

Report to Planning and Environment Committee

To: Chair and Members
Planning and Environment Committee

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

Subject: Application By: Habitat for Humanity – Heartland Ontario
Draft Plan of Subdivision for 723 Lorne Avenue
Public Participation Meeting
City File No: 39T-21504 Ward 4

Date: January 30, 2023

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of Habitat for Humanity – Heartland Ontario relating to the property located at 723 Lorne Avenue:

- (a) 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 Habitat for Humanity – Heartland Ontario relating to a property located at 723 Lorne Avenue; and,
- (b) the Approval Authority **BE ADVISED** that Municipal Council supports issuing draft approval of the proposed Plan of Subdivision as submitted by Habitat for Humanity – Heartland Ontario. (File No. 39T-21504), prepared by Callon Dietz Inc. (File No. 18-22301 C, Plan No. Z-2741), certified by J. Paul Crocker O.L.S., dated April 13, 2022, which shows a total of twelve (12) single detached lots (Lots 1 to 12), one (1) road allowance block serviced by the extension of Queen’s Place, **SUBJECT TO** the conditions contained in the attached Appendix “A”.

Executive Summary

Summary of Request

The request is to permit a subdivision consisting of twelve (12) single-detached lots; one (1) block for road allowance; and, the extension of Queens Place.

Purpose and Effect of the Recommended Action

The purpose and effect of the recommended action is for Municipal Council to recommend that the Approval Authority for the City of London issue Draft Approval of the proposed Plan of Subdivision, subject to conditions.

Rationale of the Recommended Action

1. The proposed and recommended Draft Plan of Subdivision is 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 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 Draft Plan of Subdivision conforms 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 Place Type.
3. The recommended Draft Plan of Subdivision supports a range of affordable residential in-fill development opportunities within the Old East Village. The Draft Plan has been designed to achieve a visually pleasing development that is

pedestrian friendly, transit supportive and accessible to the surrounding community.

Linkage to the Corporate Strategic Plan

This application supports the Building a Sustainable City area of focus in the Corporate *Strategic Plan* by ensuring that the City of London's growth and development are well planned and sustainable over the long term.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

March 25, 2015 – Report to Corporate Services Committee

February 21, 2017 – Report to Corporate Services Committee Providing Update and Next Steps

June 20, 2017 – Report to Corporate Services Committee Providing Update on 723 Lorne Avenue

August 9, 2017 – Report to London Advisory Committee on Heritage

August 28, 2017 – Report to Planning and Environment Committee Request for Demolition of Heritage Designated Property at 723 Lorne Avenue (HAP20-014-L)

September 24, 2018 – Report to Planning and Environment Committee (Z-8454)

April 12, 2019 – Report to Corporate Services Committee to Declare Surplus Portion of City Owned Property at 723 Lorne Avenue

March 11, 2020 – Report to London Advisory Committee on Heritage

August 20, 2020 – Report to Corporate Services Committee

1.2 Planning History

The subject lands were formerly the location of the Lorne Avenue Public School, which operated on the site between 1875 and 2016. The original building was replaced in 1969-1970, but was declared surplus by the Thames Valley District School Board (TVDSB) in 2014 and was offered for sale to public bodies. The City of London submitted an offer to purchase the site, and on October 15, 2014, and entered into an Agreement of Purchase and Sale with TVDSB to acquire the former Lorne Avenue Public School property located at 723 Lorne Avenue. A portion of the funding to purchase the site came from the Parkland Reserve Fund, to secure a portion of the lands for the use of a public park. The school closed in June of 2016, and on October 28, 2016, the City of London took possession.

As part of the Council-approved process to find a new user for the non-park portion of the site, the City initially undertook a Request for Proposals procurement process to try to find a new occupant for the former Lorne Avenue Public School building. This process did not result in identifying a successful respondent, and as such, the school building was subsequently demolished following Municipal Council's approval of a demolition request in August of 2017. It was also recommended that the school bell and aluminium lettering, which was affixed to the north façade of the building, be removed prior to demolition, and incorporated into the future park space with appropriate commemoration and interpretation.

Three community information meetings were held to gather feedback to inform the

future uses of the subject lands. The first of these meetings was held on April 25, 2015, to do the following: discuss the creation of a neighbourhood park; share information on the RFP process to find a purchaser for the former school building; and, discuss the Community's visions for the site and parkland on the understanding that the building was to remain. As no successful respondent was identified, Staff were directed by City Council to re-engage the local Old East Village community to update them on the process to date and articulate their vision for the parkland and residential infill on a cleared site.

A second meeting was held on June 27, 2017, where attendees worked in groups to develop plans and provide feedback on land use concepts. The meeting identified these preferred land use concepts:

- Preference for a cul-de-sac to be added at the end of Queens Place rather than a through-street;
- Desire to maximize the amount of parkland;
- Preference for low-rise residential development – single detached and possibly duplex or semi-detached dwellings;
- Need for development to fit with the character of the Old East Heritage Conservation District;
- Desire for multiple points of access to the new park; and
- Preference for park to be in the northeast corner of the site

Following this meeting, development concepts were drafted and reviewed with assistance from other City divisions to identify and analyze potential constraints. Two development concepts were the result of this review, as well as draft Zoning By-law Provisions with the flexibility that would allow the implementation of either. These were then presented at the third community meeting, which was held on May 23, 2018, and were well received. Additional concerns relating to better stormwater management, increased traffic, and including standards in the Zoning By-law to ensure the development would fit with the surrounding neighbourhood character were expressed during this meeting. The proposed Zoning for the lands was presented to the Planning and Environment Committee on September 24, 2018, and passed in Open Council on October 2, 2018. This Zoning permits single detached homes fronting onto a new public road, and this is reflected in the Preferred Development Concept

The portion of lands zoned for residential uses were declared as surplus to municipal needs through a review undertaken by Realty Services under the Sale and Disposition of Lands Policy. Municipal Council resolved on April 9, 2019, that these lands were to be disposed through an RFP process that would implement the Preferred Development Concept identified through community engagement and internal review. It was also resolved that the RFP would include evaluation criteria to ensure that the design proposed by the successful proponent would be consistent with the Design Guidelines for New Buildings in the *Old East Heritage Conservation District – Conservation and Design Guidelines*.

Another RFP process was initiated, seeking proposal submissions for the redevelopment of the lands for single-detached dwellings fronting on a new public road that would connect Lorne Avenue with Queen's Place. Habitat for Humanity – Heartland Ontario Incorporated was selected as the successful respondent to the second RFP process, and a by-law to authorize and approve the Agreement of Sale and Purchase, as well as authorize the Mayor and City Clerk to execute the Agreement, was passed in Open Council on August 25, 2020.

1.3 Property Description

The subject property is generally located south of Lorne Avenue and west of English Street. The lands are described as Lots 6, 7 and Block 1 and Lots 1, 2, 3, 4, 5, 8, 9, 10, 11, A, B, Block 1 of Registered Plan No. 296 (3rd). There is low density, single detached residential dwellings surrounding the lands and the Lorne Avenue Park is located to the northeast. This proposed Draft Plan of Subdivision would permit the

development of twelve (12) single-detached lots. Currently, the site is vacant and approximately 0.74 hectares (1.82 acres) in size. The site would have access to municipal services and represents residential intensification.

1.4 Current Planning Information

- The London Plan– Neighbourhoods Place Type on a Neighbourhood Street
- Existing Zone – Residential R2 Special Provision (R1-2(11))

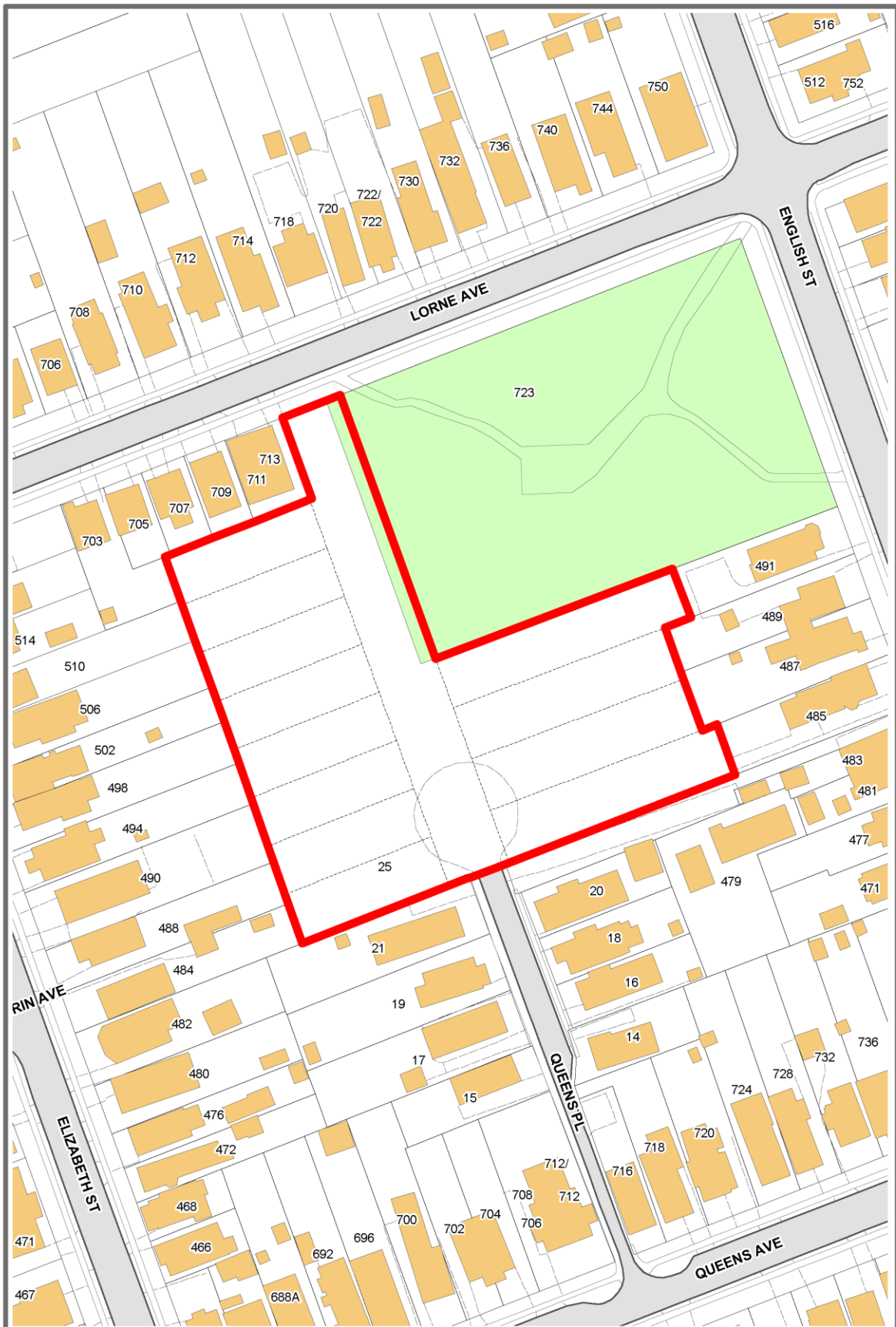
1.5 Site Characteristics

- Current Land Use – vacant
- Frontage – approximately 14 metres on Lorne Avenue
- Depth – approximately 110.8 metres
- Area – approximately 0.77 hectares
- Shape – Irregular

1.6 Surrounding Land Uses

- North – Low Density Residential, Lorne Avenue Park
- East – Low Density Residential
- South – Low Density Residential
- West – Low Density Residential

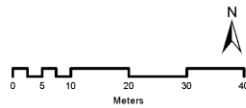
1.7 Location Map



LOCATION MAP

Subject Site: 723 Lorne Avenue and 25 Queens Place
 File Number: 39T-21504
 Planner: Alison Curtis
 Date: 17/06/2021

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



Scale 1:1000

Legend

- Subject Site
- Buildings
- Parks
- Submitted Under Review Subdivisions

2.0 Discussion - Proposal Description

2.1 Preferred Development Concept

A Preferred Development Concept was developed through a collaborative process involving the City and the Old East Village community so that it reflected their vision for the site. This Concept, as seen below in Figure 1, included a public park, to be located over the northeast portion of the lands, and a new public road bisecting the site that connected Queen's Place with Lorne Avenue. It was anticipated that there would be approximately twelve (12) single-detached dwellings fronting onto the east and west sides of this new road.

Figure 1: Preferred Development Concept



As previously noted, the RFP included evaluation criteria to ensure that respondents' proposals implemented the Preferred Development Concept, as well as to ensure that the design proposed would be consistent with the Design Guidelines of New Buildings in the *Old East Heritage Conservation District – Conservation and Design Guidelines*. Table 1, seen below, outlines the evaluation criteria provided in the RFP and used to assess respondents' proposals. The Development Visions and Design Concept subsection, in particular, included requirements for the following: careful consideration be given to elevations such that they are compatible with the *Old East Village Heritage Conservation District Plan*; a written description of how the proposed development implements the Development Vision and Preferred Development Concept; and, a written description of how the proposed development will be compatible with the *Old East Village Conservation District Plan* and consistent with "Section 4.5.1 Design Guidelines for New Buildings" of the *Old East Village Conservation District – Conservation and Design Guidelines*.

Table 1: Evaluation Criteria

The Evaluation criteria were based on, but not limited to the following:

Category	Weighting
Technical Proposal	
Compliance with Existing Zoning	Pass/Fail
Development Vision and Design Concept	40 points
Incorporating Elements of Affordability into the Development	20 points
Proponent Profiles and Project Experience	30 points
Cost Proposal	
Agreement of Purchase and Sale (Provided)	Pass/Fail
Agreement of Purchase and Sale (Price)	10 Points
Total	100 Points

2.2 Zoning

The Zoning that applies to the lands was also developed collaboratively with the community and is intended to facilitate the Preferred Development Concept. The Special Provisions included are to permit development that is consistent with the *Provincial Policy Statement*, and conforms with *The London Plan* and the *Old East Village Heritage Conservation District Plan*.

The lands are zoned Residential R1 Special Provision (R1-2(11)). The Special Provisions are as follows:

- i) A maximum height of 2 storeys or 9 metres (29.5 feet), whichever is less with no half storeys permitted for the basement;
- ii) A minimum front yard setback of 1 metre (3.3 feet);
- iii) A maximum front yard setback of 4 metres (13.1 feet);
- iv) A maximum driveway width of 3 metres; and
- v) Attached garages are not permitted.

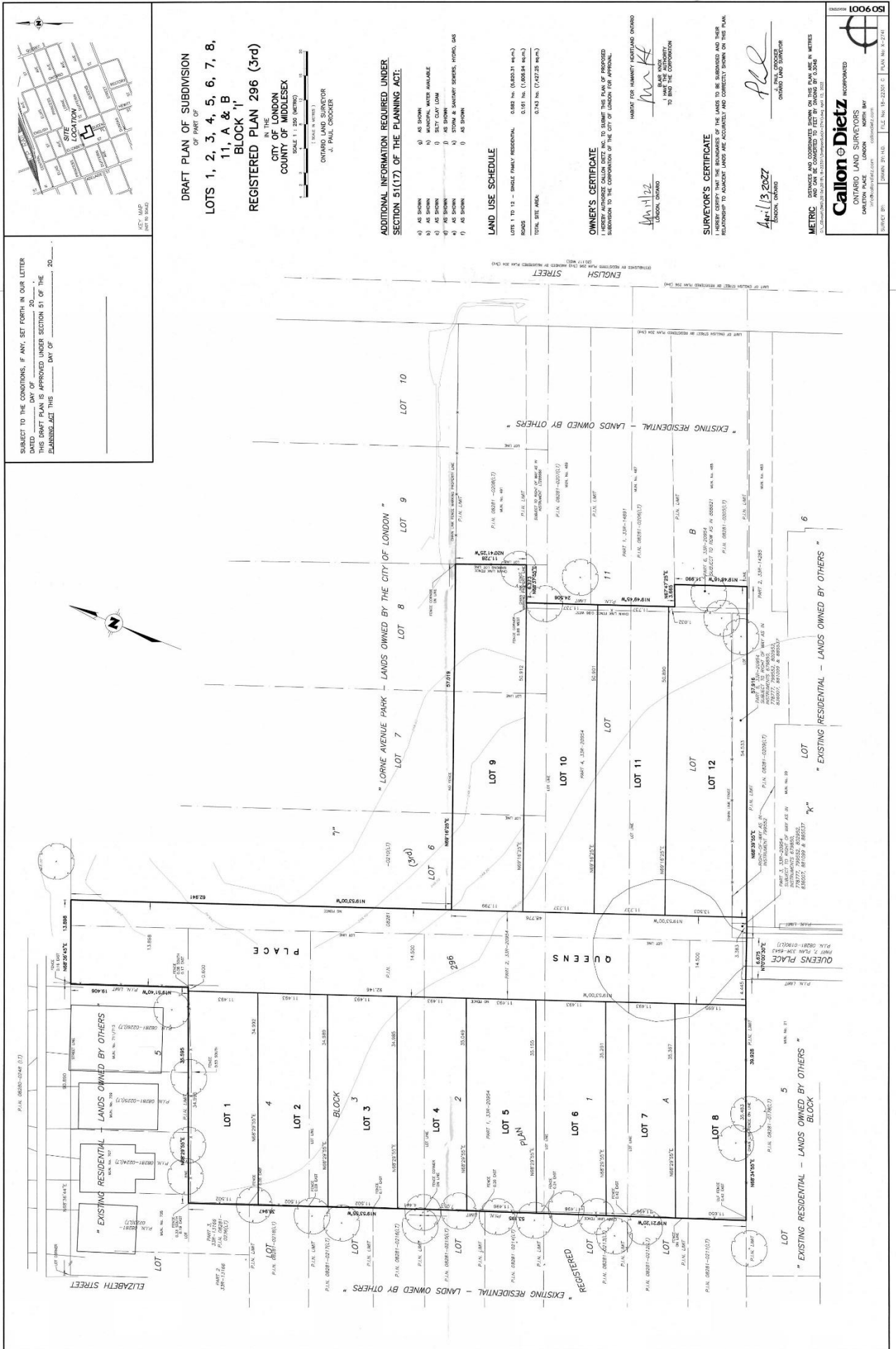
2.3 Development Proposal

The proposed Draft Plan of Subdivision, submitted by Habitat for Humanity – Heartland Ontario Incorporated, aligns with, and implements, the Preferred Development Concept. The Draft Plan, seen below in Figure 2, provides twelve (12) lots for single-detached dwellings, one (1) block for road allowance and the extension of Queen’s Place to connect with Lorne Avenue.

The Draft Plan incorporates the following key features:

- In-fill development that supports a compact urban form, public and active transportation, and adjacent commercial uses in the Old East Village;
- Affordable single detached dwelling units; and,
- A new public road extending the existing Queen’s Place to connect with Lorne Avenue.

