

## Report to Planning and Environment Committee

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

**From:** Scott Mathers, MPA, P. Eng.,  
Deputy City Manager, Planning and Economic Development

**Subject:** Application by W-3 Lambeth Farms Inc.  
3700 Colonel Talbot Road and 3645 Bostwick Road  
Extension of Draft Plan Approval  
City File No: 39T-17503 Ward 9

**Date:** January 30, 2023

## Recommendation

That, on the recommendation of the Director, Planning and Development, with respect to the application of W-3 Lambeth Farms Inc. relating to the lands located at 3700 Colonel Talbot Road and 3645 Bostwick Road, the Approval Authority **BE ADVISED** that Municipal Council supports issuing a three (3) year extension to Draft Plan Approval for the residential plan of subdivision **SUBJECT TO** the revised conditions contained in the attached Appendix "A".

## Executive Summary

### Summary of Request

This request is for a three (3) year extension of draft plan approval for a proposed residential subdivision by W-3 Lambeth Farms Inc. located on lands bounded by Bostwick Road to the east and Colonel Talbot Road to the west, mid-block between Pack Road and the planned Kilbourne Road extension.

### Purpose and the Effect of Recommended Action

The purpose and effect is to recommend the Approval Authority for the City of London approve the requested extension of draft plan approval which is currently set to lapse on April 21, 2023, subject to the conditions appended to this report.

### Rationale of Recommended Action

1. The requested three (3) year extension is reasonable to allow sufficient time for the registration of the subdivision plan.
2. The land use pattern, lot/block configurations, and road alignments in this subdivision do not change. Therefore, an extension of the lapse date can be supported, subject to the recommended conditions of draft approval.

## Linkage to the Corporate Strategic Plan

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

# Analysis

## 1.0 Background Information

### 1.1 Previous Reports Related to this Matter

**September 23, 2019** – Report to Planning and Environment Committee – Public Participaton Meeting - 3700 Colonel Talbot Road and 3645 Bostwick Road – W-3 Lambeth Farms Inc. – Application for approval of Draft Plan of Subdivision, Official Plan and Zoning By-law Amendments (39T-17503/OZ-8838).

## 2.0 Discussion and Considerations

### 2.1 Property Description

The subject lands are bounded by Bostwick Road to the east and Colonel Talbot Road to the west, mid-block between Pack Road and the planned Kilbourne Road extension. These lands are legally described as Part of Lots 74 & 75, Concession East of the North Branch of Talbot Road (formerly in the Town of Westminster) now in the City of London, comprising a total area of approximately 53 ha. (131 ac.). The westerly half is currently being prepared for residential development, and was previously used for farming and crop production. Additionally, the subject lands contain two natural heritage features: a 9.0 ha (22.2 ac) woodlot situated in the southeastern quadrant of the site (known as vegetation Patch 10069)); and a regulated area in the vicinity of Patch 10069 reflective of a former drain in the area which presently traverses a low point on the adjacent property.

### 2.2 Current Planning Information

- The London Plan Place Types – “Neighbourhoods” and “Green Space”
- Southwest Area Secondary Plan – North Lambeth Residential Neighbourhood – “Low Density Residential” and “Medium Density Residential”; Bostwick Residential Neighbourhood - “Low Density Residential”, “Medium Density Residential”, and “Open Space and Environmental Review”
- Zoning – Various Residential, mixed Residential/Neighbourhood Facility and Residential/Commercial Zones (ie. R1-3(23), R1-4(36), R2-1(17), R2-3(5), R4-6(12), R6-5(62), R6-5(64), R6-5(65), R8-4(50), R9-3(16), R9-3(17), R9-3(18), NF1(17), CC6(11), CC6(13), OS1 and OS5 Zones)

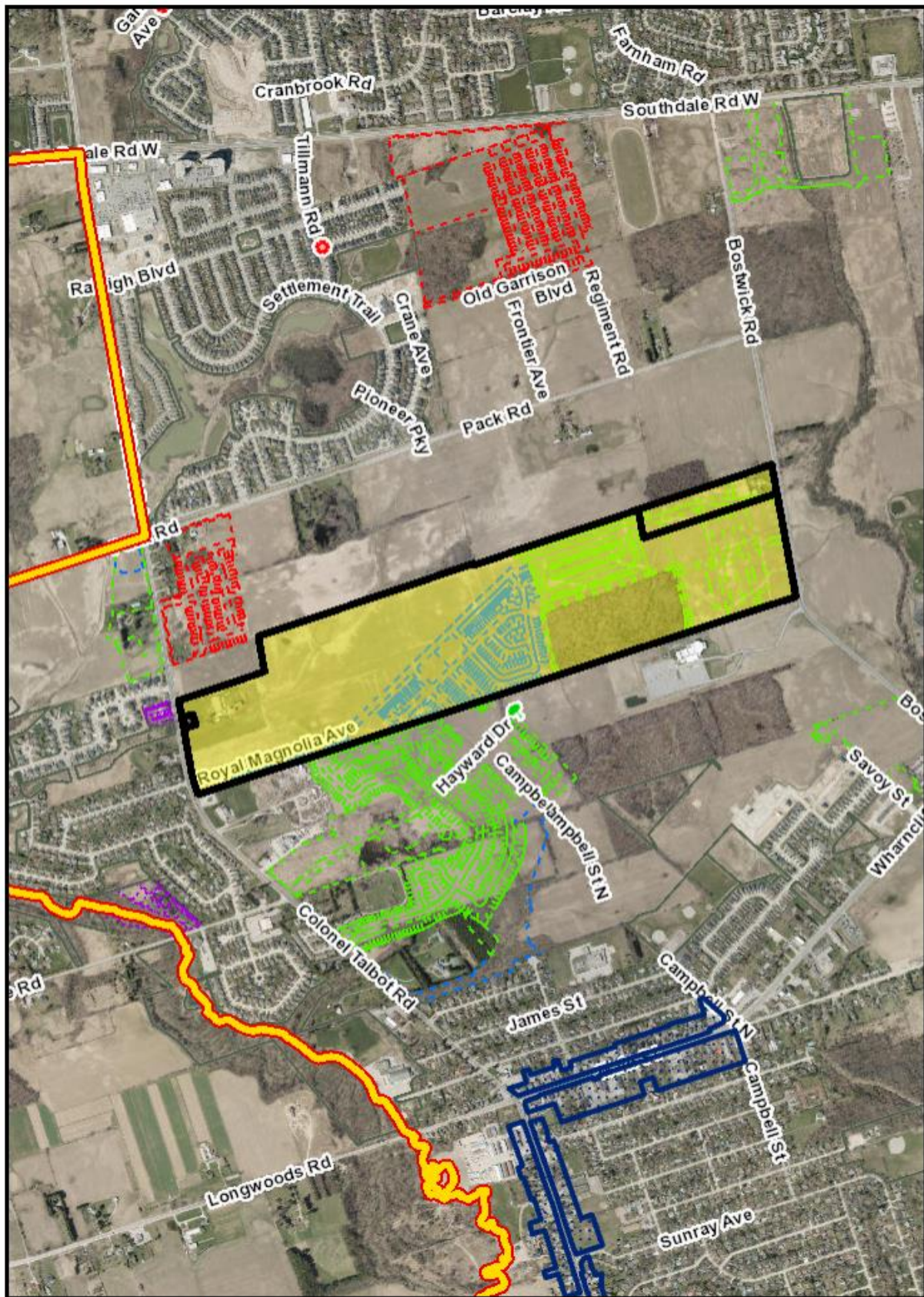
### 2.3 Site Characteristics

- Current Land Use – residential dwelling and accessory building, agriculture and open space
- Frontage – approx. 63 metres on Colonel Talbot Road and 425 metres on Bostwick Road
- Depth – approx. 1,997 metres
- Area – 53 ha. total (34 ha. remaining draft-approved outside of Phase 1)
- Shape – Irregular

### 2.4 Surrounding Land Uses

- North – agriculture, future residential development lands, and vacant/natural heritage
- East – agriculture
- South – church, future residential development lands, construction office and storage yard, soccer field (private), and agriculture
- West – residential single detached dwellings

## 2.5 Location Map



### Location Map

Subject Property: 3700 Colonel Talbot Road  
 Applicant: W-3 Lambeth Farms Inc.  
 File Number: 39T-17503  
 Created By: Larry Mottram  
 Date: 1/5/2023  
 Scale: 1:16000

