

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee

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

Subject: Application By: Southside Construction Management Ltd.
3095 & 3105 Bostwick Road
Public Participation Meeting
Talbot Village Phase 7

Meeting on: November 22, 2021

Recommendation

That, on the recommendation of the Deputy City Manager, Planning and Economic Development, based on the application of Southside Construction Management Ltd. relating to the property located at 3095 and 3105 Bostwick Road:

- (a) the proposed by-law attached hereto as Appendix 'A' **BE INTRODUCED** at the Municipal Council meeting to be held on December 7, 2021 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, to change the zoning of the subject lands **FROM** an Urban Reserve UR3 Zone **TO** a Holding Residential R2 Special Provision (h*R2-3()) Zone; a Holding Residential R2 Special Provision (h*h-__*R2-3()) Zone; a Holding Residential R4 Special Provision (h*h-198*h-__*R4-4(2)) Zone; an Open Space OS1 Zone, and an Urban Reserve UR3 Zone.
- (b) the Approval Authority **BE ADVISED** of the issues, if any, raised at the public meeting with respect to the application for Draft Plan of Subdivision submitted by Southside Construction Management Ltd. relating to the property located at 3095 and 3105 Bostwick Road; and,
- (c) the Approval Authority **BE ADVISED** that Municipal Council supports issuing draft approval of the proposed plan of subdivision as submitted by Southside Construction Management Ltd., prepared by Zelinka Priamo (Project No. SPE/LON/12-02), certified by Jason Wilband O.L.S., dated November 11, 2021, as red-line revised, which shows a total of 168 single detached residential lots, three (3) street townhouse residential blocks, three (3) park blocks, two (2) urban reserve blocks, three (3) future road block served by the extensions of Frontier Avenue, Regiment Road, Raleigh Boulevard and four (4) new local streets, **SUBJECT TO** the conditions contained in the attached Appendix "B".

Executive Summary

Summary of Request

The request is for approval of a draft plan of subdivision consisting of 168 single detached residential lots, three (3) street townhouse residential blocks, three (3) park blocks, two (2) urban reserve blocks, three (3) future road blocks served by the extensions of Frontier Avenue, Regiment Road, Raleigh Boulevard and four (4) new local streets; and for approval of zoning by-law amendments associated with the lots and blocks within the proposed plan of subdivision.

Purpose and the Effect of Recommended Action

The purpose and effect is to recommend that the Approval Authority for the City of London issue draft approval of the proposed draft plan of subdivision, subject to conditions attached to this report; and that Municipal Council approve the recommended zoning by-law amendment.

Rationale of Recommended Action

1. The proposed draft plan of subdivision and zoning amendment is consistent with the Provincial Policy Statement (PPS), 2020, which promotes a compact form of development in strategic locations to minimize land consumption and servicing costs, provide for and accommodate an appropriate affordable and market-based range and mix of housing type and densities to meet the projected requirements of current and future residents.
2. The proposed draft plan of subdivision and zoning conforms to the in-force policies of The London Plan, including but not limited to the Neighbourhoods Place Type, Our Strategy, City Building and Design, Our Tools, and all other applicable London Plan policies.
3. The proposed draft plan of subdivision and zoning conforms to the policies of the (1989) Official Plan, including but not limited to the Low Density Residential; Multi-Family, Medium Density Residential; and Open Space designations.
4. The proposed draft plan of subdivision and zoning conforms to the Southwest Area Secondary Plan, including but not limited to the Low Density Residential; Medium Density Residential; and the Open Space and Environmental Review designations. The proposed draft plan of subdivision and zoning conforms to the vision for the North Talbot Neighbourhood that new development will reflect the existing character of the neighbourhood, provide a walkable environment with a pedestrian scale, and incorporate street-oriented development on public right-of-ways.

Linkage to the Corporate Strategic Plan

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

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

December 13, 1999 – Report to the Planning Committee recommending adoption of the North Talbot Community Plan.

February 11, 2000 – Report to the Planning Committee recommended adoption of Official Plan Amendment No. 180 for the lands in the North Talbot Community Plan area.

April 26, 2010 - Report to Planning Committee to present the draft Southwest Area Plan and associated background studies.

November 20, 2012 - Municipal Council passed By-Law No. C.P.-1284-(st)-331 to approve Official Plan Amendment 541 (Southwest Area Secondary Plan).

May 19, 2015 – Report to the Planning Committee recommended adoption of Zoning By-Law Amendment (File No. Z-8436) and draft approval of the proposed plan of residential subdivision (File No. 39T-14506) for the lands within Talbot Village Phases 5 & 6.

1.2 Planning History

The subject lands were annexed into the City of London January 1, 1993 and were part of the Vision '96 Official Plan review process and subsequently, the North Talbot Community Plan review process. The final Ontario Municipal Board Order for Official Plan Amendment No. 88 was issued on December 23, 1999 and Municipal Council approved the North Talbot Community Plan (see attached community plan) on December 20, 1999.

