

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee
From: George Kotsifas, P. Eng
Deputy City Manager, Planning and Economic Development
Subject: Application By: 2515060 & 2539427 Ontario Inc.
14 Gideon Drive and 2012 Oxford Street West
Public Participation Meeting on: October 18, 2021 at 4:00 PM

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of 2515060 & 2539427 Ontario Inc., relating to the property located at 14 Gideon Drive and 2012 Oxford Street West:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on October 26, 2021, to amend the 1989 Official Plan to change the designation on Schedule "A" - Land Use **FROM** "Low Density Residential" **TO** "Multi-Family, Medium Density Residential" for Block 37 on the proposed Draft Plan of Subdivision;
- (b) The proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting October 26, 2021, to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, to change the zoning of the subject property **FROM** a Urban Reserve UR1 Zone, **TO** a Holding Residential (h*h-65*h-100*R1-2) Zone, a Holding Residential Special Provision (h*h-65*h-100*R6-5()/R8-4()) Zone, Open Space (OS1) and an Open Space (OS5) Zone;
- (c) The Planning and Environment Committee **REPORT TO** the Approval Authority the issues, if any, raised at the public meeting with respect to the application for Draft Plan of Subdivision of 2515060 & 2539427 Ontario Inc. relating to the property located at 14 Gideon Drive and 2012 Oxford Street West; and
- (d) Council **SUPPORTS** the Approval Authority issuing draft approval of the proposed plan of residential subdivision, submitted by 2515060 & 2539427 Ontario Inc., (File No. 39T-21501), prepared by Stantec, Project No. 161413678, dated November 8, 2019, which shows 36 single detached lots (Lots 1-36); one (1) medium density residential block (Block 37); one (1) walkway block (Block 38); one (1) open space block (Block 39); two (2) road widening blocks (Blocks 40 and 41); three (3) reserve blocks (Blocks 42, 43 and 44); and two (2) new local streets (Street A and Street B), **SUBJECT TO** the conditions contained in the attached Appendix "C".

Executive Summary

Summary of Request

The request is to permit a subdivision consisting of single detached dwellings, low to mid-rise apartment buildings, townhouse units, walkway, and public road access via a new street connection to Gideon Drive.

Purpose and the Effect of Recommended Action

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

Rationale of Recommended Action

1. The proposed and recommended amendments are consistent with the Provincial Policy Statement, 2020 which promotes a compact form of development in strategic locations to minimize land consumption and servicing costs, provide for and accommodate an appropriate affordable and market-based range and mix of housing type and densities to meet the projected requirements of current and future residents.
2. The proposed and recommended amendments conform to the in-force policies of The London Plan, including but not limited to Our Strategy, Our City and the Key Directions, as well as conforming to the policies of the Neighbourhoods and Environmental Review Place Type.
3. The proposed and recommended amendments conform to the in-force policies of the 1989 Official Plan, including but not limited to the Low-Density Residential designation, the Multi-Family Medium Density Residential designation, and the Environmental Review designation.
4. The proposed and recommended amendments conform to the policies of the Riverbend Area Plan.
5. The proposed and recommended zoning amendments will facilitate an appropriate form of low and medium density residential development that conforms to The London Plan, the 1989 Official Plan, and the Riverbend Area Plan
6. The recommended draft plan supports a broad range of low and medium density residential development opportunities within the site including more intensive, mid-rise apartments along the Oxford Street West corridor. The Draft Plan has been designed to support these uses and to achieve a visually pleasing development that is pedestrian friendly, transit supportive and accessible to the surrounding community.

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

Background Information

1.1 Previous Reports Related to this Matter

No previous reports.

1.2 Planning History

The subject lands have remained undeveloped and were previously used for agricultural purposes. The lands are located within southwest corner of the River Bend Planning District. A developer-led community plan process which was initiated in November 1996 for the River Bend Planning District. City Council adopted Official Plan Amendment No. 121 in June of 1998 to implement the recommendations of the River Bend Community Plan. Following an Ontario Municipal Board hearing, the Official Plan Amendment was confirmed by the Board with modifications on December 10, 2002. This Amendment delineated the boundary of the Kains Woods ESA, confirmed land use designations, environmental features, and hazards, and established the arterial and collector road system to serve the Planning District. On December 7th, 1998, City Council adopted the Community Plan for the River Bend Area.

Lands to the east of this site fronting on the north side of Oxford Street West were rezoned on May 2, 2005, from Rural Holding (A2) in the Town of Westminster Zoning By-law, to

the Community Shopping Area (CSA5) Zone and the Open Space (OS3) Zone in By-law Z.-1.

On September 6, 2017, the Approval Authority for the City of London issued draft approval for the Eagle Ridge subdivision north of the site. The plan consists of 89 single detached dwelling lots, 1 medium density residential block, 2 open space blocks, 3 park blocks, and 7-part blocks for future development. On July 25, 2017, Municipal Council passed an amendment to the Zoning By-law to apply zoning to the various lots and blocks within the subdivision plan.

1.2 Property Description

The subject properties are located on lands bounded by Westdel Bourne to the east, Oxford Street West to the north, Gideon Drive to the west and agricultural lands to the south. The property is rectangular in shape and includes approximately 210 metres (689 ft) of frontage along Gideon Drive and Oxford Road West. The subject site measures approximately 4.057 ha (10.03 ac) in size and is generally described as reg comp plan 400 lot 5 RP 33R-16427 Part 1 and con gore PT Lot D reg comp plan 400 lot 3 RP 34R-224 PT 1 S CNTY RD 14.

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

- The London Plan Place Type – “Neighbourhoods”, “Farmland”, “Environmental Review” and “Green Space”
- Official Plan Designation – “Low Density Residential”, “Agricultural” and “Environmental Review”
- Existing Zoning – Urban Reserve UR1 Zone, Agricultural (AG1) Zone and Environmental Review (ER) Zone

1.4 Site Characteristics

- Current Land Use – single family house and detached garage/vacant
- Frontage – 210 m (689 ft)
- Depth – varies
- Area – 4.057 ha (10.03 ac)
- Shape – irregular

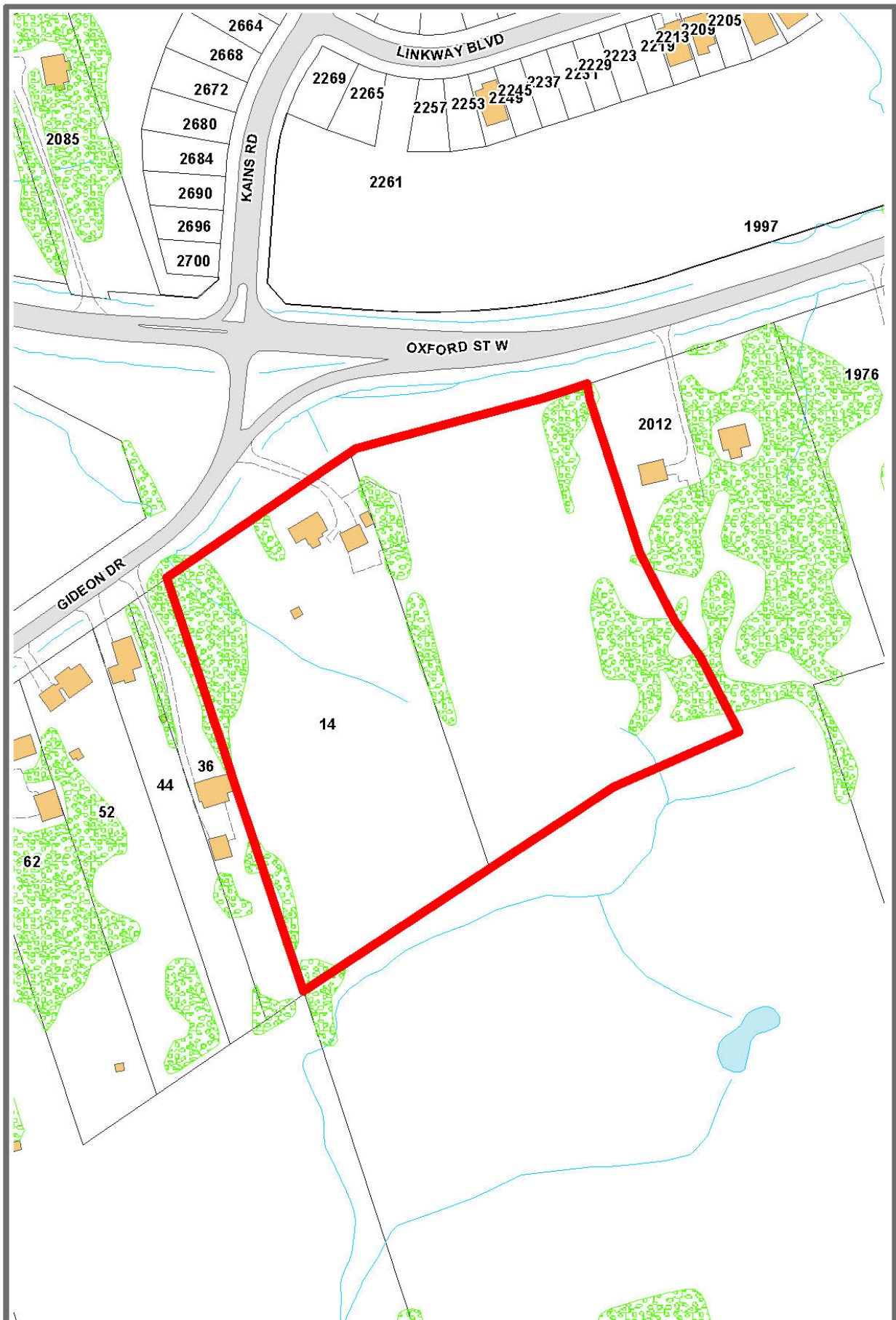
1.5 Surrounding Land Uses

- North – residential
- East – residential
- South – agricultural
- West – residential

1.6 Additional Details

- Archaeological clearance has been confirmed through this application process.

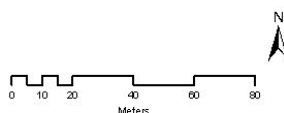
1.7 Location Map



LOCATION MAP

Subject Site: 14 Gideon Drive & 2012 Oxford Street West
 File Number: OZ-9295
 Planner: Sean Meksula
 Date: 01/02/2021

Corporation of the City of London
 Prepared By: Planning and Development



Scale 1:2000

Legend

- Subject Site
- Buildings
- Parks
- Driveways/ParkingLots

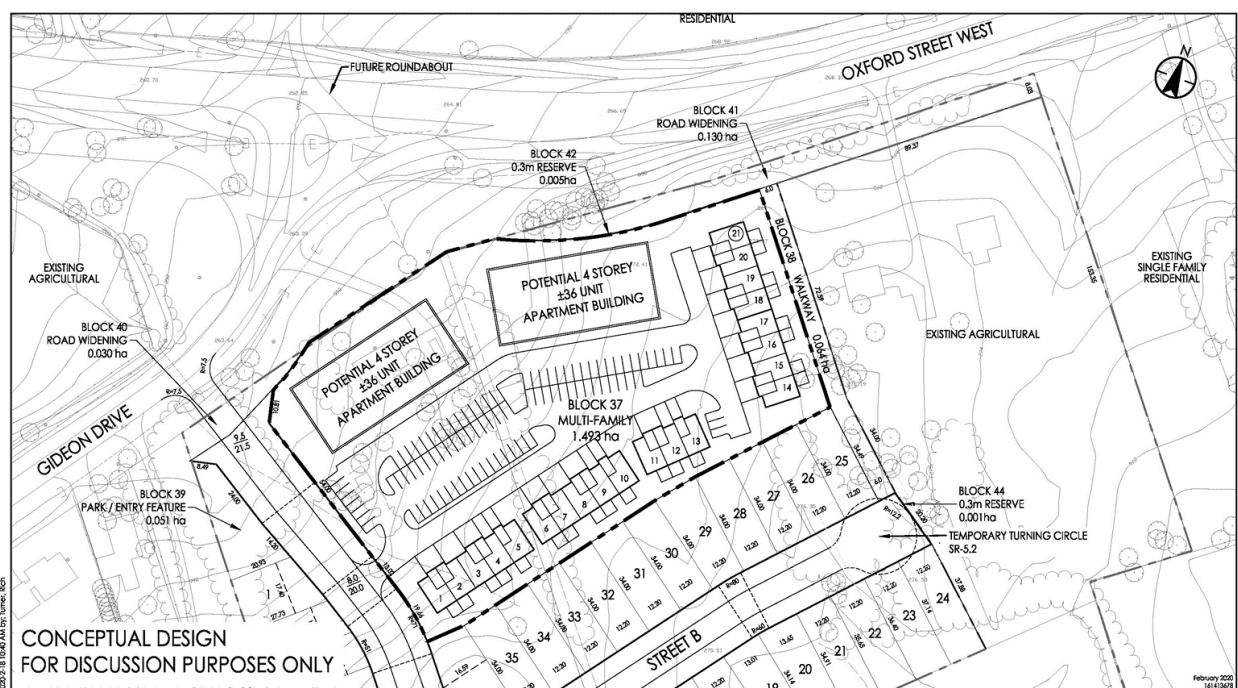
2.0 Discussion and Considerations

2.1 Development Proposal

The proposed Draft Plan provides 1 large block for future residential development in the form of apartment buildings along Oxford Street West, townhouses internal to the site, and 36 single family homes. A pedestrian connection will be established along the east edge of the site and will connect Street B to the Oxford Street West.

The Draft Plan incorporates the following key features:

- Providing low rise apartments and street townhomes that will provide a more intensive scale of development that supports a compact urban form, surrounding commercial uses to the east and future transit services;
- A walkway that will provide pedestrian connectivity to Oxford Street West; and
- The protection and enhancement of existing natural heritage features on the agricultural lands south of the site through the creation of an ecological linkage between the two existing woodlands.



Stantec
600-171 Queens Avenue
London ON N6A 5J7
Tel. 519-645-2007
www.stantec.com

Client/Project
ORANGE ROCK DEVELOPMENTS
14 GIDEON DRIVE & 2012 OXFORD STREET WEST
London, ON Canada
Figure No.
1.0
Title
BLOCK 37
CONCEPTUAL SITE PLAN

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.

3.2 Applicant's Requested Amendment

The Applicant has submitted a Draft Plan of Subdivision, Official Plan and Zoning By-Law amendment, to permit the creation of 36 single family lots and one (1) medium density residential block intended for low-rise apartments and townhouse units along Oxford Street West. A pedestrian walkway is to be provided along the easterly edge of the property and public road access via street connection to Oxford Street East.

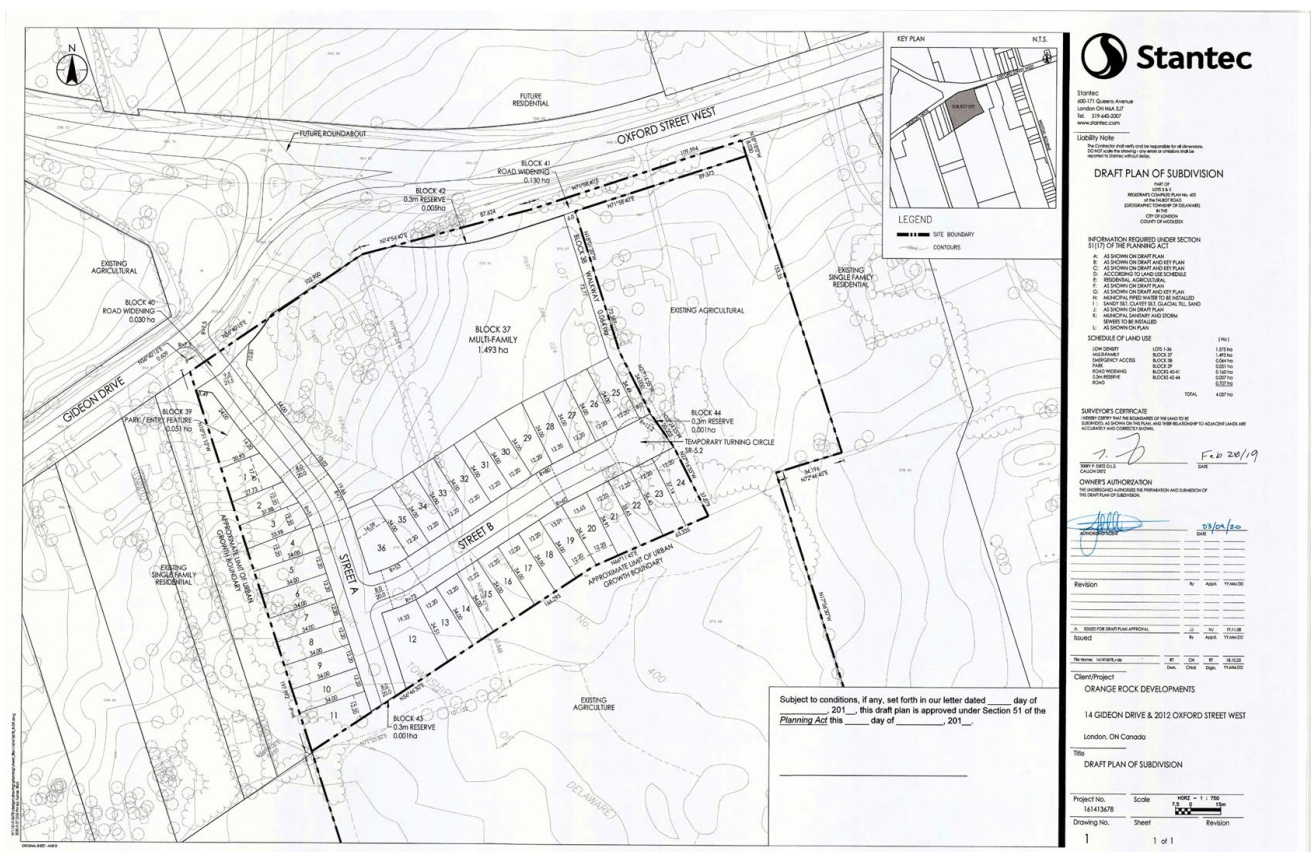
Request to amend to the Official Plan to change from a Low Density Residential (LDR) to the following designation:

- Multi-Family Medium Residential (MFMDR) (**Block 37**)

Request to amend to the zoning by-law to change the zoning from an Urban Reserve UR1 Zone to the following zones:

- Residential (R1-2) Zone (**Lots 1-36**) to permit single detached dwellings on lots with a minimum lot area of 300 square metres and minimum lot frontage of 9 metres;
- Residential R6/Residential R8 (R6-5/R8-4) Zone (**Block 37**) 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;
- Open Space OS1 Zone (**Block 39**) 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,
- Open Space OS5 Zone (**Compensation for loss of Natural Heritage Features**) to permit such uses as conservation lands, conservation works, passive recreation uses which include hiking trails and multi-use pathways, and managed woodlots.