### Legend

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

Corporation of the City of London



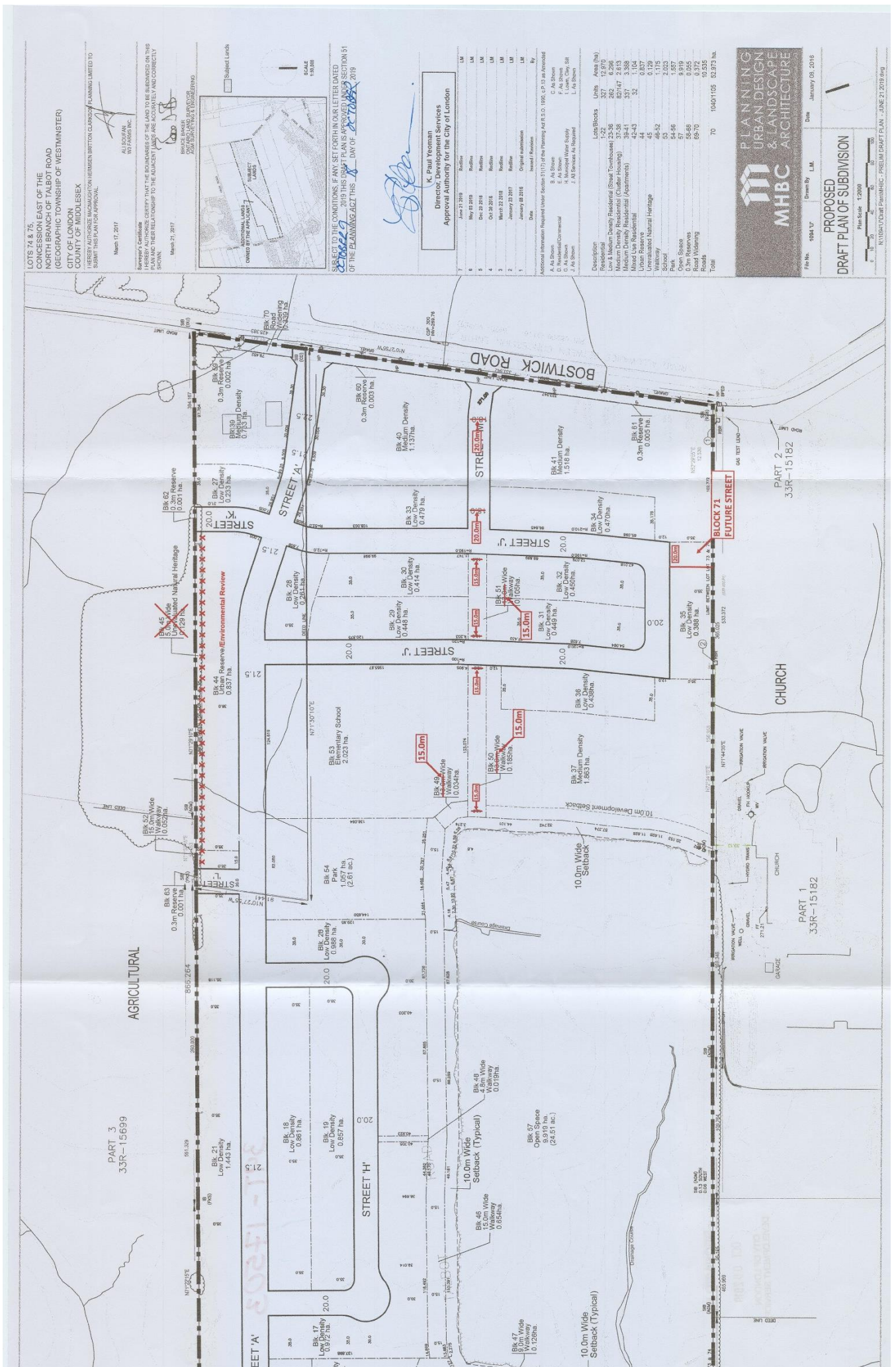


## 2.6 Current Draft-Approved Plan of Subdivision





2.6.1 East Half (enlarged)







## 2.7 Planning History

Municipal Council approved Official Plan and Zoning By-law Amendments in conjunction with an application for approval of draft plan of subdivision submitted by W-3 Lambeth Farms Inc. at their meeting held October 1, 2019. On October 18, 2019, the Approval Authority for the City of London granted draft plan approval with conditions to the subdivision plan consisting of twenty-one (21) single detached/low density blocks, thirteen (13) street townhouse blocks, two (2) apartment/medium density blocks, four (4) commercial/residential mixed use blocks, two (2) cluster/low rise blocks, one (1) school block, one (1) open space block, seven (7) pathway blocks, three (3) park blocks, one (1) urban reserve/environmental review block, one (1) future road block, two (2) road widening blocks, eleven (11) 0.3 m reserve blocks, all served by two (2) secondary collector/neighbourhood connector roads (Street A and Street D), and nine (9) new local/neighbourhood streets. Draft approval was set to lapse on October 21, 2022. A 180 day emergency extension was granted by the Approval Authority on September 29, 2022 extending the lapse date to April 21, 2023.

The westerly portion of the draft subdivision plan (Phase 1) was granted final approval and registered as Plan 33M-821 on July 13, 2022. This phase consists of 179 single detached dwelling lots, 63 street townhouse lots, three (3) commercial/residential mixed-use blocks, one (1) cluster housing/low-rise residential block, two (2) park blocks, and one (1) walkway block, served by seven (7) new streets including the extension of Campbell Street North and Royal Magnolia Avenue.

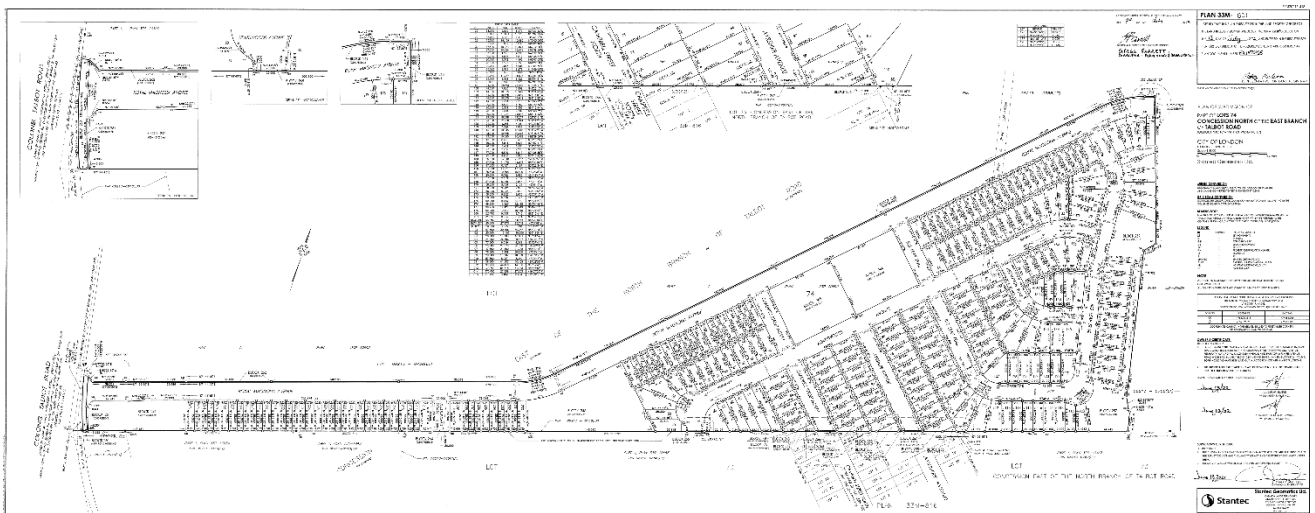


Figure 1: Registered Plan of Subdivision 33M-821

## 2.8 Requested Action

This request is for a three (3) year extension of the remaining undeveloped lands within the draft plan consisting of various low density single detached, street townhouse, medium density apartment, and mixed commercial/residential blocks; an elementary school block; large open space and buffer blocks; a neighbourhood park; walkways; and an urban reserve/environmental review block.

An extension of Draft Approval is required in order to have sufficient time to complete the final approval and registration process for the final two phases of the subdivision. Phase 2 is currently in detailed engineering design review with the City, and Phase 3 is anticipated to be brought forward for final approval in 2023-24.

Given the timing as noted above, it will not be possible for W-3 Lambeth Farms Inc. (aka. York Developments) to satisfy all conditions of Draft Plan Approval and register these phases in advance of the current lapse date. The requested extension would afford York sufficient time to coordinate the registration of agreements for the balance of the subdivision. They have not proposed any changes to the lot/block configuration, road pattern or zoning that applies to these lands.

A Draft Approval extension period of three (3) years is being recommended in accordance with standard City practice. If final approval has not been provided within the three year period and the applicant requests an extension, there will be another



opportunity to formally review the conditions and ensure that they are relevant to current planning policies, municipal servicing requirements, and the projects listed in the updated Growth Management Implementation Strategy (GMIS).

