACILITY HER - HERITAGE DC - DAY CARE
 OS - OPEN SPACE CR - COMMERCIAL RECREATION ER - ENVIRONMENTAL REVIEW
 OB - OFFICE BUSINESS PARK LI - LIGHT INDUSTRIAL GI - GENERAL INDUSTRIAL HI - HEAVY INDUSTRIAL EX - RESOURCE EXTRACTIVE UR - URBAN RESERVE
 AG - AGRICULTURAL AGC - AGRICULTURAL COMMERCIAL RRC - RURAL SETTLEMENT COMMERCIAL TGS - TEMPORARY GARDEN SUITE RT - RAIL TRANSPORTATION
 "h" - HOLDING SYMBOL "D" - DENSITY SYMBOL "H" - HEIGHT SYMBOL "B" - BONUS SYMBOL "T" - TEMPORARY USE SYMBOL |
|--|---|

CITY OF LONDON
PLANNING SERVICES / DEVELOPMENT SERVICES

ZONING BY-LAW NO. Z-1 SCHEDULE A

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



FILE NO: Z-9278	LM
MAP PREPARED: 2021/03/03	CK
1:3,000	
0 15 30 60 90 120 Meters	