A map of the draft plan of subdivision is found below.



3.3 Community Engagement (see more detail in Appendix B)

Through the public circulation process four (4) email responses and two (2) letters were received from abutting and surrounding property. The comments received by Staff are attached to Appendix "C". Comments/concerns received from the community are summarized as follows:

- Concerns regarding increasing traffic on Oxford Street West and impact on wildlife (deer), excessive vehicle speeds, road traffic noise, and safety for pedestrians
- Concerns that medium density housing does not fit in with the neighbourhood and may impact property values.
- Impact of having that many people live on the square footage proposed

- Increased ambient noise, noise pollution, air pollution and no public transportation servicing the area yet.
- Loss of agricultural land, natural woodlands, and wildlife habitat.
- Concerns regarding impact of alteration of natural drainage patterns and potential flooding of neighbouring properties.

3.5 Policy Context (see more detail in Appendix C)

Planning Act

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

Provincial Policy Statement

The recommended Draft Plan is consistent with the PPS 2020, summarized as follows:

1. Building Strong Healthy Communities:

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

The recommended draft plan is consistent with objectives of Section 1.1.1 by creating healthy, liveable, and safe communities sustained by promoting an efficient development pattern and compact, cost-effective development. The proposed plan is also consistent with policies to promote economic development and efficient use of existing municipal infrastructure. The subject lands are within the Urban Growth Boundary (settlement area) and will be serviced by full municipal services. The proposed subdivision provides permissions for a wide range and mix of residential uses and densities. The proposed conceptual plan illustrates the use of single family, low-rise apartment buildings and townhouse dwellings will provide an alternative form of housing to a surrounding area predominately made up of single detached dwellings. The recommended official plans and zoning also provides the subdivision the ability to implement alternative residential uses ranging from single detached cluster developments, cluster townhouse developments or apartments depending on market demands. This allows the subdivision the ability to accommodate an appropriate, affordable, and market-based range and mix of residential types in keeping with the PPS 2020. The draft plan of subdivision is also close to a variety of existing commercial uses to the east of this development which will serve the immediate needs of the future residents.

The draft plan provides for a pedestrian connection along the easterly edge of the site allowing pedestrians to access Oxford Street West, the Thames Valley Parkway to the north and commercial uses to the east. The large medium density block will also provide the ability for pedestrian connections through the site.

2. Wise Use and Management of Resources:

The vision defined in the PPS acknowledges that the long-term prosperity, environmental health and social well-being of Ontario depends upon the conservation and protection of our natural heritage and agricultural resources. Section 2.0 of the PPS establishes several policies that serve to protect sensitive

natural features and water resources. Based on the accepted EIS, the recommended draft plan and conditions of draft approval are consistent with the Provincial Policy Statement - Section 2.1 Natural Heritage 2.1.1.: "Natural features and areas shall be protected for the long term"; Section 2.1.8: "Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5, and 2.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions."

A woodland habitat located in the northeast portion of the site was removed prior to the application for plan of subdivision. It has been determined through review with Staff that the loss of the woodland can be compensated within the agricultural lands south of the site adjacent to an existing woodland and wetland; the inclusion and rehabilitation of the compensation lands will result in a net benefit to the Natural Heritage System. The applicant will be required to provide a restoration plan for the compensation lands as part of the engineering review package.

3. Protecting Public Health and Safety:
The vision defined in the PPS acknowledges that the long-term prosperity, environmental health and social well-being of Ontario depends, in part, on reducing the potential public cost and risk associated with natural or human-made hazards. Accordingly, Section 3.0 of the PPS states a number of policies designed to direct development away from natural and human-made hazards where there is an unacceptable risk (1) to public health or safety or (2) of property damage. The recommended Draft Plan of Subdivision does not pose any public health and safety concerns, and there are no known human-made hazards.

The London Plan

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

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

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

Our Strategy

Direction #5 is to *Build a Mixed-use Compact City by managing outward growth by supporting infill and intensification within the Urban Growth Boundary in meaningful ways* (59_8). The proposed subdivision is located within the Urban Growth Boundary and within an established community of the City. The subdivision will develop a compact subdivision at a greater density than what currently exists in the area, providing an alternative form of housing within its surrounding context and providing opportunities for access to parks, green space and transit within the area.

Direction #7 is to *Build Strong, Healthy and Attractive Neighbourhoods for Everyone* through designing complete neighbourhoods by meeting the needs of people of all ages, incomes and abilities, and allowing for affordability and ageing in place (61_2). The proposed subdivision will include the development of single-family dwellings, low-rise

apartments, and townhouse dwellings. The proposed form of development provides opportunities for ageing in place, affordability, and an alternative housing choice within the community. The recommended zoning for the subdivision also provides a range of alternative residential land uses depending on market demands.

Direction #8 is to *Make Wise Planning Decisions* by ensuring that planning is in accordance with the *Accessibility for Ontarians with Disabilities Act*, so that all of the elements of the City are accessible for everyone (62_11). The recommended draft plan of subdivision will be required to incorporate sidewalks on both sides of all streets to ensure a walkable and connected community that promotes active health and accessibility, as well as providing a dedicated pathway network for even greater pedestrian connections.

Our City

The Our City policies require that adequate municipal infrastructure services can be supplied prior to any development proceeding (172), and the site has access to future water, stormwater, sanitary servicing and transportation infrastructure that the proposed development can access.

City Building Policies

The City Building policies provide the over-arching direction for how the City will grow over the next 20 years. *City Design* ensures that the built form considers elements such as streets, streetscapes, public spaces, landscapes and buildings. City design is about planning the built form to create positive relationships between these elements (*189_). Oxford Street West which is pedestrian and transit-oriented while the building orientation through the site provides for a positive relationship with Oxford Street West. *Active Mobility* is supported by requiring sidewalks to be located on both sides of all streets (*349_). The recommended draft plan conditions require the new streets to include sidewalks on both sides of the streets to reflect the intent of The London Plan for enhanced walkability and connectivity going forward. *Affordable Housing* for larger residential developments should include a 25% affordable housing component through a mix of housing types and sizes (518_). The proposed plan of subdivision provides a range of permissions in regard to the housing forms that could be implemented on the site. The proposed use of single-family low-rise apartments and townhouse dwellings will provide for a choice in unit size, cost and function.

Place Types

The proposed subdivision is within the Neighbourhoods Place Type, with the block fronting Urban Thoroughfare and abutting two future Neighbourhood Streets. The westerly edge of the site abuts large single family lots within the Environmental Review Place type while the southerly portion of the site is within the Farmland Place Type. The neighbourhood place type permits a range of residential uses in accordance with street classification, ranging from single detached up to street townhouse dwellings (*921_).

The subject site is located in the Neighbourhoods Place Type on *Map 1 – Place Types in The London Plan, with frontage on an Urban Thoroughfare (Oxford Street West). *Table 10 - Range of Permitted Uses in Neighbourhoods Place Type, contemplates a broad range of residential land uses for the subject lands including, but not limited to, single-detached, semi-detached, duplex and converted dwellings, triplexes, fourplexes, townhouses, stacked townhouses and low-rise apartments. The London Plan uses height as a measure of intensity in the Neighbourhoods Place Type. *Table 11 – Range of Permitted Heights in Neighbourhoods Place Type, requires a minimum height of 2-storeys and contemplates a maximum height of 4-storeys, and up to 6-storeys through Bonus Zoning. The London Plan provides opportunities for residential intensification and redevelopment within the Neighbourhoods Place Type where it is appropriately located and a good fit with the surrounding neighbourhood. The proposed single detached dwellings, townhouse blocks and 4-storey apartment buildings proposed in this plan of subdivision are consistent with the intended uses identified in the Neighbourhood Place Type of the London Plan.

(1989) Official Plan

These lands are designated Low Density Residential on Schedule 'A' of the 1989 Official Plan. The Low-Density Residential designation permits primarily single, semi-detached and duplex forms of housing up to 30 units per hectare. The proposed Multi-family, Medium Density Residential designation for Block 37 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 Community 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 Community Plan

The subject lands are located within the Riverbend Planning District, and within the Riverbend Area Plan prepared by the Planning and Development Department in April 1998 and updated in June 2001. As part of that Area Plan these lands were identified for future residential development and designated "Low Density Residential", "Medium Density Residential". The proposed residential uses contemplated for this draft plan of subdivision are consistent with the Riverbend Community Plan.

3.6 Housing Stability Action Plan 2019-2024

Council adopted the Housing Stability Action Plan 2019-2024 early in 2020. The Plan identifies a minimum 3,000 new affordable housing units are needed in London to meet current and potential future needs. Based on most available data, the current vacancy rate in the rental market is 3.2% meaning there is virtually no available rental housing stock that is affordable.

More than 300 additional affordable rental housing units are needed each year to close the gap. In the City of London, 14% of Londoners are in Core Housing Need and the City is ranked fourth nationally for individuals and families living within Core Housing Need.

The applicant has provided a mix of residential housing types within the proposed plan of subdivision including single detached dwellings, townhouse blocks and low-rise apartment buildings which may assist in providing additional affordable units within the northwest portion of the city.

3.7 Subdivision Analysis

The proposed Draft Plan has been reviewed on the principal elements, found within the policies of the London Plan:

Subdivision Design and Connectivity

Connectivity and Mobility (307_) are key principles in The London Plan. Within these principles neighbourhoods are promoted to be designed in a manner that use public spaces and parks to serve as mobility linkages through and between neighbourhoods (333_). Access management is also important in ensuring that major streets are not impeded with unnecessary driveway access points (336_). The London Plan also provides direction on connectivity and design through City design policies. It encourages street networks to be designed in a manner which ensure high-quality pedestrian environments and maximized convenience for mobility along with street patterns that are easy and safe to navigate by walking and cycling (211_, 213_). Public spaces should be designed and located as part of, and to support, the active mobility network (246_).

The design of the subdivision provides access to the residential development through the introduction of a new local street with two connections to Gideon Drive. The medium density block which fronts Oxford Street West will be accessed from the new local street (behind the future developments) ensuring that Oxford Street West is not impeded with

additional driveways. The proposed Street 'A' is a simple loop within the subdivision providing sidewalks on both sides of the road promoting a safe high-quality pedestrian environment which is easy and safe to navigate through the subdivision connecting pedestrians to commercial uses along Oxford Street West. These internal pedestrian connections in combination with the walkway on eastern edge of the property will not only increase connectivity and mobility for those living within the subdivision, but it will enhance the connection to the existing commercial uses on Oxford Street West and the future development of the lands to the east connecting Riverbend Community together.

City Design and Placemaking

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

Placemaking Guidelines were adopted by the City in 2007 to ensure new subdivision development results in livable communities that provide an identifiable character, sense of place, and a high quality of life.

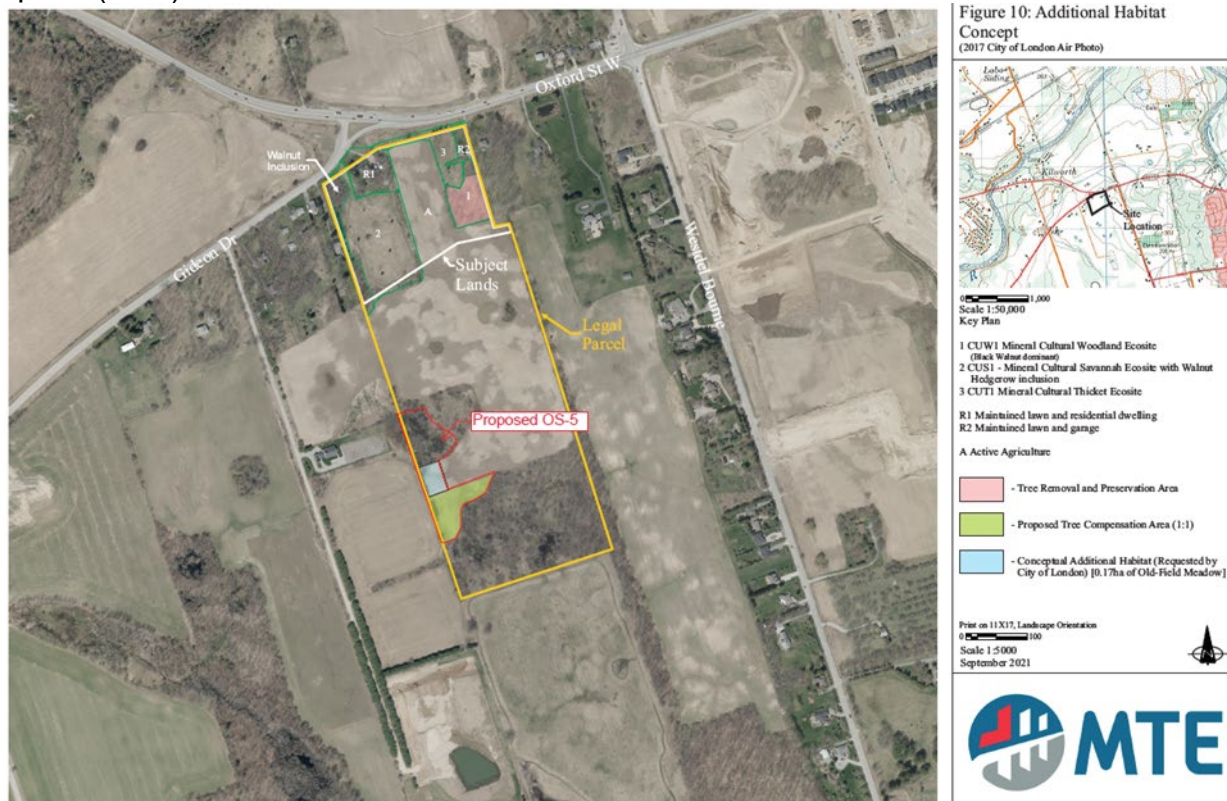
The proposed draft plan of subdivision, in combination with the recommended Official Plan and Zoning amendments can provide a mix of complementary uses which includes a range of housing types, forms and choice along Oxford Street West and within the Riverbend community. The current development proposal has identified townhouse units as a permitted use internal to the site and 4-storey low-rise apartment buildings as the main use along Oxford Street West. These buildings provide the ability to offer a mix of unit type, size and affordability. The future building designs will create an attractive and pleasant streetscape along Oxford Street West in keeping with the goals of The London Plan. The development provides for excellent pedestrian connections on the proposed street network and through dedicated walkway connection. The Draft Plan has been designed to support these uses and to achieve an aesthetically-pleasing, mixed development that is pedestrian friendly, transit supportive and accessible to the surrounding community.

Natural Heritage/Green Space

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

A portion of the site contains a woodland that will be removed as part of the proposed development. The applicant is to compensate for the loss of the woodland feature. The London Plan does contemplate such a removal provided it is at a 1:1 basis and in an area that would provide a net environmental benefit. Staff has worked with the applicant to establish an appropriate location for the compensation adjacent to an existing natural heritage feature south of the subject site on lands owned by the applicant. An additional area of compensation is also required for the loss of fallow agriculture fields that potentially contain significant wildlife habitat.

These two compensation areas (as shown below) are to be located adjacent to two natural heritage features that contain both woodlands and wetlands. To ensure the longevity and protection of the compensation lands, staff are recommending the compensation lands and a portion of the existing natural heritage lands to be zoned Open Space (OS5).



Relocation of the woodland is consistent with The London Plan woodland policies. Through conditions of Draft Approval Staff has ensured that any remaining Natural Heritage concerns are addressed. The conditions will require an updated EIS which will address Natural Heritage Feature identification, protection and mitigation, restoration, monitoring, all to the satisfaction of the City.

Parks and Pathways

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

The proposed plan of subdivision is generally isolated from the surrounding context due to its location between Gideon Drive to the west and Westdel Bourne to the east. The applicant proposed a small block (Block 39) as parkland for this development, however, it was not accepted as parkland dedication by the City. The block is not functional for parkland use and does not meet the minimum park size according to the City of London Official Plan and the Parks and Recreation Master Plan. Cash-in-lieu of parkland will be provided for this development.

Community Facilities

The London Plan recognizes that schools and other public facilities have a wide range of influences on our city life, including economic development, safety, innovation, research and development, social connectedness, and health. These facilities can be fundamental to how our city's image is perceived by others. Many of these buildings and services form important hubs within neighbourhoods (425_). Small scale community facilities such as schools and churches are permitted in the Neighbourhoods Place Type along

Neighbourhood Connectors. The London Plan also directs these uses, where appropriate, to create shared park/school complexes and campuses with local school boards and other institutions to maximize the use of these facilities and to coordinate the design for mutual benefit (410_8.).

Given the size of the proposed subdivision and previously mentioned isolation from the surrounding areas, it was determined that the proposed subdivision would not be an ideal location for a community facility. The proposed subdivision is surrounded by several community facilities that will be able to accommodate the needs to the proposed development.

Archaeological and Cultural Heritage

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

The subject site has undergone a Stage 1 and 2 Archeological Assessment. No significance was found on the majority of the site. Further archaeological work (Stage 3) is required for two archaeological sites: LEC1 (AfHi-400) and LEC2 (AfHi-401). These sites are located outside of the area of the property subject to the proposed draft plan of subdivision. No further work is required for the area within the proposed draft plan of subdivision.

prevent negative indirect project impacts to the outbuilding on the property at 2012 Oxford Street West, the outbuilding should be isolated from construction-related activities. Vibration studies for the outbuilding will be prepared by a qualified engineer to determine the maximum acceptable vibration levels, or peak particle velocity (PPV) levels and establish an appropriate buffer distance between project activities and the outbuilding. The maximum possible buffer zone will be established between construction activities and the outbuilding:

- Construction marking will be provided to define the areas around the outbuilding where construction should not occur, based on the results of the vibration study.
- Construction will be monitored within the defined area at appropriate points to confirm that acceptable PPV levels are not exceeded.
- All construction activities will cease if levels are exceeded until an acceptable solution can be identified.

The h-18 holding provision should be applied to the remainder of the property when it is developed to ensure that archaeological issues are addressed prior to development or site alteration. Should development or construction plans change to include these areas (such as machine travel, material storage and stockpiling, site alteration), these two locations will require further archaeological work in advance of development or site alteration.

Servicing

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

Stormwater Management

The ultimate SWM will be provided by on site Private Permanent Systems for all blocks within the development. Further SWM refinement will be required through detailed design.

Water

Watermain connections will be made to the municipal main along Gideon Drive and Oxford Street West. The Applicant will be required to demonstrate water looping and water quality at detailed design.

Sanitary

Sanitary servicing will be available through the extension of the 675mm trunk sanitary sewer RB1B from the north side of Oxford Street West to Gideon Drive as part of Transportation' roundabout construction tentatively in 2024.