On February 18, 2000, Official Plan Amendment No. 180 for the lands within the North Talbot Community Plan area, including the subject lands, was approved without modifications.

The subject lands are located within the Southwest Area Secondary Plan (SWAP). The Southwest London Area Planning Study was a City-initiated and funded project that provided a comprehensive assessment of the opportunities and constraints for the planning and development of the study area. City Council approved the SWAP and associated Official Plan amendments in November 2012, which were subsequently appealed to the Ontario Municipal Board (OMB). A decision from the OMB, making some changes to the SWAP was issued on April 29, 2014.

The subject lands are located within the study area of the Dingman Creek Master Plan Environmental Assessment (EA). The lands to the south and east of the subject lands were included within Stage 1 of the EA, for which a Subwatershed Stormwater Servicing Study was completed in October 2020. The subject lands are included within the Stage 2 lands of the EA which is currently underway.

1.3 Property Description

The subject lands are located at 3095 & 3105 Bostwick Road. The overall subdivision (39T-21502) is comprised of 23.44 ha (20.05 acres) of land located to the south Southdale Road West, west of Bostwick Road, north of Talbot Village Phases 5 & 6, and east of Talbot Park and the École Élémentaire La Pommeraie. Access to the subject lands is provided via Regiment Road, Old Garrison Boulevard and Frontier Avenue to the south. Later phases of this subdivision are planned to provide access to Southdale Road West to the north, and Bostwick Road to the east. Surrounding lands include existing low density residential uses to the west and south, parks and open space to the west, an elementary school to the west, vacant land used for cash crops to the east.

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

- The London Plan Place Type – Neighbourhoods and Green Space
- (1989) Official Plan Designation – Low Density Residential; Multi-Family Medium Density Residential; and Open Space
- Southwest Area Secondary Plan – Low Density Residential; Medium Density Residential; and Open Space and Environmental Review
- Existing Zoning – Urban Reserve (UR3) Zone