## **2.9 Community Engagement**

Notice was not circulated to the public regarding the request for extension of draft approval given that no significant changes are being proposed to the zoning, lotting pattern or roadway alignments in the draft approved plan (39T-17503). In accordance with Section 51(45) of the *Planning Act* notice will be provided to the applicant, as well as any persons or public bodies who are prescribed under the Act and anyone who previously requested notification.

## **2.10 Policy Context**

### **The London Plan**

With respect to The London Plan, the subject lands are within the “Neighbourhoods” Place Type permitting a range of uses such as single detached, semi-detached, duplex dwellings, converted dwellings, townhouses, triplexes, fourplexes, stacked townhouses, low-rise apartment buildings and small-scale community facilities as the main uses. The “Green Space” Place Type applies to an existing woodlot located in the southeast portion of the subdivision draft plan to be retained as open space. The Draft-Approved Plan also incorporates a high degree of neighbourhood connectivity including a 15 m wide multi-use pathway system consistent with walking and cycling routes identified on the Active Mobility Network mapping.

### **Southwest Area Secondary Plan**

The Southwest Area Secondary Plan (SWAP) forms part of The London Plan, and its policies prevail over the more general planning policies if there is a conflict (Policies 1556 & 1558). The W-3 Lambeth Farm Inc. subdivision lands are within both the North Lambeth and Bostwick Residential Neighbourhoods, and are designated as Low Density Residential (LDR), Medium Density Residential (MDR), and Open Space and Environmental Review. A range of low and medium density residential uses are permitted, as well as a limited range of secondary permitted uses and open space uses, including active recreational parks, smaller and more passive neighbourhood parks, natural heritage and environmental features, and stormwater management facilities. In addition to the general land use policies, the SWAP also includes policy direction for future development with respect to urban design and built form. The draft plan of subdivision extension conforms to both the The London Plan and the Secondary Plan (SWAP).

## **3.0 Financial Impact/Considerations**

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

## **4.0 Key Issues and Considerations**

### **4.1 Draft Conditions**

The Draft Approval conditions have been re-circulated and reviewed with municipal departments and agencies, and have been reviewed with the applicant and their consultants. As a result, there are a number of modifications and revisions, as well as several new clauses added reflecting current municipal standards and requirements. The proposed modifications and new conditions are briefly highlighted below. The amendments to the conditions of draft approval are shown highlighted, including ~~strikeouts~~ for deletions and underlines for additions, on the attached Appendix “A”. The recommended three year extension would result in a new draft approval lapse date on or before April 21, 2026.

1. Conditions 1 through 31 are substantively the same as those of the previous draft approval with some consolidation, minor tweaking and wording modifications.



Condition 17 pertains to the proposed elementary school block (Block 53). The applicant expressed concerns they will not be able to satisfy the condition as part of their engineering drawing review as the school board is not prepared to provide them with a conceptual site plan. It should be noted that there is no commitment from the school boards to acquire the block which is dual-zoned for either an elementary school or future residential uses. Staff have revisited the draft plan condition and reviewed the size and configuration of the block with respect to its possible future uses and have no concerns with its ability to accommodate street-oriented development, and orientation to adjacent park/pathways. Staff are satisfied that site design and orientation can be addressed appropriately at the site plan approval stage and that the condition can be removed.

2. Conditions 46, 47 and 48 are related to drainage and stormwater management. These conditions have been added to address the implementation of remedial works recommended in the accepted hydrogeological report and the Owner's obligation for operation, monitoring and maintenance of stormwater management (SWM) facilities and related works within the subdivision prior to assumption by the City.
3. Conditions 49 to 52 related to the provision of municipal water services have been updated to reflect current municipal standards. Condition 49 x) regarding the need for external waterwains to service the subdivision is revised to clarify that there is presently no watermain along this section of Bostwick Road, nor was one considered or included in the most recent (2021) Development Charges Background Study.
4. Conditions 53 to 89 are related to roadworks and transportation infrastructure with a number of revised conditions and new conditions added. Conditions 54, 56 and 57 reflect current engineering design standards for road allowances, pavement widths, tangents, and boulevards. The applicant was concerned the proposed increase in the minimum requirements from 9.5 metre to a 10 metre road pavement width and 6 metre wide boulevards, equating to a 22 metre wide road allowance, would conflict with the road allowance for Royal Magnolia Avenue (Street 'A') which is 21.5 metres and therefore pavement widths should remain at 9.5 metres.

Staff confirmed the 10 metre reference in Condition 54 is referring to tangents and not pavement widths. With respect to Conditions 56 and 57, the 10 metre standard is consistent with The London Plan as Street 'A' is identified as a Neighbourhood Connector. As per the Cycling Master Plan Technical Amendments (March 10, 2020), Royal Magnolia Avenue (Street 'A') is also identified as a cycling route. The pavement widths identified in 56. ii) support a Neighbourhood Connector with bike lanes and are consistent with requirements in the Complete Street Design Manual and the City's current Design Specifications and Requirements Manual. It is further noted that only the pavement width standard has been revised and not the road allowance width. Where an on-street parking plan is required, wording has been added to Condition 57 noting that if boulevard widths less than 6.0 metres are proposed, the Owner shall make a presentation to the Utilities Co-ordinating Committee in support of the reduced standard.

No changes are proposed to Condition 65 with respect to the requirements for a 2.4 metre wide sidewalk fronting the school block (Block 53) on Royal Magnolia Avenue (Street 'A') and Street 'J'. A note can be provided on the engineering drawings that should the block not be developed for an elementary school, a standard 1.5 metre wide sidewalk may be provided. Seeing the 2.4 metres on the drawings will ensure there is regard for other boulevard features (streetlights, hydrants, transformers, etc.) and that there will be no conflicts with a widened sidewalk.

Condition 89 requires the placement of 0.3 metre reserve blocks to restrict vehicular access along the north and south sides of Street 'M', approximately 60 metres west of the intersection with Bostwick Road. The applicant proposes that the future access arrangements to Street 'M' be determined in accordance with the City's approved Access Management Guidelines at the time of site plan approval for

development of the medium density blocks adjacent Street 'M'. Staff are satisfied this approach is acceptable and therefore the condition can be removed.

5. Conditions 90 to 120 are general engineering-related conditions which have been updated. This included removing certain conditions that were applicable to Phase 1 and are no longer relevant (ie. Conditions 113 & 114). New conditions have also been added with respect to the future Bostwick Road re-alignment, including the provision of interim measures such as temporary street lights, turn lanes, etc. at Street 'A' (Royal Magnolia Avenue), as well as provision for future rights-in/rights-out access for Street 'A' once Bostwick Road has been reconstructed (Conditions 119 & 120).

## **Conclusion**

Staff recommend a three (3) year extension to Draft-Approval for this plan of subdivision, subject to the revised conditions included in Appendix A. The recommended extension is considered appropriate and reasonable to allow sufficient time for final approval and registration of this subdivision plan.

**Prepared by:** **Larry Mottram, MCIP, RPP**  
**Senior Planner, Subdivisions and Condominiums**

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

**Recommended by:** **Heather McNeely, MCIP, RPP**  
**Director, Planning and Development**

**Submitted by:** **Scott Mathers, MPA, P. Eng.**  
**Deputy City Manager, Planning and Economic Development**

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

CC: W-3 Lambeth Farms Inc.  
Matt Davenport, Manager, Subdivision Engineering

January 23, 2023  
SM/HM/BP/LM/lm



## Appendix A

### APPENDIX 39T-17503 (Conditions to be included for draft plan approval)

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

NO.	CONDITIONS
<u>General</u>	
1.	This draft approval applies to the draft plan submitted W-3 Lambeth Farms Inc. (File No. 39T-17503), prepared by MHBC Planning, File No. 1094 'U', dated June 21, 2019, <u>as red-line amended</u> , which shows a draft plan of subdivision consisting of twenty-one (21) single detached/low density blocks, thirteen (13) street townhouse blocks, two (2) apartment/medium density blocks, four (4) commercial/residential mixed use blocks, two (2) cluster/low rise blocks, one (1) <u>residential/neighbourhood facility (school)</u> block, one (1) open space block, seven (7) pathway blocks, three (3) park blocks, one (1) urban reserve/environmental review block, one (1) future road block, two (2) road widening blocks, eleven (11) 0.3 m reserve blocks, all served by two (2) secondary collector/neighbourhood connector roads (Street A and Street D), and nine (9) new local/neighbourhood streets.
2.	<u>This draft approval and these conditions replaces the conditions of draft approval granted on October 18, 2019 for plan 39T-17503 as it applies to lands located at 3700 Colonel Talbot Road and 3645 Bostwick Road, east of Colonel Talbot Road and west of Bostwick Road, mid-block between Pack Road and the planned Kilbourne Road extension; and generally described as Part of Lots 74 &amp; 75, Concession East of the North Branch of Talbot Road (formerly in the Town of Westminster) now in the City of London.</u>
3.	This approval applies for three years <u>until April 21, 2026</u> , and if final approval is not given by that date, the draft approval shall lapse, except in the case where an extension has been granted by the Approval Authority.
4.	The Owner shall enter into a subdivision agreement with the City, in the City's current approved form (a copy of which can be obtained from Development Services), which includes all works and services required for this plan, and this agreement shall be registered against the lands to which it applies.
5.	The Owner shall comply with all City of London standards, guidelines and requirements in the design of this draft plan and all required engineering drawings, to the satisfaction of the City. Any deviations from the City's standards, guidelines or requirements shall be satisfactory to the City.
6.	In conjunction with the first submission of engineering drawings, street(s) shall be named and the municipal addressing shall be assigned to the satisfaction of the City.
7.	Prior to final approval, the Owner shall submit to the Approval Authority a digital file of the plan to be registered in a format compiled to the satisfaction of the City of London and referenced to NAD83UTM horizon control network for the City of London mapping program.
8.	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.