Transportation

Transportation has no issues with the proposed location of Street 'A' providing access through the site out to Gideon Drive.

Subdivision Engineering is also requesting holding provisions (h and h-100) over the entire site to ensure that appropriate services will be provided on a site-specific basis as development proposals are submitted for the proposed blocks.

'h' Purpose: To ensure the orderly development of lands and the adequate provision of municipal services, the "h" symbol shall not be deleted until the required security has been provided for the development agreement or subdivision agreement, and Council is satisfied that the conditions of the approval of the plans and drawings for a site plan, or the conditions of the approval of a draft plan of subdivision, will ensure a development agreement or subdivision agreement is executed by the applicant and the City prior to development.

and

'h-100' Purpose: To ensure there is adequate water service and appropriate access, a looped watermain system must be constructed and a second public access must be available to the satisfaction of the Deputy City Manager, Environment and Infrastructure or designate, prior to the removal of the h-100 symbol. Permitted Interim Uses: A maximum of 80 residential units

Affordable Housing

The London Plan provides direction on affordable housing and identifies that secondary plans and larger residential development proposals should include a 25% affordable housing component through a mix of housing types and sizes. In keeping with this intent, 40% of new housing units within a secondary plan, and lands exceeding five hectares in size outside of any secondary plan, should be in forms other than single detached dwellings (*518_).

The proposed single detached dwellings, townhouse dwellings and low-rise apartment buildings allows for opportunities to provide affordable housing as apartment buildings and townhouse units can provide different unit sizes, number of bedrooms and use different construction alternatives helping to reduce costs. The proposed development and recommended zoning will add to the low and medium density housing stock in the surrounding area and may provide an alternative and more affordable form of housing in the area.

Green Development

The policies of The London Plan promote sustainability and green development, in an effort to impose minimal impact on the environment, minimize consumption of water and energy, and reduce or eliminate waste outputs such as air pollution, water pollution, wastes and heat in a sustainable fashion. Green cities also have a small ecological footprint – the amount of land and water area required to sustain a city's consumption patterns and absorb its wastes on an annual basis (687_). A healthy city is one that supports the health of those that live in it. It can do so as a result of how it is planned and developed – offering such things as active mobility options, quality parks and recreational facilities for active and passive recreation, a clean and healthy environment, accessible

health care facilities and services, protection from natural hazards, and safe and secure places (690_).

Through future site plan processes, the City will seek to promote green development methods for construction, encourage LID solutions and where possible limit the amount of surface parking and promote landscape open space throughout the site.

Z.-1 Zoning By-law

The appropriateness of the proposed zone changes permitted uses and regulations have been reviewed against the regulatory requirements of Zoning By-law Z.-1. These lands are currently zoned Urban Reserve UR1. The future site plan for this Block 37 will be evaluated to ensure that the proposed apartment buildings are oriented to the arterial roads with active building uses including ground floor unit entrances, a high proportion of fenestration and outdoor amenity areas. The proposed zoning for each Block 37 implements the policies of the London Plan and the development concept proposed.

The zoning for the multi-family medium density Block 36 will ensure orientation to the street frontages towards Oxford Street West and Gideon Drive through a special provision to include a maximum setback (up to 6m) along Oxford Street West and Gideon Drive to ensure the buildings are street oriented. A zoning map excerpt from the Z.-1 Zoning By-law Schedule A is found at Appendix E.

Single Detached Dwelling Lots 1 to 36 – Holding Residential R1 (h-h-65-h-100-R1-2) Zone to permit single detached dwellings on lots with a minimum lot area of 300 square metres and minimum lot frontage of 9 metres.

Block 37 - Holding Residential R6 Special Provision / Residential R8 Special Provision (Holding Residential (h-h-65-h-100-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 setback (up to 6m) along Oxford Street West and Gideon Drive to ensure the buildings are street-oriented.

Park Block 39 - 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

Compensation Lands - Open Space (OS5) Zone to permit such uses as conservation lands, conservation works, passive recreation uses which include hiking trails and multi-use pathways, and managed woodlots.

Holding Provisions

A holding provision (h-65) to ensure there are no land use conflicts between the adjacent arterial roads and/or rail line and the proposed residential uses, the "h-65" shall not be deleted until the owner agrees to implement all noise and vibration attenuation measures, recommended in noise and vibration assessment reports acceptable to the City of London.

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 Community 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 are generally consistent with the pattern of the existing development to the north. 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 37) enhanced by the park block placement adjacent Block 39 on the west side of street "A". Based on the proposed zoning densities, the site could potentially yield approximately 21 cluster housing and/or townhouse dwellings units and two (2) low rise apartments with 72 dwelling units up to a maximum height of 4 storeys.

4.3 Form

The subdivision plan maintains a modified grid pattern with 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-65) is recommended for the low-density single-family lots and medium density block to ensure that all noise attenuations are put in place for the apartments and townhouses along Oxford Street West. A vibration study will also be required to make sure there will be no impacts to the outbuilding which is situated within 50 metres of project activities. This is a typical mitigative measure when construction activity is in close proximity to a heritage resource.

4.5 Public Comments

- Concerns regarding increasing traffic on Oxford Street West, excessive vehicle speeds, road traffic noise, and safety for pedestrians.

Vehicular traffic will have access to a public road connection at Gideon Drive. There will be future roundabout at the Gideon Drive and Oxford Street West intersection to disperse vehicular traffic and minimize congestion and impacts on the existing residents and future neighbourhood. However, concerns were expressed by residents regarding increasing traffic on Oxford Street West, vehicle speeds, traffic noise, and safety for pedestrians. On the Street Classifications - Map 3 to The London Plan, Oxford Street West is classified as an Urban Thoroughfare transitioning to a Rural Thoroughfare west 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 Oxford Street West 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 Oxford Street West and Gideon Drive to 24.0 metres from the centreline of the original road allowance within 150.0 metres of the intersection of Oxford Street West and Gideon Drive (D.P. Condition No. 60). The draft plan identifies an approximately 0.160-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 dedicate 6.0 m x 6.0 m “daylighting triangles” at the intersection of Street ‘A’ with Gideon Drive (D.P. Condition No. 63).

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

The residential uses along the west and east side of site 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 recognized interface with the larger lots to the west on Gideon Drive, ensure compatibility and sensitivity to those uses by creating an open space (Block 39). Taking into consideration the road, and setbacks, there will be a buffer distance of approximately 70 to 100 metres between the homes on Gideon Drive and the building face of a future development on the medium density block (Block 37).

- Impact of having that many people live on the square footage proposed.

The Low-Density Residential designation permits a density of 30 units per hectare, Medium Density Residential designation in the permit’s residential uses at a density of 30-75 units per hectare and building heights up to six storeys. The Neighbourhood Place Type permits a range of heights requiring a minimum of 2-storeys up to a maximum of 4-storeys with the option to bonus up to 6-storeys when located at the intersection of an Urban Thoroughfare and Neighbourhood Connector. The proposed zones and uses mentioned above are all in keeping with the regulations of the Low and Medium Density Residential Policies of the of the (1989) Official Plan and are considered appropriate on the proposed Low Density lots and Medium Density Residential block. Overall, the proposed zones will be compatible with future lands uses and the proposed lots and block is of a sufficient size and shape to accommodate the proposed uses, potential intensity and forms of land uses. A site plan will be required to address any future compatibility issues for the apartments and townhouse units.

- Increased ambient noise, noise pollution, air pollution and no public transportation servicing the area yet.

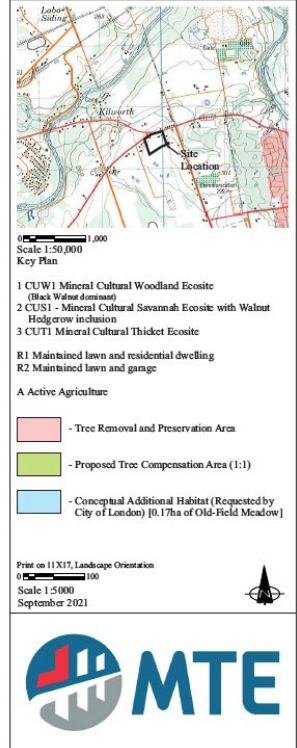
There is no reasonable expectation that the proposed development would generate noise or air pollution beyond what would typically be expected from a residential development. There are currently no sidewalks along Oxford Street West or Gideon Drive in this area. External sidewalks along Oxford Street West and Gideon Drive are anticipated with future upgrades. Sidewalks will be provided on both internal Streets (A and B) of the proposed development. A linear corridor (Block 38) with a hard-surfaced walkway will be constructed to create a pedestrian access corridor between the terminus of Street B and Oxford Street West. Currently, bus transit is not available within 1 km of the Site. It is anticipated that transit service will be extended along Oxford Street West and Westdel Bourne when warranted, providing service within walking distance (< 400 m) from the proposed development.

- Loss of agricultural land, natural woodlands, and wildlife habitat.

The broader area includes developing and planned residential development within the Riverbend area to the east and north of the site, within the Urban Growth Boundary UGB. Lands outside of the UGB, mainly west and south of the site, are currently not planned for urban development and therefore will remain under the existing uses (agricultural) in the foreseeable future. Based on the accepted EIS there are no aquatic species of significance located 1 km of the boundaries of the site and no known occurrences of faunal species of significance or floral species at risk within the proposed Draft Plan area. No permanent ponded water is located within the proposed Draft Plan boundaries, with an ephemeral pond observed in early spring. There were no amphibians or reptiles identified on the site. Woodland communities and wetland features on the lands have been evaluated and compensation for the woodland that has been removed will be relocated and be protected within an open space block and adjacent existing natural heritage features as shown on the map below.



Figure 10: Additional Habitat Concept
(2017 City of London Air Photo)



City staff are satisfied that all related environmental reports and studies have advanced to a point where they can be finalized as part of the Design Studies stage, in accordance with the conditions of draft plan approval.

Conclusion

The proposed amendments are consistent with the Provincial Policy Statement, 2020 which promotes a compact form of development in strategic locations to minimize land consumption and servicing costs and provide for a range of housing types and densities to meet projected requirements of current and future residents. The proposed changes to the (1989) Official Plan and Zoning By-law No. Z.-1 will implement the recommended draft plan, which will ultimately support the proposed medium density residential development opportunities within the site, including more intensive, mixed-use apartments and townhouses along Gideon Drive and Oxford Road West. The Draft Plan has been designed to support these uses and to achieve an aesthetically-pleasing, mixed development that is pedestrian friendly, transit supportive and accessible to the surrounding. Therefore, staff are satisfied the proposal represents good planning and recommend approval.

Prepared by: Sean Meksula, MCIP, RPP
Senior Planner, Subdivision Planning

Reviewed by: Bruce Page, MCIP, RPP
Manager, Subdivision Planning

Recommended by: Gregg Barrett, AICP
Director, Planning and Development

Submitted by: George Kotsifas, P. Eng.
Deputy City Manager,
Planning and Economic Development

cc: Matt Feldberg, Manager, Subdivisions and Development Inspections
cc: Bruce Page, Manager, Subdivision Planning
cc: Peter Kavcic, Manager, Subdivision Engineering
cc: Michael Pease, Manager, Site Plan

SM/sm

Y:\Shared\DEVELOPMENT SERVICES\4 - Subdivisions\2021\39T-21501 - 14 Gideon Drive and 2012 Oxford Street West (SM)\02.
WORKING\01. Draft Approval\PEC\DRAFT_39T-21501 - 14 Gideon Drive and 2012 Oxford Street West_PEC (SM)1.docx

Appendix A Official Plan Amendment – Policies for Specific Areas

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

By-law No. C.P.-1284-
A by-law to amend the Official Plan for
the City of London, 1989 relating to 14
Gideon Drive and 2012 Oxford Street
West.

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

1. Amendment No. (to be inserted by Clerk's Office) to the Official Plan for the City of London Planning Area – 1989, as contained in the text attached hereto and forming part of this by-law, is adopted.
2. This by-law shall come into effect in accordance with subsection 17(38) of the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on October 26, 2021

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – October 26, 2021
Second Reading – October 26, 2021
Third Reading – October 26, 2021

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

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to change the designation of the site from Low Density Residential to Multi-family, Medium Density Residential that will allow for a development that is consistent with the Neighbourhoods Place Type policies of The London Plan.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 14 Gideon Drive and 2012 Oxford Street West in the City of London.

C. BASIS OF THE AMENDMENT

The recommended Medium Density Residential designation amendments are consistent with the policies of the Provincial Policy Statement, 2020, they conform to the in-force policies of The London Plan and the Official Plan for the City of London (1989) and are appropriate in order to facilitate the proposed development. The recommended amendment would permit development at an intensity that is appropriate for the site and the surrounding neighbourhood. The recommended amendment would help to achieve the vision of the Neighbourhoods Place Type, providing a range of housing choice and mix of uses to accommodate a diverse population of various ages and abilities.

D. THE AMENDMENT

The Official Plan for the City of London Planning Area - 1989 is hereby amended as follows:

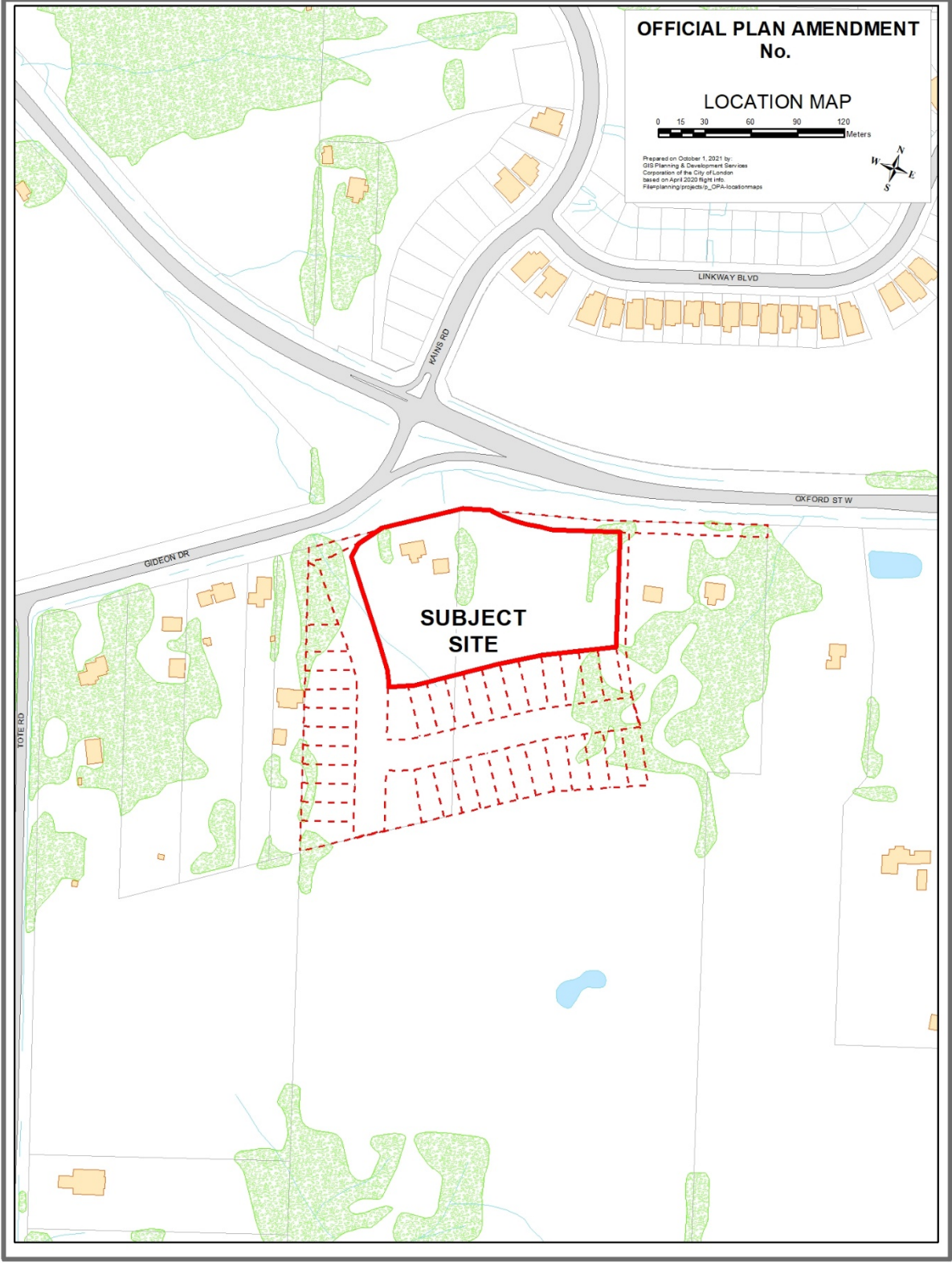
1. Schedule "A", Land Use, to the Official Plan for the City of London – 1989 is amended by designating those lands located at 14 Gideon Drive and 2012 Oxford Street West in the City of London, as indicated on "Schedule 1" attached hereto from Low Density Residential to Multi-family, Medium Density Residential.