Figure 2: Draft Plan of Subdivision



2.4 Transportation Impact Assessment

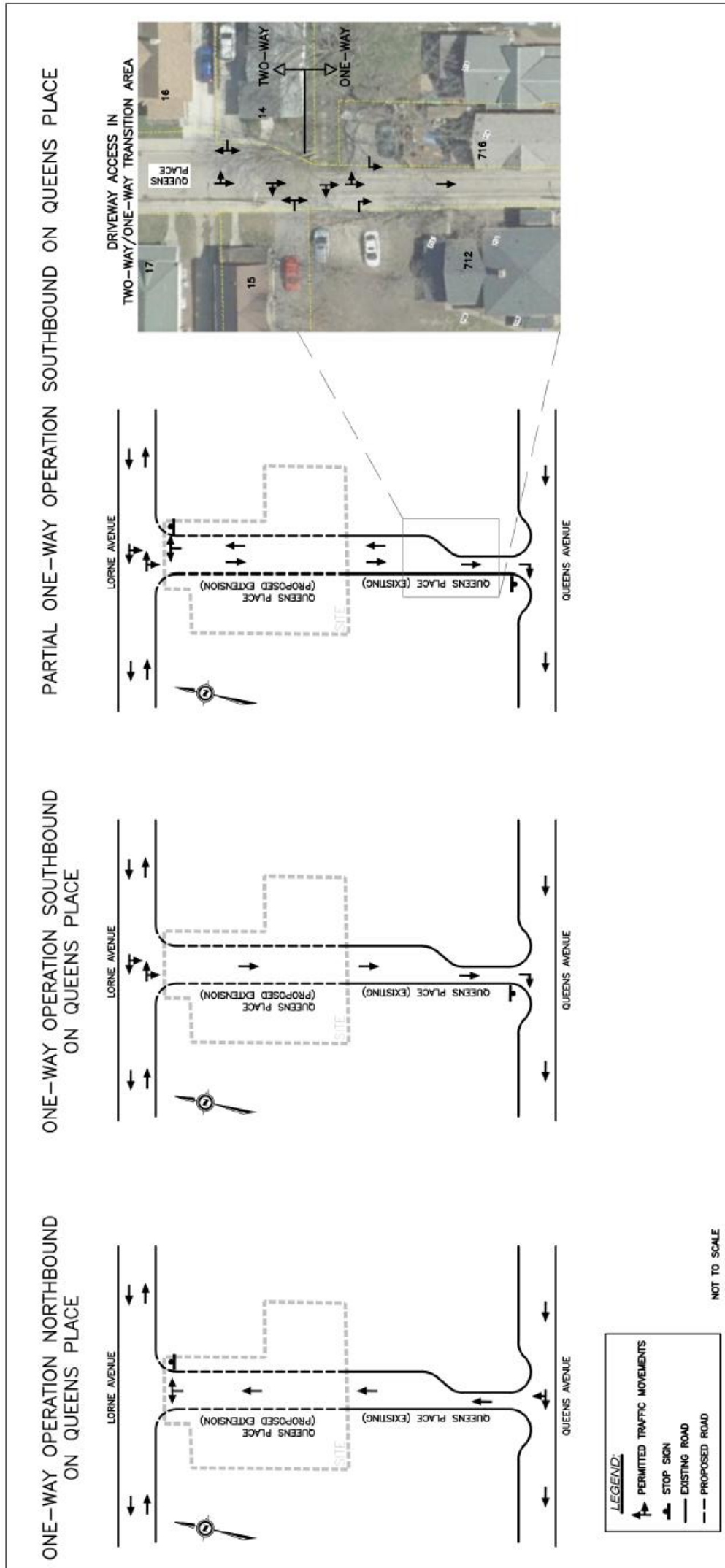
The Agreement of Sale and Purchase required that a new public road, and its associated street lighting, landscaping and sidewalks be constructed to connect the existing portion of Queen's Place with Lorne Avenue through the site. This required the completion of a Transportation Impact Assessment (TIA) to determine the impact of the new development on the existing road network, the design for the right-of-way, and the optimal configuration for the new road.

Results of the analysis found that the new development and extension of Queen's Place would generate thirteen (13) new trips during the A.M. and P.M. peak hours, which amounts to a combined total of 26 trips during the A.M. and P.M. peak hours. Sidewalks on both sides of the road are recommended to contribute to pedestrian connectivity to the surrounding neighbourhood and park, but on-street parking is not recommended due to the road width and the potential to interfere with ingress and egress from driveways.

The TIA recommends a Partial One-Way Operation Southbound road configuration that will allow for two-way traffic except on the narrow portion of Queens Place, which would allow one-way southbound traffic only. While both One-Way Northbound and One-Way Southbound were also considered in the analysis, Partial One-way Operation Southbound was recommended as it provides for more flexibility for traffic circulation and minimizes traffic using the existing, narrow portion of Queens Place while still accommodating servicing requirements. This Partial One-Way configuration, as well as One-Way Southbound, also limits potential conflicts between motorists and cyclists at the intersection of Queens Place and Queens Avenue. An evaluation of the considered road configurations can be found in Appendix D and examples of the road configurations can be seen in Figure 3 below. It should be noted the properties at 712 and 713 Queens Avenue have driveways located at the rear of their property on the portion of Queens Place proposed for one-way southbound operation and will have to enter from Lorne Avenue and exit by Queens Avenue.

City of London standards for road configurations are a twenty (20) metre Right-of-Way (ROW) and a 6.5-metre road width. However, the existing Queens Place is substandard, and the standard ROW cannot be accommodated within the Draft Plan of Subdivision. Instead, a 14.5-metre Row is proposed along with a road width of 6.2-metres, comprised of 5.4 metres of pavement and 0.4 metres of gutters. This aligns with the Transportation Association of Canada (TAC) Geometric Design Guide for Canadian Roads (GDGCR) which recommends a minimum lane width of 2.7-metres. This also satisfies the Ontario Building Code limit of 6 metres for emergency vehicles. Further analysis on the road configuration can be found in Section 4 of this report.

Figure 3. Proposed Road Configurations – Partial One-Way Operation is recommended



2.5 Community Consultation (more detail in Appendix B)

Information regarding the Draft Plan of Subdivision application and opportunities to provide comments were provided to the public as follows:

- Notice of the Application was sent to property owners within 120 metres of the subject property on September 16, 2021, the Notice of Revised Applications was sent on April 21, 2022.
- Notice of the Public Participation Meeting was published in the Public Notices and Bidding Opportunities section of The Londoner on January 12, 2023.
- Notice of the Public Participation Meeting was sent to property owners within 120 metres of the subject property on January 12, 2023.
- Information about the Application was posted on the website on September 16, 2021.

There were six (6) e-mail responses and three (3) telephone call received from the community. Comments/concerns received are summarized as follows:

We received comments from the public which require addressing by the Applicant through the TIA and revisions to the Draft Plan and Conceptual Plan including:

- Concern that the existing easement / right of way along the southern and eastern boundary of Lot 12 will cut off by the proposed development; and,
- Questions about whether Queens Place will be a one or two-way street, and if it is one-way, which direction will it be.

City Staff have also responded to several questions regarding:

- What types of buildings are proposed;
- The design and quality of the buildings, and how they will fit into the Old East Village neighbourhood;
- Vibration from heavy equipment causing damage to property;
- Timeline for the subdivision and construction; and,
- Safety issues and litter in Lorne Avenue Park.

3.0 Financial Impact and Policy 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 Policy Context (see more detail in Appendix C)

Planning Act

The *Ontario Planning Act* delegates and assigns much of the authority and responsibility to municipalities to undertake land use planning within their jurisdiction, as well as establishing the rules and legislation that municipalities must conform to, or be consistent with, when making planning decisions. The *Act* identifies twenty (20) matters of Provincial Interest in Section 2 that all planning authorities shall have regard for when carrying out their responsibilities. Section 51, Subsections 24 and 25 set out further criteria and conditions when considering draft plans of subdivision. Planning and Development Staff have reviewed this criterion, and the proposed Draft 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 (PPS), 2020

The *Provincial Policy Statement (PPS)* provides policy direction on matters of provincial interest as identified in Section 2 of the *Planning Act*. In accordance with Section 3 of the *Planning Act*, all planning decision shall be consistent with the *PPS* and the land use planning policies: Building Strong Healthy Communities; Wise Use and

Management of Resources; and, Protecting Public Health and Safety. The *PPS* is to be read in its entirety. This Draft Plan of Subdivision is consistent with several *PPS* policies, which are outlined below.

Policies within the *PPS* promote efficient land use and development patterns through the accommodation of appropriate affordable and market-based range and mix of residential, employment, institutional, recreation, park and open space, and other uses to meet long-term needs (Section 1.1). Planning authorities shall provide for an appropriate range and mix of housing needs for current and future residents, which shall be directed towards locations where appropriate levels of infrastructure and public service facilities are, or will be, available to support current and projected needs (Sections 1.4 and 1.4.3 c)). The density of new housing should efficiently use the land, resources, infrastructure and public service facilities, and healthy and active communities should include planned public streets, spaces and facilities that are safe and meet the needs of pedestrians (Sections 1.4.3 d) and 1.5.1 a)). A coordinated, integrated, and comprehensive approach when dealing with planning matters is promoted in the *PPS*, and specifically when managing or promoting growth and development that is integrated with infrastructure planning (Sections 1.2 and 1.2.1.a)). The *PPS* also seeks to protect natural features, significant built heritage resources and significant cultural heritage and requires that adjacent development should be evaluated to ensure it does not have negative impacts on these resources (Sections 2.1.1 2.1.8, 2.6.1 and 2.6.3)

The London Plan

At the time this Application was submitted, *The London Plan* was subject to an appeal to the *Local Planning Appeals Tribunal* (LPAT) (PL170700). The *Plan* was Council adopted and approved by the Ministry with modifications, and the majority was in force and effect. Policies that were under appeal were indicated with an asterisk (*) throughout reports. Since that time, *The London Plan* has come into full force and effect as of May 25, 2022, following a written decision from the *Ontario Land Tribunal* (OLT). Policies under appeal at the time of submission, but now in full force and effect are indicated with an asterisk (*) throughout this report.

The London Plan includes criteria for evaluation plans of subdivision through policy 1688* and required consideration of the following sections:

- Out Strategy
- Our City
- City Building policies
- Applicable Place Type policies
- Our Tools

The subject lands are currently designated within the Neighbourhoods Place Type along a Neighbourhood Street (Lorne Avenue) and proposing to extend another Neighbourhood Street (Queen's Place). This Place Type at this location based on Street Classification permits single-detached, semi-detached, duplex, converted dwellings, townhouse, secondary suites, home occupations and group homes (Table 10*). A minimum height of one (1) storey and a maximum height of three (3) stories is permitted (Table 11*). The proposed Draft Plan of Subdivision is in keeping with these policies of *The London Plan*.

Z.-1 Zoning By-law

As noted, the Residential R1 Special Provision Zone (R1-2(11)) was developed collaboratively with the community and is intended to facilitate the Preferred Development Concept. The Special Provisions are as follows:

- i) A maximum height of 2 storeys or 9 metres (29.5 feet), whichever is less with no half storeys permitted for the basement;
- ii) A minimum front yard setback of 1 metre (3.3 feet);
- iii) A maximum front yard setback of 4 metres (13.1 feet);
- iv) A maximum driveway width of 3 metres; and
- v) Attached garages are not permitted.

The proposed Draft Plan of Subdivision conforms with the zone permissions and special provision regulations.

5.0 Key Issues and Considerations

5.1. Use

The Draft Plan of Subdivision consists entirely of residential land uses in the form of twelve (12) lots to accommodate single-detached dwellings. This aligns with the Residential R1 Special Provision Zone (R1-2(11)), which permits only single-detached dwellings, as well as with the Preferred Development Concept that was developed in consultation with the community. This infill project will redevelop vacant and underutilized lands with a use reasonably compatible with the surrounding context. Low-density, single detached dwellings surround the lands on all sides, as well as the Lorne Avenue Park located directly adjacent to the northeastern extent of the lands. Key architectural heritage characteristics of the surrounding Heritage Conservation District are to be included, as required under the RFP and *Old East Heritage Conservation District Plan*, to ensure consistency and compatibility with the surrounding land uses and neighbourhood character. The proposed Draft Plan of Subdivision implements the objective for connected neighbourhoods that have access to amenities and facilities. There are lands designated within the Urban Corridor, Rapid Transit Corridor and Commercial Industrial Place Types, providing for amenities and employment opportunities within a distance appropriate for active transportation. The proximity of the park and other open space provides for recreational opportunities, attractive alternatives for mobility, and an additional mid-block connection to this space will be provided through the extension of Queens Place.

5.2 Intensity

This proposal represents Residential Intensification as an infill development project that will create new lots on a vacant and underutilized site, which will also help to achieve the City of London's Intensification Target to have a minimum of 45 per cent of new residential development within the Built Area Boundary. Twelve (12) single-detached dwellings are proposed, which is a residential density of 15.5 units per hectare. Intensification up to 75 units per hectare is permitted in the LDR Designation, and the proposal is in keeping with this permission. As noted in the Policy Context, *The London Plan* set out policies to ensure that new residential development and infill or intensification projects are sensitive to, and compatible with, the surrounding context. The proposed single-detached dwellings will reflect the architectural styles and features of the surrounding neighbourhood, as well as the streetscape character and street wall of the area. In addition, the lot configuration, building footprints, massing patterns, and building setbacks reflect that of adjacent properties, which results in an intensity of development that is consistent with the surrounding heritage and residential context.

5.3 Form

As previously noted, single-detached residential dwellings are a permitted form of development under the LDR Designation, the Neighbourhoods Place Type, and the Residential R1-2(11) Zone. The Neighbourhoods Place Type permits a minimum height of one (1) storey and a maximum height of three (3) storeys at this location, but the

Special Provisions for the zone permit a maximum height of two (2) storeys or nine (9) metres. This permitted height and that in the proposed Draft Plan of Subdivision aligns with the of the adjacent neighbourhood, which is predominantly comprised of two (2) storey, single-detached, historic dwellings. A minimum lot size of 300 metres squared is required under the Residential R1-2 Zone, and the Special Provisions for these lands require a minimum front yard setback of one (1) metre and a maximum front yard setback of four (4) metres. The subject lands are 0.77 hectares in size, and the proposed lots range in size from approximately 402 square metres to approximately 664 square metres with lot frontages ranging from 11.49 to 13.5 metres of lot frontage. This lot configuration exceeds the minimum requirements, and the subject lands can accommodate the proposed development. The subdivision maintains the grid pattern of the surrounding neighbourhood and has connections to the existing street network, which contributes to ease of mobility and walkability for a healthy and connected community.

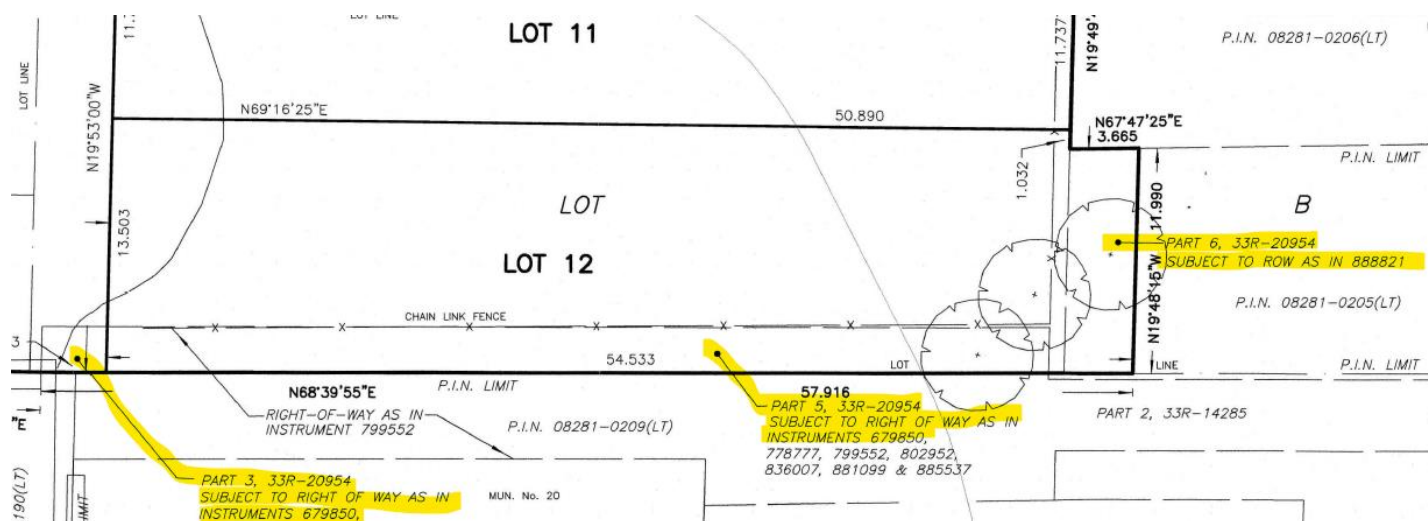
As noted in the policy context, the lands are subject to the policies set out in the *Old East Heritage Village Conservation District Plan* in order to protect and conserve the unique heritage attributes and character of the area. Key architectural features and standard elements have been incorporated into the facades of the single-detached dwellings, including decorative trim constructed from polyurethane bargeboard, front porches and transoms above doors and windows. The dwellings have a similar roof shape, massing, and footprint as the dwellings in the surrounding area, as well as being oriented close to the road to create a continuous street wall, which is a characteristic of the Heritage Conservation District. Front drive garages and front yard parking are also discouraged, which contributes to the visual charm of the area. Area for green space boulevards is included on the conceptual plans provided by the Applicant, and front drive garages are not included. By incorporating these features into the proposed development, the built form will be compatible with the surrounding Heritage Conservation District.

5.4 Public Comments

- Concerns relating to the loss of the existing easement and right-of-way access along the southern and eastern boundary of Lot 12.

A select number of residences located on English Street have access to the rear of their properties from Queens Place through an easement that would bound the southern and eastern limits of proposed Lot 12. The Draft Plan was modified in response to this concern, and Lot 12 has been made wider to incorporate an access easement for these properties. Registration of these easement is included as a condition of approval. Figure 4, seen below, outlines where these easements will be located.

Figure 4: Access Easements over Lot 12



- Concerns about the road configuration and operation of Queen's Place after it is extended to Lorne Avenue.

Members of the public expressed concern about road configuration and an increase of traffic on Queens Place. As previously noted, The TIA recommends a Partial One-Way Operation Southbound road configuration that will allow for two-way traffic except on the narrow portion of Queens Place, as it provides for more flexibility for traffic circulation and minimizes traffic using the existing, narrow portion of Queens Place while still accommodating servicing requirements. This Partial One-Way configuration, as well as One-Way Southbound, also limits potential conflicts between motorists and cyclists at the intersection of Queens Place and Queens Avenue. The TIA demonstrates that the proposed development would result in 13 new trips during peak A.M. and P.M., similar to the 13 trips calculated for the existing development. Their analysis indicates that the majority of these trips would ingress and egress Queens Place at its intersection with Lorne Avenue and limiting traffic on the narrow portion.

- Concerns relating to the type of development, the design and quality of the buildings, and how they will fit into the Old East Village heritage context.

The proposed low density, single-detached residential development is of an intensity and form that is reflective of, and compatible with, the adjacent context. As noted in previous sections of this report, the Preferred Development Concept and Zoning were developed through a collaborative process with the community to ensure the development reflected their vision for the site. The RFP included evaluation criteria to ensure that respondents' proposals implemented the Preferred Development Concept, as well as to ensure that the design proposed would be consistent with the Design Guidelines of New Buildings in the *Old East Heritage Conservation District – Conservation and Design Guidelines*.

The Draft Plan of Subdivision aligns with, and implements, the Preferred Development Concept developed with the community, and satisfied the criteria relating to the *Old East Heritage Conservation District – Conservation and Design Guidelines*. Key architectural features and standard elements have been incorporated into the facades of the single-detached dwellings, including decorative trim constructed from polyurethane bargeboard, front porches and transoms above doors and windows. The dwellings have a similar roof shape, massing, and footprint as the dwellings in the surrounding area, and the buildings are oriented close to the road to create a continuous street wall, which is a characteristic of the Heritage Conservation District. Front drive garages are not included, and green space for boulevards is included on the conceptual plans provided by the Applicant. By incorporating these features into the proposed development, the built form will be consistent with the surrounding Heritage Conservation District.