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

Planning and Urban Design

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

*“Warning: Purchasers, residents, and tenants are advised that these Units are in close proximity to the Forest City Community Church, located at 3725 Bostwick Road. This church and its facilities may generate sound levels from time to time which are audible and may interfere with some activities of the dwelling occupants.”*
- ~~17. In conjunction with first submission engineering drawings, the Owner shall submit a concept plan for the development of Block 53 (proposed school block) to ensure any possible development can address street orientation and park/pathway orientation, to the satisfaction of the City.~~



18. The Owner shall register on title and include in all Purchase and Sale Agreements the requirement that the homes to be designed and constructed on all corner lots in this plan (including lots with side frontages to parks and/or open spaces), are to have design features, such as but not limited to porches, windows or other architectural elements that provide for a street oriented design and limited chain link or decorative fencing along no more than 50% of the exterior sideyard abutting the exterior sideyard road/park/open space frontage.

#### Environmental and Parks/Pathways

19. In conjunction with Focused Design Studies, a final EIS and Hydrogeological and Water Balance Assessment shall be submitted, which includes all updates and addendums, and details on the wetland compensation which shall demonstrate that there is no net loss of natural heritage features and their functions, all to the satisfaction of the City and UTRCA.
20. In conjunction with the first submission of engineering drawings submission, the Owner shall detail how the recommendations of the accepted EIS (~~completed by BioLogic Inc.~~) and any approved addendum(s) will be incorporated into the plan, and implemented, all to the satisfaction of the City.
21. Parkland dedication has been calculated at a rate of 1 hectare per 300 residential units. The Owner shall dedicate Blocks 46, 47, 48, 49, 50, 51, 52, 54, 55, and 56 and 57 to satisfy a portion of the required parkland dedication. Some of the blocks have been taken at a compensated rate as per By-law CP-9. The balance of the required parkland dedication will be taken in the future phase of the subdivision.
22. In conjunction with the Focused Design Studies first submission of engineering drawings, the Owner is to provide park concept plans for Blocks 54, 55 and 56 to the satisfaction of the City.
23. In conjunction with the Focused Design Studies first submission of engineering drawings, the Owner shall provide initial pathway concepts for Blocks 46, 47, 48, 49, 50, 51 and 52 to the satisfaction of the City.
24. Within one year of registration of this plan, the Owner shall grade, service and seed all areas dedicated for parkland within the phase being registered, in accordance with the approved plan, to the satisfaction of the City. Areas dedicated for parkland shall not to be used for stockpiling of any kind.
25. The Owner shall not grade into any open space areas or parkland. Where lots or blocks abut an open space area, all grading of the developing lots or blocks at the interface with the open space areas are to match grades to maintain existing slopes, topography and vegetation. In instances where this is not practical or desirable, any grading into the open space shall be to the satisfaction of the City.
26. Prior to construction, site alteration or installation of services, robust silt fencing/erosion control measures must be installed and certified with site inspection reports submitted to the City's Ecologist Planner monthly during development activity along the edge of the Block 57.
27. Within one year of registration of this plan, the Owner shall construct a 1.5m high chain link fencing without gates in accordance with current City park standards (SPO 4.8) or approved alternate, along the property limit interface of all private lots and blocks adjacent to existing and/or future Park and Open Space Blocks, to the satisfaction of the City.
28. In conjunction with the first submission of engineering drawings, a buffer planting and habitat enhancement plan which addresses restoration and plantings that shall occur around the woodlot and wetland in accordance with the approved

EIS, prepared by a qualified professional, shall be submitted and reviewed, to the satisfaction of the City.

29. In conjunction with Focused Design Studies, the Owner shall have a qualified arborist prepare a tree preservation report and plan for lands within the proposed draft plan of subdivision. The tree preservation report and plan shall be focused on the preservation of quality specimen trees within lots and blocks. The tree preservation report and plan shall be completed in accordance with current approved City of London guidelines for the preparation of tree preservation reports and tree preservation plans, to the satisfaction of the Manager of Environmental and Parks Planning as part of the design studies submission. Tree preservation shall be established first and grading/servicing design shall be developed to accommodate maximum tree preservation.
30. In conjunction with Focused Design Studies, the Owner shall, in lieu of the standard park grade, service and seed requirements, undertake, by a Registered Professional Forester or a Certified Arborist (being qualified to make hazard tree assessments), a Hazard Tree Assessment Study for all blocks/lands that abut parks (Blocks 54, 55, 56) and open space (Block 57). The study will undertake a tree risk assessment to identify hazard trees or hazardous parts of any trees within falling distance of the park lot lines (this being the hazard tree management zone) and pathways (as approved by the city), this is also taking into account wind-firmness of adjacent trees affected by any recommended hazard tree removals, and ensure that those hazard trees, or parts thereof, are abated or removed in a timely manner by competent, certified arborists prior to any other persons (workers) entering the hazard tree management zone, or within one year of registration, whichever is the sooner.
31. At the time of development approvals (site plan) for Block 37, the Owner shall incorporate a 10 meter wide native landscape strip along the west lot line of the Block to function as an ecological buffer to the adjacent woodlot. The planting plan shall be prepared by a qualified professional and approved by the City's Ecologist Planner, in conjunction with any site plan submission.

#### UTRCA

32. In conjunction with the first submission engineering drawings, the Applicant will provide the following information related to the relocation of Vegetation Community #5, in accordance with UTRCA Section 28 permit #160-19 which was conditionally approved by the UTRCA's Board of Directors on August 27, 2019:
  - i) A relocation and phasing plan, which details the relocation and timing of moving the terrestrial wildlife;
  - ii) A monitoring program for terrestrial wildlife, and the identification of a monitoring program to be implemented through Phase 2 of the future subdivision at 3700 Colonel Talbot Road;
  - iii) The minimum compensation required for Vegetation Community #5, as detailed in the final accepted EIS. The compensation requirements detailed in the final accepted EIS shall be considered and accounted for in the development of the Dingman Stormwater EA alternative for an enhanced corridor approach for North Lambeth 2 (Tributary 12). Securities shall be taken as part of this subdivision to ensure works are completed in the future, to the satisfaction of the City and the UTRCA; and
  - iv) A work plan and cost estimate of the project, including any hydrogeological works, water balance assessments, restoration, earth works, and plantings etc.
33. In accordance with Ontario Regulation 157/06 made pursuant to Section 28 of the Conservation Authorities Act, the Owner shall obtain the necessary permits/approvals from the UTRCA to create/construct a new natural corridor in



future draft plan lands (currently known as Phase 2) and also prior to undertaking any site alteration or development within the regulated area including filling, grading, construction, site alteration to watercourse and/or interference with a wetland.

34. The Owner shall prepare and deliver to all homeowners an education package which explains the stewardship of natural area, the value of existing tree cover, the value of your cat safe outdoors and the protection and utilization of the grading and drainage pattern on these lots. The educational package shall be prepared to the satisfaction of the City and the UTRCA.
35. In conjunction with the first submission of engineering drawings, the Owner shall demonstrate how water flows and water quality shall will be maintained (i.e. LID's, grading, bioswales) between Patch 10066 and Patch 10069, to the satisfaction of the City and the UTRCA.