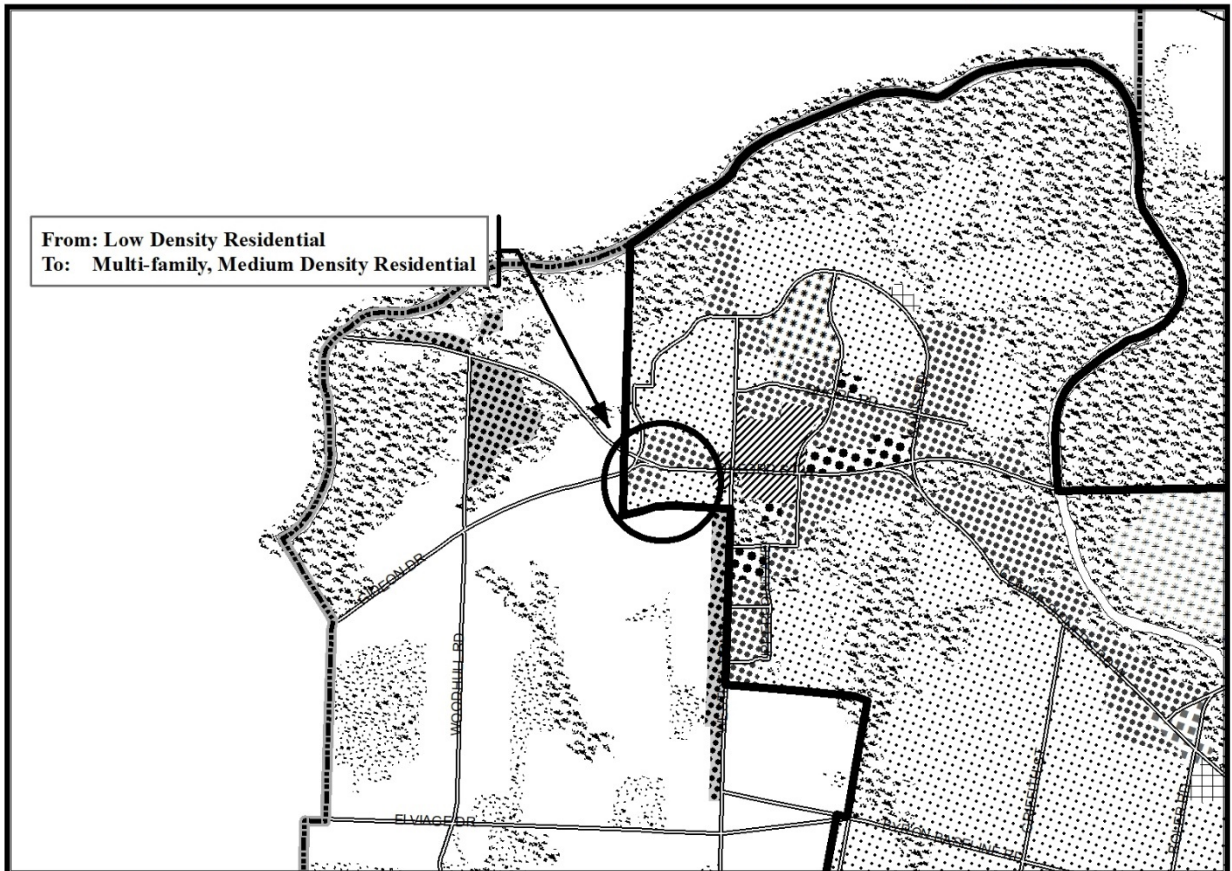
**OFFICIAL PLAN AMENDMENT
No.**

LOCATION MAP



Prepared on October 1, 2021 by:
GIS Planning & Development Services
Corporation of the City of London
based on April 2020 flight info.
File: planning/projects/OPA-locationmaps





Legend

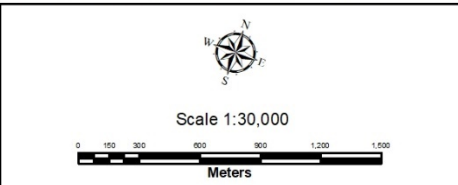
Downtown	Multi-Family, Medium Density Residential	Office Business Park
Wonderland Road Community Enterprise Corridor	Low Density Residential	General Industrial
Enclosed Regional Commercial Node	Office Area	Light Industrial
New Format Regional Commercial Node	Office/Residential	Commercial Industrial
Community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

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

**SCHEDULE 1
TO
OFFICIAL PLAN**

AMENDMENT NO. _____

PREPARED BY: Graphics and Information Services



FILE NUMBER: 39T-21501

PLANNER: SM

TECHNICIAN: MB

DATE: 2021/09/27

Appendix "B" – Zoning By-law Amendment

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

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

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 14 Gideon Drive and 2012 Oxford Street West .

WHEREAS 2515060 & 2539427 Ontario Inc. has applied to rezone an area of land located at 14 Gideon Drive and 2012 Oxford Street West, 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 14 Gideon Drive and 2012 Oxford Street West, as shown on the attached map, comprising part of Key Map No. 105 FROM a Urban Reserve UR1 Zone, TO a Holding Residential (h*h-65*h-100*R1-2) Zone Holding Residential Special Provision (h*h-65*h-100*R6-5()/R8-4()) Zone, Open Space (OS1) and an Open Space (OS5) 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 up to 6 metres along Oxford Street West and Gideon to ensure the buildings are street-oriented (Maximum)

3) 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 townhouse dwellings

- b) Regulations:
- ii) Height (Maximum) 16 metres (4 storeys)
 - iii) Dwelling Setback from along Oxford Street West and Gideon to ensure the buildings are street-oriented (Maximum) up to 6 metres

The inclusion in this By-law of imperial measure along with metric measure is for the purpose of convenience only and the metric measure governs in case of any discrepancy between the two measures.

This By-law shall come into force and be deemed to come into force in accordance with Section 34 of the *Planning Act, R.S.O. 1990, c. P13*, either upon the date of the passage of this by-law or as otherwise provided by the said section.

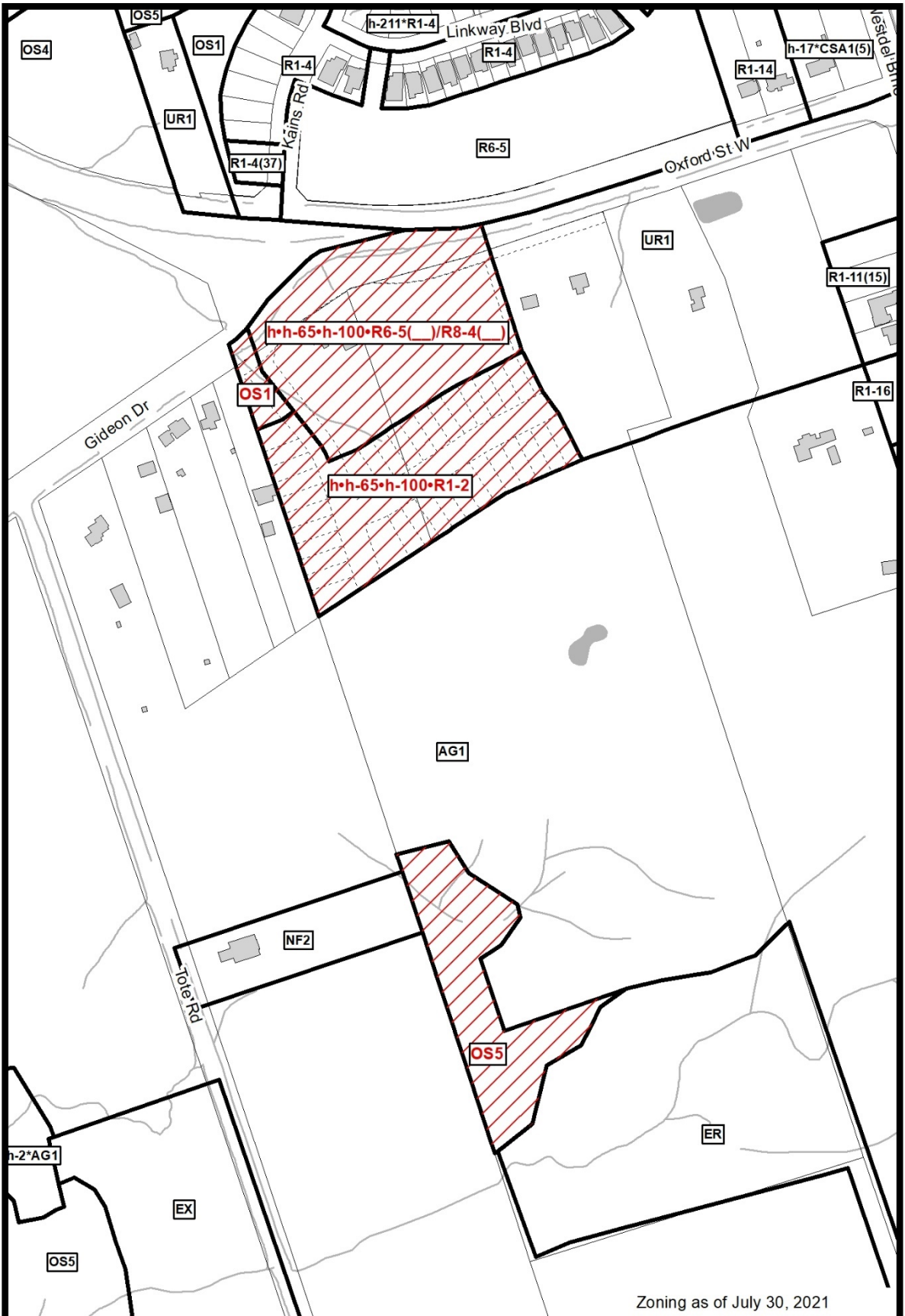
PASSED in Open Council on October 26, 2021.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – October 26, 2021
Second Reading – October 26, 2021
Third Reading – October 26, 2021

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



Zoning as of July 30, 2021

File Number: 39T-21501
 Planner: SM
 Date Prepared: 2021/09/29
 Technician: MB
 By-Law No: Z.-1-

SUBJECT SITE 

1:3,500

0 15 30 60 90 120
 Meters



Appendix “C” – Draft Approved Plan and Conditions

THE CORPORATION OF THE CITY OF LONDON’S CONDITIONS AND AMENDMENTS TO FINAL APPROVAL FOR THE REGISTRATION OF THIS SUBDIVISION, FILE NUMBER 39T-19502 ARE AS FOLLOWS:

NO. CONDITIONS

General

1. This draft approval applies to the draft plan submitted by 2515060 & 2539427 Ontario Inc. (File No. 39T-21501), prepared by Stantec, and certified by Terry P. Dietz OLS, Callon Dietz, (Project No. 161413678, dated November 8, 2019), which shows 36 single detached lots (Lots 1-36); one (1) medium density residential block (Block 37); one (1) walkway block (Block 38); one(1) open space block (Block 39); two (2) road widening blocks (Blocks 40 and 41); and three (3) reserve blocks (Blocks 42, 43 and 44) new local streets (Street A and Street B).
2. This approval applies for three years, and if final approval is not given by that date, the draft approval shall lapse, except in the case where an extension has been granted by the Approval Authority.
3. The Owner shall enter into a subdivision agreement with the City, in the City’s current approved form (a copy of which can be obtained from Development Services), which includes all works and services required for this plan, and this agreement shall be registered against the lands to which it applies.
4. The Owner shall comply with all City of London standards, guidelines and requirements in the design of this draft plan and all required engineering drawings, to the satisfaction of the City. Any deviations from the City’s standards, guidelines or requirements shall be satisfactory to the City.
5. In conjunction with the first submission of engineering drawings, street(s) shall be named and the municipal addressing shall be assigned to the satisfaction of the City.
6. Prior to final approval, the Owner shall submit to the Approval Authority a digital file of the plan to be registered in a format compiled to the satisfaction of the City of London and referenced to NAD83UTM horizon control network for the City of London mapping program.
7. The Owner shall satisfy all the requirements, financial and otherwise, of the City of London in order to implement the conditions of this draft approval.
8. Prior to final approval the Owner shall pay in full all financial obligations/encumbrances owing to the City on the said lands, including property taxes and local improvement charges.
9. Prior to final approval, the Owner shall provide copies of all transfer documentation for all land transfers/dedications and easements being conveyed to the City, for the City’s review and approval.
10. Prior to final approval, for the purposes of satisfying any of the conditions of draft approval herein contained, the Owner shall file with the Approval Authority a complete submission consisting of all required clearances, fees, final plans, and any required studies, reports, data, information or detailed engineering drawings, and to advise the Approval Authority in writing how each of the conditions of draft approval has been, or will be, satisfied. The Owner acknowledges that, in the event that the final approval package does not include the complete information required by the Approval Authority, such submission will be returned to the Owner without detailed review by the City.

Planning

11. Prior to final approval, appropriate zoning shall be in effect for this proposed subdivision.
12. In conjunction with the first submission engineering drawings, the Owner shall submit a lotting plan which complies with all City standards and zoning regulations all to the satisfaction of the City.
13. In conjunction with the Focused Design Studies submission, the Owner shall have a qualified acoustical consultant prepare a noise study concerning the impact of traffic noise on future residential uses adjacent to arterial roads. The noise study shall be prepared in accordance with the Ministry of the Environment Guidelines and the City of London policies and guidelines. Any recommended noise attenuation measures are to be reviewed and accepted by the City. The final accepted recommendations shall be constructed or installed by the Owner or may be incorporated into the subdivision agreement.
14. Prior to the submission of the engineering drawings, the applicant and its arborist will establish and provide an appropriate buffer zone to protect mature trees and the black walnut grove on the property at 2012 Oxford Street West.
15. In order to prevent negative indirect project impacts to the outbuilding on the property at 2012 Oxford Street West, the outbuilding will be isolated from construction-related activities.
 - a. Vibration studies for the outbuilding will be prepared by a qualified engineer to determine the maximum acceptable vibration levels, or peak particle velocity (PPV) levels and establish an appropriate buffer distance between project activities and the outbuilding. The maximum possible buffer zone will be established between construction activities and the outbuilding.
 - b. Construction marking will be provided to define the areas around the outbuilding where construction should not occur, based on the results of the vibration study.
 - c. Construction will be monitored within the defined area at appropriate points to confirm that acceptable PPV levels are not exceeded.
 - d. All construction activities will cease if levels are exceeded until an acceptable solution can be identified.
16. Under the direction of a heritage professional in good standing with the Canadian Association of Heritage Professionals, documentation of 14 Gideon Drive, in the form of detailed photography, will be completed prior to any change in site conditions. The photo-documentation will be provided to City for heritage records.
 - i) In consultation with the City's heritage planner, a commemoration strategy will be prepared – and integrated into the proposed development (e.g. signage, park/entry feature) – to offer a better understanding of an early Kilbourne residence.
 - ii) In the event documentation activities identify historic construction materials, salvage of these materials shall occur (should materials warrant display as commemoration features) and consist of their identification and storage for future use.

Parks Planning and Open Space

17. The Owner shall provide a cash-in-lieu payment in accordance with the provisions of Parkland Dedication By-law CP-9. Parkland dedication is required for this proposal and will be calculated at 5% of the total site area.

Natural Heritage

18. The Owner shall implement the Environmental Management Plan and all recommendations contained in the Environmental Impact Study (EIS) prepared by MTE and any EIS Addendum, all to the satisfaction of the City, including, but not limited to provision for buffer zones; re-vegetation/restoration; construction mitigation; timing of work; wetland relocation; and environmental monitoring.
19. In conjunction with the Focused Design Studies submission, the Owner shall have their ecological consultant detail the implementation of the Environmental Management Plan and all recommendations listed in the Environmental Impact Study and /or addendums, all to the satisfaction of the City.
20. In conjunction with the Focused Design Studies submission, the Owner's Landscape Architect or Ecologist shall prepare and provide a concept plan for all ecological buffers, compensation areas and/or restoration areas all to the satisfaction of the City.
21. As part of the first submission of engineering drawings, the Owner's Landscape Architect and/or ecological consultant shall provide a detailed restoration and buffer planting plan in accordance with the Environmental Impact Study, all to the satisfaction of the City.

Monitoring of Ecological Works

22. In conjunction with the first submission engineering drawings, the Owner's ecological consultant shall prepare and submit a detailed environmental monitoring program in accordance with the accepted EIS for the natural heritage features and functions, and for all ecological works including buffer plantings, restoration areas and compensation areas to the satisfaction of the City. The Owner's consultant shall provide an annual monitoring report for each year of the program to the Planning and Development Department, unless otherwise directed in writing by the City.

Erosion and Sediment Control

23. The Owner shall implement the requirements of the City concerning sedimentation and erosion control measures during all phases of construction. The Owner shall provide bi-monthly status reports to the City Planner and the Deputy City Manager, Environment and Infrastructure or designate ensuring the appropriate measures are in place and functioning, prior to and during work on the site, unless otherwise directed in writing by the City Planner or Deputy City Manager, Environment and Infrastructure or designate.
24. Prior to construction, site alteration or installation of services, robust silt fencing/erosion control measures must be installed and certified with a site inspection report. The Owner's engineer shall provide bi-monthly status reports to the City Planner and the Deputy City Manager, Environment and Infrastructure or designate during development activity along the edge of any Natural Heritage Feature

Engineering

Sanitary:

25. In conjunction with the Focused Design Studies submission, the Owner shall have his consulting engineer prepare and submit a Sanitary Servicing Study to include the following design information:
- i) Propose a suitable routing for the trunk sanitary sewer to be constructed through this plan. Further to this, the consulting engineer shall be required to provide an opinion for the need for an Environmental Assessment under the Class EA requirements for this sanitary trunk sewer;
 - ii) Provide a sanitary drainage area plan, including the sanitary sewer routing and the external areas to be serviced to the satisfaction of the Deputy City Manager, Environment and Infrastructure or designate. The sewers must be extended to the limits of this plan and/or property line to service the upstream external lands;
 - iii) Provide specifics including timing and co-ordination with the future proposed GMIS extension of the 675mm trunk sanitary sewer RB1B from the north side of Oxford Street West to Gideon Drive as part of Transportation' roundabout construction tentatively in 2024;
 - iv) Provide an hydrogeological report that includes an analysis to establish the water table level of lands within the subdivision with respect to the depth of the sanitary sewers and recommend additional measures, if any, which need to be undertaken To meet allowable inflow and infiltration levels as identified by OPSS 410 and OPSS 407;
26. In accordance with City standards or as otherwise required by the Deputy City Manager, Environment and Infrastructure or designate, the Owner shall complete the following for the provision of sanitary services for this draft plan of subdivision:
- i) Oversizing of the internal sanitary sewers in this draft plan to accommodate flows from the upstream lands external to this plan, if necessary, all to the satisfaction of the City; and,
 - ii) 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 Deputy City Manager, Environment and Infrastructure or designate. The local sanitary sewer will be at the sole cost of the Owner.
27. In accordance with City standards or as otherwise required by the Deputy City Manager, Environment and Infrastructure or designate, the Owner shall complete the following for the provision of sanitary services for this draft plan of subdivision:
- i) Construct sanitary sewers to serve this Plan and connect them to the existing municipal sewer system, namely, the 675mm (27") diameter trunk sewer located on Oxford Street West at Kains Road and/or a proposed future extension of the RB1B 675mm (27") diameter sanitary trunk sewer that is expected to extend through the intersection of Oxford Street West and Gideon Drive all as set out in GMIS with a tentative timing for construction in 2024 as part of the Oxford Street West roundabout construction;
 - 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) 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)

28. 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; The Owner acknowledges that the minor storm outlet for this plan of Subdivision is the City Owned infiltration SWM Facility 'A' within the Tributary 'C' Functional design area via the internal storm sewer servicing for this plan of subdivision which shall be connected to the 750mm storm sewer on Kains Road. The Owner also acknowledges that major storm flows shall be directed to Tributary 'C' via Oxford Street West.
 - iii) Make provisions to oversize and deepen the internal storm sewers in this plan, if necessary, to accommodate flows from upstream lands external to this plan;
 - ii) Ensure that all existing upstream external flows traversing this plan of subdivision are accommodated within the overall minor and major storm conveyance servicing system(s) design, all to the specifications and satisfaction of the Deputy City Manager, Environment and Infrastructure or designate;
 - iii) Develop sediment and erosion control plan(s) that will identify all sediment and erosion control measures, responsibilities and inspecting/reporting requirements for the subject lands in accordance with City of London, the Ministry of the Environment, Conservation and Parks (MECP) standards and requirements, and current industry standards all to the specification and satisfaction of the Deputy City Manager, Environment and Infrastructure or designate. The sediment and erosion control plan(s) shall confirm and identify all interim and long-term drainage measures as well as a monitoring program that would be required for both registration and construction phasing/staging of the development and any major revisions to these plans after the initial acceptance shall be reviewed/accepted by the City of London for conformance to our standards and the Erosion and Sediment Control Guideline for Urban Construction (TRCA, December 2019). The erosion and sediment control plan and monitoring program shall be developed with consideration for the sensitive downstream habitat and any recommendations associated to the habitat features. Prior to any work on the site, the Owner's professional engineer shall submit these measures and is to have these measures established and approved all to the satisfaction of the Deputy City Manager, Environment and Infrastructure or designate and UTRCA where applicable. Further, the Owner's Professional Engineer must inspect and confirm that the required erosion and sediment control measures are maintained and operated as intended during all phases of construction.
 - iv) Provide an erosion/sediment control plan associated with any proposed LID features that will identify all erosion and sediment control measures to be used prior during and after the LID features are implemented. These measures shall be a component of the Functional Storm/Drainage Servicing

Report along with any other identified erosion and sediment control measures for the site, all to the satisfaction of the Deputy City Manager, Environment and Infrastructure or designate.