- Vibration from heavy equipment causing damage to properties, and timeline for the subdivision and construction.

The Applicant has been notified of concerns that heavy equipment used in the construction process would damage the foundation and other features of the adjacent homes. Stipulations for the completion of this project are included in the RFP, and note that the project should be completed within five (5) years of the Agreement of Sale and Purchase being executed.

- Safety issues and litter in Lorne Avenue Park.

The Applicant and the City of London's Parks Operations Division were notified that litter and other hazardous items were being disposed of in the Park. Park Operations have indicated that Staff attend the Park twice a week to pick up any litter and sharps, and are looking into the need for a bin for safe disposal of sharps.

- Utility Pole in the sidewalk

City Staff are investigating opportunities to remove the hydro poles located within the sidewalk along Queens Place and relocate overhead utilities underground in an attempt to improve pedestrian safety and connectivity.

5.5 Transportation Impact Assessment

As outlined in Section 2 of this report, the TIA recommends a Partial One-Way Operation Southbound road configuration that will allow for two-way traffic except on the narrow portion of Queens Place, which would allow one-way southbound traffic only. While both One-Way Northbound and One-Way Southbound were also considered in the analysis, Partial One-way Operation Southbound was recommended as it provides for more flexibility for traffic circulation and minimizes traffic using the existing, narrow portion of Queens Place while still accommodating servicing requirements.

Transportation Planning and Design have provided Draft Approval Conditions but have indicated that they do not support the recommendations of the TIA. They noted, that although the roadway was used to access the parking for the former Lorne Avenue Public School, there is no evidence to support that the Road was adequately functioning while the School was open. Additional concerns for meeting minimum standards established by the Transportation Association of Canadian and compromising access for maintenance vehicles (i.e., snow ploughing and garbage pick-up) and fire access were also expressed. It should be noted that the City has received reports that the houses adjacent to the narrow portion section of Queen's Place have sustained property damage from vehicles at various times. They recommended that a cul-de-sac be implemented at the south end of the proposed Queen's Place extension and the narrow portion of Queen's Place be closed for through traffic. Consistent with Draft Plan of Subdivision requirements, the proposed development would provide the existing portion of Queen's Place residences from the internal road network.

Planning and Development Staff investigated how to incorporate Transportations recommended cul-de-sac. To accommodate a cul-de-sac, a Zoning By-law Amendment would be required to adjust the front yard setbacks. This would deviate from the Preferred Development Concept developed in consultation with City and the Old East Village Community. In addition, the RFP criteria for Zoning was Pass or Fail, requiring respondents to provide a proposal compliant with the existing zoning, and Clause 6 of Schedule B-Additional Terms and Conditions of the Agreement of Purchase and Sale requires the Purchaser develop and submit a site generally in accordance with the Preferred Development Concept. An adjustment of the front yard setbacks would also impact the continuous street wall and reduced setback required to be consistent with the *Old East Village Heritage District Conservation Plan*.

The Applicant and their consultant consulted with City Staff responsible for garbage collection and snow removal to provide an updated TIA that responded to, and recommended mitigation measures, for the concerns expressed by Transportation Planning and Design. Snow is currently removed from Queens Place by a contractor using tractor, which is small enough to access the narrow portion of the Road, and a City 4X4 Pick-Up Truck, when needed. Garbage and recycling trucks back into Queens Place from Queens Avenue, as the size of these vehicles makes a right-turn onto the narrow roadway difficult. The Partial One-Way Operation recommended in the TIA would allow the vehicles associated with these maintenance operations to make two passes going southbound from Lorne Avenue, and they no longer need to back in and out of Queens Place.

Planning Staff met with members of the Fire Department on-site to review the recommendations of the TIA and identify any issues with accessing and navigating the subdivision. Transportation had noted concerns about the Fire Department being able to access the site through the narrow portion of Queens Place. However, it was confirmed that a fire truck can access the existing narrow portion Queens Place. The extension of Queens Place to Lorne Avenue provides a second, wider access point for larger trucks and will not require the need for a turning circle. One item of concern for

the Fire Department was the low hanging wires connecting the existing houses on Queen's Place to hydro poles. Staff are investigating how to address this issue.

For these reasons, Planning Staff have chosen to move forward with the recommendation of the TIA on the understanding that its findings and recommendations are not supported by Transportation Planning and Design.

Conclusion

The proposed Draft Plan of Subdivision is consistent with the *Provincial Policy Statement, 2020*, as it promotes a compact form of development within the settlement area such that it minimizes land consumption and servicing costs. It also provides for a mix of housing affordability that will meet the projected requirements of current and future residents. The Proposal is consistent with *The London Plan*, the *Old East Heritage Conservation District*, and the *Z.-1 Zoning By-law* to redevelop a vacant and underutilized site with affordable housing. Thereby supporting the intensification target set by the City of London. Staff are satisfied the Plan of Subdivision represents good planning, in the broad public interest, and recommends approval.

Prepared by: Alison Curtis, MA
Planner 1, Subdivisions Planning

Reviewed by: Bruce Page
Manager, Subdivision Planning

Recommended by: Heather McNeely
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: Bruce Page, Manager, Subdivision Planning
Matt Davenport, Manager, Subdivision Engineering

Appendix A: Draft Approval Conditions

1. This draft approval applies to the draft plan submitted by Habitat for Humanity - Heartland of Ontario prepared by Callon Dietz Incorporated, certified by J. Paul Crocker, OLS, File No. 39T-21504, drawing no. X-2741, which shows a total of 12 Lots, served by one Neighbourhood Street.
2. This approval of the draft plan applies for three (3) 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 Planning and Development, which includes all works and services required for this plan, and this agreement shall be registered against the lands to which it applies.
4. The Owner shall comply with all City of London standards, guidelines, and requirements in the design of this draft plan and all required engineering drawings, to the satisfaction of the City. Any deviations from the City's standards, guidelines or requirements shall be satisfactory to the City.
5. In conjunction with the first submission of engineering drawings, street(s) shall be named, and the municipal addressing shall be assigned to the satisfaction of the City.
6. Prior to final approval, the Owner shall submit to the Approval Authority a digital file of the plan to be registered in a format compiled to the satisfaction of the City of London and referenced to NAD83UTM horizon control network for the City of London mapping program.
7. The Owner shall satisfy all the requirements, financial and otherwise, of the City of London in order to implement the conditions of this draft approval.
8. Prior to final approval the Owner shall pay in full all financial obligations/encumbrances owing to the City on the said lands, including property taxes and local improvement charges.
9. Prior to final approval, the Owner shall provide copies of all transfer documentation for all land transfers/dedications and easements being conveyed to the City, for the City's review and approval.
10. Prior to final approval, for the purposes of satisfying any of the conditions of draft approval herein contained, the Owner shall file with the Approval Authority a complete submission consisting of all required clearances, fees, final plans, and any required studies, reports, data, information, or detailed engineering drawings, and to advise the Approval Authority in writing how each of the conditions of draft approval has been, or will be, satisfied. The Owner acknowledges that, in the event that the final approval package does not include the complete information required by the Approval Authority, such submission will be returned to the Owner without detailed review by the City.

Planning

11. Prior to final approval, appropriate zoning shall be in effect for this proposed subdivision.
12. In conjunction with the first submission engineering drawings, the Owner shall submit a lotting plan which complies with all City standards and zoning regulations all to the satisfaction of the City.
13. The owner agrees to register on title and include in all Purchase and Sale Agreements for Lot 9, a requirement that the purchaser/home builder shall provide concept plans and elevations prior to the application for a building permit which demonstrate that elevations facing the Lorne Park (the exterior side elevations) are designed as enhanced elevations similar to front elevations. The exterior side elevations should be constructed to have a similar level of architectural details (materials, windows (size and amount) and design features, such as but not limited to porches, wrap-around materials and features, or other architectural elements that provide for a design oriented to the open space/park), to the satisfaction of the City.

Engineering

Sanitary:

14. In conjunction with the first submission of engineering drawings, the Owner shall have his consulting engineer prepare and submit a Sanitary Servicing Study to include the following design information:
 - i) 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;
 - ii) Provide clarification that the proposed zoning amendments and the respective changes in population, drainage area and the outlet(s) is compatible with accepted record drawings and drainage area plans. Any external areas that are tributary are to be accommodated and routing and sewer extensions are to be shown such that they could connect to their respective outlet locations. Any upgrades, if required, are to be at no cost to the City;
 - iii) Propose a suitable routing for the 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 requirement for this sanitary trunk sewer;
 - iv) Provide a hydrogeological report which includes an analysis of the water table level of the lands within the subdivision with respect to the depth of the local sanitary sewers and an evaluation of additional measures, if any, which need to be undertaken in order to meet allowable inflow and infiltration levels as identified by OPSS 410 and OPSS 407.
15. In accordance with City standards or as otherwise required by the Deputy City Manager, Environment and Infrastructure, the Owner shall complete the following for the provision of sanitary services for this draft plan of subdivision:
 - i) Construct sanitary sewers to serve this Plan and connect proposed sanitary servicing to serve this Plan to the existing municipal sewer system, namely, the 600 mm diameter sanitary sewer located on Lorne Avenue;
 - ii) 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,

- iii) Where trunk sewers are greater than eight (8) metres in depth and are located within the municipal roadway, the Owner shall construct a local sanitary sewer to provide servicing outlets for private drain connections, to the satisfaction of the Deputy City Manager, Environment, and Infrastructure. The local sanitary sewer will be at the sole cost of the Owner.
- iv) 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;
- v) 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)

15. In conjunction with the Focused Design Studies submission, the Owner shall have their consulting engineer prepare and submit a Storm/Drainage and a SWM Servicing Report of Confirmation to address the following:
- i) Identifying the storm/drainage and SWM servicing works for the subject and external lands and how the interim drainage from external lands will be managed, all to the satisfaction of the City;
 - ii) Identifying major and minor storm flow routes for the subject and external lands, to the satisfaction of the City;
 - iii) Make provisions to oversize and deepen the internal storm sewers in this plan, if necessary, to accommodate flows from upstream lands external to this plan;
 - iv) Ensure that all existing upstream external flows traversing this plan of subdivision are accommodated within the overall minor and major storm conveyance servicing system(s) design, all to the specifications and satisfaction of the Deputy City Manager, Environment and Infrastructure;
 - v) Developing a sediment and erosion control plan(s) that will identify all sediment and erosion control measures, responsibilities, and inspecting/reporting requirements for the subject lands in accordance with City of London, the Ministry of the Environment, Conservation and Parks (MECP) standards and requirements, and current industry standards all to the specification and satisfaction of the City of London. 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, if any. Prior to any work on the site, the Owner's professional engineer shall submit these measures and is to have these measures established and approved all to the satisfaction of the City where applicable. Further, the Owner's Professional Engineer must inspect and confirm that the required erosion and sediment control measures are maintained and operated as intended during all phases of construction;
 - vi) Implement SWM soft measure Best Management Practices (BMP's) within the Plan, where possible, to the satisfaction of the City. The acceptance of these measures by the City will be subject to the presence of adequate geotechnical conditions within this Plan and the approval of the Deputy City Manager, Environment and Infrastructure;
 - vii) Ensure the post-development discharge flow from the subject site must not exceed capacity of the stormwater conveyance system. In an event

- where the condition cannot be met, the Owner shall provide SWM on-site controls that comply with the accepted Design Requirements for permanent Private Stormwater Systems;
- viii) Provide an erosion/sediment control plan associated with any proposed LID features, if any, 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 City of London;
 - ix) Include rationale and calculations of representative lot level runoff coefficient values based on all anticipated impervious surfaces such as buildings and hardscaping to verify the proposed development meets approved "C" runoff coefficients; and,
 - x) Demonstrate that post-development major stormwater discharge flows from this plan and any identified external area can be contained within the proposed right-of-way throughout this plan and be safely conveyed to the intended outlet, including the evaluation of any required traffic calming measures. If major flows cannot be contained within ROWs, additional quantity storage shall be provided within the limits of this Plan all in accordance with the City's updated Stormwater Management Design Specifications and Requirements Manual (section 6.2.3).
16. 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.
17. In conjunction with the first submission of engineering drawings, the Owner shall have his professional engineer design and oversee the construction of the proposed storm/drainage to service the total catchment area, all to the satisfaction of the City and according to the requirements of the following:
- i) The City's SWM criteria and the environmental targets for the Central Thames Subwatershed Study;
 - ii) The Functional Storm/Drainage Servicing Report for the subject development demonstrating that the proper SWM practices will be applied to ensure the maximum permissible storm run-off discharge from the subject site will not exceed the peak discharge of storm run-off under pre-development conditions;
 - iii) 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.;
 - iv) The City's Waste Discharge and Drainage By-Laws, lot grading standards, policies, requirements and practices;
 - v) The Ministry of the Environment, Conservation and Parks (MECP) Low Impact Development (LID) Stormwater Management Guidance Manual; and,
 - vi) Applicable Acts, Policies, Guidelines, Standards and Requirements of all required approval agencies, including but not limited to the Erosion and Sediment Control Guideline for Urban Construction (TRCA, December 2019), etc.

18. In accordance with City standards or as otherwise required by the Deputy City Manager, Environment and Infrastructure, 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 Central Thames Subwatershed, and connect storm servicing to serve this Plan to the existing municipal storm sewer system, namely, the 1450 mm diameter storm sewer located on Lorne Avenue; and,
 - ii) Accommodate overland flows throughout this Plan from external lands.

19. 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 and as directed by the City's Hydrogeologist Engineer, to determine the potential short-term and long-term effects of the construction associated with the development on existing groundwater elevations and to assess the impact on the water balance of the subject plan, identifying all required mitigation measures, including Low Impact Development (LIDs) solutions to the satisfaction of the City. Elements of the hydrogeological investigation may 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, if any;
 - iii) Completion of a water balance and/or addendum/update to any existing water balance for the proposed development to include the use of LIDs for any nearby natural heritage feature, if any as appropriate;
 - iv) 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;
 - v) Evaluation of construction related impacts and their potential effects on the shallow groundwater system;
 - vi) Confirmation that allowable inflow and infiltration levels have been met as identified by OPSS 410 and OPSS 407, include an analysis to establish the water table level of lands within the subdivision with respect to the depth of the sanitary sewers and recommend additional measures, if any, which need to be undertaken, all to the satisfaction of the City of London;
 - vii) Evaluation of construction related impacts and their potential effects on local significant features, if any;
 - viii) Development of appropriate short-term and long-term monitoring plans (if applicable);
 - ix) Development of appropriate contingency plans (if applicable) in the event of groundwater interference related to construction;
 - x) Identify any abandoned wells in this plan;
 - xi) Identify any fill required in the plan;
 - xii) Provide recommendations for foundation design should high groundwater be encountered;
 - xiii) Address any contamination impacts that may be anticipated or experienced as a result of the said construction; and,
 - xiv) Provide recommendations regarding soil conditions and fill needs in the location of any existing watercourses or bodies of water on the site.

20. In conjunction with the first submission of engineering drawings, the Owner's professional engineer shall identify any remedial or other works as recommended in the accepted hydro geological report are implemented by the Owner, to the satisfaction of the City, at no cost to the City.

21. In conjunction with the first submission of engineering drawings, the Owner's consulting Professional Engineer shall submit a Monitoring and Operational Procedure Manual (if applicable) 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 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; and,
 - 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.
22. Following construction and prior to the assumption of the stormwater management features, if any, the Owner agrees to complete the following at no cost to the City, and all to the satisfaction of the City:
- A. 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"; and,
 - B. 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

23. In conjunction with Focused Design Studies submission of engineering drawings the Owner shall have their consulting engineer prepare and submit a Water Servicing Report including the following design information, all to the satisfaction of the Deputy City Manager, Environment and Infrastructure:
- i) Water distribution system analysis & modeling and hydraulic calculations for the Plan of Subdivision confirming system design requirements are being met;
 - ii) Identify domestic and fire flows for the future development Blocks from the low-level (high-level) water distribution system;
 - iii) Address water quality and identify measures to maintain water quality from zero build-out through full build-out of the subdivision;
 - iv) Include modeling for two fire flow scenarios as follows:
 - i) Max Day + Fire confirming velocities and pressures within the system at the design fire flows, and
 - ii) Max Day + Fire confirming the available fire flows at fire hydrants at 20 PSI residual. Identify fire flows available from each proposed hydrant to be constructed and determine the appropriate colour hydrant markers (identifying hydrant rated capacity);
 - v) Include a staging and phasing report as applicable which addresses the requirement to maintain interim water quality;
 - vi) Develop a looping strategy when development is proposed to proceed beyond 80 units;
 - vii) Identify any water servicing requirements necessary to provide water servicing to external lands, incorporating existing area plans as applicable;
 - viii) Identify any need for the construction of or improvement to external works necessary to provide water servicing to this Plan of Subdivision;
 - ix) Identify any required watermain oversizing and any cost sharing agreements;
 - x) Identify the effect of development on existing water infrastructure and identify potential conflicts; and,
 - xi) Include full-sized water distribution and area plan(s) which includes identifying the location of valves & hydrants, the type and location of water quality measures to be implemented (including automatic flushing device settings and outlet), the fire hydrant rated capacity & marker colour, and the design domestic and fire flow applied to development Blocks.

24. In accordance with City standards, or as otherwise required by the Deputy City Manager, Environment and Infrastructure, 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 the proposed watermains to serve this Plan to the existing municipal system, namely the existing 200 mm diameter watermain on Lorne Avenue, and the 100 mm diameter watermain on the north end of Queens Place; and,
 - ii. The available fire flow and appropriate hydrant colour code marker (in accordance with the City of London Design Criteria) 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.

Roadworks

25. 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.
26. 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:
- 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 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 tangent being required along the street lines of the intersecting road, to the satisfaction of the Deputy City Manager, Environment and Infrastructure;
 - 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 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 Deputy City Manager, Environment and Infrastructure for any construction activity that will occur on an assumed street.

27. In conjunction with the Focused Design Studies submission, the Owner shall have its consulting engineer provide the following, all to the specifications and satisfaction of the Deputy City Manager, Environment and Infrastructure:
 - i) prepare a conceptual design for Queens Place to consider such issues as grading, overland flow routes, sidewalk connections, servicing, to the satisfaction of the Deputy City Manager, Environment and Infrastructure; and,
 - ii) Provide a cross-section of Queens Place including all utilities.
28. The Owner shall have its professional engineer design and construct the roadworks in accordance with the following road widths:
 - i) Queens Place (Neighbourhood Street) to have a road pavement with (excluding gutters) of 6.0 metres with a minimum road allowance of 14.5 metres with a transition to the 5.3 metres of the existing Queen Place road width. It is noted no parking on both sides of the street.
29. In conjunction with the first submission of engineering drawings, the Owner shall submit a proposed design for curb extension at Queens Place and Queens Avenue to restrict Right-In, all to the specifications and satisfaction of the City of London.
30. The Owner shall construct Queens Place access to Queens Avenue as Rights-Outs only. Curb extensions shall be required to restrict Right-In to the satisfaction of the Deputy City Manager, Environment and Infrastructure.
31. Prior to the issuance of any Certificate of Conditional Approval, the Owner shall undertake external works on Queens Ave and Queens Place to the satisfaction of the Deputy City Manager, Environment and Infrastructure, at no cost to the City.
32. 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
33. 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.

Sidewalks

34. In conjunction with the first submission of engineering drawings, the Owner shall provide details of a minimum 1.5 metre sidewalk on the west side of Queens Place in this Plan, to the satisfaction of the City.