## **SEWERS & WATERMAINS**

### Sanitary:

36. In conjunction with the Focused Design Studies, the Owner shall have his consulting engineer prepare and submit a Sanitary Servicing Study to include the following design information:
  - i) Provide a sanitary drainage area plan, including the sanitary sewer routing and the external areas to be serviced, to the satisfaction of the City;
  - ii) Provide details of the sanitary sewers to serve this Plan that will connect to the future Colonel Talbot Pumping Station;
  - iii) Demonstrate that the GMIS trunk sanitary sewer SS15B can be constructed complete with local services from Colonel Talbot Pumping Station and Colonel Talbot Road to the future GMIS SS15A, complete with cross-sections;
  - iv) Provide sufficient detail for any temporary sanitary sewer connections that can serve this Plan that are proposed to be served by a gravity connection to the GMIS sanitary trunk sewer SS15A and confirm any and all details to address the timing and extension of the future trunk sanitary sewer, SS15A, to the limits of this Plan;
  - v) Provide details for any areas that are contemplated to be serviced by future local gravity sewers external to this plan; ~~namely, for Streets 'C', 'D' and 'E'. It is recognized that these areas may need to be held out of development until a sanitary sewer external to this plan is available;~~
  - vi) ~~Demonstrate adequate capacity in the sanitary trunk sewer being constructed in the Colonel Talbot Subdivision to the south in Plan 39T-42503; and,~~
  - vii) Demonstrate that the servicing to the proposed street townhouses can be constructed with adequate separation distances and avoid conflicts with City services, which meet City of London standards and requirements.
37. In accordance with City standards or as otherwise required by the City Engineer, the Owner shall complete the following for the provision of sanitary services for this draft plan of subdivision:
  - i) The proposed sanitary sewers to serve this Plan will ultimately connect to the future Colonel Talbot Pumping Station as set out in the Environmental Assessment. The Owner may construct the GMIS SS15B external to this Plan within lands also owned by the applicant in advance of the GMIS schedule with the proper front ending agreements in place to be connect to the GMIS SS15A;
  - ii) It is recognized that there is some servicing flexibility and contingent on timing, if in the interim the Owner constructs sanitary sewers to serve this Plan and connects them temporarily to the future trunk sanitary sewer SS15A, that is being constructed in stages, which may require the Owner

- to extend a portion of the trunk sanitary sewer external to these lands to the limits of this Plan in order to provide a future gravity connection, all to the satisfaction of the City Engineer. The availability and timing for the extension of SS15A involves other stakeholders and the Owner may be required to construct works external to this Plan in order to provide a temporary sanitary gravity connection for this Plan;
- iii) If the subject plan develops in advance of the subdivision to the south of this plan, the Owner shall make arrangements with the affected property owner(s) for the construction of any portions of the CSRF trunk sanitary sewer Stage 2 (GMIS SS15A) situated on private lands outside this plan, over easements provided by adjacent property owner, as necessary, all to the specifications of the City;
  - iv) Oversizing of the internal sanitary sewers in this draft plan to accommodate flows from the upstream lands external to this plan, if necessary, all to the satisfaction of the City; and,
  - v) Where trunk sewers are greater than eight (8) metres in depth and are located within the municipal roadway, the Owner shall construct a local sanitary sewer to provide servicing outlets for private drain connections, to the satisfaction of the City Engineer. The local sanitary sewer will be at the sole cost of the Owner.
  - vi) 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;
  - vii) 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.

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

#### Storm and Stormwater Management (SWM)

39. In conjunction with the Focused Design Studies, the Owner shall have his consulting engineer prepare and submit a Storm/Drainage and SWM Servicing Functional Report or a SWM Servicing Letter/Report of Confirmation to address the following:
- i) Identifying the storm/drainage and SWM servicing works for the subject and external lands and how the interim drainage from external lands will be handled, all to the satisfaction of the City;
  - ii) Identifying major and minor storm flow routes for the subject and external lands, to the satisfaction of the City;
  - iii) Supporting overland flow route capacity calculations and associated drawings for the conveyance of the major overland flows from this plan of subdivision to the intended receiving system to the south of this plan;
  - iv) Conduct a Headwater Drainage Features (HDF) assessment of all open watercourses and Municipal Drains located within this plan and confirm all appropriate management strategy for each in consultation with the City and the Upper Thames River Conservation Authority, all to the satisfaction of the City Engineer and the Upper Thames River Conservation Authority;
  - v) Provide supporting documents for the inclusion of the identified areas below for major and minor storm/drainage and SWM related servicing works for Blocks 23-26, Street 'A' (west of Block 38), Street 'B', Blocks 28-37, 39-41, Street 'J', Street 'K' and Street 'A' (east of Street 'J') as these are not identified within the North Lambeth SWM Facility P9 drainage catchment area for both major and minor storm flows;



- vi) Identify all interim and long term erosion and sediment control measures that would be required for both registration and construction phasing/staging of the development and any major revisions to these plans after the initial acceptance shall be reviewed/accepted by the City of London for conformance to our standards and Ministry of the Environment, Conservation and Parks requirements;
  - vii) Ensure that all existing upstream external flows traversing this plan of subdivision are accommodated within the overall minor and major storm conveyance servicing system(s) design, all to the specifications and satisfaction of the City Engineer;
  - viii) Implement SWM soft measure Best Management Practices (BMP's) within the Plan, where possible, to the satisfaction of the City. The acceptance of these measures by the City will be subject to the presence of adequate geotechnical conditions within this Plan and the approval of the City Engineer; and
  - ix) Ensure the post-development discharge flow from the subject site must not exceed capacity of the stormwater conveyance system. In an event where the condition cannot be met, the Owner shall provide SWM on-site controls that comply with the accepted Design Requirements for permanent Private Stormwater Systems.
40. The subdivision to which this draft approval relate shall be designed such that increased and accelerated stormwater runoff from this subdivision will not cause damage to downstream lands, properties or structures beyond the limits of this subdivision. Notwithstanding any requirements of, or any approval given by the City, the Owner shall indemnify the City against any damage or claim for damages arising out of or alleged to have arisen out of such increased or accelerated stormwater runoff from this subdivision.
41. In conjunction with the first submission engineering drawings, the Owner shall conduct a hydrogeological assessment to identify a target infiltration rate in millimetres per hectare and implement Low Impact Development measures to achieve the water balance and meet groundwater recharge objections, to the satisfaction of the City Engineer. Alternatively, the Owner shall implement LID measures in accordance with the target infiltration rate and design criteria established by the Dingman Creek Stormwater Servicing Strategy Schedule C Municipal Class EA.
42. The above-noted Storm/Drainage and SWM Servicing Functional Report or a SWM Servicing Letter/Report of Confirmation, prepared by the Owner's consulting professional engineer, shall be in accordance with the recommendations and requirements of the following:
- i) The SWM criteria and environmental targets for the Dingman Creek Subwatershed Study (2005) and any addendums/amendments;
  - ii) The approved Functional Stormwater Management Plan for North Lambeth SWM Facility P9, (prepared by Stantec (2016)) or any updated Functional Stormwater Management Plan;
  - iii) The approved Storm/Drainage and SWM Servicing Functional Report for the subject lands;
  - iv) The final Dingman Creek Stormwater Servicing Strategy Schedule 'C' Municipal Class EA;
  - v) The City's Design Requirements for Permanent Private Stormwater Systems approved by City Council and effective as of January 1, 2012. The stormwater requirements for PPS for all medium/high density residential, institutional, commercial and industrial development sites are contained in this document, which may include but not be limited to quantity/quality control, erosion, stream morphology, etc.;
  - vi) The City of London Design Specifications and Requirements, as revised;