- v) Implement SWM soft measure Best Management Practices (BMP's) within the Plan, where possible, to the satisfaction of the City. The acceptance of these measures by the City will be subject to the presence of adequate geotechnical conditions within this Plan and the approval of the Deputy City Manager, Environment and Infrastructure or designate; and,
 - vii) Ensure the post-development discharge flow from the subject site must not exceed capacity of the stormwater conveyance system. In an event where the condition cannot be met, the Owner shall provide SWM on-site controls that comply with the accepted Design Requirements for permanent Private Stormwater Systems.
29. The subdivision 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.
30. The Owner agrees to have a consulting professional engineer design the proposed storm/drainage and SWM servicing works for the subject lands all to the satisfaction of the Deputy City Manager, Environment and Infrastructure or designate and according to the requirements of the following:
- i) The SWM targets and criteria for the Downstream Thames Subwatershed Study;
 - 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 Functional STM Servicing and SWM Plans for the subject lands;
 - v) The City's Waste Discharge and Drainage By-laws, lot grading standards, policies, requirements and practices;
 - vi) The Ministry of the Environment SWM Practices Planning and Design Manual;
 - vii) 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);
 - viii) 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.; and

- ix) The Ministry of the Environment, Conservation and Parks (MECP) SWM Practices Planning and Design Manual (2003), including updates and companion manuals;
31. In accordance with City standards or as otherwise required by the Deputy City Manager, Environment and Infrastructure or designate, 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 Downstream Thames Subwatershed, and connect storm servicing to serve this Plan and outlet the minor storm for this plan of Subdivision to the City Owned infiltration SWM Facility 'A' within the Tributary 'C' Functional design area via the internal storm sewer servicing for this plan of subdivision which shall be connected to the 750mm storm sewer on Kains Road. The Owner also acknowledges that major storm flows shall be directed to Tributary 'C' via Oxford Street West.
 - ii) Construct and implement erosion and sediment control measures as accepted in the Storm/Drainage and SWM Servicing Functional Report or a SWM Servicing Letter/Report of Confirmation for these lands and the Owner shall correct any deficiencies of the erosion and sediment control measures forthwith;
32. In conjunction with the Focused Design Studies submission, the Owner shall have a professional engineer prepare a hydrogeological investigation and/or addendum/update to any existing hydrogeological investigation(s) based on the final subdivision design, to determine the potential short-term and long-term effects of the construction associated with the development on existing groundwater elevations and to assess the impact on the water balance of the subject plan, identifying all required mitigation measures, including Low Impact Development (LIDs) solutions to the satisfaction of the Deputy City Manager, Environment and Infrastructure or designate. Elements of the hydrogeological investigation should include, but are not to be limited to, the following:
- i) Evaluation of the hydrogeological regime, including specific aquifer properties, static groundwater levels, and groundwater flow direction;
 - ii) Evaluation of water quality characteristics and the potential interaction between shallow groundwater, surface water features, and nearby natural heritage features;
 - iii) Completion of a water balance and/or addendum/update to any existing water balance for the proposed development, revised to include the use of LIDs as appropriate;
 - iv) Completion of a water balance for any nearby natural heritage feature (i.e., all open space Blocks) to include the use of LIDs as appropriate;
 - v) Details related to proposed LID solutions, if applicable, including details related to the long-term operations of the LID systems as it relates to seasonal fluctuations of the groundwater table;
 - vi) Evaluation of construction related impacts and their potential effects on the shallow groundwater system;
 - vii) Confirmation that allowable inflow and infiltration levels have been met as identified by OPSS 410 and OPSS 407, include an analysis to establish the water table level of lands within the subdivision with respect to the depth of the sanitary sewers and recommend additional measures, if any, which need to be undertaken, all to the satisfaction of the Deputy City Manager, Environment and Infrastructure or designate;

- viii) Evaluation of construction related impacts and their potential effects on local significant features;
 - ix) Development of appropriate short-term and long-term monitoring plans (if applicable);
 - x) Development of appropriate contingency plans (if applicable) in the event of groundwater interference related to construction.
 - xi) the effects of the construction associated with this subdivision on the existing ground water elevations and domestic or farm wells in the area
 - xii) identify any abandoned wells in this plan
 - xiii) any fill required in the plan
 - xiv) provide recommendations for foundation design should high groundwater be encountered
 - xv) address any contamination impacts that may be anticipated or experienced as a result of the said construction
 - xvi) provide recommendations regarding soil conditions and fill needs in the location of any existing watercourses or bodies of water on the site.
33. In conjunction with the first submission of engineering drawings, the Owner's professional engineer shall certify that any remedial or other works as recommended in the accepted hydro geological report are implemented by the Owner, to the satisfaction of the City, at no cost to the City.
34. In conjunction with the first submission of engineering drawings, the Owner's consulting Professional Engineer shall submit, a Monitoring and Operational Procedure Manual for the maintenance and monitoring program for each of the SWM features within this plan (i.e., LIDs, OGSs, etc.) or within each of the identified phases/stages of development, in accordance with the City's "Monitoring and Operational Procedure for Stormwater Management Facilities" and other available guidance document requirements to the Deputy City Manager, Environment and Infrastructure or designate for review and approval. The program shall include but not be limited to the following:
- i) A work program manual for the phasing, maintenance and monitoring of these facilities during all phases of buildout as well as following assumption.
 - ii) A verification and compliance monitoring program the developer will need to complete to verify the SWM features meet the intended design prior to assumption.
35. Following construction and prior to the assumption of the stormwater management features, the Owner agrees to complete the following at no cost to the city, and all to the satisfaction of the Deputy City Manager, Environment and Infrastructure or designate:
- i) Operate, maintain and monitor of any SWM Features in accordance with the approved maintenance and monitoring program and the City's "Monitoring and Operational Procedure for Stormwater Management Facilities"
 - ii) Have its consulting Professional Engineer submit semi-annual monitoring reports in accordance with the approved maintenance and monitoring program and the City's "monitoring and Operational Procedure for Stormwater Management Facilities" to the City.

Watermains

36. In conjunction with the Focused Design Studies submission the Owner shall have their consulting engineer prepare and submit a water servicing report which addresses the following, all to the satisfaction of the Deputy City Manager, Environment and Infrastructure or designate:
- i) It is noted that the proposed plan does not conform with the Wickerson Area Watermain Distribution System study dated November 2010 prepared by Stantec Consulting. The Owner shall address this discrepancy and identify a new servicing strategy for the area. This would include but not necessarily be limited to: identifying the ultimate locations of the low-level and high-level water system boundaries in the area, identifying both temporary and ultimate measures required for the water system, and provide update ultimate modeling conditions for the area, all at no cost to the City;
 - ii) determine an adequate sized watermain that will supply both the subject subdivision and any existing subdivision connected to the watermain on Gideon Drive. The Design studies shall as well take into account any future developments that will connect into this watermain in determining the size;
 - iii) 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);
 - iv) Identify domestic and fire flows for the residential\development Blocks from the low-level water distribution system;
 - v) Identify domestic and fire flows for the residential\development Blocks from the high-level water distribution system as applicable;
 - vi) Identify any servicing measures required for each property for the initial conditions as well as servicing measures required for the ultimate water servicing conditions;
 - vii) 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;
 - viii) Include a staging and phasing report as applicable which addresses the requirement to maintain interim water quality;
 - ix) 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);
 - x) Develop a looping strategy to the satisfaction of the Deputy City Manager, Environment and Infrastructure or designate for when development is proposed to proceed beyond 80 units on individual meters;
 - xi) Identify any water servicing requirements necessary to provide water servicing to external lands, incorporating existing area plans as applicable;
 - xii) Identify any need for the construction of or improvement to external works necessary to provide water servicing to this Plan of Subdivision;

- xiii) Identify any required watermain oversizing, if necessary, and any cost sharing agreements;
 - xiv) Identify the effect of development on existing water infrastructure – identify potential conflicts;
 - xv) Include full-sized water distribution and area plan(s);
 - xvi) 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), the fire hydrant rated capacity & marker colour, and the design fire flow applied to development Blocks.
37. In accordance with City standards, or as otherwise required by the Deputy City Manager, Environment and Infrastructure or designate, the Owner shall complete the following for the provision of water service to this draft Plan of Subdivision:
- i) Construct watermains to serve this Plan and connect them to the existing low-level municipal system, namely a new adequately sized watermain on Gideon Drive;
 - ii) Replace the existing 100mm diameter watermain on Gideon Drive at Oxford Street West up to Street A with a new adequately sized watermain that will service the subject site while maintaining water supply to the existing Woodhull Subdivision as determined by the water servicing report;
 - iii) Ensure watermains within this Plan of Subdivision are adequately sized in accordance with the water servicing report;
 - iv) Deliver confirmation that the watermain system has been looped to the satisfaction of the Deputy City Manager, Environment and Infrastructure or designate when development is proposed to proceed beyond 80 units;
 - v) Available fire flows and appropriate hydrant rated capacity colour code markers for both the temporary servicing arrangement and the ultimate serving arrangement 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
 - vi) Have their consulting engineer confirm to the City that the watermain system has been constructed, is operational, and is looped from the watermain on Gideon Drive through this plan to the watermain on Oxford Street West.
- 38) The Owner shall obtain all necessary approvals from the Deputy City Manager, Environment and Infrastructure or designate for the servicing of Blocks 37 in this Plan of Subdivision prior to the installation of any water services to or within these Blocks.
- 39) The available fire flows for development Blocks within this Plan of Subdivision have been established through the subdivision water servicing design study as follows:
- i) Block 43 @ 90l/sec
 - ii) Future development of these Blocks shall be in keeping with the established fire flows in order to ensure adequate fire protection is available.

Roadworks

- 40) 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 Deputy City Manager, Environment and Infrastructure or designate.

- 41) 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 Deputy City Manager, Environment and Infrastructure or designate:
- 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 Deputy City Manager, Environment and Infrastructure or designate.
 - 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 Deputy City Manager, Environment and Infrastructure or designate 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 Deputy City Manager, Environment and Infrastructure or designate for any construction activity that will occur on an assumed street.
42. The Owner shall provide a minimum of 5.5 metres (18') along the curb line between the projected property lines of irregular shaped lots around the bends on streets in this plan.
43. The Owner shall have it's professional engineer design and construct the roadworks in accordance with the following road widths:
- i) Street 'A' and Street 'B' have a minimum road pavement width (excluding gutters) of 7.5 metres with a minimum road allowance of 20 metres.
 - ii) Street 'A' from Gideon Drive to 30 metres south has a minimum road pavement width (excluding gutters) of 10.0 metres with a minimum road allowance of 21.5 metres. The widened road on Street 'A' shall be equally aligned from the centreline of the road and tapered back to the 7.5 metres of road pavement width (excluding gutters) and 20.0 metres of road allowance width for this street with 30 metre long tapers on both street lines.

44. In conjunction with the first submission of engineering drawings, 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 Deputy City Manager, Environment and Infrastructure or designate.
45. In conjunction with the first submission of engineering drawings, 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 Deputy City Manager, Environment and Infrastructure or designate.
46. In conjunction with the first submission of engineering drawings, the Owner shall comply with the Complete Streets Manual (which includes such things as barrier curb, sidewalk on both sides, asphalt width and right of way widths), to the satisfaction of the Deputy City Manager, Environment and Infrastructure or designate.
47. 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

48. In conjunction with the first submission of engineering drawings, the Owner shall provide details of a 1.5 metre (5') sidewalk on both sides of the following streets:
 - i) Street 'A'
 - ii) Street 'B'
49. Should the Owner direct any servicing within the walkway or the walkway is to be used as a maintenance access, the Owner shall provide a 4.6 metre wide walkway designed to the maintenance access standard, to the specifications of the City.

Street Lights

50. In conjunction with the first submission of engineering drawings, the Owner shall provide details of 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

51. The Owner shall have consideration for possible road dedications through a redline of block 37 and block 42 as an Environmental Assessment (EA) has been started to evaluate improvement alternatives for the intersection of Oxford Street West and Gideon Drive/Kains Road. Both traffic signals and roundabout alternatives will be considered for the site.
52. As there is an existing Environmental Assessment at the intersection of Gideon Drive/Oxford Street West underway, the Owner shall have it's consulting engineer design this Plan of Subdivision as follows:
 - i) Interim condition of Gideon Drive to Street 'A' is permitted to be a full access with left turn lane to be provided on Gideon Drive and Street 'A'.
 - ii) Future connection to Oxford Street West at the far side of 2012 Oxford Street West is required, with auxiliary lanes and other appropriate requirements, as determined in the future design.
 - iii) Once the future connection to Oxford Street West is created, the City reserves the right to restrict access off Gideon Drive to right in and right out.

53. In conjunction with the first submission of engineering drawings, the Owner shall implement all recommendations outlined in the approved Transportation Impact Assessment to the satisfaction of the Deputy City Manager, Environment and Infrastructure or designate.
54. In conjunction with first submission of engineering drawings, the Owner shall provide a pavement marking plan, to include all turn lanes, etc., to the satisfaction of the Deputy City Manager, Environment and Infrastructure or designate.
55. In conjunction with the first submission of engineering drawings, the Owner shall identify minor boulevard improvements on Gideon Drive and Oxford Street West 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.
56. In conjunction with the first submission of engineering drawings, the Owner shall provide details of temporary street lighting at the intersection of Street 'A' and Gideon Drive and the temporary access on Block 38, to the specifications of the City, at no cost to the City.
57. 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 on Gideon Drive at Street 'A' for review and acceptance by the City.
58. The Owner shall reconstruct or relocate any surface or subsurface works or vegetation necessary to connect Street 'A' to Gideon Drive, to the satisfaction of the City and at no cost to the City.
59. The Owner shall reconstruct Gideon Drive between Street 'A' and Kains Road to accommodate servicing to the satisfaction of the Deputy City Manager, Environment and Infrastructure or designate, at no cost to the City, in accordance with approved design criteria and accepted engineering drawings.

Road Widening

60. The Owner shall be required to dedicate sufficient land to widen Oxford Street West and Gideon Drive to 24.0 metres from the centerline of the original road allowance within 150.0 metres of the intersection of Oxford Street West and Gideon Drive. The widening requirements are to be confirmed through the City's Geomatics Division.
61. The Owner shall be required to dedicate sufficient land to widen Oxford Street West to 22.5 metres from the centreline of the original road allowance.
62. The Owner shall be required to dedicate sufficient land to widen Gideon Drive to 18.0 metres from the centreline of the original road allowance.
63. The Owner shall be required to dedicate 6.0 m x 6.0 m "daylighting triangles" at the intersection of Street 'A' with Gideon Drive. 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

64. The Owner shall ensure that no vehicular access will be permitted to Block 37 from Gideon Drive and Oxford Street West. All vehicular access is to be via the internal subdivision streets.
65. The Owner shall restrict access to Gideon Drive and Oxford Street West by establishing blocks for 0.3 metre reserves along the entire Gideon Drive and Oxford Street West frontages, to the satisfaction of the City.

Traffic Calming

66. In conjunction with the first submission of engineering drawings, the Owner shall provide a speed cushions on Street 'A', between Street 'B' and Gideon Drive, to the satisfaction of the Deputy City Manager, Environment and Infrastructure or designate, at no cost to the City. It is noted future traffic calming opportunities shall be explored upon future expansion of the subdivision.

Temporary Emergency Access Roads

67. The Owner shall direct all construction traffic associated with this draft plan of subdivision to utilize Gideon Drive or other routes as designated by the City.
68. In conjunction with the first submission of engineering drawings, the Owner shall provide a conceptual design of the temporary emergency access/maintenance access from Oxford Street West over Block 38 should the emergency access be required to accommodate development and servicing of this Plan, to the satisfaction of the City. The Owner shall also have it's professional engineer verify the adequacy of decision sight distance on Oxford Street West at the emergency access road, to the satisfaction of the City. If the sight lines are not adequate, the emergency access is to be relocated and/or road work undertaken to establish adequate decision sight distance at the intersection, to the satisfaction of the City. The Owner shall locate, construct, maintain and close the access to the satisfaction of the Deputy City Manager, Environment and Infrastructure or designate. The Owner shall ensure it will be restricted to emergency vehicle use only.
69. The Owner shall construct a temporary turning facility for vehicles at the following location(s), to the specifications of the City:
 - i) East limit of Street 'B'

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

General

70. 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.
71. 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 Deputy City Manager, Environment and Infrastructure or designate and at no cost to the City.
72. 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 Deputy City Manager, Environment and Infrastructure or designate.
73. 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 Deputy City Manager, Environment and Infrastructure or designate.

74. 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".
75. 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.)
76. 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.
77. 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 Deputy City Manager, Environment and Infrastructure or designate, at no cost to the City.
78. 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.
79. 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.
80. All costs related to the plan of subdivision shall be at the expense of the Owner, unless specifically stated otherwise in this approval.
81. 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.