Pavement Markings & Signs

35. In conjunction with the first submission of engineering drawings, the Owner shall provide details of the following pavement markings and signs, as per City standards, to the satisfaction of the City:
 - I. No Parking signs within 20m of all stop signs; and,
 - II. speed cushion signs and pavement markings
36. The Owner shall install pavement markings & signs to the satisfaction of the City, at no cost to the City.

Streetlights

37. In conjunction with the first 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 (e.g., photometric) for streetlights 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.

38. In conjunction with the first submission of engineering drawings, the Owner shall provide details of street lighting on all streets in this plan, all to the specifications and satisfaction of the City, at no cost to the City.
39. In conjunction with the first submission of engineering drawings, The Owner shall identify opportunities to relocate the hydro/utility poles on the west side of Queens Place for accessibility. If the proposed relocation of the street light pole exceeds the 1.5 metres from its existing location a photometric simulation will need to demonstrate that meets the Roadway Lighting Requirements (RP-8-14), including the distance from existing to proposed relocation first, all to the specifications and satisfaction of the City.

Boundary Road Works

40. 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.
41. In conjunction with the first submission of engineering drawings, the Owner shall identify minor boulevard improvements on Queens Avenue and Lorne Avenue 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.
42. The Owner shall reconstruct or relocate any surface or subsurface works or vegetation necessary to connect Queens Place to Lorne Avenue and existing Queens Place, to the satisfaction of the City and at no cost to the City.
43. The Owner shall reconstruct the existing Queens Place between the south limit of this Plan to Queens Avenue, including any upgrades to servicing, to accommodate servicing of this Plan, to the satisfaction of the Deputy City Manager, Environment and Infrastructure, at no cost to the City, in accordance with approved design criteria and accepted engineering drawings.

Traffic Calming

44. In conjunction with the first submission of engineering drawings, the Owner shall provide details of all traffic calming measures.
45. The Owner shall install the following traffic calming measures to the satisfaction of the Deputy City Manager, Environment and Infrastructure, at no cost to the City:
 - i) Traffic Calming shall be provided in the form of speed cushions as per City standards, spaced at 100m, avoiding maintenance covers on Queens Place; and,
 - ii) The traffic calming measures selected for these locations are subject to the approval of the Transportation Planning & Design Division and are to be designed and constructed to the satisfaction of the Deputy City Manager, Environment and Infrastructure.
46. 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 topcoat asphalt and shall be reinstated within one week of placement of the topcoat asphalt.

Construction Access/Temporary/Second Access Roads

47. The Owner shall direct all construction traffic associated with this draft plan of subdivision to utilize Lorne Avenue or other routes as designated by the City.
48. The Owner shall maintain the existing temporary turnaround during construction until the issue of a Certificate of Conditional Approval with the understanding that this temporary turnaround shall be removed to the satisfaction of the Deputy City Manager, Environment and Infrastructure upon development of abutting lands and the creation of a permanent alternative public road access. This temporary turnaround is to be maintained by the Owner to the specifications and satisfaction of the Deputy City Manager, Environment and Infrastructure and at no cost to the City.
49. In conjunction with the Focused Design Studies submission, the Owner shall provide details of a turnaround for emergency services in a location acceptable to the City.
50. In the event any work is undertaken on an existing street, the Owner shall establish and maintain a Traffic Management Plan (TMP) in conformance with City guidelines and to the satisfaction of the City for any construction activity that will occur on existing public roadways. The Owner shall have its contractor(s) undertake the work within the prescribed operational constraints of the TMP. The TMP will be submitted in conjunction with the subdivision servicing drawings for this plan of subdivision.

Parkland Dedication

51. At the time of building permit for each residential unit, the Owner shall pay cash-in-lieu for parkland dedication in accordance with By-law CP-9.
52. Within one (1) year of registration of this Plan, the Owner shall match grades at the property limit interface of the abutting park block and restore any disturbance within the park block in accordance with City park standards, to the satisfaction of the City, and at no cost to the City
53. In conjunction with the first submission of engineering drawings, the Owner shall ensure that all grading of the developing lots or blocks and the extension of Queens Place shall match grades, slopes, topography and vegetation of the approved Lorne Avenue Park grading plans to the satisfaction of the City.
54. All construction and phasing of construction, including, but not limited to, lighting and drop curbs within Lorne Avenue Park shall be coordinated to the satisfaction of the City.

Lighting

55. The Owner shall include in all offers of purchase and sale and include a warning clause in the subdivision agreement advising purchasers that despite the inclusion of measures within the subdivision and within the individual building units, impacts of lighting from adjacent properties may be of concern, occasionally interfering with some activities of the dwelling occupants.

Noise, Vibration, Dust

56. 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, Conservation and Parks 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.

57. Prior to the issuance of a Certificate of Conditional Approval, the Approval Authority shall be advised that the accepted noise attenuation measures have been constructed or installed or have been incorporated into the subdivision.
58. The subdivision agreement shall contain clauses that all agreements of purchase and sale or lease provide notice to the public that the safety berm, fencing, noise control measures and vibration isolation measures implemented are not to be tampered with or altered and further that the owner shall have sole responsibility for maintaining these features in accordance with the approved plan and/or provision or set of provisions included in the subdivision agreement.

GENERAL CONDITIONS

59. 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.
60. 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 and at no cost to the City.
61. 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.
62. 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.
63. 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".
64. 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.)

65. In the event the Owner wishes to phase this Plan of Subdivision, the Owner shall submit a phasing plan in conjunction with the submission of engineering drawings to identify 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.
66. 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, at no cost to the City.
67. 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.
68. 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.
69. All costs related to the plan of subdivision shall be at the expense of the Owner, unless specifically stated otherwise in this approval.
70. 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.
71. 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 and Deputy City Manager, Finance Supports (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.
72. In conjunction with the engineering drawings submission, the Owner shall have its 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.
73. In conjunction with the engineering drawings submission, the Owner shall have its 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 contaminants under the supervision of the geotechnical engineer to the satisfaction of the City, at no cost to the City.

74. In conjunction with the Focused Design Studies submission, the Owner shall make a presentation to the Utilities Co-ordinating Committee for any works that are not in accordance with City standards, including but not limited to, reduced boulevard widths, non-standard location of City services or other utilities, non-standard sidewalk, etc.
75. In conjunction with Focused Design Studies submission, the Owner shall have its consulting engineer submit a concept plan which shows how all servicing (water, sanitary, storm, gas, hydro, street lighting, water metre pits, Bell, Rogers, etc.) shall be provided to the Lots in this Plan. 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 (Ministry of Environment Design Standards) and to allow for adequate space for repair, replacement and maintenance of these services in a manner acceptable to the City.
76. 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;
 - v) 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; 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.
77. In conjunction with the first submission of engineering drawings, the Owner shall implement all geotechnical recommendations to the satisfaction of the City.
78. In conjunction with the 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.
79. In conjunction with the first submission of engineering drawings, the Owner shall have any existing accesses and services, located within this Plan, relocated and/or reconstructed to the satisfaction of the City, at no cost to the City. Any portion of existing services not used shall be abandoned and capped to the satisfaction of the City, all at no cost to the City.

80. In conjunction with the first submission of engineering drawings, the Owner shall identify locations of all existing infrastructure, i.e., Water, sanitary, septic, storm, hydro, driveways, etc. and their decommissioning or relocation, to the satisfaction of the Deputy City Manager, Environment and Infrastructure.
81. In conjunction with the first submission of engineering drawings, the Owner shall identify any adjustments to the existing works and services on Lorne Avenue, existing Queens Place and Queens Avenue, if applicable, adjacent to this plan to accommodate the proposed works and services on this street to accommodate the lots in this plan fronting this street (e.g., private services, street light poles, traffic calming, etc.) in accordance with the approved design criteria and accepted drawings, all to the satisfaction of the Deputy City Manager, Environment and Infrastructure, and at no cost to the City.
82. The Owner/Developer shall provide to Union Gas the necessary easements and/or agreements required by Union Gas for the provision of gas services for this project, in a form satisfactory to Enbridge.
83. The Owner acknowledges and agrees to convey any easement(s) as deemed necessary by Bell Canada to service this new development. The Owner further agrees and acknowledges to convey such easements at no cost to Bell Canada.
 - i) The Owner agrees that should any conflict arise with existing Bell Canada facilities where a current and valid easement exists within the subject area, the Owner shall be responsible for the relocation of any such facilities or easements at their own cost.”
 - ii) The Owner is advised to contact Bell Canada at planninganddevelopment@bell.ca during the detailed utility design stage to confirm the provision of communication/telecommunication infrastructure needed to service the development.
 - iii) It shall be noted that it is the responsibility of the Owner to provide entrance/service duct(s) from Bell Canada’s existing network infrastructure to service this development. In the event that no such network infrastructure exists, in accordance with the Bell Canada Act, the Owner may be required to pay for the extension of such network infrastructure.
 - iv) If the Owner elects not to pay for the above noted connection, Bell Canada may decide not to provide service to this development.

Appendix B: Public Engagement

Community Engagement

Public liaison: On April 21, 2022, the Notice of Revised Application was sent to property owners within 120 metres of the subject lands. Notice of Revised Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on April 21, 2022. The Notice of Public Participation Meeting was sent to property owners and published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on January 12, 2023.

Nature of Liaison:

723 Lorne Avenue and 25 Queens Place – The purpose and effect of this application would be the creation of a residential subdivision on the remaining undeveloped portion of the former Lorne Avenue Public School site. The applicant has submitted a revised Draft Plan of Subdivision (39T-21504). The original Notice of Application was published in the *Londoner* on September 16, 2021.

Consideration will be given to the Draft Plan of Subdivision which consists of twelve (12) lots for single detached dwellings in accordance with the existing approved zoning and an extension of Queens Place north to Lorne Avenue. The application was revised to maintain existing easements in favour of adjacent properties, and based on the recommendations of a Transportation Impact Study regarding the design and function of Queens Place extension. File: 39T-21504 Planner: A. Curtis (City Hall).

There were six (6) e-mail responses and three (3) telephone calls received from the community. Comments/concerns received are summarized as follows:

We received comments from the public which require addressing by the Applicant through the TIA and revisions to the draft plan and conceptual plan including:

- Concern that the existing easement / right of way along the southern and eastern boundary of Lot 12 will be cut off by the proposed development; and,
- Questions about whether Queens Place will be a one or two-way street, and if it is one-way, which direction will it be.

City staff have also responded to several questions regarding:

- What types of buildings are being built;
- The design and quality of the buildings, and how they will fit into the Old East Village neighbourhood;
- Vibration from heavy equipment causing damage to property;
- Timeline for the subdivision and construction; and,
- Safety issues and litter in the Lorne Avenue Park.

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

Telephone	Written
Mike Mullin	Charles Moher
R. Heal	Urs Strubin
Nora Kelly	Nora Kelly
	Jarad Fisher

Email Responses

Dear Mr. Clark

I would like confirmation that the development of the 12-unit subdivision on the former Lorne Ave. PS location will cut off the rear access to our property. Please confirm that the existing right of way will not be affected.

Regards
Urs Strubin

Dear Ms. Curtis

We own ***** which backs on to the proposed new Lorne Ave. development. The property line at the rear of Lot 12 appears to cut off our right of way for parking vehicles at the rear of 487.

Will the existing right of way remain as the preliminary draft plan from SBM seems to eliminate it

I look forward to hearing from you.

Regards
Urs Strubin

Hi,

Could you clarify what is actually being built in this area? At all of the committee meetings we had we were ensured that the lots would be sold to a builder for single family homes. The planning application is from Habitat for Humanity. Are the homes being sold to single families? Any information you can give me would be appreciated. Also, is the Queen's Place extension going to be one or two ways onto Lorne Avenue and if one way in what direction?

Kind regards,
Nora Kelly

From: Jarad Fisher
Sent: Friday, October 22, 2021, 10:57 AM
To: Clark, Michael
Subject: [EXTERNAL] 723 Lorne Ave & 25 Queens Place

Hi,

I live in the neighbourhood, and I would hope we could get some more density in this brand new subdivision going near Lorne Ave park. No huge high rises, but perhaps a couple 3 story multi-unit buildings or four-plexes in addition for a halfdozen single detached dwellings. Currently almost the entire neighbourhood north of Dundas is SFHs.

Thank you,
Jarad

Mr. Michael Clark :

Greetings.

By way of introduction, I am the owner of the house at, at the South-East corner of Queens Place and Queens Ave. Most area residents will know it as the house that pinches Queens Place off at Queens Avenue, down to a one-way street.

Further to your plans for the old Lorne Ave Public School grounds, I'm not one to get in the way of progress, or anything that improves the neighbourhood. I do not however want to suffer any losses, or damages, as a consequence of this development.

The material you have sent me is unfortunately quite inadequate as far as illustrating the impact this new build up will have on the traffic of the existent Queens Place. We simply cannot handle anymore load on that old street. Your drawings do not show Queens Place at Queens Avenue and so we are unable to respond to this proposal as presented.

It remains a matter of dispute as to whether Queens Place is owned by the City and for the following reasons: This historically was a private road unmaintained by the City. Since it was the only access to the Lorne Ave School parking lot, the residents and owners of the street sealed it off in a few days of protest at the City's refusal to maintain it. The City went in and negotiated a settlement that they would start maintaining the road if it's owners allowed it to be used by Lorne Ave School for staff access. I do not believe that involved any change in ownership and it may indeed be legally unceded property as the original plans indicate. That is to say, Queens Place was never legally expropriated by the City nor gifted in any way. It's use might be seen by a Court as only governed by the terms of that settlement and nothing more.

I have suffered over ten thousand dollars in damage to my property caused by garbage, recycling and even fire trucks, climbing the sidewalk, striking my fence and driving the horizontal beams into my vintage porch concrete blocks. My last repair can never be repeated as the blocks it is made from are long obsolete and unavailable. One more collision and we have, I'd guess, a \$30,000 complete replacement. I had to scrounge for weeks to find a couple of block replacements. Adding even more load on this road will not only exacerbate the chances of further collisions, but also the constant vibration on the road way, an arm's reach between the road and my outer walls, are causing a slow degradation of my property from seismic vibrations. The reason why these trucks will climb my sidewalk is to stay well away and clear of the Bell Telephone pole in the middle of the sidewalk on the South West Corner. A dangerous and terrible obstruction that prevents Queens Place from having a continuous sidewalk along the west side of Queens Place.

First of all I would petition the City to get Bell involved early on in this process with an aim to telling them to bring their lines in from Lorne Ave and not Queens Ave. This would facilitate the removal of the obstructing phone pole at Queens & Queens. We had a meeting of several City planners and Bell about 15 years ago and they refused to remove the pole because they said they would have to bounce their cables across to the south side of Queens Ave and again back across to do a proper run. They said it would simply be too expensive. They have no excuse now as Lorne Ave ought to be the routing of their new and existing lines and is now available to them.

If you are planning to make Queens Place contiguous from Lorne Ave to Queens Ave, I know I and others would want to see how you intend to do that. Where is that intersection on the drawings? Alongside my property, it is a one-way street that is constantly subject to negotiations and first come, first served priorities as to which direction has right of way. A crazy situation that we spontaneously negotiate peacefully.....barely and with no shortage of annoyance. An added load of this new block is going to grind that short patch of road to a halt. It's already tough now. Alternatively, you can seal Queens Place off at the new round about circle, an afterthought to let City trucks turn around and let the new builders and residents access this new project from Lorne Avenue only. In an absolute worse-case scenario, where

you do make it contiguous, I'd ask that the one way be enforced and oriented allowing travel in the North-South direction only. It is too dangerous otherwise and a trip out to see me would give me an opportunity to show why this is dangerous.

As Mr. Helmer can confirm, I did reach out to the City to buy me out before I went on a renovation binge. They declined. That's fine. Destroying my property, or enjoyment of it, by loading down a road that can't support it, is not OK. I need to be in the loop on these matters to avoid any confrontations, later on.

Please include this email as my good and sufficient contribution to the discussion of these matters. One that will preserve my right to appeal to any authorities if the City can't satisfy my needs and worries. And please do include me in all future communications. I look forward to a more inclusive map and presentation.

Thank you

Charles Moher

CC. His Honour B. Thomas Granger QC., Counsel.

Thanks for coming out.

It was comforting to know that someone from the City made a site visit and saw first hand some of the features that we are already dealing with and how simply putting in a connecting extension to Queens Place will exacerbate the problems we already have. Further to our conversation, I would ask that you not limit your consultations to Habitat but also include the City's Waste Management and Miller Recycling and ask them why they suddenly and inexplicably stopped using the 'bulb' the City put in for them. Their response would, I am sure, have an influence on what the City does moving forward, for reasons we discussed.

Secondly, please ask Bell Canada what they are going to do with that poorly placed pole of theirs that is sitting in the middle of the sidewalk, dangerously so. It should never have been allowed in the first place. I can put you in touch with the new owner of 712 Queens Ave as perhaps they would tolerate the pole being shifted 1 metre west to get it off the sidewalk. In any case this should be done asap. If Waste Management and Miller intend to keep backing in to Queens Place, a solution to maintain that status quo by placing a barrier at the Lorne Ave Property line would be ideal. That would give you two independent streets, one for the new homes and connected with Lorne Ave and another the existent Queens Place. We get a fire truck on Queens Place about once every 5 years and they certainly have the manpower to guide them back out on those rarest of occasions. Making the corner with the existent Bell pole and raised curb is the issue and they have little option, when they are in an urgent situation, but to drive through my fence and cause a domino effect of tens of thousands of damage to my fence and porch. I just spent ten thousand from the historical collisions restoring my porch and it nearly needed a complete replacement, probably at a cost of I'd guess 25 K. With that pole moved or gone, the City can flatten the side walk and curb, just as they did on the north east corner, providing a much-improved turning radius.

At a minimum, if there is to be a one-way redesignation of Queens Place, please ensure it is one way pointing from the north to the south, such that cars are exiting onto Queens Ave.

We have a couple of brothers, masonry contractors, who are clearly running their construction business out of their homes and take that corner at very high speed, several times a day. I think you would call them 'alpha males' with very aggressive, confrontational personalities. Complaints to the City to have them ordered to cease and desist on account of zoning violations have not yielded any results. Enforcement would probably cut down the worst of the traffic as they are typically hauling loaded construction trailers up and down Queens Place several times a day. They drive very aggressively, taking the corner at worrisome speeds.

I'll close by asking you not to simply let Habitat dictate the final design of the roadways around Queens Place. Good people, but, they have no knowledge at all of the impact their choices would have on the rest of us.

The City does have the option of buying me out, and I would yield to reasonable offers. That option would allow the City to normalize the street and traffic flow. The longer they wait the higher my family's expectations. As it is, Counsellor Helmer presented the option to the City, pre-Covid and they declined. I have invested many thousands in renovations since. My health is in decline and I have few good years left where I would be healthy enough to move.

I look forward to hearing your plans. Please keep us in the loop and resist making any decisions until the people of Queens Place have had a fully informed consultation.

Charles Moher

The drawings you have sent cannot be deciphered by myself independently. There seems to be a lot of lines criss-crossing what would be my driveway that are not even labelled. Can you please prepare and provide an artist's rendering that we can understand ? Alternatively, perhaps someone can mark up a satellite photo.

Further to my earlier petitions I asked that the traffic flow be indicated on any plans . I do not see any indicated on the drawing. In which direction is the traffic supposed to flow being that two-way is impossible ? This is very important info for everyone I cannot locate on the drawing. The Bell Canada pole at the corner of Queens Place and Queens Ave was also a very critical matter and needs to be spoken to. That corner is not even indicated in this drawing. Indeed, the intersection of Queens Avenue and Queens Place is outside the drawing and should be included to appreciate the problems that this additional load is going to place on this neighbourhood. We barely manage the traffic load now through a dance of spontaneous accommodations and courtesies from two directional flow on a one-way street. We cannot handle more traffic on Queens Place. I'd ask that the planner spend at most ten minutes on this pinched street to appreciate what is going on in terms of traffic flow.