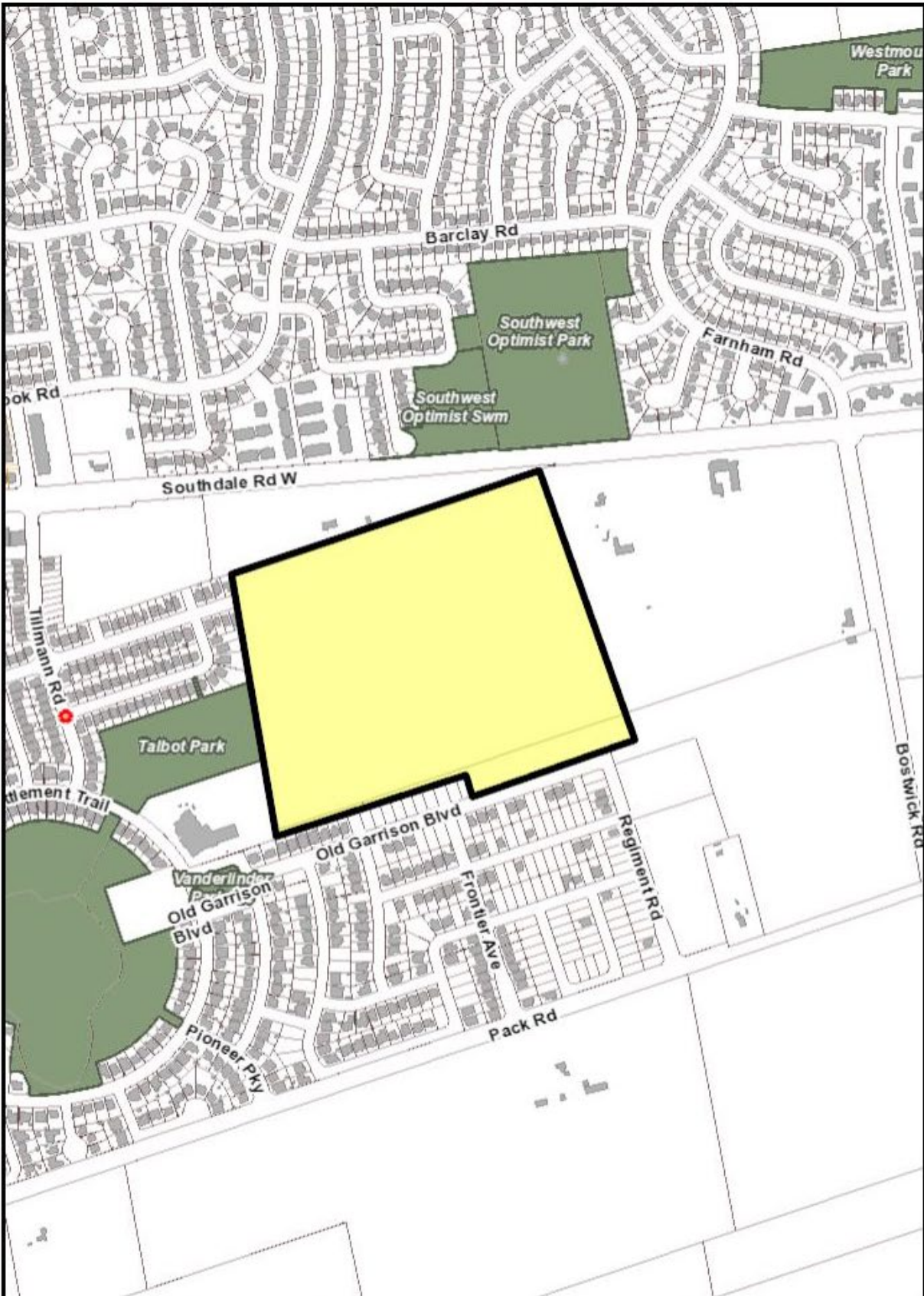
1.5 Site Characteristics

- Current Land Use – vacant, agricultural, wooded area
- Frontage – approx. 230m on Old Garrison Boulevard and Regiment Road (Neighbourhood Connectors), 20m on Frontier Avenue (Neighbourhood Connector), 20m on Mersea Street (Neighbourhood Street), and 20m on Raleigh Boulevard (Neighbourhood Street)
- Area – approx. 23.44 ha (57.9) acres)
- Shape – Irregular

1.6 Surrounding Land Uses

- East – agricultural, and future low density residential, community centre
- South – existing low density residential
- West – municipal park, low density residential, elementary school
- North – municipal park and sports fields, low density residential, green space

1.7 Location Map



Location Map

Subject Property: Plan of Subdivision
Applicant: SOUTHSIDE CONSTRUCTION LTD.
File Number: 39T-21502
Created By: Michael Clark
Date: 9/16/2021
Scale: 1:8000

Legend

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



2.0 Discussion and Considerations

2.1 Development Proposal

The proposed Draft Plan of Subdivision consists of 168 single detached residential lots, three (3) street townhouse residential blocks, three (3) park block, two (2) urban reserve blocks, three (3) future road blocks, all served by the extensions of Frontier Avenue, Regiment Road, Raleigh Boulevard and four (4) new local streets; and for approval of zoning by-law amendments associated with the lots and blocks within the proposed plan of subdivision.

The Draft Plan incorporates the following key features:

- Providing a grid pattern of local streets with low density residential dwellings and medium density street townhouse dwellings located at the northern extent of the site;
- Regiment Road, and neighbourhood connector, shall be extended northwards through the subdivision to eventually connect with Southdale Road West through adjacent lands to the north;
- The protection of existing natural heritage features and on the agricultural lands to the west of the lands proposed for development until such time as they are assessed through a Subject Land Status Report and associated Environmental Impact Study: and
- A pathway corridor that will form part of a larger east-west pedestrian connection between the Talbot Village community to the west and the Bostwick Community Centre to the east;

2.4 Applicant's Requested Amendment

The Applicant has submitted a Draft Plan of Subdivision, and Zoning By-Law amendments to permit the creation of a residential subdivision consisting of low density single detached dwellings/lots, medium density blocks, parks, future development / urban reserve blocks, and public road access via street connections to Frontier Avenue and Regiment Road.

The applicant has requested an amendment to Zoning By-law Z.-1 to change the zoning from an Urban Reserve UR3 Zone to:

Residential R2 (R2-3()) Zone (Lots 1-168) - to permit single detached dwellings on lots with a minimum lot area of 370 square metres with the following special provisions: Lot Frontage 11.0 metre (36 feet) (Minimum); Front Yard Setback, 3.0 metre (9.8 feet) Main Dwelling (Minimum); Front Yard Depth 5.5 metre (18.0 feet) for Garages (Minimum.); Interior Side Yard Depth (Minimum): 1.2 metre (3.9 feet), except where there is no attached garage, then 3.0 metre (9.8 feet) is required on one side; and Lot Coverage (%)(Maximum): 45 percent, except that any unenclosed porch shall not be included in the calculation of lot coverage.

Residential R4 (R4-4) Zone (Blocks 169-171) - to permit street townhouse dwellings on lots where each unit has a minimum lot area of 180 square metres and a minimum frontage of 5.5 metres;

Open Space OS1 Zone (Blocks 172-174) - to permit such uses as conservation lands, conservation works, golf courses, public and private parks, recreational buildings associated with conservation lands and public parks, campgrounds, and managed forests; and

Urban Reserve UR3 Zone (Blocks 175-176) - to continue to permit existing uses, limited agricultural uses, conservation lands, managed woodlots, wayside pits, passive recreation use, farm gate sales, kennels, private outdoor recreation clubs, and riding stables.

The City may also consider the use of holding provisions in the zoning to ensure: adequate provision of municipal services, that a subdivision agreement or development agreement is entered into, that the subdivision has adequate connectivity to Southdale Road west, completion of noise assessment reports and implementation of mitigation measures for development in proximity to arterial roads, and that the development is consistent with the design policies of the Southwest Area Secondary Plan.