82. 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 Deputy City Manager, Environment and Infrastructure or designate 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.
83. In conjunction with the engineering drawings submission, the Owner shall have it geotechnical engineer identify if there is any evidence of methane gas within or in the vicinity of this draft plan of subdivision, to the satisfaction of the City. Should it be determined there is any methane gas within or in the vicinity of this draft plan of subdivision, the Owner's geotechnical engineer shall provide any necessary recommendations. The Owner shall implement any recommendations of the geotechnical engineer, under the supervision of the geotechnical engineer, to the satisfaction of the City, at no cost to the City.
84. In conjunction with the engineering drawings submission, the Owner shall have it geotechnical engineer identify if there is any evidence of contamination within or in the vicinity of this draft plan of subdivision, to the satisfaction of the City. Should it be determined there is any contamination within or in the vicinity of this draft plan of subdivision, the Owner's geotechnical engineer shall provide any necessary recommendations. The Owner shall implement any recommendations of the geotechnical engineer to remediate, remove and/or dispose of any contaminates under the supervision of the geotechnical engineer to the satisfaction of the City, at no cost to the City.
85. In conjunction with the Focused Design Studies submission, the Owner shall provide, to the City for review and acceptance, a geotechnical report or update the existing geotechnical report recommendations to address all geotechnical issues with respect to the development of this plan, including, but not limited to, the following:
 - i) servicing, grading and drainage of this subdivision
 - ii) road pavement structure
 - iii) dewatering
 - iv) foundation design
 - v) removal of existing fill (including but not limited to organic and deleterious materials)
 - vi) the placement of new engineering fill
 - vii) any necessary setbacks related to slope stability for lands within this plan
 - viii) identifying all required mitigation measures including Low Impact Development (LIDs) solutions,
 - ix) Addressing all issues with respect to construction and any necessary setbacks related to erosion, maintenance and structural setbacks related to slope stability for lands within this plan, if necessary, to the satisfaction and specifications of the City. The Owner shall provide written acceptance from the Upper Thames River Conservation Authority for the final setback.
 - x) and any other requirements as needed by the City, all to the satisfaction of the City.
86. In conjunction with the first submission of engineering drawings, the Owner shall implement all geotechnical recommendations to the satisfaction of the City.
87. The Owner shall have the common property line of Gideon Drive and Oxford Street West graded in accordance, as per the accepted engineering drawings, at no cost to the City.

Further, the grades to be taken as the centerline line grades on Gideon Drive and Oxford Street West are the future ultimate centerline of road grades as determined by the Owner's professional engineer, satisfactory to the City. From these, the Owner's professional engineer is to determine the ultimate elevations along the common property line which will blend with the ultimate reconstructed road, all to

the satisfaction of the City.

88. In conjunction with the Focused Design Studies submission, the Owner shall have its professional engineer provide an opinion for the need for an Environmental Assessment under the Class EA requirements for the provision of any services related to this Plan. All class EA's must be completed prior to the submission of engineering drawings.
89. In conjunction with the first submission of engineering drawings, the Owner shall identify locations of all existing infrastructure, ie. Water, septic, storm, hydro, driveways, etc. and their decommissioning or relocation, to the satisfaction of the Deputy City Manager, Environment and Infrastructure or designate.
90. In conjunction with the first submission of engineering drawings, the Owner shall make adjustments to the existing works and services on Gideon Drive and Oxford Street West, adjacent to this plan to accommodate the proposed works and services to accommodate this plan (eg. private services, street light poles, traffic calming, etc.) in accordance with the approved design criteria and accepted engineering drawings, all to the satisfaction of the Deputy City Manager, Environment and Infrastructure or designate, at no cost to the City.
91. In conjunction with the first submission of engineering drawings, in order to develop this site, the Owner shall make arrangements with any adjacent property owners to regrade any external lands in conjunction with grading and servicing of this subdivision, to the specifications of the City, at no cost to the City.

Appendix “D” – Public Engagement

Community Engagement

Public liaison: Circulation - On February 10, 2021, Notice of Application was sent to 32 property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on February 11, 2021. A “Planning Application” sign was also posted on the site.

Responses: 6 replies received

14 Gideon Drive and 2012 Oxford Street West; located on the west side of Westdel Boerne, south of Oxford Street West; approx. 4.06 hectares (10.03 acres)

The purpose and effect of this application is to consider a proposed draft plan of subdivision, Official Plan and zoning amendment to allow a residential subdivision consisting of low density single detached dwellings, medium density cluster dwellings, street townhouse dwellings, open space, and walkway, served by two (2) local streets.

Draft Plan of Subdivision – Consideration of a proposed draft plan of subdivision and zoning amendment to allow 36 single detached lots; one (1) medium density residential blocks; (1) park block; 1) walkway block; two (2) road widening blocks; and three (3) reserve blocks, serviced by two (2) new local streets (Street A and Street B). **Official Plan Amendment** – Consideration of possible amendments to the (1989) Official Plan, including amendments to Schedule ‘A’ – Land Use Map to change the land use designations from: “Low Density Residential” to “Multi-Family, Medium Density Residential” for Block 37 on the proposed Draft Plan of Subdivision. **Zoning By-law Amendment** - Consideration of an amendment to the zoning by-law to change the zoning from an Urban Reserve UR1 Zone to a Residential R1 (R1-2) Zone to permit single detached dwellings on lots with a minimum lot area of 300 square metres and minimum lot frontage of 9 metres; a Residential R6/Residential R8 (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, and 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, 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. File: 39T-21501 / OZ-9295

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

- Concerns regarding increasing traffic on Oxford Street West and impact on wildlife (deer), excessive vehicle speeds, road traffic noise, and safety for pedestrians
- Concerns that medium density housing does not fit in with the neighbourhood and may impact property values.
- Impact of having that many people live on the square footage proposed
- Increased ambient noise, noise pollution, air pollution and no public transportation servicing the area yet.
- Loss of agricultural land, natural woodlands, and wildlife habitat.
- 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”

Telephone	Written
	Ted Normile 2012 Oxford St. West London, Ontario N6K 4M8
	Andreas Scheibner 44 Gideon Drive London, Ontario N6K 4N7
	Nancy Strange 36 Gideon Drive London, Ontario N6K 4N7
	Iris Gutmanis 2085 Oxford Street West London, ON N6K 4P1
	Paul Field 80 Gideon Drive London, Ontario N6K 4N7
	Jennifer Knechtel

Feb. 13, 2021

Mr. Aleksa
C.C. Anna Hopkins

I am writing to comment on the Notice of Planning Application (file: 39T-21501/02-9295) that I received regarding 14 GIDEON DR. and 2012 OXFORD STREET WEST.

We moved to this property (80 GIDEON DR.) in 1967 and in 1993 became part of the City of London through annexation. Over the years we have watched development spread westward engulfing farmland, wildlife habitat and natural wooded areas. Long ago we resigned our selves to the inevitability of this expansion as a necessary part of a growing city.

This proposed lurch of urban sprawl across Oxford St., however, on to a relatively small parcel of land having no natural continuity with other development seems particularly egregious.

While this land is designated "low Density Residential", is it the case that all Urban Reserve land should be developed as long as the Official Plan permits it? I hope not.

Considering the increased traffic congestion, noise, added infrastructure, loss of more farmland and the stated infill or intensification policy of the Lower Plan, this proposal seems like an awkward step to far.

As city planners and our representatives on City Council, let's be bold and say "NO" to this Planning

3

Application or at least "not now"
West London needs a breather.
West London needs a break.

Respectfully
Paul Field
36 GIDEON DRIVE
N6K 4N7
LONDON

From: Nancy Strange
Sent: Friday, February 19, 2021 2:20 PM
To: Meksula, Sean <smeksula@London.ca>
Cc: Hopkins, Anna <ahopkins@london.ca>
Subject: [EXTERNAL] Comments re Notice of Planning Application

Dear Mr. Meksula

This letter is in regard to the Notice of Planning Application – Draft Plan of Subdivision Official Plan and Zoning By-law Amendment 14 Gideon Drive and 2012 Oxford Street West.

File : 39T-21501/OZ-9295

I would seriously question the wisdom and vision of allowing this plan to go forward. It would appear to be exactly opposite of what is promoted by The London Plan.

It is my understanding that according to The London Plan, emphasis should be on infill and intensification rather than urban sprawl.

In recent years this area has seen much development, namely Riverbend, West Five, and the new subdivision at the north end of West del Bourne.

Should we not be better using our lands and resources, rather than filling up all our farmlands and green spaces with more buildings?

The land concerned in this planning application is currently zoned as low density residential. I would ask that if this plan is allowed to go forward you would

at the very least consider not changing the zoning and leaving it as low density residential.

Thank-you for your consideration of these comments.

Respectfully,

Nancy Strange
36 Gideon Drive

From: Andreas Scheibner
Sent: Tuesday, February 23, 2021 3:06 PM
To: Meksula, Sean <smeksula@London.ca>
Cc: Hopkins, Anna <ahopkins@london.ca>
Subject: [EXTERNAL] Planning application File # 39T-21501 / OZ-9295

Mr. Sean Meksula,

Re: Application to change the zoning for 14 Gideon drive and 2012 Oxford street West

This is to advise you that I do not agree with the proposed zoning changes for the above noted properties. The following reasons are not limited to:

- All of the properties beside the properties in question use well water; concerns are with the change to the water table and contamination of well water
- Animals live on and near the areas that wish to be zoned for an apartment building and 36 single detached homes
- 14 Gideon Drive historically has been a part of a quiet street where it is zoned for single family homes
- There are protected trees on the property that is proposed for zoning
- There does not appear to be a reasonable buffer between the proposed 36 houses and apartment building and the long-standing single-family homes on Gideon Drive
- Please provide an environmental assessment as to the animals, trees, water table disruption, well water level issue, water contamination issue prior to considering any zoning changes. If these documents are available, please forward them to me
- noise pollution
- environmental impact of having that many people live on the square footage proposed
- having a street (proposed on Gideon Drive) built off of a quiet road zoned for single family homes
- traffic added to a quiet road of 36 families plus the unspecified amount of people in an apartment building
- the environmental impact of the proposed amount of people on the property to the amount of total green space in the area
- crime prevention initiatives for the amount of people living in and around the area
- There are already trees that have been taken down on the property in advance of this application which is of concern
- The single-family dwelling home on 14 Gideon has equipment on the property ahead of this application
- any proposed landscaping has not been provided

Please provide the history of all zoning changes for 14 Gideon drive and 2012 Oxford street west for the last 24 years. Please advise of all future meetings in regards to the above-mentioned properties. I look forward to your response.

Regards,

Andreas Scheibner
44 Gideon Drive.

Sean Meksula
Development Services, City of London
300 Dufferin Avenue, 6th Floor
London ON PO BOX 5035 N6A 4L9

February 26, 2021

**RE: File 39T-21501 / OZ-9295
Planning Application for 14 Gideon Drive and 2012 Oxford Street West,
Applicant: 2515060 & 2539427**

Sean Meksula,

On February 19, 2021, I received notification of a planning application requesting approval of a Draft Plan of Subdivision and Zoning amendment to allow for the development 36 single detached residential lots, one medium density residential block, one open space block, and two new streets. The property being considered is located at 14 Gideon Drive and 2012 Oxford Street West.

I am very concerned about the impact of this proposed development on my quality of life and my home of 38 years. The addition of these homes and townhouses will only increase the large volume of cars and trucks using Oxford Street, making an already a bad traffic situation worse. As well, the now narrower shoulder at the end of my driveway has become increasingly unstable. When I bring my garbage to the end of my driveway, I am within one meter of traffic moving at 80 or more kilometers an hour and fear for my safety. Last summer City of London crews spent three days trying to stabilize the shoulder on either side of my driveway and repair the collapsed, dirt choked culvert beneath the mouth of the driveway. With the resultant increased flow of rainwater due to this proposed development, I fear that the shoulders on both sides of Oxford Street will become increasingly unstable. Further, Woodeden camp, located just to the west of the proposed development, uses well water. Their pump house is located just behind my property. With the increased volume of traffic and the increased water flow, I fear for the integrity and quality of their water supply.

For generations the land around my home has been prime agricultural land. I have no idea how future Londoners will be fed when we continue to pave arable land. As well, the deer and the many birds that for years have been coming to my house will be displaced. This development will decrease my privacy, increase ambient air pollution and noise levels, and will likely lower my property value.

I urge you to reconsider this development. Please send me information on any developments regarding this application.

Sincerely,

Iris Gutmanis
2085 Oxford Street West
London, ON, N6K 4P1

To City Planner,

February 26, 2021

Re: Change of zoning for 14 Gideon Drive, London ON and adjoining Oxford St. Property

I have an interest in a property on Gideon Drive. I do not wish to see the zoning to be changed for the residential build of 32 homes and one apartment building. The concerns I have are not limited to:

- The destruction of animal, plant and tree life that would inevitably occur
- Disruption of wildlife seasonal patterns in the area
- Water table disruptions
- Well contamination
- Noise and pollution
- Safety issue of having 32 more households plus an unnumbered amount of people from an apartment building turning off and onto Gideon Drive from a corner turning onto Oxford Street and into their subdivision; this would make getting out of the **historical one family homes** on Gideon Drive impossible; safety of children getting on and off the bus impossible
- Lack of green space for all of those potential families
- Lack of buffer would be impossible given that the 32 homes are slated to be on the Gideon Drive land with the road to all the houses and apartment; the historic trees would be destroyed; clearing began as soon as the developers took over the property
- There is currently enough property cleared for these current developers/ builders across the street where they currently are
- Changing the zoning particularly for 14 Gideon Drive which has been historically single family homes would create so many safety and precedent setting issues

I would like to be included in any meetings about the potential changes to the above mentioned properties.



Jennifer Knechtel

To City Planner,

February 26, 2021

Re: Change of zoning for 14 Gideon Drive, London ON and adjoining Oxford St. Property

I have a legal interest in a property on Gideon Drive. I do not wish to see the zoning to be changed for the residential build of 32 homes and one apartment building. The concerns I have are not limited to:

- The destruction of animal, plant and tree life that would inevitably occur
- Disruption of wildlife seasonal patterns in the area
- Water table disruptions
- Well contamination
- Noise and pollution
- Safety Concerns

I would like to be included in any meetings about the potential changes to the above-mentioned properties.

As per Edith Scheibner

To City Planner,

February 26, 2021

Re: Change of zoning for 14 Gideon Drive, London ON and adjoining Oxford St. Property

I have a legal interest in a property on Gideon Drive. I do not wish to see the zoning to be changed for the residential build of 32 homes and one apartment building. The concerns I have are not limited to:

- The destruction of animal, plant and tree life that would inevitably occur
- Disruption of wildlife seasonal patterns in the area
- Water table disruptions
- Well contamination
- Noise and pollution
- Safety issues to get on and off the bus and live near such a busy turning area on my single-family home street

I would like to be included in any meetings about the potential changes to the above-mentioned properties.

Gary Knechtel

Guardian is Jennifer Knechtel

To City Planner,

February 26, 2021

Re: Change of zoning for 14 Gideon Drive, London ON and adjoining Oxford St. Property

I have a legal interest in a property on Gideon Drive. I do not wish to see the zoning to be changed for the residential build of 32 homes and one apartment building. The concerns I have are not limited to:

- The destruction of animal, plant and tree life that would inevitably occur
- Disruption of wildlife seasonal patterns in the area
- Water table disruptions
- Well contamination
- Noise and pollution
- Safety issues to get on and off the bus and live near such a busy turning area on my single-family home street

I would like to be included in any meetings about the potential changes to the above-mentioned properties.

Carson Knechtel

Guardian is Jennifer Knechtel

To City Planner,

February 26, 2021

Re: Change of zoning for 14 Gideon Drive, London ON and adjoining Oxford St. Property

I have a legal interest in a property on Gideon Drive. I do not wish to see the zoning to be changed for the residential build of 32 homes and one apartment building. The concerns I have are not limited to:

- The destruction of animal, plant and tree life that would inevitably occur
- Disruption of wildlife seasonal patterns in the area
- Water table disruptions
- Well contamination
- Noise and pollution
- Safety issues to get on and off the bus and live near such a busy turning area on my single-family home street

I would like to be included in any meetings about the potential changes to the above-mentioned properties.

Rhodes Knechtel

Guardian is Jennifer Knechtel

From: Ted Normile
Sent: Monday, March 15, 2021 1:47 PM
To: Meksula, Sean <smeksula@London.ca>
Subject: [EXTERNAL] Plan of Subdivision

Heello,
I would like to see the documents for plan 39T-21501 at 2012 Oxford St. West.
Would you please e-mail the docs to me.
Thank You,
Ted Normile

Agency/Departmental Comments

London Hydro (February 19, 2021)

Servicing the above proposal should present no foreseeable problems. Any new an/or relocation of existing infrastructure will be at the applicant's expense. Above-grade transformation is required. A blanket easement may be required.

Note: Transformation lead times are minimum 16 weeks.

Contact Engineering Dept. to confirm requirements & availability.

London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. Any new or relocation of the existing service will be at the expense of the owner.

Sean Meksula
Planner, City of London
300 Dufferin Ave
London, ON, N6B 1Z2

Good morning Mr. Meksula,

It has come to my attention that at the Planning and Environment Committee meeting scheduled for Monday August 30 you will be discussing File: 39T-21501 / OZ-9295 and are looking for public input. This application concerns changes at 14 Gideon Drive and 2012 Oxford Street West. I live immediately across the street at 2085 Oxford Street and do not support this application.

According to the information posted on the City of London website:

"...application is to consider a proposed draft plan of subdivision, Official Plan and zoning amendment to allow a residential subdivision consisting of low density single detached dwellings, medium density cluster dwellings, street townhouse dwellings, open space, and walkway, served by two (2) local streets."

I moved to my century plus home in January 1983. At that time, I was surrounded by working farms. The fields around my house grew corn or soybeans and one of the farms on Gideon Drive raised cattle. Immediately to the west of my house is Woodeden Camp, a fully accessible camp run by Easter Seals Ontario for children with physical disabilities. I was surrounded by large trees that cleaned the environment and crops that supported Ontario's food chain. At night, many deer crossed my property on their way to the Woodeden woods and I could listen to either the frogs that populated the pond immediately behind my house or the crickets that lived in the fields.

The once productive farmland immediately to the east of my home has now been turned into a subdivision with large single-family homes and cluster dwellings. More than 300 trees were cut down to facilitate the terraforming needed to develop the property. Many animals and birds were displaced or killed. Many people are expected to move into Eagle Ridge increasing the heavy traffic on Oxford Street, making an already bad situation worse. The ambient noise and air pollution has increased tremendously, and I can no longer hear the frogs. Rather, I hear parties and loud music until well past midnight. As well, currently there is no public transportation servicing this subdivision.

Further development of this amazingly productive land is a travesty. We need to feed the people living in the London area and have (or rather had) the land on which to do so. As well the destruction of the trees and increased population density will only increase air and noise pollution further jeopardizing the health and well-being of myself and other Londoners.

Please, please reconsider this development and think about in-fill in other areas of London.

If you have any questions regarding the information in this letter, don't hesitate to be in touch.

Sincerely,

Iris Gutmanis
2085 Oxford Street West
London, ON N6K 4P1

Canada Post (March 8, 2021)

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

Please let me know if you have any questions or concerns.