I would also like to receive a copy of the "Transportation Impact Assessment" that is alluded to, but not included. Can the Planners also please explain why they did not elect to simply seal off Queens Place where it ends now such that the only impact on those of us that live on the existing Queens Place would be pedestrian in nature ?

In general, this information is inadequate and woefully incomplete from which the existing residents of Queens Place can make informed decisions and we should be the primary consideration.

As mentioned in my previous email, I am away from my home, travelling in Asia and unable to call, submit anything in writing or attend any meeting until May 19 at a minimum. I'd ask for a delay in any limitation period, deadline, or meeting as no one has more at stake in this development than myself.

Thank you.

Charles Moher

cc His Honour B. Thomas Granger, QC

Thank you for adding some clarity to this, however some of this report is incorrect.

In terms of collisions, there have been numerous, more than once a year, collisions with my fence and porch causing many thousands of dollars of damage. My insurance claims have resulted in a spike in my premiums. Mr. Helmer may recollect that I have complained several times about what appeared to be garbage, or recycling trucks

colliding with my fence and driving that fence into my porch. I am grateful that this report favours a southbound direction, however saying that there is no appreciable increase in traffic is simply not true.... not true at all !!!

My house is at ***** . It is a century home and the interior is primarily lath and plaster. The seismic vibration of traffic going by, within only a metre of my western wall has already resulted in numerous fractures within my walls. There are only ten houses on Queens Place right now. Adding 12 more, more than doubles the traffic. I don't know how one could say that this does not amount to any appreciable increase in traffic !! We all know where people on Queens Place will head when they are exiting the area and that is south to hook up with Queens Ave. It's the smoothest and fastest route out. Add this traffic to those that are simply looking for a route onto Queens Ave from Lorne, or those looking for park access or egress and I'd say the increase in traffic is going to triple. That's on an already overburdened narrow Queens Place at Queens Ave. Can you please clarify whether this new Queens Place is also going to allow access or egress for persons using the park ?

There are other options I did not see mentioned and that is to simply terminate Queens Place right where it narrows and let those of us, about 8 tenants from two buildings continue to use the single lane Queens Place south, as it is and those who live on the two-lane portion use that northern leg to come and go on Lorne Ave. The City garbage and recycling trucks are not taking advantage of the traffic bulb for reasons unknown and have elected to back down Queens Place as it is.

By the way, it is unclear whether Queens Place was ever properly appropriated as back, I believe in the 70's, this private street was closed by the owners, the residents, in protest, because the City was not maintaining it. Some agreement was made that they would allow the teachers access to their lot on condition the City started maintaining it. I'm not sure that there was ever any yielding of property rights as a consequence of this agreement.

I'll remind Counsellor Helmer that I did suggest the City make me a reasonable offer and buy me out, resolving all these issues.

I'm predicting we are heading for challenges if you are dumping that sort of traffic within 1 metre of my walls. There isn't a planner anywhere that would allow a new project with those dimensions. Why should a modification result in the same absurd clearance ?

Thank you and please let me have your word.

Charles Moher

I have finally returned from overseas, to my home at the corner of Queens Place and Queens Ave. Sadly my health status is poor right now and I am in no shape to make any great contest out of this. On pondering this project, I have a few last words before the City makes it's decision:

I think you will find that everyone on Queens Place is probably not going to be happy with the extra load placed on their already overburdened street. I am sure the City could have chosen other remedies, but I suppose that they are too expensive.

I also am disappointed that all of these drawings and plans do not include the extent of Queens Place to Queens Ave but fall short of that intersection, despite it having a big impact there. Should some upsetting new issue arise in the future regarding the vicinity of the junction of these two streets, I will protest by any means those changes and the basis of that protest was the apparent withholding of the City's intention when presenting the project to the stakeholders.

In a worse case scenario, I would ask that the one way portion that runs past my house, be one way in the southerly direction and that we, as I have asked countless times, get rid of the Bell Canada pole, sitting in the middle of the sidewalk on the south west

corner of Queens Pl and Queens Ave. Again and again I raise the issue and on each occasion, the City refuses to make that commitment, or even decisively speak to the matter. Bell will have no excuse to not seize the opportunity to get it off that sidewalk and bring their lines in from Lorne Ave.

I ask that when I am copied on the City's final decision that it include a plan for that pole and my decision to not challenge this development, at Court or before any Board or Tribunal is contingent on that information. I further expect that the consequences of this project has no other effect on my enjoyment of my property as I do today and that the City has fully disclosed any intentions or encumbrances to my property rights..

Thank you

Charlie Moher

Thanks and just as a heads up, the fire trucks cannot go north on Queens Place from Queens Ave without a high risk of colliding with my white picket fence. That has been the case before. While they did pay for the replacement of that fence, I discovered afterwards that my porch supporting column had been badly damaged. I can no longer find matching blocks, so any further collision would necessitate replacing my front porch in its entirety.

AGAIN and I cannot overstate this, the remedy is to get that \$#@*&^^ Bell Canada pole off the corner !!!

Trucks especially, of any type are understandably frightened of colliding with that pole so they tend to jump my sidewalk on the east side of Queens Place to avoid any risk of collision and hug my fence. While a one-way southbound mod would keep private trucks from going up that part of Queens Place, you would no doubt want to keep that option open for fire trucks and other EMS. It's the fastest way in.

If the City listens to my repeated pleas and removes the pole, fire and other EMS vehicles can jump that sidewalk to negotiate the turn. The City may even consider putting a tapered curb on that side that matches what they put in for me on the east side to end the seismic shocks from curb/sidewalk dismounting trucks.

Thank you
Charlie Moher

Thank you. Irregardless of the outcome, that pole is an existential threat to EMS and you are bringing in a road from Lorne , no doubt with accompanying utility infrastructure. You can ask Bell to bring in the current wires for all of Queens Place from Lorne Ave now, or to simply come out and reassess the situation. How they were ever allowed to completely block off the sidewalk like that is a mystery to all of us. They can always purchase a 10 X 10 CM patch of the property at 714 Queens and move the pole 50 cms west too.

There's a reason this pole is such a hot-button topic for me and I won't get into it with anyone absent an onsite meeting and a historical review of the contentious ownership of Queens Place. Here's a photo for anyone who doesn't know what we are talking about. Thanks.
Charlie Moher

Summary of Telephone Response

Concerns regarding building quality, and fit with the Old East Village Heritage District Planners relayed reassurances that the development would be required to obtain Heritage Alternation permits which require it to comply with the guidelines. Mr. Mullin noted that something similar to the recent house on English would be great.

R. Heal was concerned that heavy equipment used in the construction process would cause vibrations that would damage his foundation and ceilings. He noted that potholes on Lorne Avenue were not filled sufficiently, and that residents are not notified directly of road works in their neighbourhood.

Concerns relating to the increase in traffic as the proposed buildings would be multi-unit, and if these proposed buildings would have to comply with the heritage character of the neighbourhood.

Concerns relating to the timing of this project and the completion of Lorne Avenue Park as there is no lighting. Residents have noted litter, dumping, broken glass and needles, and loitering in the park during the evening and nighttime hours.

Departmental/Agency Comments

Urban Design, City of London – May 19, 2022

- Ensure that the zoning provides for enhanced side elevations (in terms of number of windows, materials, and articulation) for lot abutting the Lorne park (lot no: 9).
- Include the following condition as part of the draft plan of subdivision.
 - The owner agrees to register on title and include in all Purchase and Sale Agreements for Lot_9, a requirement that the purchaser/home builder shall provide concept plans and elevations prior to the application for a building permit which demonstrate that elevations facing the Lorne Park (the exterior side elevations) are designed as enhanced elevations similar to front elevations. The exterior side elevations should be constructed to have a similar level of architectural details (materials, windows (size and amount) and design features, such as but not limited to porches, wrap-around materials and features, or other architectural elements that provide for a design oriented to the open space/park), to the satisfaction of the City.

Water Engineering, City of London – September 21, 2021

There is no municipal watermain fronting the proposed properties on the proposed extension of Queens Place. The applicant will be required to install a new watermain with adequate capacity for fire flow supply and domestic water supply to provide servicing to the proposed development. Connection of the new watermain will need to be made to the existing 200mm watermain on Lorne Avenue and the existing 100mm watermain at the north end of Queens Place. All design and construction to be to City of London min Design Standards.

Transportation, City of London – September 27, 2021, November 5, 2021, and November 8, 2022

Please find below Transportations comments regarding the following Notice of Planning application for 723 Lorne Avenue & 25 Queens Place.

- A Transportation Impact Assessment (TIA) will be required, the TIA will assess the potential to convert Queens Pl to a one-way road and provide recommendations. The TIA will need to be scoped with City staff prior to undertaking and be undertaken in general conformance with the City's TIA guidelines.

A meeting was held on November 5th, 2021, to begin the discussion of the scope of the TIA. The applicant's transportation consultant is to provide a scope of work for the TIA based on the discussion. As mentioned at the meeting, upgrades are planned for Queens Ave. which include relocating the cycling and parking lanes and other changes to the cross section. Attached are some early designs for Queens Ave. for consideration. The project is still in the design phase and the applicant should consult with transportation staff for further details.

November 8, 2022

Transportation still does not support increased traffic on the extremely narrow section of Queens Ave to the south etc. I expect that we will see complaints from the residents in

that area including damage claims from the houses directly adjacent to the narrow section. The road width does not meet minimum TAC standards and maintenance and fire operations are being compromised.

We feel that there are better alternatives for the road design for this development including the turn around previously discussed and closure of Queens Ave south to through traffic.

Parks Planning and Design – December 21, 2021

Environmental and Parks Planning has reviewed the submission for the above noted plan of subdivision and offers the following comments:

PARKS AND OPEN SPACE

- Required parkland dedication shall be taken as Cash in Lieu as per Parkland Conveyance and Levy By-law - CP-9.
- Within one (1) year of registration of this Plan, the Owner shall construct fencing without gates along the property limit interface to the extent of the front yard (keeping the front yard open) of the proposed private lot adjacent to Lorne Avenue Park (Lot 9) that matches the existing fencing to the east or an approved alternate, to the satisfaction of the City.
- In conjunction with the first submission of engineering drawings, the Owner shall ensure that all grading of the developing lots or blocks and the extension of Queens Place shall match grades, slopes, topography, and vegetation of the approved Lorne Avenue Park grading plans to the satisfaction of the City.
- In conjunction with the first submission of engineering drawings, the Owner shall ensure a curb drop is incorporated in the design of the extension of Queens Place in conformity with the approved Lorne Avenue Park grading plans, to the satisfaction of the City.
- All construction and phasing of construction within Lorne Avenue Park shall be coordinated to the satisfaction of the City.

Ecology – May 12, 2022

Notice of Application (39T-21504) – 723 Lorne Avenue and 25 Queens Place

This e-mail is to confirm that there are currently no ecological planning issues related to this property and/or associated study requirements.

Major issues identified

- No Natural Heritage Features on, or adjacent to the site have been identified on Map 5 of the London Plan or based on current aerial photo interpretation.

Ecology – complete application requirements

- None.

Notes

None

Enbridge – September 16, 2021, and April 21, 2022

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.

London Hydro – September 17, 2021, and April 25, 2022

Servicing the above proposal should present no foreseeable problems. Any new and/or relocation of existing infrastructure will be at the applicant's expense, maintaining safe clearances from L.H. infrastructure is mandatory. Note: Transformation lead times are minimum 16 weeks. Contact the Engineering Dept. to confirm requirements & availability. London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. Any new relocation of the existing service will be at the expense of the owner.

Bell – September 27, 2021

Dear Sir/Madam,

We have reviewed the circulation regarding the above noted application. The following paragraphs are to be included as a condition of approval:

“The Owner acknowledges and agrees to convey any easement(s) as deemed necessary by Bell Canada to service this new development. The Owner further agrees and acknowledges to convey such easements at no cost to Bell Canada.

The Owner agrees that should any conflict arise with existing Bell Canada facilities where a current and valid easement exists within the subject area, the Owner shall be responsible for the relocation of any such facilities or easements at their own cost.”

The Owner is advised to contact Bell Canada at planninganddevelopment@bell.ca during the detailed utility design stage to confirm the provision of communication / telecommunication infrastructure needed to service the development.

It shall be noted that it is the responsibility of the Owner to provide entrance/service duct(s) from Bell Canada’s existing network infrastructure to service this development. In the event that no such network infrastructure exists, in accordance with the Bell Canada Act, the Owner may be required to pay for the extension of such network infrastructure.

If the Owner elects not to pay for the above noted connection, Bell Canada may decide not to provide service to this development.

Upper Thames River Conservation Authority – April 26, 2022

Please be advised that the subject lands **are not** affected by any regulations (Ontario Regulation 157/06) made pursuant to Section 28 of the *Conservation Authorities Act*. Accordingly, the UTRCA has no objections to this application and a Section 28 permit application is not required.

Hydro One Networks Inc. – September 27, 2021, and May 6, 2022

We are in receipt of Application 39T-21504 dated September 16, 2021. We have reviewed the documents concerning the noted Plan and have no comments or concerns at this time. Our preliminary review considers issues affecting Hydro One’s 'High Voltage Facilities and Corridor Lands' only.

Appendix C: Policy Context

Planning Act

The *Ontario Planning Act* delegates and assigns much of the authority and responsibility to municipalities to undertake land use planning within their jurisdiction, as well as establishing the rules and legislation that municipalities must conform to, or be consistent with, when making planning decisions. The *Act* identifies twenty (20) matters of Provincial Interest in Section 2, that all planning authorities shall have regard for when carrying out their responsibilities. Section 51, Subsections 24 and 25 set out further criteria and conditions when considering draft plans of subdivision. Planning and Development Staff have reviewed this criterion, and the proposed draft plan of subdivision has regard for the health, safety, convenience, and welfare of the present and future inhabitants of the Municipality.

Provincial Policy Statement (PPS), 2020

The *Provincial Policy Statement (PPS)* provides policy direction on matters of provincial interest as identified in Section 2 of the *Planning Act*. In accordance with Section 3 of the *Planning Act*, all planning decision shall be consistent with the *PPS* and the land use planning policies: Building Strong Healthy Communities; Wise Use and Management of Resources; and, Protecting Public Health and Safety. The *PPS* is to be read in its entirety. This Draft Plan of Subdivision is consistent with several *PPS* policies, which are outlined below.

Building Strong Healthy Communities

This first policy section of the *PPS* outlines the policies to achieve sustainability through efficient land use and development patterns that promote strong, livable, healthy, and resilient communities. This section also seeks to avoid development and land use patterns that result in inefficient expansion of settlement areas and that the necessary infrastructure and public service facilities are, or will be, available to meet current and projected needs.

Section 1 of the *PPS* outlines policies to achieve sustainability through efficient land use and development patterns that promote strong, liveable, healthy, and resilient communities. Policy Sections 1.1.1, 1.1.3 and 1.6 requires land use within settlement areas to effectively use the land and resources through appropriate densities, range of uses and the efficient use of infrastructure. This contributes to resilient development and the creation of healthy, livable, and safe communities. This proposal redevelops the former Lorne Avenue Public School lands, now vacant, which are within the settlement area with have full access to municipal services and were redesignated with the intent they be used for residential uses. A compact form of development is supported through this proposal and will contribute to a mix of affordable housing options in keeping with the *PPS 2020* (Section 1.4).

The *PPS* seeks to create healthy and active communities through planned public streets, spaces and facilities that are safe, foster social interaction and facilitate active transportation and community connectivity (Section 1.5.1) It also identifies that planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management (Section 1.6.1). The proposed Draft Plan of Subdivision is located adjacent to the new Lorne Avenue Park. Extending Queen's Place, as proposed in this Application, and the inclusion of sidewalks through the subdivision will contribute to community connectivity and provide a pedestrian link to this park space. The lands are also adjacent to a separated bike lane on Queen's Avenue and public transit routes on Adelaide, Quebec, and Dundas Street. These aspects of the proposal will help to support energy conservation and help to improve air quality, which is consistent with Section 1.8 of the *PPS*

Wise Use and Management of Resources

Section 2 of 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. The policies outlined in this section serve to protect sensitive areas, natural features, and water resources.

The *PPS* states that “Natural features and areas shall be protected for the long term” and that “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.” (Sections 2.1.1 and 2.1.8). There are no natural features contained on the lands, and no negative impacts are anticipated.

This section of the *PPS* sets out policies for the protection of significant built heritage resources and significant cultural heritage landscapes to ensure they are conserved, and development or site alteration shall not be permitted adjacent to protected heritage property, except where the proposed development or site alteration has been evaluated and demonstrated that the heritage attributes of the protected property will be conserved (Sections 2.6.1 and 2.6.3). As noted in the first section of this report, demolition of the school building was recommended by Staff, and it was subsequently demolished following Municipal Council’s approval of a demolition request in August of 2017. It was also recommended that the school bell and aluminium lettering, which was affixed to the north façade of the building, be removed prior to demolition, and incorporated into the future park space with appropriate commemoration and interpretation.

Protecting Public Health and Safety

Section 3 of the *PPS* acknowledges that the long-term prosperity, environmental health, and social well-being of Ontario depends upon reducing the potential for public cost or risk to residents from natural or human-made hazards. Policies in this Section direct development away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property-damage, as well as to not create new, or aggravate existing, hazards. The proposal does not direct development towards any natural human hazards and is of a sufficient distance away from human made hazards.

The London Plan

At the time this Application was submitted, *The London Plan* was subject to an appeal to the *Local Planning Appeals Tribunal* (LPAT) (PL170700). The *Plan* was Council adopted and approved by the Ministry with modifications, and the majority was in force and effect. Policies that were under appeal were indicated with an asterisk (*) throughout reports. Since that time, *The London Plan* has come into full force and effect as of May 25, 2022, following a written decision from the *Ontario Land Tribunal* (OLT).

The London Plan includes criteria for the evaluation of plans of subdivision through policy 1688* and required consideration of the following sections:

- Our Strategy
- Our City
- City Building policies
- Applicable Place Type policies
- Our Tools

Our Strategy

This section of *The London Plan* outlines the values and vision that will guide our planning process to create an exciting, exceptional, and connected City. The Key Directions contained in this section outlines the planning strategies that will help to achieve the vision. Applicable Key Directions include:

Direction #1 is to *Plan strategically for a prosperous city* (55). The proposed Draft Plan of Subdivision helps to achieve this key direction by provided new residential growth within the Urban Growth Boundary that will be able to support adjacent commercial land uses and businesses, as well as adjacent public and active transportation routes.

Direction #5 is to *Build a mixed-use compact city* (59). The proposed subdivision is within the Urban Growth Boundary and within in an existing built-up area. The proposal contributed to a mix of housing choices within the surrounding context and provides for opportunities to access green space for recreational opportunities and active transit services.

Direction #7 is to *Build strong, healthy, and attractive neighbourhoods for everyone* (61). This key direction is achieved as the proposed subdivision provides a mix of affordable housing choices that meet the needs of people of all age, incomes, and abilities, and allowing for affordability and ageing in place within the community. It also helps to implement “placemaking” by promoting a neighbourhood design that promotes active living, walkability, and connectedness within and around the community.

Direction #8 is to *Make wise planning decision* (62). The proposed Draft Plan of Subdivision has been assessed for conformity with Provincial and Municipal planning policies, and balances economic, environmental, and societal considerations.