The applicant submitted the following reports in support of the above requested amendments:

1. Final Proposal Report;
2. Environmental Impact Study;
3. Hydrogeological Assessment;
4. Geotechnical Report;
5. Noise Study;
6. Preliminary Storm Drainage and Stormwater Management Report; and
7. Review and Entry into the Ontario Public Register of Archaeological Reports.

The submitted report were reviewed by City Staff, the UTRCA, and EEPAC and other commenting agencies. Several issues with the road network, Environmental Impact Study and Hydrogeological Assessment and their recommendations. The applicant submitted revised versions of the Environmental Impact Study, Hydrogeological Assessment, and Draft Plan of Subdivision in September and October 2021.

2.5 Community Engagement (see more detail in Appendix C)

Public Circulation

The original application was circulated on March 10, 2021. Through the public circulation process one (1) letter was received about the proposed Plan of Subdivision and Zoning By-law amendment. The comments received by Staff are attached to Appendix "C". Comments/concerns received from the community are summarized as follows:

- A request that the sanitary sewers planned within the subdivision be sized to accommodate the maximum densities permitted under the policies of the Southwest Area Secondary Plan on the adjacent lands to the north (735 Southdale Road West).

Staff Response: In accordance with City standards the provision of sanitary services for draft plan of subdivision including phases 5 & 6 and the initial proposals for phase 7 and 8 Talbot Village (TV), the internal sanitary sewers were sized and constructed to accommodate flows from the upstream lands to accommodate external flows in keeping with accepted area plans. The downstream sewers were sized and are already constructed with earlier phases of 5 and 6 TV to accept the flows from this external parcel of land and also future phases of TV in accordance with the accepted sanitary area plans and densities. The existing sewers and connection locations have been commented on by Sewer Engineering and we have expressed concern due to the increased densities proposed by the owner of 735 Southdale Road West.

2.6 Policy Context (see more detail in Appendix D)

Provincial Policy Statement, 2020

1. Building Strong Healthy Communities

The PPS provides direction for land use planning that focuses growth within settlement areas, and encourages an efficient use of land, resources, and public investment in infrastructure. To support this, the PPS defines a number of policies to promote strong, liveable, healthy and resilient communities which are sustained by accommodating an appropriate affordable and market-based range and mix of residential types, employment and institutional uses to meet long-term needs. These policies are set out in Section 1.0, and seek to promote cost-effective development patterns and standards to minimize land consumption and servicing costs.

The PPS encourages settlement areas (1.1.3 Settlement Areas) to be the main focus of growth and development and appropriate land use patterns within settlement areas shall be established by providing appropriate densities and mix of land uses that efficiently use land and resources along with the surrounding infrastructure, public service facilities and is transit-supportive, where transit is planned, exists or may be developed (1.1.3.2). New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities (1.1.3.6).

The PPS also promotes an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents (1.4 Housing). It directs planning authorities to permit and facilitate all forms of housing required to meet the social, health and wellbeing requirements of current and future residents, and direct the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs. It encourages densities for new housing which efficiently use land, resources, and the surrounding infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed.

The PPS requires that planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they

are financially viable over their life cycle and will be available to meet the current and projected needs of the community (1.6 Infrastructure and Public Service Facilities).

2. Wise Use and Management of Resources

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

Section 2.1 Natural Heritage 2.1.1. “Natural features and areas shall be protected for the long term”; Section 2.1.8: “Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5, and 2.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions”.

Section 2.2 Water, 2.2.1 “Planning authorities shall protect, improve or restore the quality and quantity of water by [...] identifying water resource systems [and] maintaining linkages and related functions among ground water features, hydrologic functions, natural heritage features and areas, and surface water features.

3. Protecting Public Health and Safety

The vision defined in the PPS acknowledges that the long-term prosperity, environmental health and social well-being of Ontario depends, in part, on reducing the potential public cost and risk associated with natural or human-made hazards. Accordingly, Section 3.0 of the PPS states a number of policies designed to direct development away from natural and human-made hazards where there is an unacceptable risk (1) to public health or safety or (2) of property damage.

In accordance with Section 3 of the Planning Act, all planning decisions “shall be consistent with” the PPS.

The London Plan

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

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

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

Neighbourhood Place Type

The subject site is located in the Neighbourhood Place Type which permits a range of primary and secondary uses that may be allowed based on the street classification the

property fronts (921_ Permitted Uses). The subject lands will have frontage on Neighbourhood Connectors (Old Garrison Boulevard and Regiment Road) and Neighbourhood Streets. The range of permitted uses include single detached, semi-detached dwellings up to triplexes and small-scale community facilities (Table 10). Permitted secondary uses at the intersection of two neighbourhood connectors include mixed use buildings, fourplexes, stacked townhouses and low-rise apartments.