This development will receive mail service to centralized mail facilities provided through our Community Mailbox program. I will specify the conditions which I request to be added for Canada Post Corporation's purposes. The owner shall complete to the satisfaction of the Director of Engineering of the City of London and Canada Post:

- include on all offers of purchase and sale, a statement that advises the prospective purchaser:
 - a) that the home/business mail delivery will be from a designated Centralized Mail Box.
 - b) that the developers/owners be responsible for officially notifying the purchasers of the exact Centralized Mail Box locations prior to the closing of any home sales.
- the owner further agrees to:
 - i) work with Canada Post to determine and provide temporary suitable Centralized Mail Box locations which may be utilized by Canada Post until the curbs, boulevards and sidewalks are in place in the remainder of the subdivision.
 - ii) install a concrete pad in accordance with the requirements of and in locations to be approved by Canada Post to facilitate the placement of Community Mail Boxes
 - iii) identify the pads above on the engineering servicing drawings. Said pads are to be poured at the time of the sidewalk and/or curb installation within each phase of the plan of subdivision.
 - iv) determine the location of all centralized mail receiving facilities in co-operation with Canada Post and to indicate the location of the centralized mail facilities on appropriate maps, information boards and plans. Maps are also to be prominently displayed in the sales office(s) showing specific Centralized Mail Facility locations.
- Canada Post's multi-unit policy, which requires that the owner/developer provide the centralized mail facility (front loading lockbox assembly or rear-loading mailroom [mandatory for 100 units or more]), at their own expense, will be in effect for buildings and complexes with a common lobby, common indoor or sheltered space.

Should the description of the project change, please update our office so that we may determine any impact on mail service.

Canada Post appreciates the opportunity to comment on the above noted application and looks forward to working with you in the future.

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

Environmental and Ecological Planning Advisory Committee (EEPAC) – March 9, 2021

14 Gideon Drive and 2012 Oxford Street West - Review of EIS prepared by MTE
Reviewers: S. Esan, S. Heuchan, S. Levin

Fauna

Eastern Wood-pewee – Mineral cultural woodland – Species of concern

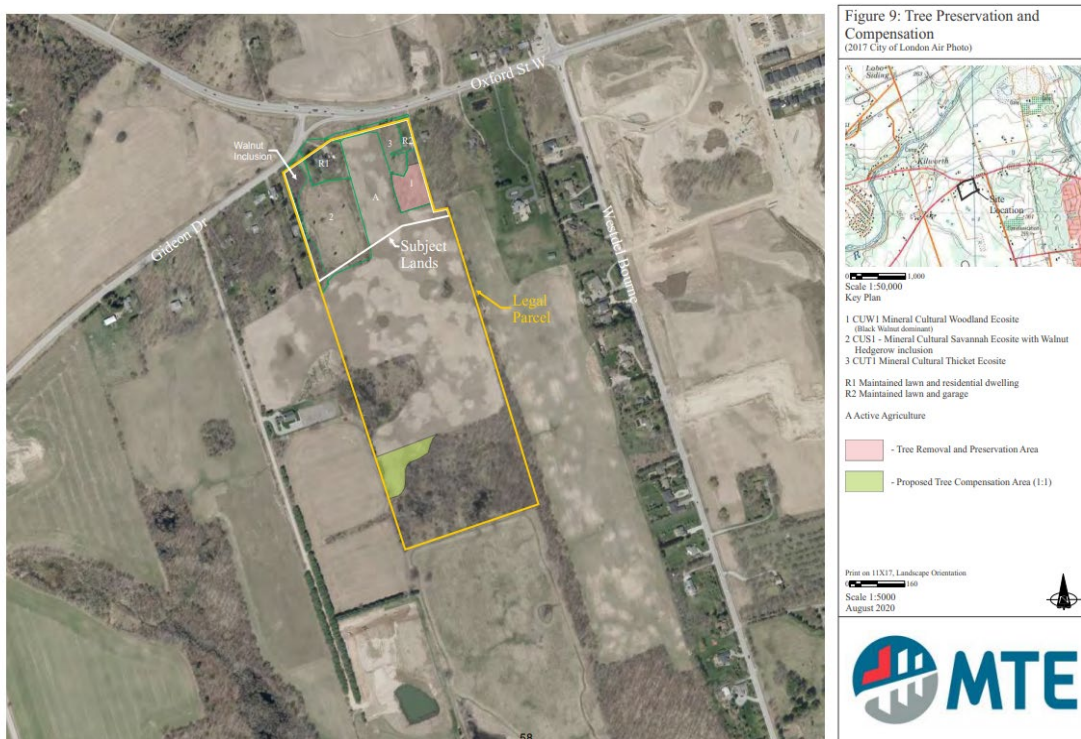
Woodland habitat being compensated?

Walnut inclusion area is being lost to the proposed road. These trees being removed but not included as part of the compensation. (see Figures 8 and 9)



Proposed tree replacement: EEPAC commends the landowner for proposing to compensate for the loss of tree cover.

RECOMMENDATION #1: The compensation area shown in Figure 9 be increased to include the loss of the black walnut inclusion. Ideally, it would then allow a connection to the wet area to the north. See Figure following:



RECOMMENDATION #2: The replanting plan be to the satisfaction of the City and a condition of development or of draft plan. This is consistent with the consultant's recommendation if the compensation plan is accepted. EEPAC recommends that the species planted must be native.

This should improve habitat for woodland birds like the Eastern Wood-Pee-wee

RECOMMENDATION #3: The woodland and compensation area be designated and zoned Open Space as part of this application.

OTHER

EEPAC notes that between the 2017 City air photo included in this EIS and the 2020 air photo, vegetation was removed from the subject lands. The City should ensure this was done through permitted work.

EEPAC agrees with the consultant's recommendation on page 15 that:

A woodland area management plan should be created and implemented to ensure the continued good health of trees that will be retained in the woodland to the south. This plan would include guidance and recommendations for woody debris management and the management of invasive species to improve the health of the woodland feature in the long-term.

RECOMMENDATION #4: A woodland area management plan to the satisfaction of the City be a condition of development or draft plan or site plan approval. The plan should be monitored for the standard three years from new plantings and a "hold back" be required to ensure success of the plan.

RECOMMENDATION #5: It appears from the air photos that there is a barn on the subject lands. A check for Barn Swallow nests must be undertaken before the structure is removed. If nests are found, it is recommended that a kiosk using materials from the old barn be used as compensation. Cole Engineering has a history of successful kiosk construction.

<https://www.thespec.com/news/hamilton-region/2017/07/07/inside-ontario-s-fight-to-save-declining-barn-swallows-one-bird-house-at-a-time.html>

Staff Response: Development limits have been determined throughout this review process with appropriate buffers being provided. Portions of any trail/pathway within the accepted buffer will be located at the outermost edge of the buffer where possible. The conditions of draft approval and subsequent design meetings prior final approval being granted will address the matters raised by EEPAC in their memo.

Development Engineering (March 25, 2021)

Please find attached the recommended conditions for the draft plan relating to engineering matters for the above-noted subdivision application. These conditions represent the consolidated comments of Development Services, the Transportation and Planning Division, the Wastewater and Drainage Engineering Division, the Water Engineering Division and the Stormwater Engineering Division.

Zoning By-law Amendment

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

1. 'h' holding provision is implemented with respect to servicing, including sanitary, stormwater and water, to the satisfaction of the Deputy City Manager, Environment and Infrastructure or designate and the entering of a subdivision agreement.
2. 'h-100' holding provision is implemented with respect to water services and appropriate access that no more than 80 units may be developed until a looped

watermain system is constructed and there is a second public access is available, to the satisfaction of the Deputy City Manager, Environment and Infrastructure or designate.

Official Plan Amendment

Development Services and the above-noted engineering divisions have no objection to the proposed Official Plan Amendment for the proposed draft plan of subdivision.

Required Revisions to the Draft Plan

Note: Revisions are required to the draft plan as follows:

- i) Revise pavement widths to be 10.0m/21.5 m and 7.5m/20 min accordance with City standards
- ii) Redlines may be required for possible road dedications through a redline of Block 37 and Block 42 as an environmental Assessment (EA) has been started to evaluate improvement alternatives for the intersection of Oxford Street West and Gideon Drive/Kains Road
- iii) Confirm sufficient land is dedicated to widen Oxford Street West and Gideon Drive to 24.0 metres from the centreline of the original road allowance within 150.0 metres of the intersection of Oxford Street West and Gideon Drive. The widening requirements are to be confirmed through the City’s Geomatics Division. Redline the draft plan, if necessary.
- iv) Confirm sufficient land is dedicated to widen Oxford Street West to 22.5 metres from the centreline of the original road allowance. Redline the draft plan, if necessary.
- v) Confirm sufficient land is dedicated to widen Gideon Drive to 18.0 metres from the centreline of the original road allowance. Redline the draft plan, if necessary.
- vi) Ensure 0.3 metre reserve extends the entire frontage on Block 37 Gideon Drive
- vii) Revise right-of-way widths, tapers, bends, intersection layout, daylighting triangles, etc., and include any associated adjustments to the abutting lots, if necessary.
- viii) 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

Please include in your report to Planning and Environment Committee that there will be increased operating and maintenance costs for works being assumed by the City.

Staff Response: The necessary conditions have been added to draft approval and Holding provisions have been recommended through zoning.

Parks Planning (July 14, 2021)

It appears that there is no need for dedication of Natural Features and there is no park blocks in the subdivision so PP&D comments are:

- Parkland dedication will be satisfied through cash-in-lieu of parkland

Staff Response: Parks Planning Staff is satisfied with the proposed development and has addressed any concerns through conditions of draft approval.

Heritage/Archeological (July 16, 2021)

Based on conclusions and recommendations (p7.1) from the HIA prepared by Stantec Consulting Ltd (*Heritage Impact Assessment – 14 Gideon Drive and 2012 Oxford Street West*, Feb 28, 2020), the following should be included as conditions of draft plan approval:

- Based on an arborist report, an appropriate buffer zone will be established to protect mature trees and the black walnut grove on the property at 2012 Oxford Street West.
- In order to prevent negative indirect project impacts to the outbuilding on the property at 2012 Oxford Street West, the outbuilding will be isolated from construction-related activities.
 - Vibration studies for the outbuilding will be prepared by a qualified engineer to determine the maximum acceptable vibration levels, or peak particle velocity (PPV) levels and establish an appropriate buffer distance between project activities and the outbuilding. The maximum possible buffer zone will be established between construction activities and the outbuilding.
 - Construction marking will be provided to define the areas around the outbuilding where construction should not occur, based on the results of the vibration study.
 - Construction will be monitored within the defined area at appropriate points to confirm that acceptable PPV levels are not exceeded.
 - All construction activities will cease if levels are exceeded until an acceptable solution can be identified.
- Under the direction of a heritage professional in good standing with the Canadian Association of Heritage Professionals, documentation of 14 Gideon Drive – in the form of detailed photography – will be completed prior to any change in site conditions. The photo-documentation will be provided to City for heritage records.
 - i) In consultation with the City’s heritage planner, a commemoration strategy will be prepared – and integrated into the proposed development (e.g. signage, park/entry feature) – to offer a better understanding of an early Kilbourne residence.
 - ii) In the event documentation activities identify historic construction materials, salvage of these materials shall occur (should materials warrant display as commemoration features) and consist of their identification and storage for future use.

Urban Design (July 30, 2021)

- The applicant is commended for providing a development concept that illustrates building located close to and oriented towards Oxford St W and Gideon Drive.
- The future site plan for this block will be evaluated to ensure that the proposed apartment buildings are oriented to the arterial roads with active building uses including ground floor unit entrances, a high proportion of fenestration and outdoor amenity areas.
- Zoning comments:
 - Ensure the proposed zoning for each block implements the policies of the London Plan and the development concept proposed.
 - Include either a holding provision or special provision in the zoning for the multi-family medium density blocks to ensure orientation to the street frontages towards Oxford Street West and Gideon Drive.
 - Include a maximum setback (up to 6m) along Oxford Street West and Gideon Drive to ensure the buildings are street-oriented.
 - Zoning for corner lot should incorporate a wider frontage to ensure the future buildings are able to have enhanced architectural features along both frontages.

Staff Response: Staff has worked with the applicant to refine the above mentioned criteria and special provisions which has been recommended through the proposed zoning by-law.

Ecological (November 29, 2019)

Development Services (DS) has reviewed the Environmental Impact Study (EIS) completed by Stantec. Overall, DS notes there are multiple outstanding issues that need to be addressed so

that the Report can be finalized and accepted by DS. The following comments must be addressed in order to be compliant with the City's Environmental Management Guidelines (EMG), London Plan policies, and the Provincial Policy Statement (PPS 2014). Please provide responses to show how comments have been addressed in either table/ memo format.

Detailed Comments on the EIS

1. Section 2.2 City of London Official Plan – Portions of this section appear to be outdated. This section needs to be reviewed and updated to the current planning environment. For example, Stantec indicates that the London Plan was adopted by Council in 2016, but that it is still waiting approval by the Minister of Municipal Affairs. The Minister approved the London Plan in December of 2016. There have also been iterations of the London Plan that highlight sections that are now in force and effect as they are no longer under appeal (see City of London Website for latest version). **Action: Review and update section accordingly.**
2. Section 3.2 Field Investigations – Table 3-1 does not accurately reflect all of the amphibian call surveys that occurred according to section 3.2.2. **Action: Review and update section.**
3. Section 3.2.2 Amphibian Call Count Surveys – Please note that the April 2017 date is quite late into the spring season, some species call quite early as soon as temperatures are suitable (>5C) and call for a short time window. It is possible that not all species/numbers were heard at this date, it is also noted that the temperature on this date was 18C, an earlier date where the temperature was more appropriate for early calling species should have been conducted. However according to numbers obtained, the ESA would be identified as SWH (woodlands) for breeding amphibians, it should be noted however that numbers are likely higher and potentially contain other species. **Action: Review and update this section and figures accordingly.**
4. Section 4.8 Vegetation Communities & 4.8.2 Wetlands – This sections identifies the narrow wetland habitats located along the spur line. These need to be properly identified on the figures as wetland habitat. Please see London Plan policies on wetlands (1330-1336). These meet the definition of wetland and should be identified as a proper ELC polygon and inclusion on the figures. Wetlands are required to be assessed under the OWES, if no PSW are located within 750m of the wetlands within the study area, a new assessment for significance should identify the likelihood of attaining PSW status for the complex of wetlands within the study area. As previously identified, this section needs to ensure conformity with the wetland policies of the London Plan. In this particular case, it should be identified that the wetlands located within the ESA should at some point in the future have the OWES applied, but given no field work was conducted within the broader ESA, it would be difficult to fully evaluate these wetlands that are not on the subject site. **Action: Review and revise section/ figures accordingly.**
5. Section 5.1 Significant Wetlands – Please review London Plan Wetland Policies (1330-1336). Wetland communities were identified on the subject lands as per the vegetation community assessment in the previous section, this was also confirmed by DS staff site visit and review. All wetlands are to be identified on the subject lands and provide additional comment on OWES evaluation, which policy indicates in required. Also, please note that the London plan no longer has 'Locally Significant Wetlands'; all wetlands that are not identified as PSW are called 'wetlands' and are components of the NHS that are protected. The City of London has a no net loss approach to remaining wetlands on the landscape. **Action: Review and update this section/ figures accordingly.**
6. Section 5.2 Significant Woodlands – Revise this section to identify that the EMG document for evaluating woodlands is to be used for evaluating all woodlands. Many woodlands are <4 ha in size and are evaluated for significance as they could achieve another of the High criteria, as per OP policies. The 4 ha is used to automatically identify a woodland as significant if it is 4 ha or greater. While the ESA designation supersedes on the Map the significant woodland evaluation of the feature, please note that the woodlands adjacent to the site (west and south) would meet the criteria for significant woodland designation, this should be properly identified, and indicate that a full evaluation using the guidelines is not necessary as part of this process given its recognized status as an ESA. **Action: Review and update section accordingly.**

7. Section 5.3 Significant Valleylands – Please note, that according to the property line, the valleyland feature along with the ESA/Woodlands are on the subject site at the very southwest edge of the subject site. **Action: Review and revise section accordingly.**
8. Section 5.5 Significant Wildlife Habitat – This section needs to be reviewed as it does not properly apply and identify the SWH criteria to features located on/ adjacent to the subject site. The ESA meets the criteria for SWH Breeding Amphibians (Woodlands), the criteria indicate that a total of 20 individuals combined from two or more of the listed species meet criteria for significance. At station one, the minimum number of individuals identified by Stantec are as follows: 17 Spring peepers, 2 Chorus frogs, and 5 Gray tree frogs. This totals >20 individuals from a combination of 2 or more species. Also of note is that these numbers do not reflect an early spring calling count survey, nor do they reflect any additional visual searches for additional (non-calling individuals, i.e. females). Other stations also recorded large number of individuals within 120m of woodlands. During a site visit by DS staff, tadpoles were documented in the linear wetlands along the spur lines as well as Terrestrial Crayfish Chimneys (Pictures taken by DS staff), which would also meet criteria for SWH for Terrestrial Crayfish. Did Stantec search for any seeps on the slopes associated with the ESA? **Action: Review and revise section accordingly/ Figures accordingly.**
9. Section 7.0 Proposed Development and Section 8.0 Impact Assessment – These sections need to more clearly articulate the buffers and the ultimate development setback. This section indicated that the ultimate setback is 30m from the ESA, but that the buffer is only 15m. The EMG buffer calculation for this feature supports a larger buffer, this calculation was not provided in the EIS. It should be noted that the pathway can be located inside of the buffer if the buffer is large enough (in the range of 30m), but positioned at the outermost area of the buffer. The ultimate 30m setback identified by Stantec should be identified as the buffer and the pathway block located inside of this area. The pathway should not be located a 15m buffer as identified in the EIS, this is not consistent with the EMG. **Action: Review and revise section accordingly to provide a 30m buffer along the rear of the property adjacent to the ESA and a pathway block at the outermost (but within) the 30m buffer.**
10. Section 9.0 Mitigation Measures and 10.0 Conclusion and Recommendations – These sections are lacking in detail typically expected from an EIS. The identification of compensation (relocation) of the wetland features within the spur lines to the buffer at the rear of the site. These can be easily accommodated as a habitat feature within the buffer, which will provide a net benefit to the NHS (see London Plan wetland policies). The recommendations need to be a clear itemized list of what is required and recommended by Stantec to ensure these items/ requirements are carried forward to draft approval and detail design. For example, SEC measures, need for restoration plan (and goals/objectives to follow) when this is created, homeowner brochure on living next to natural areas, bird friendly designs required, SWM controls, any water balance/hydro G considerations to protect the adjacent features/functions, tree preservation report. Some of these recommendations are quite standard and found in other EIS documents. Please note that during the DS site visit it was identified that someone had recently cut down and uprooted all trees located within the subject site, Council has a clear policy that vegetation on a subject site is not to be altered until it has been assessed and reviewed. All vegetation is to be assessed as part of the process and not removed until draft approval is granted. The current format in this EIS is not consistent with the EMG requirements. **Action: Review and revise section accordingly.**
11. Figures – Figures are to be on 11x17 and clearly identify the NHFs, buffers, and other blocks. **Action: Review and revise figures.**
12. Net Effects Table – No net effects table has been provided, please ensure all sections identified in the EMG are present within the EIS document. **Action: Review and revise EIS.**
13. Appendices – the appendices are not complete. They are to include all data sheets (ELC, Amphibians etc.), and brief CVs of staff that worked on this project. **Action: Review and revise appendices accordingly.**

Enbridge Gas Inc.