- vii) The City's Waste Discharge and Drainage By-laws, lot grading standards, Policies, requirements and practices;
  - viii) The Ministry of the Environment, Conservation and Parks (MECP) SWM Practices Planning and Design Manual (2003), including updates and companion manuals, as revised; and
  - ix) Applicable Acts, Policies, Guidelines, Standards and Requirements of all required approval agencies.
43. In accordance with City standards or as otherwise required by the City Engineer, the Owner shall complete the following for the provision of stormwater management (SWM) and stormwater services for this draft plan of subdivision:
- i) The proposed storm sewers to serve the majority of this plan, located within the Dingman Creek Subwatershed, shall be connected to outlet major and minor storm flows to the GMIS North Lambeth SWM P9 located to the south of this plan; If the subject plan develops in advance of the subdivision to the south of this plan, the Owner shall make arrangements with the affected property owner(s) for the construction of any portions of the outlet sewers situated on private lands outside this plan and shall provide satisfactory easements, as necessary, all to the specifications of the City; and
  - ii) Make provisions to oversize and deepen the internal storm sewers in this plan to accommodate flows from upstream lands external to this plan.
44. In conjunction with the first submission engineering drawings, the Owner shall have a detailed hydrogeological report prepared by a qualified consultant, or provide an update to the existing hydrogeological report, to determine, including but not limited to, the following:
- i) The effects of the construction associated with this subdivision on the existing ground water elevations and domestic or farm wells in the area;
  - ii) Identify any abandoned wells in this plan;
  - iii) Assess the impact on water balance in the plan;
  - iv) Any fill required in the plan;
  - v) Provide recommendations for foundation design should high groundwater be encountered;
  - vi) Identify all required mitigation measures including the design and implementation of Low Impact Development (LIDs) solutions;
  - vii) Address any contamination impacts that may be anticipated or experienced as a result of the said construction;
  - viii) Provide recommendations regarding soil conditions and fill needs in the location of any existing watercourses or bodies of water on the site; and
  - ix) To meet allowable inflow and infiltration levels as identified by OPSS 410 and OPSS 407, include an analysis to establish the water table level of lands within the subdivision with respect to the depth of the sanitary sewers and recommend additional measures, if any, which need to be undertaken,
- all to the satisfaction of the City.
45. In conjunction with the first submission engineering drawings, the Owner shall have a qualified consultant carry out a hydrogeological investigation and/or addendum to the existing hydrogeological investigation(s) based on the final subdivision design, to determine the potential short-term and long-term effects of the construction associated with the development on existing ground water elevations and to assess the impact on the water balance of the subject plan, identifying all required mitigation measures, including Low Impact Development (LIDs) solutions to the satisfaction of the City Engineer. Elements of the hydrogeological investigation should include, but are not limited to, the following:

- i) Evaluation of the hydrogeological regime, including specific aquifer properties, static groundwater levels, and groundwater flow direction;
  - ii) Evaluation of water quality characteristics and the potential interaction between shallow groundwater, surface water features, and nearby natural heritage features;
  - iii) Completion of a water balance for the proposed development, revised to include the use of LIDs as appropriate;
  - iv) Completion of a water for the nearby natural heritage feature (i.e., woodlot to the south on Patch 10069), revised to include the use of LIDs as appropriate;
  - v) Details related to proposed LID solutions, if applicable, including details related to the long term operations of the LID systems as it relates to seasonal fluctuations of the groundwater table;
  - vi) Evaluation of construction related impacts and their potential effects on the shallow groundwater system;
  - vii) Evaluation of construction related impacts and their potential effects on local significant features;
  - viii) Development of appropriate short-term and long-term monitoring plans (if applicable); and
  - ix) Development of appropriate contingency plans (if applicable) in the event of groundwater interference related to construction.
46. 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.
47. In conjunction with the first submission of engineering drawings, the Owner shall submit a Monitoring and Operational Procedure Manual for the maintenance and monitoring program for each of the SWM Facilities within this plan, in accordance with the City's "Monitoring and Operational Procedures for Stormwater Management Facilities" requirements to the City for review and acceptance. The program will include, but not be limited to, the following:
- a. A work program manual for the maintenance and monitoring of these facilities;
  - b. Protocol of sediment sampling and recording of sediment accumulation volumes; and
  - c. Storage and discharge monitoring.
48. Following construction and prior to the assumption of the SWM Facility(s), the Owner shall complete the following, at no cost to the City, all to the satisfaction of the Deputy City Manager, Environment and Infrastructure:
- i) Operate, maintain and monitor the SWM Facility(s) in accordance with the accepted maintenance and monitoring program and the City's "Monitoring and Operational Procedure for Stormwater Management Facilities";
  - ii) Have it's 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 for review and acceptance; and
  - iii) Ensure that any removal and disposal of sediment is to an approved site satisfactory to the Deputy City Manager, Environment and Infrastructure.

#### Watermains

49. In conjunction with the Focused Design Studies, the Owner shall have their consulting engineer prepare and submit a water servicing report including the following design information, all to the satisfaction of the City Engineer:
- i) Water distribution system analysis & modeling and hydraulic calculations for the 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);

- ~~i) Water distribution system analysis & modeling and hydraulic calculations for the Plan of Subdivision confirming system design requirements are being met;~~
  - ii) Identify domestic and fire flows for the potential development Blocks from the low-level water distribution system;
  - iii) Address water quality and identify measures to maintain water quality from zero build-out through full build-out of the subdivision;
  - iv) Include modeling for two fire flow scenarios as follows:
    - Max Day + Fire confirming velocities and pressures within the system at the design fire flows, and
    - Max Day + Fire confirming the available fire flows at fire hydrants at 20 PSI residual. Identify fire flows available from each proposed hydrant to be constructed and determine the appropriate colour hydrant markers (identifying hydrant rated capacity);
  - v) Include a staging and phasing report as applicable which addresses the requirement to maintain interim water quality; It is understood that the proposal is to approve the draft plan in its entirety with registration and construction in phases which this interim water quality report/plan would need to address;
  - vi) Develop a looping strategy when development is proposed to proceed beyond 80 units;
  - vii) A looped watermain to serve this plan of subdivision is dependent on the design and construction phasing of the subdivision ~~to the south (39T-12503);~~
  - viii) Provide a servicing concept acceptable to the City Engineer for the proposed street townhouse blocks and any single family residential blocks proposed to create narrow frontage lots which demonstrates separation requirements for all services can be achieved;
  - ix) Identify any water servicing requirements necessary to provide water servicing to external lands, incorporating existing area plans as applicable;
  - x) Identify any need for the construction of or improvement to external works necessary to provide water servicing to this Plan of Subdivision. There is presently no watermain on this section of Bostwick Road nor was one considered or included in the 2021 Development Charges Background Study 2014 Water Servicing Development Charge Background Study;
  - xi) Identify any required watermain oversizing, if necessary, and any cost sharing agreements;
  - xii) Identify the effect of development on existing water infrastructure – identify potential conflicts;
  - xiii) Include full-sized water distribution and area plan(s); and
  - xiv) Identify on the water distribution plan the location of valves, hydrants, and the type and location of water quality measures to be implemented (including automatic flushing devices), the fire hydrant rated capacity and marker colour and the design domestic and fire flow applied to development Blocks.
50. In accordance with City standards, or as otherwise required by the City Engineer, the Owner shall complete the following for the provision of water service to this draft Plan of Subdivision:
- i. The proposed watermain to serve this Plan shall connect to the existing low-level municipal system, namely the existing 250 mm diameter watermain on Royal Magnolia Avenue ~~600 mm diameter watermain on Colonel Talbot Road;~~
  - ii. Should the subject Plan develop in advance of the subdivision to the “south” of this Plan (39T-12503) and should the Owner wish to construct any portion of watermain situated on private lands outside this Plan, the

- Owner shall make arrangements with the affected property owner(s) for the design and construction of any portions of watermain situated on private lands outside this Plan and shall provide satisfactory easements, as necessary, all to the specifications of the City;
- iii. Available fire flows and appropriate hydrant rated capacity colour code markers are to be shown on the engineering drawings; the coloured fire hydrant markers will be installed by the City of London at the time of Conditional Approval;
  - iv. Deliver confirmation that the watermain system has been looped to the satisfaction of the Deputy City Manager, Environment and Infrastructure when development is proposed to proceed beyond 80 units; and,
  - v. Have their consulting engineer confirm to the City that the watermain system has been constructed and is operational.
51. The Owner shall implement recommendations of a water servicing strategy study (City of London Southwest Area Development Plan prepared by C3 Water Inc.) recently commissioned by the City incorporating the Bostwick Road development area to investigate the potential expansion of the high level water distribution system in the area. The recommendations of this study, when finalized, may impact the water servicing provisions to a portion of the lands subject to this draft plan.
52. The Owner shall obtain all necessary approvals from the Deputy City Manager, Environment and Infrastructure for the servicing of Blocks in this Plan of Subdivision prior to the installation of any water services to or within these Blocks.