Height permissions range from 1 to 2.5-storeys and up to 4-storeys through bonus zoning for properties at the intersection of two neighbourhood connectors (*Table 11). Appropriate zoning will be applied to ensure an intensity of development that is compatible within to the neighbourhood context, utilizing regulations for such things as height, density, gross floor area, coverage, frontage, minimum parking, setback, and landscaped open space (Intensity, *935_). All planning and development applications will conform to the City Design policies of this Plan (Form, 936_).

North Talbot Community

The subject lands are within the North Talbot Community Specific Policy Area identified on *Map 7. The site specific policies in the neighbourhoods place type (994_ to 999_) state that an east focal point is envisioned near the intersection of Old Garrison Boulevard and Regiment Road, the southeast corner of this plan of subdivision. In this location a mixed-use area is envisioned which could include residential/commercial development in the form of small-scale, pedestrian-oriented neighbourhood-serving commercial uses and small-scale office buildings located as a community focal point. Low rise apartment buildings may also be permitted surrounding the mixed-use areas.

1989 Official Plan

Low Density Residential

The Low Density Residential designation is intended to accommodate low-rise, low density housing forms which includes single detached; semi-detached; and duplex dwellings. Multiple-attached dwellings, such as row houses or cluster housing may also be permitted subject to the policies of this Plan (3.2.1. Permitted Uses). Development within areas designated Low Density Residential shall have a low-rise, low coverage form that minimizes problems of shadowing, view obstruction and loss of privacy. The development of low density residential uses shall be subject to appropriate site area and frontage requirements in the Zoning By-law. These requirements may vary in areas of new development according to the characteristics of existing or proposed residential uses and shall result in net densities that range to an approximate upper limit of 30 units per hectare (12 units per acre) (3.2.2. Scale of Development).

Multi-Family, Medium Density Residential

The Multi-Family, Medium Density Residential designation is intended to accommodate multiple-attached dwellings, such as row houses or cluster houses; low-rise apartment buildings; rooming and boarding houses; emergency care facilities; converted dwellings; and small-scale nursing homes, rest homes and homes for the aged. These areas may also be developed for single-detached, semi-detached and duplex dwellings (3.3.1. Permitted Uses). Development within the designation shall have a low-rise form and a site coverage and density that could serve as a transition between low density residential areas and more intensive forms of commercial, industrial, or high density residential development. Development shall be subject to height limitations in the Zoning By-law which are sensitive to the scale of development in the surrounding neighbourhood and generally do not exceed four storeys. Medium density developments generally will not exceed an approximate net density of 75 units per hectare (30 units per acre) (3.3.3. Scale of Development).

Open Space

Lands within the Open Space designation consist of public open space; private open space, including such uses as cemeteries and private golf courses; flood plain lands and

lands that are subject to natural hazards; components of the Natural Heritage System, which have been evaluated and which are recognized by Council as being of city-wide, regional or provincial significance; and, lands that contribute to important ecological functions. Public open space uses including district, city-wide, and regional parks; and private open space uses are permitted in the Open Space designation.

Southwest Area Secondary Plan

The subject lands are located within the North Talbot Residential Neighbourhood shown on Schedule 12 of the Southwest Area Secondary Plan (SWAP) and are designated as Low Density Residential, Medium Density Residential and Open Space and Environmental Review.

It is expected that redevelopment and new development in these neighbourhoods will reflect the existing character of the neighbourhood and will provide a walkable environment with a pedestrian scale (Section 20.5.11). The primary permitted uses in the Low Density and Multi-family, Medium Density Residential designations of the Official Plan, respectively, shall be permitted. The policies of SWAP recognise that the lands are located within the North Talbot Community Plan which was adopted by Council in 1999, and its policies shall still apply to these lands.

North Talbot Community Plan

The subject lands are also within the North Talbot Community Plan which was adopted by Council in December 1999. For the lands south of Southdale, the Area Plan envisioned two focal points centred on a 'village green'. The westerly community focus also included a large natural open space (the Talbot Wetland). The two focus points were to be connected by a community avenue which would be enhanced to provide a strong visual, physical and functional link between them. The low-density residential designation is intended to include a compatible mix of single detached, semi-detached and street townhouse dwellings. The two mixed use community focal points are intended to provide single and multiple dwelling buildings, as well as a range of local-serving, small-scale commercial and office uses.

Z.-1 Zoning By-Law

The lands are currently zoned Urban Reserve Zone (UR3). This Zone provides for and regulates existing uses on lands which are primarily undeveloped for urban uses. Generally, these uses have limited structures. The Urban Reserve Zone is intended to protect large tracts of land from premature subdivision and development to provide for future comprehensive development on those lands.

2.7 Subdivision Analysis

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

City Design and Placemaking

The London Plan includes policies on City Design (189_ to 306_). The design of our city is shaped by both its natural setting and its built form. The built form includes elements such as streets, streetscapes, public spaces, landscapes and buildings. The focus of the City Design policies of The London Plan are to encourage: a well-designed built form throughout the city; development that is designed to be a good fit and compatible within its context; development that supports a positive pedestrian environment; a built form that is supportive of all types of active mobility and universal accessibility; a mix of housing types to support ageing in place and affordability; and healthy, diverse and vibrant neighbourhoods that promote a sense of place and character (193_).