Our City

The policies contained in this section of *The London Plan* are designed to plan for the population and economic growth the City will experience over the next twenty (20) years. Growth and development will be in a compact form and directed to strategic locations. The required infrastructure and services to support growth will be planned in a way that is sustainable from a financial, environmental, and social perspective.

“Inward and upward” growth is emphasized in the *Plan* to achieve a compact urban form, and residential intensification is identified as playing a large role in achieving this goal. Residential intensification can take the following forms: secondary dwelling units; expansion of buildings to accommodate a greater residential intensity; adaptive re-use of existing, non-residential buildings, for residential uses; infill development of vacant and underutilized lots; severance of existing lots and, redevelopment, at a higher than existing density, on developed lands (Policy 80). A minimum of 45 per cent of new residential development will be achieved within the Built-Area Boundary (Policy 81). This target is referred to as the “intensification target” in *The London Plan*. The proposed Draft Plan of Subdivision is in keeping with these policies as it represents residential intensification in the form of infill development of a vacant and underutilized lot, and will help to achieve the intensification target.

The subject lands are also within the Primary Transit Area, which is to be the focus of residential intensification and transit investments (Policy 90). This area is intended to have a heightened level of pedestrian and cycling infrastructure to service and support active mobility and strong connections within these urban neighbourhoods. Policy 92 of the *Plan* includes criteria that 75 per cent of the intensification target will be within the Primary Transit area, and the development with this area be designed to be transit-oriented and will serviced by cycling lanes and paths, sidewalks, urban public spaces, and public seating areas. The proposed Draft Plan of Subdivision helps to achieve the goal of have 75 per cent of the intensification target within the Primary Transit Area. A new public park is located directly adjacent to the proposed subdivision, which will

provide public seating, and is accessible by new pedestrian and cycling links along the proposed extension of Queen's Place. The proposal may also support active and public transportation as it is adjacent to a separated bike lane on Queen's Avenue and public transit routes on Adelaide, Quebec, and Dundas Street.

The City is comprised of neighbourhoods, including the Old East Village, and business areas that were built in different eras and with different forms. The purpose of Urban Regeneration is to support sensitive growth and changed within these areas so that they are sustainable and prosperous over the long term (Policy 153). Some of the efforts of Urban Regeneration that are applicable to this application are: facilitate intensification within our urban neighbourhoods, where it is deemed to be appropriate and in a form that fits well within the existing neighbourhood; and, expand the City's range of housing choices and create opportunities for affordable housing in London through the regeneration of urban neighbourhoods. The Draft Plan of Subdivision represents intensification within an urban neighbourhood that will provide affordable housing, and will be in a form that is keeping with the surrounding neighbourhood.

City Building Policies

This section of *The London Plan* provides a platform for growth that supports the *Plan's* vision and priorities, and sets out policies for the shape, character, and form of the City over the next twenty (20) years.

Development proposals within existing neighbourhoods are required to articulate the neighbourhood's character and demonstrate a good fit within that context (Policy 199). As required in the RFP, proposals were to be consistent with the Design Guidelines of New Buildings in the *Old East Heritage Conservation District – Conservation and Design Guidelines*. This will help to ensure the development fits with the context of the surrounding neighbourhood. Neighbourhoods should also include one or more identifiable and accessible focal points. This will contribute to the neighborhood's character and allow for community gathering (Policy 203). The new Lorne Avenue Park serves as the accessible focal point this new development and the neighbourhood, and includes the school bell and lettering to commemorate the former School.

Policies for the street network require the following: the configuration of streets planned for new neighbourhoods will be a grid or modified grid; cul-de-sacs and dead ends will be limited; new neighbourhood streets will be designed to have multiple direct connections to existing and future neighbourhoods; street patterns will be easy and safe to navigate by walking and cycling and will be supportive of transit services; and, blocks within a neighborhood should be of a size and configuration that supports connections to transit and other neighbourhood amenities, typically within a ten minute walk (212, 213, 218 and 228). The proposed subdivision maintains a grid pattern of the surrounding context and will provide a new direct connection from Lorne Avenue. Although considered as to eliminate traffic on the substandard southern portion of Queen's Place, no dead-ends or cul-de-sacs are included in the Draft Plan of Subdivision. The proposed lots and blocks are of a size and configuration that supports connections to transit services in the neighbourhood on Dundas Street and Adelaide Street, as well as provide for safe and easy walking and cycling on Queens Avenue.

This policy section also sets out that public facilities, parks, trails, seating areas, play equipment, open spaces and recreational facilities should be integrated into neighbourhoods to allow for healthy and active lifestyles (243). These spaces should be in and designed with the neighbourhoods to ensure that a minimum of fifty (50) per cent of their perimeter will be bounded by a public street, this will contribute to the visibility and safety of these spaces (247). To support walkability, sidewalks shall be located on both sides of all streets (349). The new Lorne Avenue Public Park, located at the southeast corner of the intersection of Lorne Avenue and English Street provides for an integrated park space to allow for healthy and active lifestyles. More than fifty (50) per cent of the park is bounded by public streets for visibility and safety. Due to the substandard nature of the existing Queens Place and limited space for a standard right-of-way, sidewalks could not be located on both sides of the street. However, they have been located such that a portion abuts the park a way to ensure safe access to the park

space and pedestrian crossings will be implemented to provide safe road crossings.

The policies relating to buildings promote an active street front at a human scale to support pedestrian activity and safety (285 and 286). The built form, site layout, key entrances and streetscape should be designed to establish a sense of place and character consistent with the planning vision of the place type and the surrounding area (197, 202, 221 and 252). These policies are addressed through the proposed Draft Plan of Subdivision as the front yard setback place buildings close to the street to create an active street front at a human scale, and the orientation of the Subdivision around the park space helps to create a sense of place and contributes to neighbourhood character.

The Active Mobility section of the City Building policies highlights the positive role of cycling and walking in quality of life and seeks to create a balanced mobility system (Policy 346). This system is to be considered in the evaluation of all planning and development applications (Policy 347). Sidewalks are required on both side of the street to support walkability, but the Plan outlines excepted situations where a sidewalk is required on one side (Policy 349). Two of these exceptions include portions of streets flanking a Green Space that includes alternative active mobility infrastructure parallel to the street, and street reconstruction of retrofit projects, where the existing conditions such as mature trees, rights-of-way widths, or infrastructure would impede sidewalks on both sides of the street (Policy 349_3 and 349_7). Queen's Place is classified as a Neighbourhood Street, which has the following characteristics: prioritization of pedestrians and a high-quality pedestrian realm; moves low to medium volumes of cycle, transit, and vehicle movements; minimized width for the vehicle zone; and, a high standard of urban design (Policy 371_8). Neighbourhood Streets require a right-of-way width of twenty (20) metres. The existing portion of Queen's Place is substandard, and a standard right-of-way cannot be accommodated in the Draft Plan of Subdivision. As a result, sidewalks cannot be accommodated on both sides of street and the Draft Plan satisfies two of the exceptions that would require a sidewalk on only one side of the street.

Neighbourhoods Place Type

The subject lands are currently designated within the Neighbourhoods Place Type along a Neighbourhood Street (Lorne Avenue) and proposes to extend another Neighbourhood Street (Queen's Place). This Place Type at this location, based on Street Classification, permits single-detached, semi-detached, duplex, converted dwellings, townhouse, secondary suites, home occupations and group homes (Table 10*). A minimum height of one (1) storey and a maximum height of three (3) stories is permitted (Table 11*). The proposed Draft Plan of Subdivision is in keeping with these policies of *The London Plan*.

The vision for the Neighbourhood Place Type is to ensure that neighbourhoods are vibrant and exciting places that contribute to community well-being and quality of life. This vision is supported by key elements, some of which include: strong neighbourhood character; attractive streetscapes; diverse housing choices; well-connected neighbourhoods; alternatives for mobility; employment opportunities close to where people live; and, parks and recreational opportunities. The proposal is in keeping with the vision for the Neighbourhood Place Type and its key elements. It contributes to neighbourhood character, attractive streetscapes, and a diversity of housing choices. The proposed Subdivision is near to lands designated within the Urban Corridor, Rapid Transit Corridor and Commercial Industrial Place Types, providing for amenities and employment opportunities within a distance appropriate active transportation. The provision of park and open space provides for recreational opportunities and attractive alternatives for mobility

Our Tools

Policy 1578 outlines evaluation criteria for planning and development applications. Section 5 of this policy requires that municipal services be available in conformity with the Civic Infrastructure chapter of and the Growth Management/Growth Financing

policies *The London Plan*. Municipal services are available to service the subject lands. Conditions of draft approval will ensure that servicing reports are prepared and submitted in conjunction with the engineering drawing review to ensure that servicing capacity in the sewer and water systems are not exceeded.

Subsection 6 of Policy 1578 outlines the potential impacts on adjacent and nearby properties to consider when reviewing an application, and the degree to which these potential impacts could be managed and mitigated. The include:

- a. Traffic and access management.
- b. Noise.
- c. Parking on streets or adjacent properties.
- d. Emissions generated by the use such as odour, dust, or other airborne emissions.
- e. Lighting.
- f. Garbage generated by the use.
- g. Loss of privacy.
- h. Shadowing.
- i. Visual impact.
- j. Loss of views.
- k. Loss of trees and canopy cover.
- l. Impact on cultural heritage resources.
- m. Impact on natural heritage features and areas.
- n. Impact on natural resources.

The above list is not exhaustive

The subdivision has been assessed according to these criteria. The individual lots will be accessed by the internal street within the subdivision. Vehicular traffic will have access to public road connections at Lorne Avenue. The proposed residential uses are not expected to generate excessive noise and emissions. On-site parking will be required as per the applicable Zoning By-law requirements based on the dwelling type. There are no concerns with respect to garbage, visual or privacy impacts, or any issues with loss of views or tree cover. Shadowing is not expected to impact nearby properties as the subdivision plan is intended for development of a low-rise building form. There are no anticipated impacts on natural heritage features. As previously noted, the school bell and aluminium lettering, which was affixed to the north façade of the building, were removed prior to demolition, and incorporated into the park space with appropriate commemoration and interpretation of cultural heritage resources.

Subsection 7 of Policy 1578 sets out a proposal must be shown to be sensitive to, and compatible with, its context. The fit of a proposal within its context could be assessed based on the following:

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

The proposed Draft Plan of Subdivision contributes to the neighbourhood character envisioned by the Neighbourhoods Place Type and the *Old East Village Heritage Conservation District Plan*. It provides a compact form of development with affordable housing opportunities and amenities within walking distance to enhance the day-to-day living experience. The Draft Plan demonstrates compatibility with the adjacent

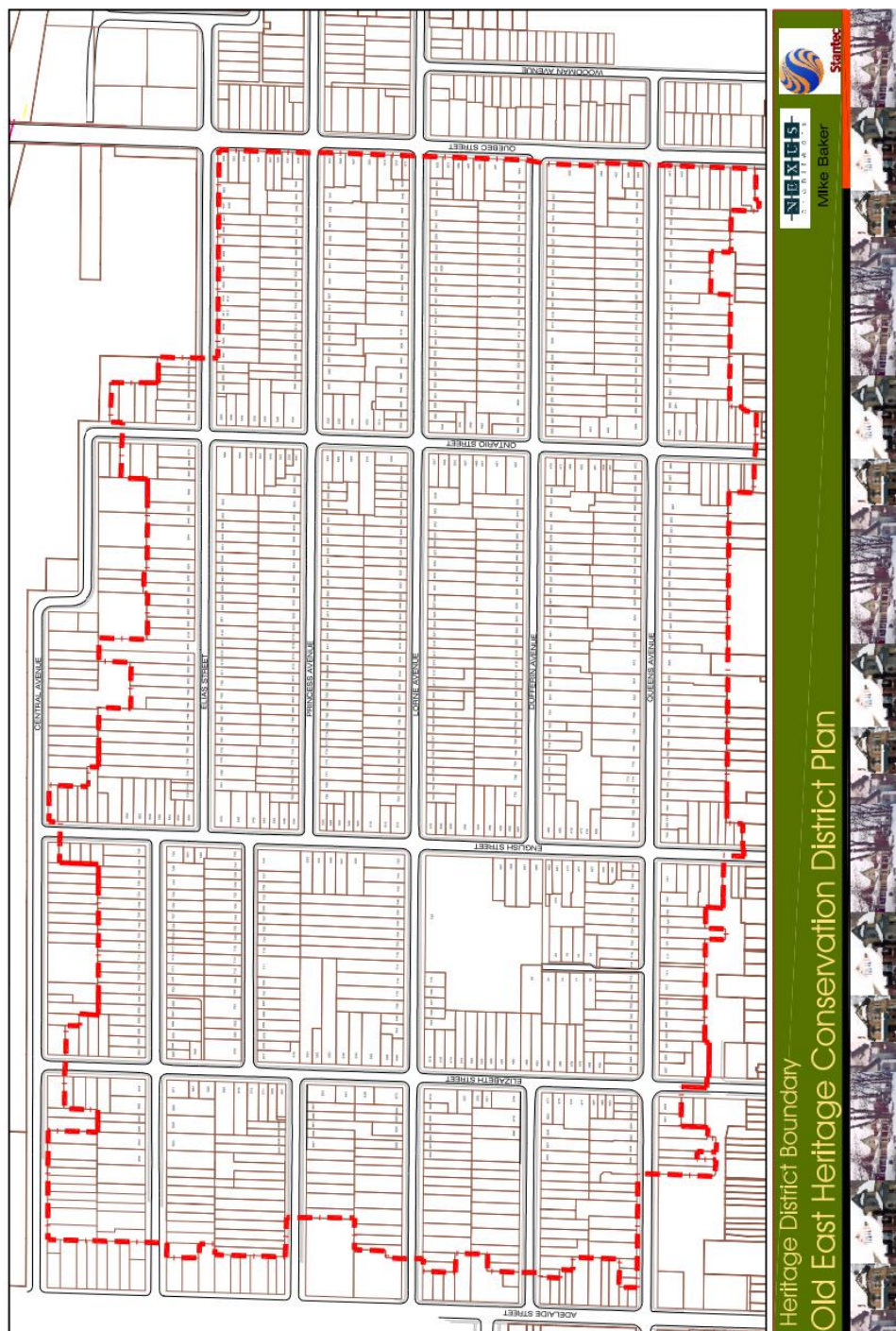
Heritage Conservation District, as required by the RFP. Elevations of the proposed single-detached dwellings demonstrate how the new buildings will reflect the architectural styles and features, as well as the streetscape character of the area. Compatibility with the Heritage District Conservation Plan will be discussed in further detail in the following subsection. The Draft Plan proposes single-detached, low density residential dwellings with a similar street wall as the surrounding area.

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

Old East Heritage Conservation District

The subject lands are within the Old East Heritage Conservation District and subject to policies in the *Old East Village Heritage Conservation District Plan*. Figure 4, seen below, outlines the boundary of lands included in the Heritage District.

Figure 4: Old East Heritage Conservation District



A study was undertaken by the City in 2004 to review the area and determine if it met the appropriate criteria to establish a Heritage Conservation District. Results of this

process determined that there was strong support for heritage designation, and City Council approved a second phase to prepare a *Heritage Conservation District Plan and Design Guidelines* for the Old East, which were completed in February of 2006. A large number of the properties within the area were constructed during a key era of development in the City and the housing stock, the builders and former occupants had strong linkages to the local industrial and employment economy of the Old East and the City. The properties demonstrate a consistent character and quality with recognizable features (i.e., building materials, construction details and architectural features) that are considered “trademarks” for specific builders and contractors in the area. The purpose of this *Plan* is to assist in the protection and conservation of the unique heritage attributes and character that supported the designation of the Old East Village area. The key architectural styles and major influences in the area are the Queen Anne Style, Ontario Cottage and Vernacular style homes. Key architectural features of the area include: decorative wooden trim; front porches and verandahs; stained glass windows and transoms; and, unique shapes and decorative elements associated with windows and doors.

The *Heritage Conservation District Plan* acknowledges the importance of growth and change as contributing to the long term vibrance and viability of the area. Guidelines are provided for alterations, additions, new buildings, and building conversions in order to preserve an adequate stock of the heritage features that define the character of the area to preserve the cohesive nature of the district and buildings on the principles of conservation. Those principles are: preserve the historic context; undertake background research; maintain and repair; find a viable social or economic use; preserve traditional settings; preserve original decoration and fitting; restore authentic limits; employ traditional repair methods; respect historic accumulations; make replacements distinguishable; avoid additions; and, document changes.

As outlined in the RFP, proposals were to be consistent with the Design Guidelines of New Buildings in the *Old East Heritage Conservation District – Conservation and Design Guidelines*, and the guidelines for new buildings are applicable to this Application. The recommended practices and design guidelines for new buildings include: match setback, foot print and massing patterns, particularly of adjacent properties; respond to unique conditions or locations, such as corner lots; use roof shapes and major design elements that are complimentary to the surrounding context; use materials and textures that match the palette of the heritage area; incorporate details that were standard elements in the principal façade; and, front drive garages are strongly discouraged. Key architectural features and standard elements have been incorporated into the facades of the singled-detached dwellings, including decorative trim constructed from polyurethane bargeboard, front porches and transoms above doors and windows. The dwellings have a similar roof shape, massing, and footprint as the dwellings in the surrounding area, as well as orienting buildings close to the road to create a continuous street wall, which is a characteristic of the Heritage Conservation District. Elevations incorporating these elements can be seen below in Figures 5 and 6.

The *Heritage Conservation District Plan* also provides guidelines for maintaining the street scape character, which includes recommendations to maintain boulevards as green space and discourage paving them as they string together the urban fabric of the district. Front drive garages and front yard parking are also discouraged, and the recommendations note that the absence of these contributes to the visual charm of the area. Area for green space boulevards is included on the conceptual plans provided by the Applicant, and front drive garages are not included. Please refer to Figure 7 to view the conceptual plan.