#### Roadworks

53. All through intersections and connections with existing streets and internal to this subdivision shall align with the opposing streets based on the centrelines of the street aligning perpendicular through their intersections and opposite each other thereby having these streets centred with each other, unless otherwise approved by the City Engineer.
54. In conjunction with the first submission of engineering drawings, the Owner shall have its consulting engineer provide the following, all to the specifications and satisfaction of the City Engineer:
- i) Provide a proposed layout plan of the internal road network including taper details for streets in this plan that change right-of-way widths with minimum 30 metre tapers for review and acceptance with respect to road geometries, including but not limited to, right-of-way widths, tapers, bends, intersection layout, daylighting triangles, 10 metre ~~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 10 metre ~~6 metre~~ tangent being required along the street lines of the intersecting road, to the satisfaction of the City Engineer;
  - iv) Shall provide a minimum of 5.5 metres along the curb line between the projected property lines of irregular shaped lots around the bends and/or around the cul-de-sacs on streets in this plan of subdivision;
  - v) Shall ensure street light poles and luminaires, along the street being extended, match the style of street light already existing or approved along the developed portion of the street, to the satisfaction of the City of London;

- vi) Shall ensure any emergency access required is satisfactory to the City Engineer with respect to all technical aspects, including adequacy of sight lines, provisions of channelization, adequacy of road geometries and structural design, etc.; and
  - vii) Shall establish and maintain a Traffic Management Plan (TMP) in conformance with City guidelines and to the satisfaction of the City Engineer for any construction activity that will occur on an assumed street.
55. In conjunction with the first submission of engineering drawings, the Owner shall have its consulting engineer provide the following, all to the specifications and satisfaction of the City Engineer:
- i) Confirm that the centreline of Royal Magnolia Avenue (Street 'A') is aligned perpendicular to Bostwick Road and Colonel Talbot Road and opposite the centreline of Diane Crescent, to the satisfaction of the City Engineer;
  - ~~ii) Ensure the alignment of all streets contained within this plan align are opposite and align with the streets contained in the plan of subdivision 39T-12503 to the south;~~
  - iii) Limit the bulges in the curb line on Street 'C', Street 'F', Street 'H' to only a maximum offset from the standard radius required to achieve the minimum curb distance for driveways, as approved by the City Engineer. Further, the bulge in the street line is only to be to the extent required to achieve the minimum frontage for the abutting lots;
  - iv) Identify enhanced landscape boulevards on Street 'A' at Colonel Talbot Road and on Royal Magnolia Avenue (Street 'A') at Bostwick Road; and
  - v) Design Royal Magnolia Avenue (Street 'A') and Street 'D' to neighbourhood connector/secondary collector standards.
56. The Owner shall have its professional engineer design and construct the roadworks in accordance with the following road widths:
- ~~i) Street 'A' from Colonel Talbot Road to 45 metres east has a minimum road pavement width (excluding gutters) of 11.0 metres with a minimum road allowance of 22.5 metres. The widened road on Street 'A' shall be equally aligned from the centreline of the road and tapered back to the 9.5 metres of road pavement width (excluding gutters) and 21.5 metres of road allowance width for this street with 30 metre long tapers on both street lines; and~~
  - ii) Royal Magnolia Avenue (Street 'A') (Neighbourhood Connector) from Bostwick Road to 45 metres west has a ~~minimum~~ road pavement width (excluding gutters) of ~~11.0 metres~~ 14.0 metres with a minimum road allowance of ~~22.5 metres~~ 24.0 metres. The widened road on Street 'A' shall be equally aligned from the centreline of the road and tapered back to the ~~9.5 metres~~ 10.0 metres of road pavement width (excluding gutters) and 21.5 metres of road allowance width for this street with 30 metre long tapers on both street lines.
  - iii) Royal Magnolia Avenue (Street 'A' - Neighbourhood Connector) to have a road pavement width (excluding gutters) of 10.0 metres and include buffered bike lanes in accordance the Complete Street Design Manual with a minimum road allowance of 21.5 metres.
  - iv) Street 'H', Street 'J', Street 'K', Street 'L' and Street 'M' have a road pavement width (excluding gutters) of 7.5 metres with a minimum road allowance of 20 metres.
57. The Owner agrees that, if a parking plan is required for this subdivision, and increased pavement width is proposed to accommodate the parking plan, the road allowance width will be increased a corresponding amount in order to maintain the standard 6.0 metre wide boulevards on either side of the road. Further, the Owner agrees that any proposed widening of the pavement and the road allowance will be to the satisfaction of the City Engineer. It is noted that a



parking plan with 6.0 metre wide boulevards is required where there are no parking lay-bys. If boulevard widths less than 6.0 metres are proposed, the Owner shall make a presentation to the Utilities Co-ordinating Committee.

58. In conjunction with the first submission of engineering drawings, the Owner shall provide any necessary road widening and/or realignments of Bostwick Road in order to develop Blocks 39, 40, and 41, all in accordance with the Bostwick Road Environmental Assessment, all to the specifications and satisfaction of the City.
59. The Owner shall convey Block 71 to the City for a future public road at no cost to the City. Prior to Final Approval, if an application for draft plan of subdivision has been accepted by the City on lands to the south of the subject site (known municipally as 3725 Bostwick Road) and it is determined that a public road connection is needed to service these lands, then the Owner will be required to construct a fully serviced road, to the satisfaction of the City.

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

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

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

60. 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
61. 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, 10 metre straight tangents, etc.), to the satisfaction of the Deputy City Manager, Environment and Infrastructure.
62. In conjunction with the first submission of engineering drawings, the Owner shall comply with the Complete Streets Manual to the satisfaction of the Deputy City Manager, Environment and Infrastructure.
63. The Owner shall not develop Blocks 39, 40 and 41 until Bostwick Road is improved to it's ultimate profile and Bostwick Road is constructed to ultimate.

#### Sidewalks

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

### Boundary Road Works

67. In conjunction with the Focused Design Studies, the Owner shall update the Transportation Impact Assessment, including but not limited to the following, to the satisfaction of the City Engineer:
- i) The trip distribution does not identify any trips going south via Campbell Street/Street 'D'. This represents a direct north/south link to Main Street in Lambeth;
  - ii) Section 6.2 does not contain any commentary or analysis for auxiliary lanes on Bostwick Road;
  - iii) Traffic counts are to be included in the appendix;
  - iv) The conclusion and recommendations should be updated to contain auxiliary lanes for Bostwick Road; and
  - v) The engineering stamp on the Certificate of Ownerships needs to be signed and dated.
68. In conjunction with the first submission of engineering drawings, the Owner shall implement all applicable recommendations outlined in the approved Transportation Impact Assessment, to the satisfaction of the City Engineer.
69. In conjunction with the first submission of engineering drawings, the Owner shall have its consulting engineer provide the following, all to the specifications and satisfaction of the City Engineer:
- i) Provide a pavement marking plan, to include all turn lanes, etc.;
  - ii) Verify the adequacy of the decision sight distance on Colonel Talbot Road and Bostwick Road at Royal Magnolia Avenue (Street 'A') and Street 'M' at Bostwick Road. If the sight lines are not adequate, this street is to be relocated and/or road work undertaken to establish adequate decision sight distance at this intersection;
  - iii) Identify temporary street lighting at the intersection of Street 'A' at Colonel Talbot Road, at the intersection of Royal Magnolia Avenue (Street 'A') at Bostwick Road and at the intersection of Street 'M' at Bostwick Road, at no cost to the City;
  - iv) Provide details of raised median on Bostwick Road opposite Street 'M' restricting access to right in/right out in accordance with the City's Access Management Guidelines and in accordance with City standards;
  - v) ~~Prepare and submit the ultimate design of Colonel Talbot Road from the north limit of 3680 Colonel Talbot Road to the south limit of Kilbourne Road, including turn lane design, street lights, sidewalks, etc. and provide an electronic tender package/quantities to the City for Street 'A' and Colonel Talbot Road for review and acceptance to the satisfaction of the City Engineer. These works shall be included in the Development Charge work plan outlining the costs associated with the design of the DC eligible works. It is noted the City shall be constructing the external works, including but not limited to, left and right turn lanes on Colonel Talbot Road, sidewalks, street lights, etc. in future as part of the GMIS project; and~~
  - vi) ~~Prepare and submit the ultimate design of Bostwick Road along the frontage of this Plan, including turn lane design, etc. and provide an electronic tender/quantities package to the City for Street 'A' and Bostwick Road for review and acceptance to the satisfaction of the City Engineer. These works shall be included in the Development Charge work plan outlining the costs associated with the design of the DC eligible works. It is noted the City shall be constructing the external works, including but not limited to, left and right turn lanes on Bostwick Road, sidewalks, street lights, etc., in future as part of a GMIS project.~~

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

~~71. The Owner shall not construct the street connection of Street 'M' to Bostwick Road until such time as after the realignment of Bostwick Road has occurred, to the satisfaction of the City Engineer.~~

72. In conjunction with the first submission of engineering drawings, the Owner shall identify minor boulevard improvements on Bostwick Road 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.

#### Road Widening

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

74. The Owner shall be required to dedicate 6.0 m x 6.0 m "daylighting triangles" at the intersection of Royal Magnolia Avenue (Street 'A') and Bostwick Road and Street 'M' and Bostwick Road, to the satisfaction of the City and in accordance with the Bostwick Road Environmental Assessment.

75. The Owner shall be required to dedicate 3.0 m x 3.0 m "daylighting triangles" at the intersection of neighbourhood streets and neighbourhood connectors in the Plan to satisfy requirements necessary for servicing bus transit routes, as specified by the Deputy City Manager, Environment and Infrastructure.