The proposed subdivision and zoning change propose land uses that are complementary to and fit in with the surrounding community. The proposal will be integrated within the existing grid street pattern of previous phases of the Talbot Village community and

provide an integrated network of sidewalks and pathways to support active mobility within community. Measures to support traffic calming are included in the proposed conditions of draft plan approval to support a positive pedestrian environment. The subject lands are planned to be part of the larger North Talbot Community Plan which will incorporate a range of residential dwelling types and complementary uses.

Subdivision Design and Connectivity

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

The design of the subdivision will be based on a grid pattern of streets to ensure a high level of pedestrian connectivity within the subdivision and adjacent areas. A proposed east-west active mobility corridor is proposed through the subdivision. Future development applications on the lands to both the east and west of the corridor will be extended to provide connectivity to the commercial uses at Southdale Road West and Colonel Talbot, as well as to the Bostwick Community Centre to the east.

Connection to Southdale Road West is planned to be provided by a future extension of Regiment Road. This neighbourhood connector will serve as a main north-south connection between Southdale Road to the north and Pack Road to the south. The location of the planned Regiment Road and Southdale Road West intersection is on an adjacent property, under different ownership, and development on the northern portions of the subdivision will be prohibited through the application of a holding provision and conditions of draft plan approval until such time as an access to Southdale can be provided.

Urban design have requested a holding provision over the lands zoned R4-4 for street townhouses (Blocks 169 to 171) to ensure that the design of these blocks is consistent with the urban design policies of the Southwest Area Secondary Plan to encourage street oriented development and minimize the use of noise attenuation walls along arterial roads:

'h-198' Purpose: To encourage street-oriented development and discourage noise attenuation walls along arterial roads, a development agreement shall be entered into to ensure that new development is designed and approved consistent with the Southwest Area Secondary Plan.

Trees and Natural Heritage

The Forest City section of the London Plan (382_ to 401_) outline the goals, strategies and policies to help London live up to its name as the 'Forest City'. Three main strategies include policies to protect more trees; maintain and monitor the health of the urban forest; and plant more trees to enhance the function and value of the urban forest. To encourage the protection of existing trees and ensure that tree cover is maintained where they must be removed, it is a requirement of the London Plan that trees shall be generally replaced at a rate of 1 new tree for every 10 centimetres of tree diameter that is removed.

The proposed subdivision has been designed to limit impacts on woodlands and trees in the area. Only a limited number of trees will require removed due to the proposed development. Further study will be required for the woodland and wetland features located on the lands to the west to ensure that development does not negatively impact significant natural features and wildlife habitat.

The Environmental Policies of the London Plan are foundational for a green and healthy city (695_). The Environmental Policies (1293_ to 1555_) must be read and considered in the review and evaluation of all planning and development applications, public projects, public works, or any other activity within or adjacent to any component of the Natural Heritage System, or on or within any lands identified as Natural and Human-made Hazards or Natural Resources. All applications, works and activities are required to conform with these policies (1296_).

A wetland is located within the northeast corner of the subject lands which has been evaluated and was deemed not to be provincially significant. An Environmental Assessment was completed by the City for the expansion of Southdale Road which identified that the wetland would be impacted by the widening and compensation by the affected property owners would be required. The proposed development will require the removal and replacement of the wetland to accommodate lots for development and the required connection of Regiment Road to Southdale Road West. The London Plan requires that there will be no net loss of wetland features or functions, and replacement of the wetland may be provided elsewhere where it would help restore or enhance the Natural Heritage System (1334_).

A Provincially significant wetland is located to the west of the lands proposed for development. Further environmental studies will be required to ensure that any development proposal does not negatively impact the significant natural features or their ecological functions. It is recommended the applicant provide replacement compensation for the removed wetland at a rate of 2 to 1 for their portion of the wetland. The applicant is also to provide a 10 meter buffer to the relocated wetland. A work plan is to be established between all parties that will address all aspects of the relocation including approvals from the UTRCA.

Parks and Recreation

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

The proposed plan of subdivision includes a portion of a planned east-west active mobility corridor that in the future will connect the centre of the North Talbot community with the Bostwick Community Centre. This will provide a connection from the elementary school and municipal park to the west of the subject lands across Bostwick Road to the community centre. A linear corridor of parkland blocks are planned along the southern portion of the subdivision to serve this community as well as existing residential areas to the south. In addition, the subdivision will incorporate sidewalks, cycling infrastructure, and traffic calming to provide a positive pedestrian experience throughout the subdivision. The Regiment Road connection to Southdale Road West will also enable direct pedestrian and cycling connection to the Southwest Optimist Park on the north side of Southdale. The areas surrounding the planned subdivision have many parks and recreation amenities, and the planned active mobility network will ensure that residents have safe, direct and convenient access to these facilities.