Figure 5: Two Storey Dwelling Elevations

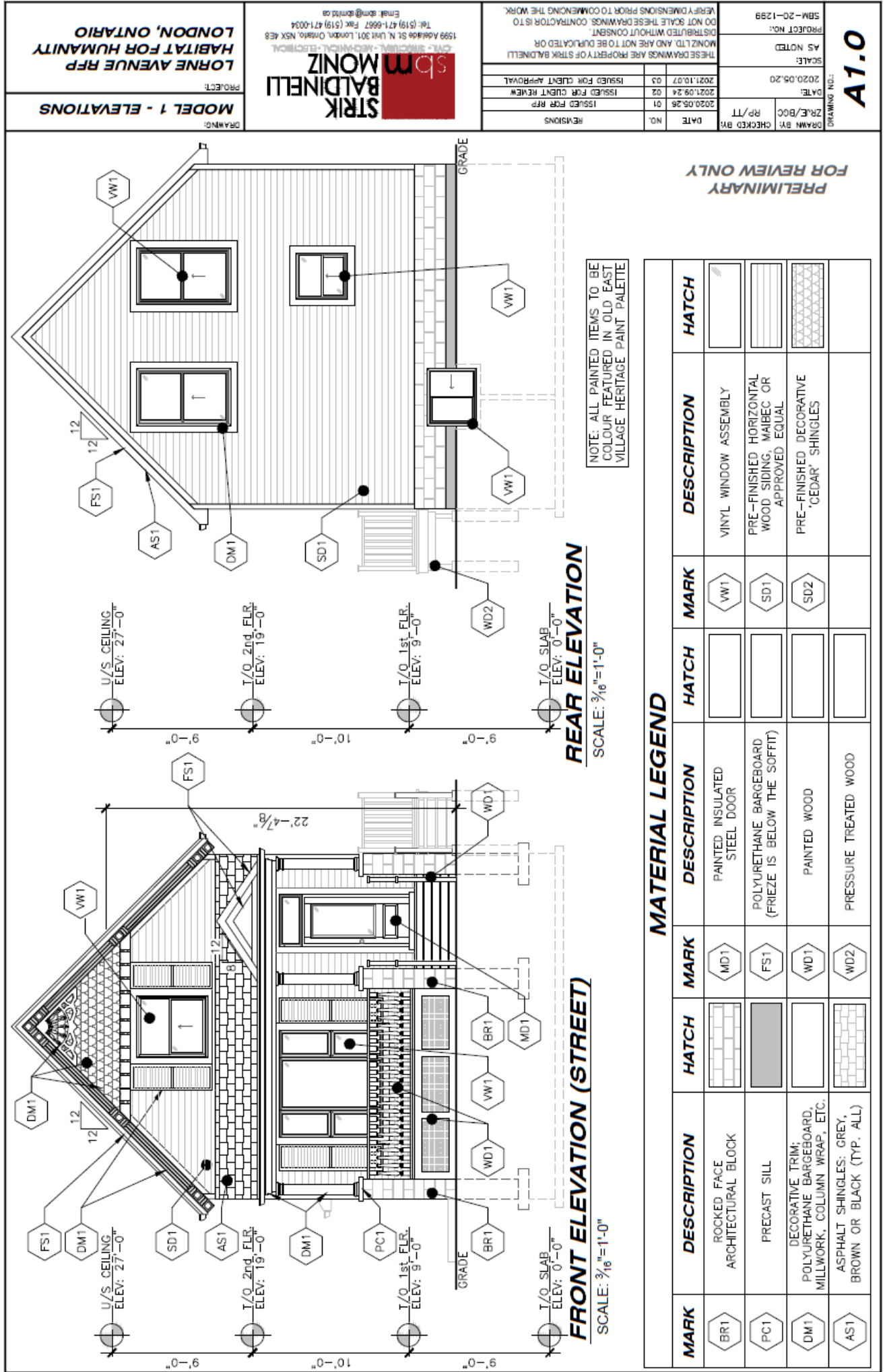
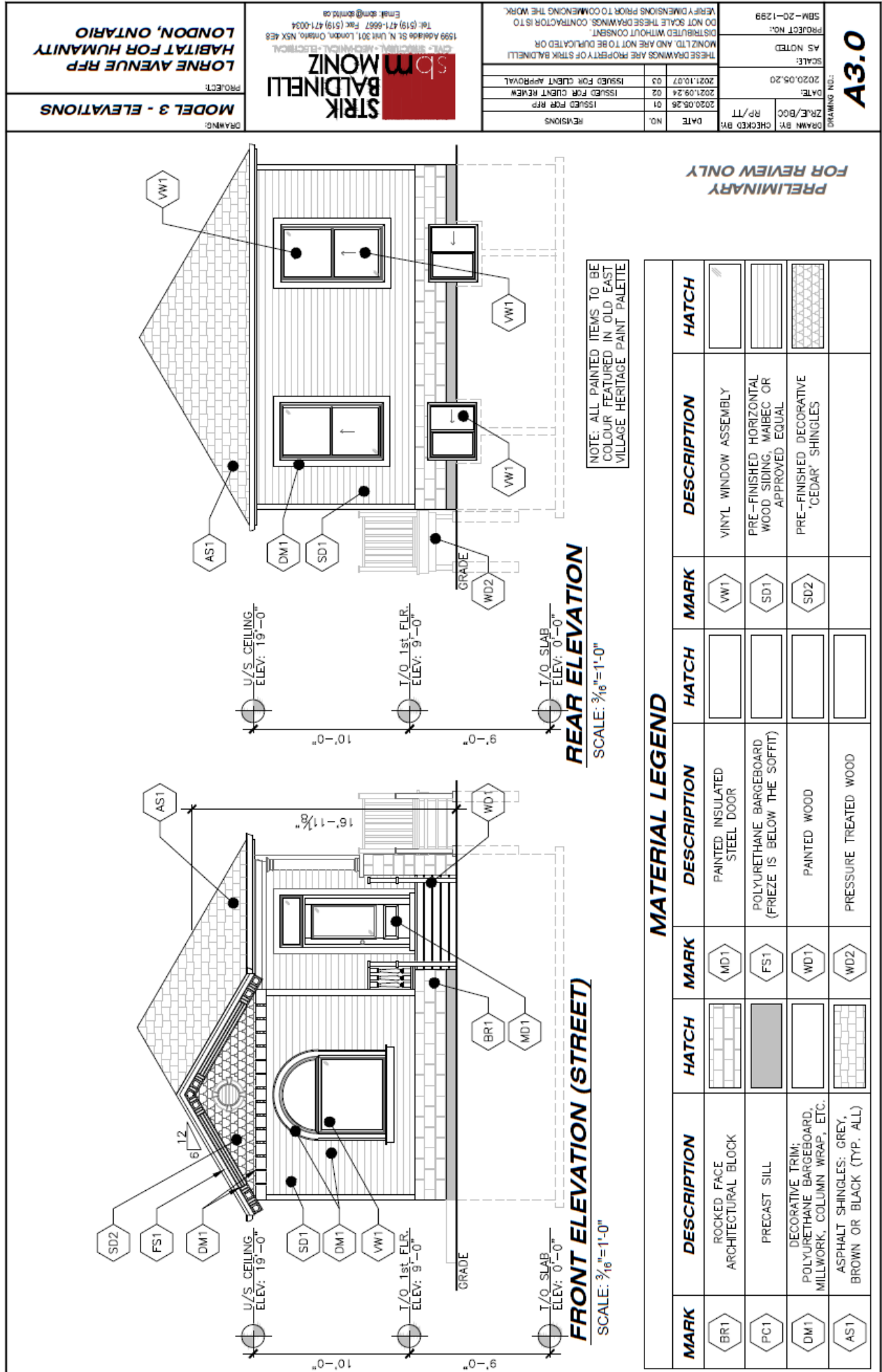


Figure 6: One Storey Elevations



MODEL 3 - ELEVATIONS

PROJECT: **LORNE AVENUE RFP HABITAT FOR HUMANITY LONDON, ONTARIO**

DATE: 2020.05.20
SCALE: AS NOTED
PROJECT NO.: SBM-20-1299

REVISIONS

NO.	DATE	CHECKED BY	RP/TT
01	2020.05.26		
02	2021.09.24		
03	2021.10.07		

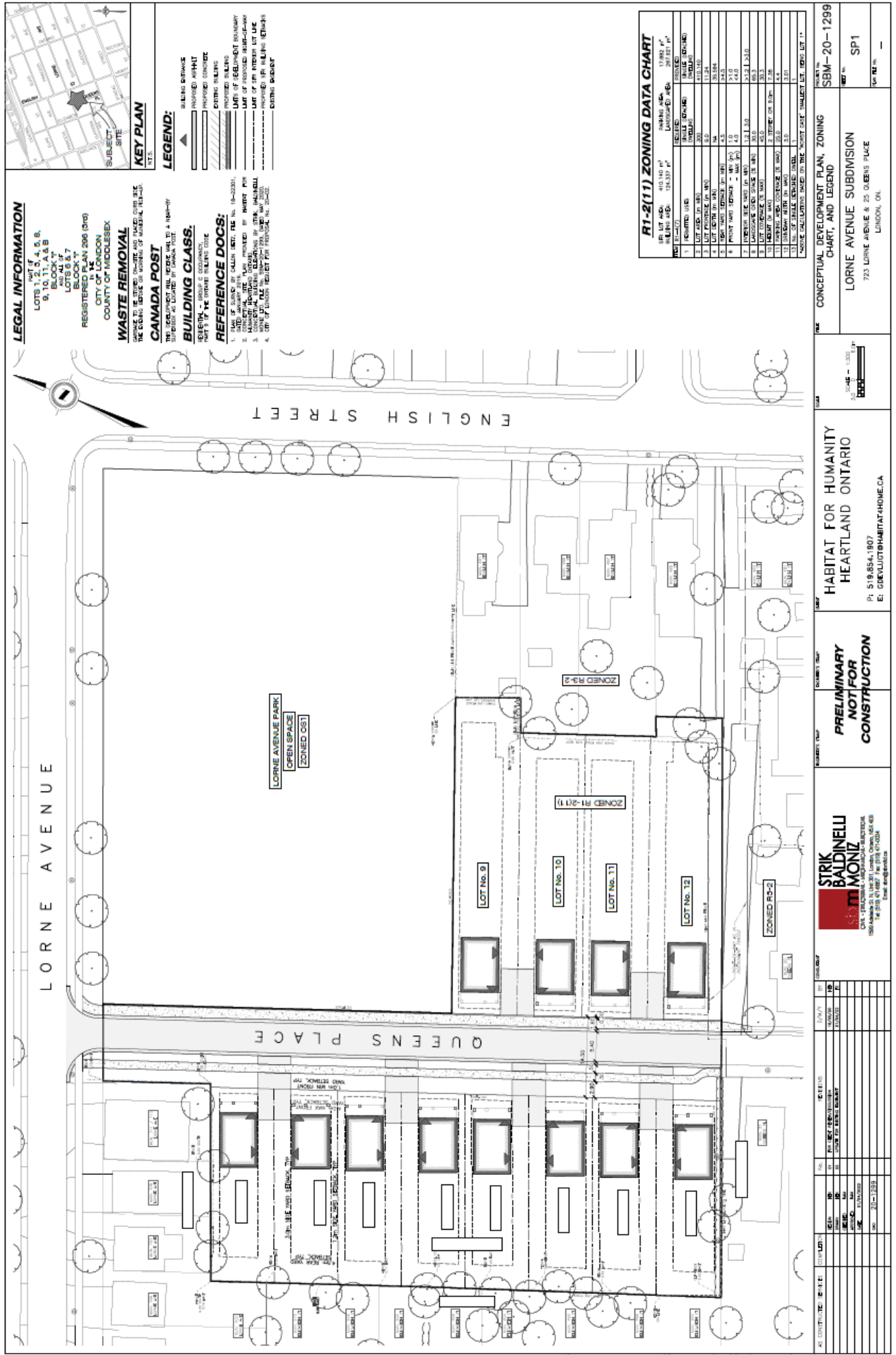
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DRAWING NO.: **A3.0**

Figure 7: Conceptual Development Plan



At the time the *Heritage Conservation District Plan* was developed, the *1989 Official Plan* was still in force and effect as the Official Plan for the City of London. Under the *1989 Official Plan*, the entire Conservation District was designated Low Density Residential, which was noted as reflecting, and appropriate for maintaining, the character of the Conservation District. As such, the *Heritage Conservation District Plan* did not recommend any changes in designation or inclusion of special policies. Since that time, *The London Plan* has come into full force and effect as of May 25, 2022, as the new Official Plan for the City of London. The section discussing the applicable policies from *The London Plan* outlines that the lands are within the Neighbourhoods Place Type and located along a Neighbourhood Street (Lorne Avenue) and proposes to extend another Neighbourhood Street (Queen's Place). This Place Type at this location based on Street Classification permits single-detached, semi-detached, duplex, converted dwellings, townhouse, secondary suites, home occupations and group homes (Table 10*). A minimum height of one (1) storey and a maximum height of three (3) stories is permitted (Table 11*). These permissions are in-keeping with what is permitted under the Low-Density Residential designation of the *1989 Official Plan*, as well as the character of the Heritage Conservation District.

The predominant zone of this area is the Residential R3 (R3-2) Zone, which permits single-detached, semi-detached, duplex, triples, converted and fourplex dwellings. The Office Conversion (OC2) Zone is also applied to a small section of Queens Avenue permitting the conversion of existing residential dwellings for office uses where there is at least one dwelling unit remaining. These Zones are considered appropriate for the Heritage Conservation District but notes that regulations for a reduced front yard setback less than 4.5 metres for redevelopments should be included to maintain the existing street wall. As noted previously noted, the Zoning that applies to the lands was also developed collaboratively with the community and is intended to facilitate the development of the Preferred Development Concept. The Special Provisions included are intended to permit development that is consistent the *Provincial Policy Statement*, and conforms with *The London Plan*, the *1989 Official Plan*, and the *Old East Village Heritage Conservation District Plan*.

The subject lands are zoned Residential R1 Special Provisions (R1-2(11)). The Special Provisions are as follows:

- i) A maximum height of 2 storeys or 9 metres (29.5 feet), whichever is less with no half storeys permitted for the basement;
- ii) A minimum front yard setback of 1 metre (3.3 feet);
- iii) A maximum front yard setback of 4 metres (13.1 feet);
- iv) A maximum driveway width of 3 metres; and
- v) Attached garages are not permitted.

1989 Official Plan

On May 25, 2022, the Ontario Land Tribunal ordered that the *1989 Official Plan* be repealed in its entirety and *The London Plan* came into full force and effect. At the time the Application was submitted, the *1989 Official Plan* was still in force and effect and the Application has been reviewed to ensure that it is in keeping and in conformity with the applicable policies.

The subject lands are designated LDR under the *1989 Official Plan*. Objectives of this designation are to enhance the character and amenities of residential areas by directing higher intensity to locations where existing land uses are not adversely affected, and encourage development of subdivisions that provide for energy conservation, public transit, and the retention of desirable natural features (Section 3.1.2). Permitted uses in the Low-Density Residential designation include single-detached, semi-detached, and duplex dwellings (Section 3.2.1). Multiple-attached buildings, such as row houses or cluster houses may also be considered if they do not exceed the permitted upper limit of 30 units per hectare (Section 3.2.2).

Residential intensification is permitted in the LDR designation, and is defined as the development (i.e., the creation of new units) of a vacant or underutilized property, site or area at a higher density that currently exists through:

- i) redevelopment, including the redevelopment of brownfield sites;
- ii) the development of vacant and/or underutilized lots within previously developed areas;
- iii) infill development, including lot creation;
- iv) the conversion or expansion of existing industrial, commercial, and institutional buildings for residential use; and,
- v) the conversion or expansion of existing residential buildings to create new residential units or accommodation (Section 3.2.3.1).

The density of Residential Intensification in the LDR designation will be considered up to 75 units per hectare, and may take the form of single-detached dwellings, semi-detached dwellings, attached dwellings, cluster housing and low-rise apartments (Section 3.2.3.2). Accessory dwelling units may also be permitted. Infill applications are to demonstrate the appropriateness of the proposed change and its implications on the neighbourhood character by providing a statement of compatibility and an inventory of the urban design and natural environment characteristics of the neighbourhood (Sections 3.2.3.3 and 3.2.3.4). In addition, residential intensification will only be permitted where there is adequate infrastructure to support the proposed development: off-street parking supply and buffering; community facilities, with an emphasis on outdoor recreational space; traffic impacts and transportation infrastructure, including transit service; and, municipal services.

The proposed Draft Plan of Subdivision is in keeping with the policies set out for the LDR designation. Single-detached residential dwellings at fifteen (15) units per hectare are proposed and are consistent with the heritage character of the neighbourhood identified in the *Old East Heritage Conservation District* and as required in the RFP. There are also adequate municipal services to support the development, including: community services; municipal services; park and open space; and, transit services.

Z.-1 Zoning By-law

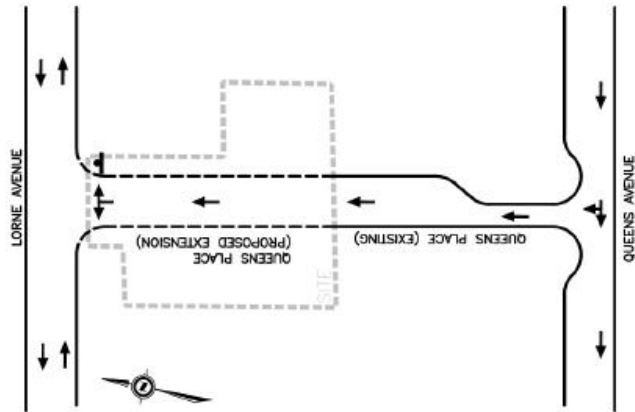
As noted, the Residential R1 Special Provision Zone (R1-3(11)) was developed collaboratively with the community and is intended to facilitate the development of the Preferred Development Concept. Proposals received through the RFP process were discouraged from proposing to amend the zoning and were evaluated on a Pass/Fail criterion for conformity with the zoning. The Special Provisions included are intended to permit development that is consistent with the *Provincial Policy Statement*, and conforms with *The London Plan*, the *1989 Official Plan*, and the *Old East Village Heritage Conservation District Plan*.

The subject lands are zoned Residential R1 Special Provisions (R1-2(11)). The Special Provisions are as follows:

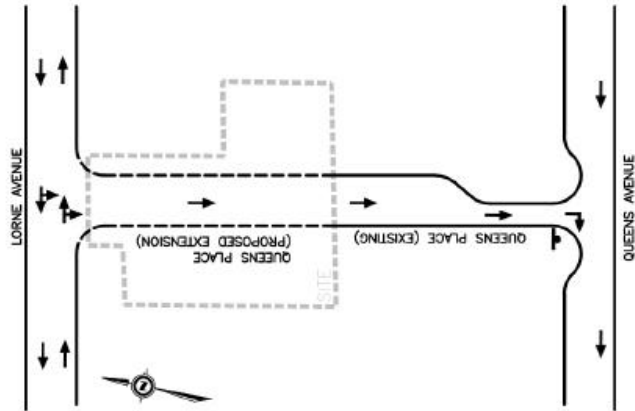
- i) A maximum height of 2 storeys or 9 metres (29.5 feet), whichever is less with no half storeys permitted for the basement;
- ii) A minimum front yard setback of 1 metre (3.3 feet);
- iii) A maximum front yard setback of 4 metres (13.1 feet);
- iv) A maximum driveway width of 3 metres; and
- v) Attached garages are not permitted.

The proposed Draft Plan of Subdivision conforms with the zone permissions and special provision regulations.