#### Traffic Calming

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

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

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

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

~~78. In conjunction with the first submission of engineering drawings, the Owner shall identify parking bays along the south side of Street 'A' from Colonel Talbot Road to Bostwick Road, to the satisfaction of the City Engineer, at no cost to the City.~~

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

- ~~i) On Street 'A' located at the midpoint of Blocks 8;~~



- ~~ii) On Street 'A' between Blocks 23 and 24;~~
- ~~iii) On Street 'A' located at the midpoint of Block 24; and~~
- ~~iv) On Royal Magnolia Avenue (Street 'A') located between Block 26 and 38.~~
- ~~vi) The addition of speed cushions through the school zone. Speed cushions not required at raised intersection locations. Thus there will be two sets of speed cushions between the raised intersections at Street H and J, and one more set of speed cushions 100m east of the raised intersection at Street J.~~

Speed cushions shall be installed on base asphalt within two weeks of placement of base asphalt and remain in place. Speed cushions may be removed one week prior to placement of top coat asphalt and shall be reinstated within one week of placement of the top coat asphalt.

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

~~80. In conjunction with the first submission of engineering drawings, the Owner shall identify a maintenance access, if necessary, (to service any sewers outside of this Plan) from the south limit of this Plan to the existing Campbell Street North in Plan 39T-12503, over easements and lands external to this plan, to the satisfaction of the City Engineer, at no cost to the City.~~

~~81. In conjunction with the first submission of engineering drawings, the Owner shall identify a temporary turning facility for vehicles at the following location(s), to the specifications of the City:~~

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

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

~~82. The Owner shall direct all construction traffic associated with this draft plan of subdivision to utilize routes as designated by the City.~~

~~83. The Owner shall remove the temporary turning circle on Royal Magnolia Avenue and adjacent lands, in Plan 33M-821 to the west of this Plan, and complete the construction of Royal Magnolia Avenue in this location as a fully serviced road, including restoration of adjacent lands, to the specifications of the City.~~

~~If funds have been provided to the City by the Owner of Plan 33M-821 for the removal of the temporary turning circle and the construction of this section of Royal Magnolia Avenue and all associated works, the City shall reimburse the Owner for the substantiated cost of completing these works, up to a maximum value that the City has received for this work.~~

~~In the event that Royal Magnolia Avenue in Plan 33M-821 is constructed as a fully serviced road by the Owner of Plan 33M-821, then the Owner shall be relieved of this obligation.~~

#### Street Lights

~~84. In conjunction with the submission of engineering drawings, the Owner shall have a qualified professional engineer provide to the Deputy City Manager, Environment and Infrastructure for review and acceptance appropriate drawings and calculations (eg photometric) for street lights that exceeds the street lighting standards in new subdivisions as required by the Deputy City Manager, Environment and Infrastructure at no cost to the City.~~

85. 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.

#### Vehicular Access

86. The Owner shall ensure that no vehicular access will be permitted to Blocks 39, 40 and 41 from Bostwick Road. All vehicular access is to be via the internal subdivision streets.
87. The Owner shall restrict access to Bostwick Road by establishing blocks for 0.3 metre (1') reserves along the entire Bostwick Road frontage, to the satisfaction of the City.
88. The Owner shall restrict access to Royal Magnolia Avenue (Street 'A') by establishing blocks for 0.3 metre reserves along the north and south sides of Street 'A' from the ultimate centreline of Bostwick Road to 75 metres west.
89. The Owner shall restrict access to Street 'M' by establishing blocks for 0.3 metre reserves along the north and south sides of Street 'M' from the ultimate centreline of Bostwick Road to 60 metres west.

#### General

90. 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.
91. Once construction of any private services, i.e.: water storm or sanitary, to service the lots and blocks in this plan is completed and any proposed re-lotting of the plan is undertaken, the Owner shall reconstruct all previously installed services in standard location, in accordance with the approved final lotting and approved revised servicing drawings all to the specification of the City Engineer and at no cost to the City.
92. The Owner shall connect to all existing services and extend all services to the limits of the draft plan of subdivision as per the accepted engineering drawings, at no cost to the City, all to the specifications and satisfaction of the City Engineer.
93. The Owner's professional engineer shall provide full time inspection services during construction for all work to be assumed by the City, and shall supply the City with a Certification of Completion of Works upon completion, in accordance with the plans accepted by the City Engineer.
94. 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".
95. 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.).

96. In conjunction with the Focused Design Studies, 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.
97. If any temporary measures are required to support the interim conditions in conjunction with the phasing, the Owner shall construct temporary measures and provide all necessary land and/or easements, to the specifications and satisfaction of the City Engineer, at no cost to the City.
98. 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.
99. 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.
100. All costs related to the plan of subdivision shall be at the expense of the Owner, unless specifically stated otherwise in this approval.
101. 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.

102. In conjunction with first submission of engineering drawings, the Owner shall submit a Development Charge work plan outlining the costs associated with the design and construction of the DC eligible works. The work plan must be approved by the City Engineer and City Treasurer (as outlined in the most current DC By-law) prior to advancing a report to Planning and Environment Committee recommending approval of the special provisions for the subdivision agreement.
103. 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.
104. 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.

105. In conjunction with the engineering drawings 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 the design and implementation of Low Impact Development (LIDs) solutions; and
  - ix) Addressing all issues with respect to construction and any necessary setbacks related to erosion, maintenance and structural setbacks related to slope stability for lands within this plan, if necessary, to the satisfaction and specifications of the City. The Owner shall provide written acceptance from the Upper Thames River Conservation Authority for the final setback,

and any other requirements as needed by the City, all to the satisfaction of the City.

106. In conjunction with the first submission of engineering drawings, the Owner shall implement all geotechnical recommendations to the satisfaction of the City.

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

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

109. The Owner shall service the narrow lot street facing townhomes (R4 Zone) in accordance with City standard SW-7.1 to the satisfaction of the City.



- 110. Any blocks with street townhouses must have detailed block plan provided to the City and reviewed prior to the acceptance of any detailed design drawings, all to the satisfaction of the City. Any comments provided through the Site Plan Review must be addressed, all to the specifications and satisfaction of the City.
- 111. In conjunction with the Focused Design Studies, the Owner shall have its professional engineer provide an opinion for the need for an Environmental Assessment under the Class EA requirements for the provision of any services related to this Plan. All class EA's must be completed prior to the submission of engineering drawings.
- 112. In conjunction with the first submission of engineering drawings, the proposed block lotting plan shall be reviewed and accepted with respect to City services, road geometries, easements requirements, etc., to the satisfaction of the City.

~~113. The Owner shall not develop this plan of subdivision until the plan of subdivision, Plan 39T-12503, to the south develops. Alternatively, make all necessary arrangements to construct adequate municipal services, grading, drainage and accesses over the external lands, to develop this plan, all to the satisfaction of the City.~~

~~114. Blocks 1, 2, 3, 4, 5, 6 and 7 in this plan shall be combined with lands to the south in Plan 39T-12503 to create developable lots and/or blocks, to the satisfaction of the City. The above-noted blocks shall be held out of development until they can be combined with adjacent lands to create developable lots and/or blocks.~~

115. 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>
<u>20.0 m</u>	<u>9.0 m</u>

~~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>
<u>20.0 m</u>	<u>9.0 m</u>
<u>19.0 m</u>	<u>9.5 m</u>
<u>18.0 m</u>	<u>10.0 m</u>

116. The Owner shall have the common property line of Bostwick Road graded in accordance with the City of London Standard "Subdivision Grading Along Arterial Roads" and the Bostwick Road Environmental Assessment, as per the accepted engineering drawings, at no cost to the City.

117. In conjunction with the first submission of engineering drawings, the Owner shall identify locations of all existing infrastructure, i.e., water, septic, storm, hydro, driveways, etc. and their decommissioning or relocation, to the satisfaction of the Deputy City Manager, Environment and Infrastructure.

118. In conjunction with the first submission of engineering drawings, the Owner shall have his consulting engineer investigate whether there is a municipal drain located on this site. Should there be a municipal drain, the Owner shall identify and prepare a report of any works required to keep the municipal drain in operation or the decommissioning of the drain, to the satisfaction of the Deputy City Manager, Environment and Infrastructure.

119. Prior to construction of the ultimate Bostwick Road realignment in accordance with the Bostwick Road Environmental Assessment, the Owner shall construct interim measures on Bostwick Road, such as temporary street lights, turn lanes, etc. at Royal Magnolia Avenue (Street 'A'), to the satisfaction of the City.

120. Once Bostwick Road has been reconstructed by the City, the Owner shall provide a rights-in/rights-out access for Street 'A' and make all necessary adjustments to Royal Magnolia Avenue (Street 'A') at Bostwick Road, all to the specifications and satisfaction of the City.