Civic Infrastructure

The London Plan recognises that the provision of reliable, coordinated, and cost-effective civic infrastructure is a primary function of a municipality (450_). The City shall manage the timing and budgeting for the extension of infrastructure in conformity with the growth management policies in the Our City part of this Plan and according to the *Growth Management Implementation Strategy*. Infrastructure shall be planned to budget for the short and long-term sustainable maintenance of civic infrastructure and address the

infrastructure funding gap. Infrastructure is made up of above and below ground systems including: sanitary sewers; stormwater management; drinking water distribution; electrical services; streets and pathways; and other infrastructure such as solid waste treatment.

Sanitary

The remaining undeveloped lands south of Southdale Road West and west of Bostwick Road, including the subject lands, are tributary to the trunk sewer on Pack Road through the previously constructed and funded through previous Development Charges Background Studies for Phases 5 & 6 of the Talbot Village Community. Sanitary servicing will be available through an existing 200mm sewer stub located at the north end of Frontier Avenue and an existing 250mm at the north end of Regiment Avenue. The proposed development has a projected population density that is less than the design allowances that was used during the sizing of sewers downstream of the subject lands. Further servicing studies will be required during the detailed design phase of the development to determine the routing and design of sanitary services system to the satisfaction of the City.

Stormwater Management

The site drainage for the majority of the subject lands flows to the south into Phase 5 and 6 of the Talbot Village community. These lands drain further to the south to Pack Road and an existing storm sewer. Flows from minor storms will flow to the south through Phases 5 and 6 via two 1050mm storm sewers currently capped at the northern limits of Frontier Avenue and Regiment Road. For major storms, all of the overland flows will be conveyed through Phase 5 and 6 to Pack Road via Regiment Road and Frontier Avenue. Based on the ultimate build out of the Talbot Village development, controls for the quantity of water from major storms is not anticipated to be required, interim controls may be required. The parkland blocks along the southern limit of the proposed phase of the subdivision could be used to control storm flows on an interim basis. Further servicing studies will be required during the detailed design phase of the development to demonstrate how minor and major storm flows will be managed to the satisfaction of the City.

Water

The subject lands, Phase 7 of the Talbot Village community, are proposed to be serviced by existing watermains on Frontier Avenue, Regiment Road and Southdale Road West. Based on water modelling completed by the applicant, it has been demonstrated that there is sufficient water supply and pressure provided by the watermains on Frontier Avenue and Regiment Road to service the 108 lots to the south of Street 'B'. A connection to the existing watermain on Southdale Road West will be required to provide adequate water services and looping to the lots north of Street 'B'. To ensure that the connection to the Southdale Road West watermain is made, a holding provision is proposed for the lands to the north of Street 'B'. Further servicing studies will be required during the detailed design phase of the development to include water distribution system analysis, modelling and phasing, to the satisfaction of the City.

Transportation

Regiment Road is the primary north-south neighbourhood connector within the plan of subdivision. A grid pattern of local streets is proposed across the subdivision. In order to provide sufficient connectivity to the surrounding community, it will be required that Regiment Road is extended north to connect to Southdale Road prior to the development of any lots and/or blocks north of Street B. This will provide direct access to the arterial road network and facilitate access to amenities in the area including the Southwest Optimist Park and the Bostwick Community Centre. Coordination with the adjacent property owner shall be required to complete the Regiment Road and Southdale Road West intersection.

Subdivision engineering have requested the following holding provision over the entire site to ensure that appropriate services will be provided on a site-specific basis as development proposals are submitted for the proposed blocks:

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

Subdivision engineering have requested a new holding provision over the lands to the north of Street 'B' to ensure that appropriate access and services will be provided:

'h-__' Purpose: To ensure there is adequate water service and appropriate access, the Regiment Road public access to Southdale Road West must be available to the satisfaction of the Deputy City Manager, Environment and Infrastructure or designate, prior to the removal of the "h-__" symbol.

Subdivision engineering have requested zoning provisions and draft plan conditions be applied to the lands to be zoned R4-4 for street townhouses (Blocks 169 to 171) to ensure that appropriate access and services will be provided.

To ensure that each unit has enough frontage to allow for adequate separation between services, and to avoid conflicts with City services, the requested Residential R4 (R4-4) Zone is recommended to be modified to a Holding Residential R4 Special Provision (R4-4(2)) Zone which increases the minimum lot frontage per unit from 5.5 metres to 6.7 metres. This will ensure that there is sufficient frontage for each unit to provide adequate separation and avoid conflicts with City services. The street townhouse blocks will also have the 'h' holding provision which requires that a development agreement is executed between the developer and the City prior to development.

Homelessness Prevention and Housing

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

The proposed plan of subdivision and zoning change will include single detached dwellings and street townhouse dwellings. This subdivision will be integrated within the larger North Talbot Community Plan which permits a larger variety of housing choices in the areas surrounding this subdivision. The majority of the remaining undeveloped lands within the North Talbot Community Plan envisioned to be in forms other than single detached dwellings.