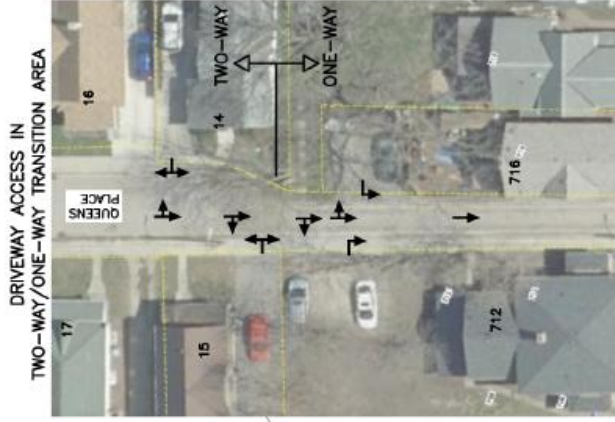
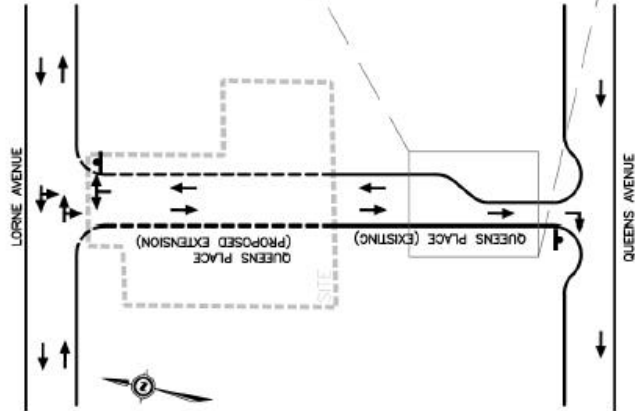
ONE-WAY OPERATION NORTHBOUND ON QUEENS PLACE



ONE-WAY OPERATION SOUTHBOUND ON QUEENS PLACE



PARTIAL ONE-WAY OPERATION SOUTHBOUND ON QUEENS PLACE



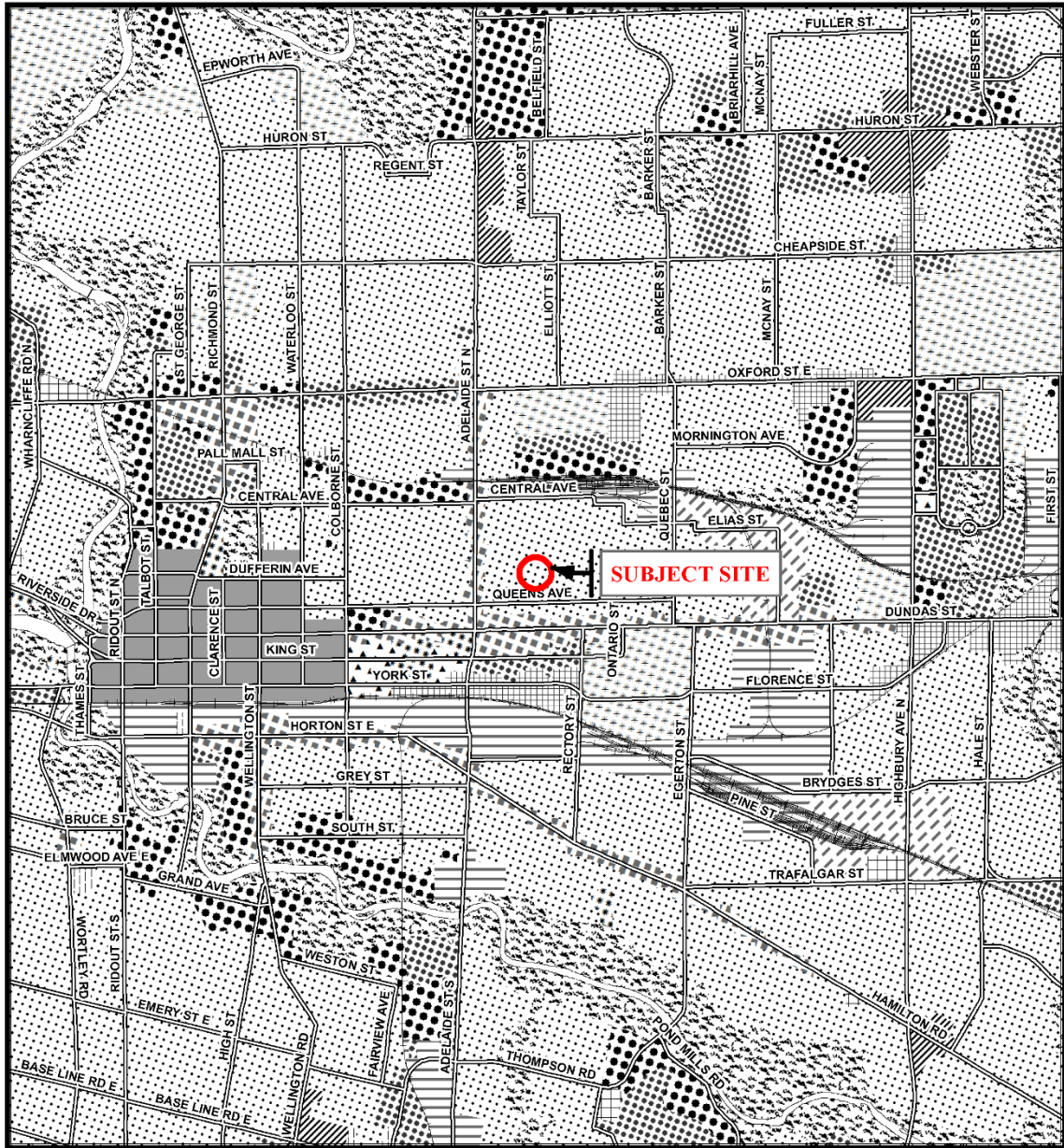
- LEGEND:**
- PERMITTED TRAFFIC MOVEMENTS
 - STOP SIGN
 - EXISTING ROAD
 - PROPOSED ROAD

NOT TO SCALE

FACTORS CONSIDERED	ONE-WAY OPERATION NORTHBOUND		ONE-WAY OPERATION SOUTHBOUND		PARTIAL ONE-WAY OPERATION SOUTHBOUND	
	SCORE		SCORE		SCORE	
Traffic Circulation	1	<ul style="list-style-type: none"> Less flexibility for traffic exiting Queens Place. More traffic on existing section of Queens Place. 	1	<ul style="list-style-type: none"> Less flexibility for traffic exiting Queens Place. More traffic on existing section of Queens Place. 	4	<ul style="list-style-type: none"> Most flexibility for traffic exiting Queens Place. Less traffic on existing section of Queens Place.
Cyclist Safety	1	<ul style="list-style-type: none"> Right turns from Queens Avenue have higher potential for conflict between motorists and cyclists in the bike lane (side-swipe collisions). 	3	<ul style="list-style-type: none"> Vehicles from Queens Place would have stop control at Queens Avenue and clear view of oncoming cyclists in bike lane. 	4	<ul style="list-style-type: none"> Vehicles from Queens Place would have stop control at Queens Avenue and clear view of oncoming cyclists in bike lane. Least traffic volume conflicting with the bike lane.
Snow Removal	3	<ul style="list-style-type: none"> Snow could be cleared on Queens Place with multiple northbound passes (looping around block in between). It is assumed that it would be more difficult to turn onto the narrow section of Queens Place from Queens Avenue. 	4	<ul style="list-style-type: none"> Snow could be cleared on Queens Place with multiple southbound passes (looping around the block in between passes). 	3	<ul style="list-style-type: none"> Snow could be cleared on Queens Place with multiple southbound passes (looping around the block in between passes). Would require driving on the left side of the road (against flow of traffic) to clear the east side of road, however, this is expected to be acceptable due to low speed, low traffic volume and short length of Queens Place.
Garbage and Recycling Collection	1	<ul style="list-style-type: none"> Garbage and recycling on Queens Place could be collected in two northbound passes (collect one side, loop around the block, collect the other side). Would be very difficult for trucks to turn onto the narrow section of Queens Place from Queens Avenue. 	4	<ul style="list-style-type: none"> Garbage and recycling could be collected on Queens Place in two southbound passes (collect one side, loop around the block, collect the other side). 	3	<ul style="list-style-type: none"> Garbage and recycling could be collected on Queens Place in two southbound passes (collect one side, loop around the block, collect the other side). Would require driving on the left side of the road (against flow of traffic) to collect from the east side, however, there would only eight residences to collect and traffic volume is low, so no concerns.
Emergency Access	3	<ul style="list-style-type: none"> It is assumed that emergency vehicles could ignore one-way operation on Queens Place and access the road from whichever end provides the most direct route, however, when one-way operation would be obeyed, large emergency vehicles would have more difficulty accessing Queens Place from the south due to turning constraints caused by the narrow road width. 	4	<ul style="list-style-type: none"> It is assumed that emergency vehicles could ignore one-way operation on Queens Place and access the road from whichever end provides the most direct route, however, when one-way operation would be obeyed, a southbound direction provides access from the east and west on Lorne Avenue and reduces turning constraints for large emergency vehicles at the Queens Place and Queens Avenue intersection. 	4	<ul style="list-style-type: none"> It is assumed that emergency vehicles could ignore one-way operation on Queens Place and access the road from whichever end provides the most direct route, however, when one-way operation would be obeyed, a southbound direction provides access from the east and west on Lorne Avenue and reduces turning constraints for large emergency vehicles at the Queens Place and Queens Avenue intersection.
One-Way Operation Compliance	3	<ul style="list-style-type: none"> Less opportunity to modify Queens Place and Lorne Avenue intersection to physically restrict wrong-way movements if a lack of compliance with the one-way operation were to become a problem. 	4	<ul style="list-style-type: none"> Since Queens Avenue and Queens Place would both be one-way, the northeast corner of their intersection could be reconstructed to channelize the southbound right turn movement and prohibit westbound right turns, if a lack of compliance with the one-way operation were to become a problem. 	4	<ul style="list-style-type: none"> Since Queens Avenue and Queens Place would both be one-way, the northeast corner of their intersection could be reconstructed to channelize the southbound right turn movement and prohibit westbound right turns, if a lack of compliance with the one-way operation were to become a problem.
Total Score	12		20		22	

Appendix E: Additional Map

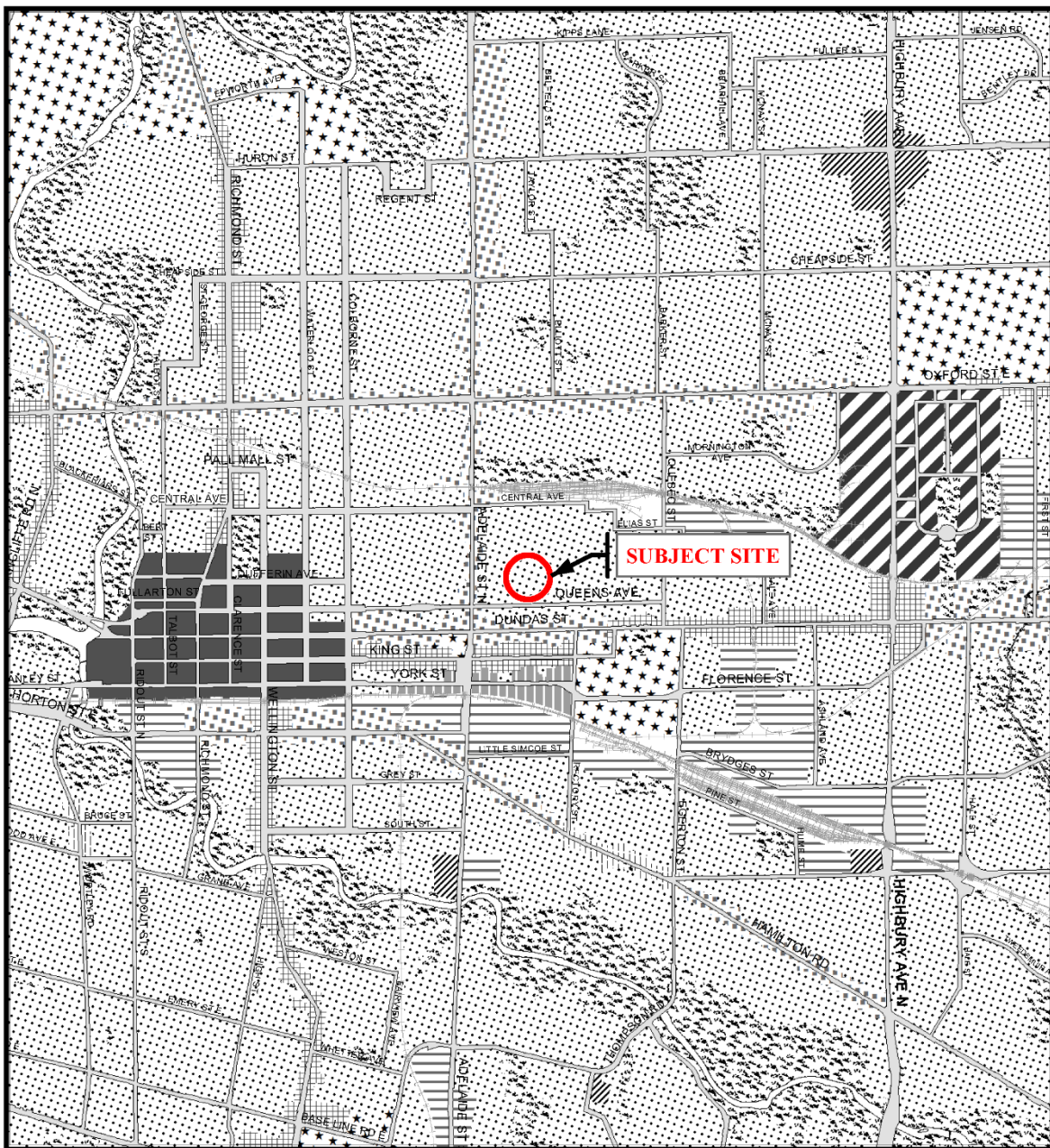
1989 Official Plan Excerpt






















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

<p>CITY OF LONDON</p> <p>Planning Services / Development Services</p> <p>OFFICIAL PLAN SCHEDULE A - LANDUSE -</p> <p>PREPARED BY: Graphics and Information Services</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: 39T-21504</p>
		<p>PLANNER: AC</p>
		<p>TECHNICIAN: RC</p>
		<p>DATE: 2022/08/07</p>

The London Plan Excerpt



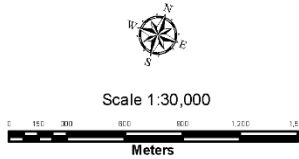
Legend

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

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

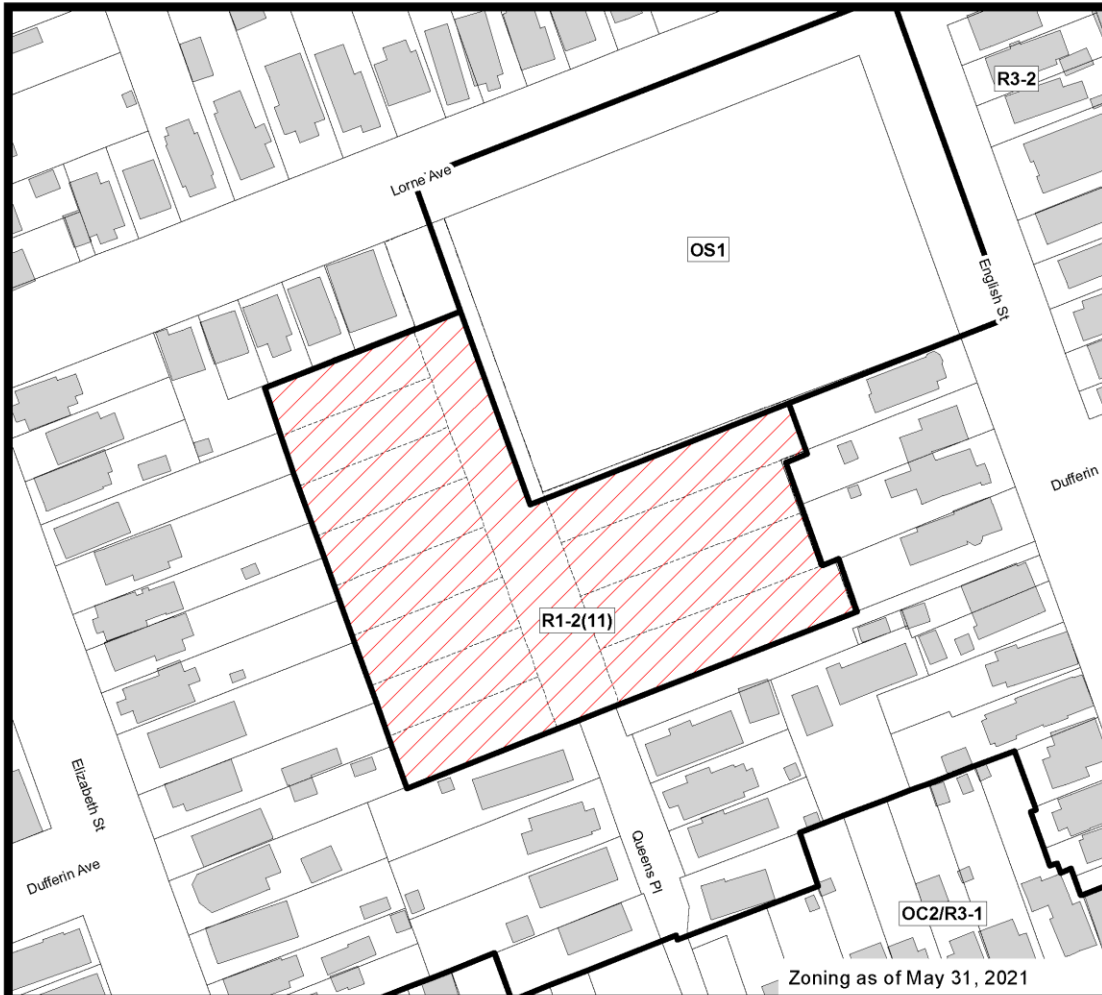
CITY OF LONDON
Official Plan
LONDON PLAN MAP 1
- PLACE TYPES -

PREPARED BY: Planning & Development



File Number: 39T-21504
Planner: AC
Technician: RC
Date: 2022/08/07

Z.-1 Zoning By-law Excerpt



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:

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

- | | |
|-------------------------------------------|-----------------------------------|
| R1 - SINGLE DETACHED DWELLINGS | RF - REGIONAL FACILITY |
| R2 - SINGLE AND TWO UNIT DWELLINGS | CF - COMMUNITY FACILITY |
| R3 - SINGLE TO FOUR UNIT DWELLINGS | NF - NEIGHBOURHOOD FACILITY |
| R4 - STREET TOWNHOUSE | HER - HERITAGE |
| R5 - CLUSTER TOWNHOUSE | DC - DAY CARE |
| R6 - CLUSTER HOUSING ALL FORMS | |
| R7 - SENIOR'S HOUSING | OS - OPEN SPACE |
| R8 - MEDIUM DENSITY/LOW RISE APTS. | CR - COMMERCIAL RECREATION |
| R9 - MEDIUM TO HIGH DENSITY APTS. | ER - ENVIRONMENTAL REVIEW |
| R10 - HIGH DENSITY APARTMENTS | |
| R11 - LODGING HOUSE | OB - OFFICE BUSINESS PARK |
| | LI - LIGHT INDUSTRIAL |
| DA - DOWNTOWN AREA | GI - GENERAL INDUSTRIAL |
| RSA - REGIONAL SHOPPING AREA | HI - HEAVY INDUSTRIAL |
| CSA - COMMUNITY SHOPPING AREA | EX - RESOURCE EXTRACTIVE |
| NSA - NEIGHBOURHOOD SHOPPING AREA | UR - URBAN RESERVE |
| BDC - BUSINESS DISTRICT COMMERCIAL | |
| AC - ARTERIAL COMMERCIAL | AG - AGRICULTURAL |
| HS - HIGHWAY SERVICE COMMERCIAL | AGC - AGRICULTURAL COMMERCIAL |
| RSC - RESTRICTED SERVICE COMMERCIAL | RRC - RURAL SETTLEMENT COMMERCIAL |
| CC - CONVENIENCE COMMERCIAL | TGS - TEMPORARY GARDEN SUITE |
| SS - AUTOMOBILE SERVICE STATION | RT - RAIL TRANSPORTATION |
| ASA - ASSOCIATED SHOPPING AREA COMMERCIAL | |
| | "h" - HOLDING SYMBOL |
| OR - OFFICE/RESIDENTIAL | "D" - DENSITY SYMBOL |
| OC - OFFICE CONVERSION | "H" - HEIGHT SYMBOL |
| RO - RESTRICTED OFFICE | "B" - BONUS SYMBOL |
| OF - OFFICE | "T" - TEMPORARY USE SYMBOL |

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

**ZONING
BY-LAW NO. Z.-1
SCHEDULE A**



FILE NO:

39T-21504 AC

MAP PREPARED:

2022/08/07 RC

1:1,250

0 5 10 20 30 40
Meters

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