From: Ontario Lands <ONTLands@enbridge.com>

Sent: Tuesday, September 28, 2021 11:21 AM

Subject: [EXTERNAL] RE: 39T-21501 / OZ-9295 Notice of Public Meeting and REVISED Notice - 14 Gideon Drive and 2012 Oxford Street West - 2515060 and 2539427 Ontario Inc. (WARD 9) - Planner: Sean Meksula

Thank you for your correspondence with regards to draft plan of approval for the above noted project.

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

Should you require any further information, please contact the undersigned.

Barbara M.J. Baranow
Analyst Land Support

Enbridge Gas Inc.
50 Keil Drive North, Chatham, ON N7M 5M1

Integrity. Safety. Respect.

Appendix “E” – Policy Context

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

Provincial Policy Statement 2020

- 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns
 - 1.1.1
 - 1.1.3 Settlement Areas
 - 1.1.3.1, 1.1.3.2, 1.1.3.3, 1.1.3.4, 1.1.3.6
 - 1.2 Coordination
 - 1.4 Housing
 - 1.4.1
 - 1.5 Public spaces, recreation, parks, trails and open space
 - 1.5.1
 - 1.6.7 Transportation Systems
 - 1.6.7.4
- 2.0 Wise use and management of resources
 - 2.1 Natural heritage
 - 2.1.1, 2.1.4, 2.1.5, 2.1.6, 2.1.8

London Plan

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

Our City: 172_; 189; 191; *193_

City Building: *189-306; 307_; 333_; 336_; *357_; 408_; 410_6, 8; 425_; *518_; 687_; 690_;

Place Type Policies: 761_7; *Table 10; 877_1,2; 878_2; *921_

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

1989 Official Plan

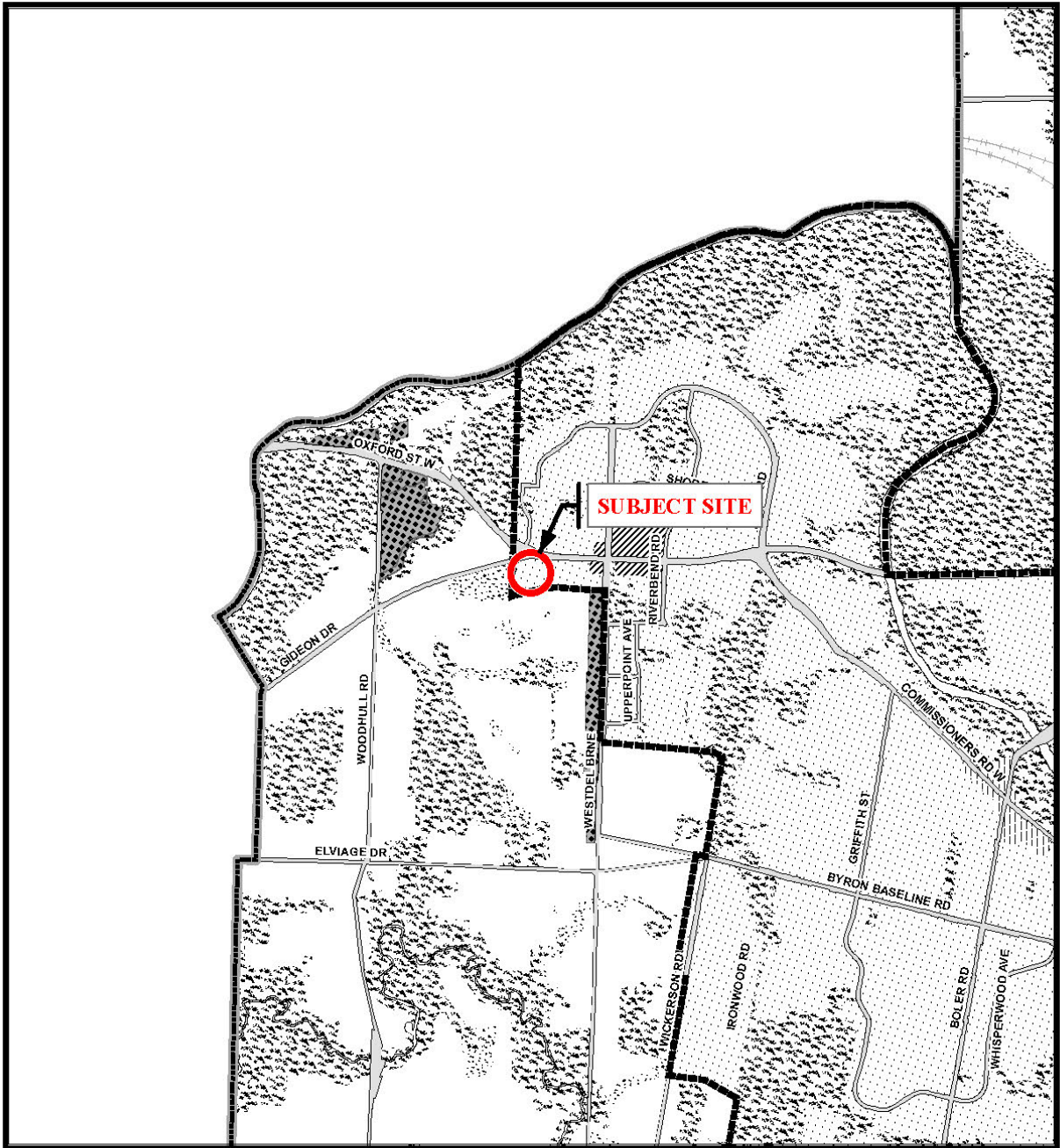
Chapter 2 Planning Framework

Chapter 11 Urban Design Principles

Chapter 15 Environmental Policies

Chapter 19 Implementation

Additional Maps



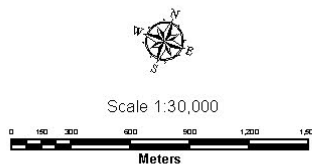
Legend

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

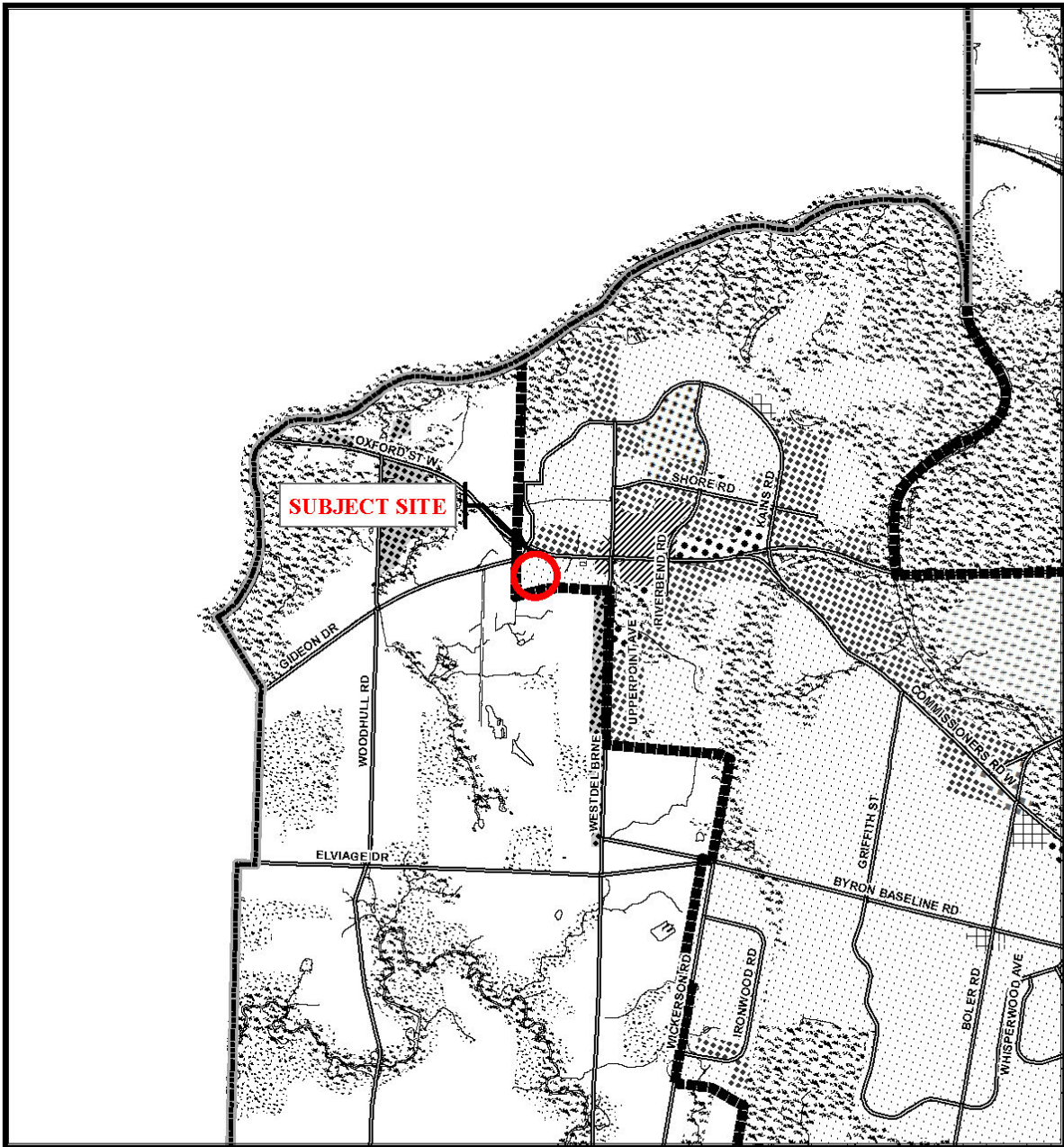
This is an excerpt from the Planning Division's working consolidation of Map 1 - Place Types of the London Plan, with added notations.

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

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



File Number: OZ-9295
Planner: SM
Technician: RC
Date: February 2, 2021



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

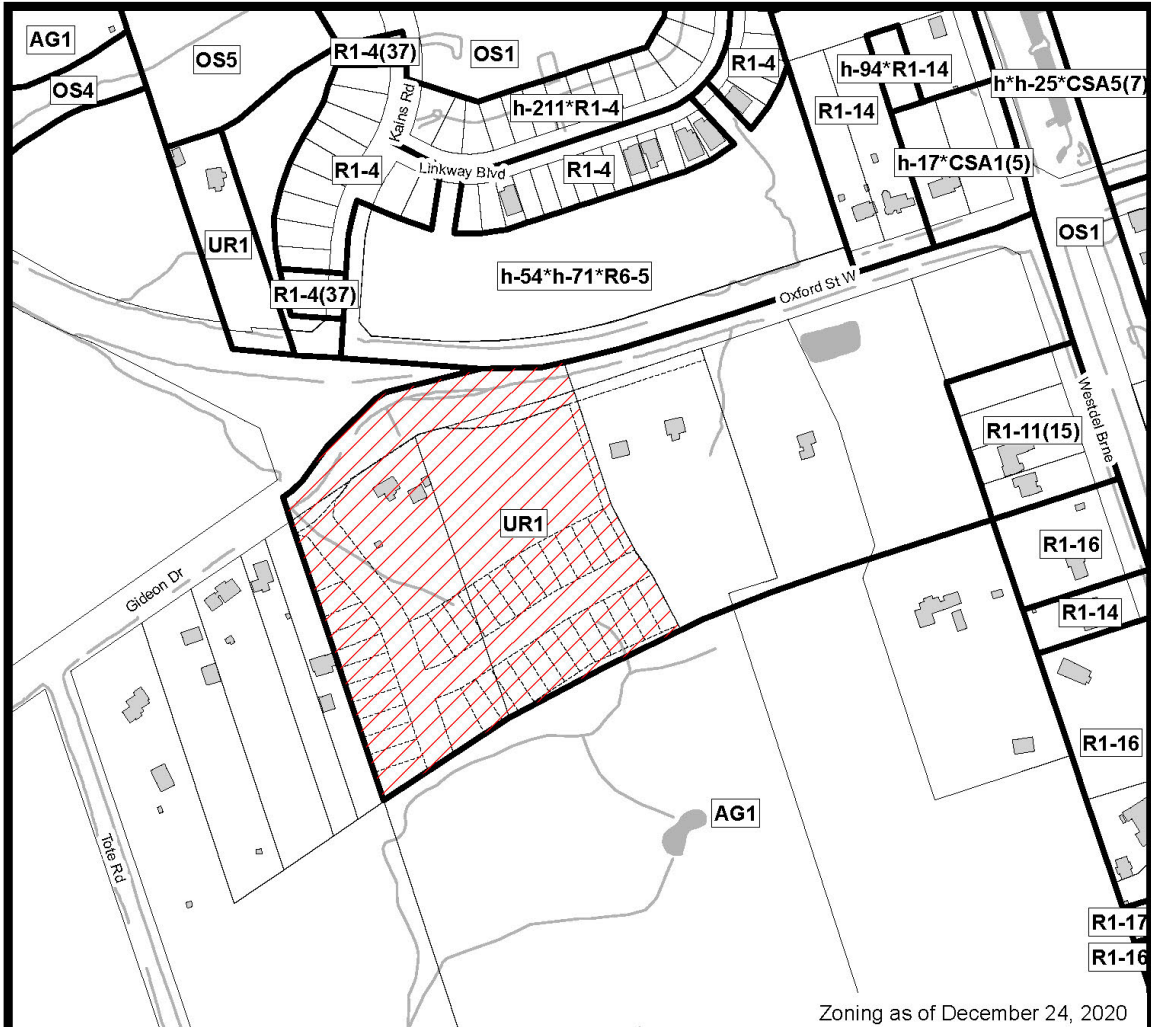


FILE NUMBER: OZ-9295

PLANNER: SM

TECHNICIAN: RC

DATE: 2021/02/01



Zoning as of December 24, 2020



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:

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

- R1 - SINGLE DETACHED DWELLINGS
- R2 - SINGLE AND TWO UNIT DWELLINGS
- R3 - SINGLE TO FOUR UNIT DWELLINGS
- R4 - STREET TOWNHOUSE
- R5 - CLUSTER TOWNHOUSE
- R6 - CLUSTER HOUSING ALL FORMS
- R7 - SENIOR'S HOUSING
- R8 - MEDIUM DENSITY/LOW RISE APTS.
- R9 - MEDIUM TO HIGH DENSITY APTS.
- R10 - HIGH DENSITY APARTMENTS
- R11 - LODGING HOUSE

- DA - DOWNTOWN AREA
- RSA - REGIONAL SHOPPING AREA
- CSA - COMMUNITY SHOPPING AREA
- NSA - NEIGHBOURHOOD SHOPPING AREA
- BDC - BUSINESS DISTRICT COMMERCIAL
- AC - ARTERIAL COMMERCIAL
- HS - HIGHWAY SERVICE COMMERCIAL
- RSC - RESTRICTED SERVICE COMMERCIAL
- CC - CONVENIENCE COMMERCIAL
- SS - AUTOMOBILE SERVICE STATION
- ASA - ASSOCIATED SHOPPING AREA COMMERCIAL

- OR - OFFICE/RESIDENTIAL
- OC - OFFICE CONVERSION
- RO - RESTRICTED OFFICE
- OF - OFFICE

- RF - REGIONAL FACILITY
- CF - COMMUNITY FACILITY
- NF - NEIGHBOURHOOD FACILITY
- HER - HERITAGE
- DC - DAY CARE
- OS - OPEN SPACE
- CR - COMMERCIAL RECREATION
- ER - ENVIRONMENTAL REVIEW

- OB - OFFICE BUSINESS PARK
- LI - LIGHT INDUSTRIAL
- GI - GENERAL INDUSTRIAL
- HI - HEAVY INDUSTRIAL
- EX - RESOURCE EXTRACTIVE
- UR - URBAN RESERVE
- AG - AGRICULTURAL
- AGC - AGRICULTURAL COMMERCIAL
- RRC - RURAL SETTLEMENT COMMERCIAL
- TGS - TEMPORARY GARDEN SUITE
- RT - RAIL TRANSPORTATION

- "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**



FILE NO:

OZ-9295

SM

MAP PREPARED:

2021/02/01

RC

1:4,000

0 20 40 80 120 160
Meters

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

Bibliography of Information and Materials
39T-21501/OZ-9395

Request for Approval:

City of London Subdivision Application Form, completed by Stantec Consulting Ltd., submitted October 29, 2020.

City of London Zoning By-law Amendment Application Form, completed by Stantec Consulting Ltd., submitted October 29, 2020.

Stantec Consulting Ltd., Proposed Draft Plan of Subdivision with Zones, October 29, 2020.

Stantec Consulting Ltd., Proposed Draft Plan of Subdivision, Part of Lots 3 & 5 Registrar's compiled Plan No. 400 of the Talbot Road (Geographic Township of Delaware) in the City of London, County of Middlesex, October 29, 2020.

Stantec Consulting Ltd., Cover letter Zoning By-law Amendment and Draft Plan of Subdivision Application, October 29, 2020..

Reference Documents:

Ontario. Ministry of Municipal Affairs and Housing. *Planning Act, R.S.O. 1990, CHAPTER P.13*, as amended.

Ontario. Ministry of Municipal Affairs and Housing. *Provincial Policy Statement, 2020*.

City of London. *Official Plan*, June 19, 1989, as amended.

City of London. *The London Plan*, June, 2016, as amended.

City of London. *Zoning By-law No. Z.-1*, May 21, 1991, as amended.

Submitted Reports:

MTE, Environmental Impact Study, September 29, 2020

MTE, Tree Preservation Report, April 22, 2020

EXP Services Inc., Hydrogeological Assessment, May 21, 2019

EXP Services Inc., Geotechnical Investigation, March 2019

BT Engineering BTE, Traffic Impact Assessment, November 2018

Lincoln Environmental Consulting Corp., Stage1-2 Archaeological Assessment, 14 Gideon Drive and 2012 Oxford Street West, June, 2018

Stantec, Final Proposal Report, February 21, 2020

Stantec, Heritage Impact Assessment – 14 Gideon Drive and 2012 Oxford Street West, London, Ontario, February 28, 2020

Stantec, Stormwater Management Brief, December 20, 2019

Stantec, Water Servicing Report, May 17, 2019'