Culture and Cultural Heritage

The subject lands, including the lands to the west, have undergone a Stage 1 and 2 Archaeological Assessment during which two sites were identified as having further cultural heritage value and interest and qualified for further assessment. A Stage 3 Archaeological Assessment was completed and resulted in the delineation of two pre-contact archaeological sites. Following the assessment of both sites, it was determined that neither site retain further cultural heritage value of interest and no further work is recommended.

The Ministry of Heritage, Sport, Tourism, Culture Industries has reviewed the assessments, and is satisfied that the fieldwork and reporting for the archaeological assessments are consistent with the ministry's standards.

It is noted that a Stage 2 Archaeological Assessment has not been undertaken for the lands to the east of the proposed development which will require further assessment prior to development.

3.0 Financial Impact/Considerations

Through the completion of the works associated with this application fees, development charges and taxes will be collected. There will be an increase in the operating and maintenance costs once the City assumes the planned public roads and other infrastructure and public facilities in the planned subdivision. The City will also be responsible for the long-term capital renewal costs associated with these works.

4.0 Key Issues and Considerations

1. Northeast Wetland – Inclusion ‘d’ (SAS1 Submerged Shallow Aquatic Type)

A wetland with an area of approximately 0.25 ha is located in the northeast corner of the subdivision which is regulated by the Upper Thames River Conservation Authority (UTRCA). The wetland is split into three sections which are owned by two different property owners, as well as a portion that is within the public right of way for Southdale Road West. The southern portion of the wetland, approximately 0.13 ha, is located on lands owned by the registered property owner (including within the subject lands and the adjacent lands to east under the same ownership). The northern portion of the wetland is currently within Southdale Road West right of way and is owned by the City. The middle portion of the wetland is located on a triangular shaped parcel between the subject lands and Southdale Road West which is under separate ownership.

It is recommended the applicant provide replacement compensation for the removed wetland at a rate of 2 to 1 for their portion of the wetland. The applicant is also to provide a 10 meter buffer to the relocated wetland. A work plan is to be established between all parties that will address all aspects of the relocation including approvals from the UTRCA.

An environmental assessment (EA) was completed for the widening of Southdale Road West by the City's Transportation Planning and Design Division identified that the wetland would be impacted by the proposed widening. The Environmental Impact Study (EIS) prepared by MTE Consultants in support of the proposed development, recommends the removal and relocation of the wetland. The London Plan requires that there will be no net loss of wetland features or functions, and replacement of the wetland may be provided elsewhere where it would help restore or enhance the Natural Heritage System (1334_).

The final location for the relocated wetland shall be determined through future studies, however, it is preferred that it be located adjacent to other natural heritage features to the west of the subject lands. Through the EA the City is committed to providing compensation for the portion of the wetland that is located within the public right of way.

2. Natural Environment Features to the West

Several environmental features are located on lands to the west of the proposed development including a Provincially Significant Wetland (PSW) in the northwest corner of the subject lands and a large woodland with an adjacent meadow marsh wetland on the southern half of the lands.

Through discussions with the proponent, the area proposed for development was limited to the eastern half of the subject lands to limit the impacts on the natural features to the west and allow time to complete the required environmental studies. The proposed development is more than 90 meters east of the PSWs in the northwest corner of the subject lands, and is more than 40 meters east of the meadow marsh and adjacent woodland on the southern half of the lands to the west. Based on these setbacks from the features, the Environmental Impact Study (EIS) for this development was scoped to only assess the impacts to natural features within the eastern half of the subject lands. As a condition of draft plan approval, it is required that further assessment will be undertaken to ensure no negative impacts of the significant natural heritage features or

their ecological functions through future development applications. It is anticipated that the applicant will be providing this study prior to the submission of engineering drawings for the second phase of development.

3. Connectivity with Surrounding Road Network

The proposed subdivision will have access to the existing road network through Frontier Avenue and Regiment Road to the south, and to the north to Southdale Road West through an extension to Regiment Road. Based on traffic and water servicing submitted by the applicant, a portion of the development, including the 108 residential lots to the south of Street 'B', shall be permitted to develop using the two connections to Frontier Ave. and Regiment Rd. to the south.

Engineering staff have requested that a holding provision and conditions of draft plan approval be applied to the lands to the north of Street 'B' to ensure that a public connection to Southdale Road West is made before development proceeds on the remainder of the subject lands. The Regiment Road is the main north-south community connector in this portion of the Talbot Village community and its connection to Southdale Road West is critical for provide adequate connectivity to the surrounding area. This connection is planned to be aligned with the access to the parking lot for the Southwest Optimist Park located on and will provide convenient access for residents to the park. The Regiment Road connection to Southdale Road West is also required to provide adequate water services to the northern portions of the proposed development.

Connecting Regiment Road to Southdale Road West will require the removal, replacement, and infill of the wetland located in the northeast corner of the subject lands. Conditions of draft plan approval have been applied to the lands to the north of Street 'B' that will require the completion of environmental studies to determine the preferred location of where the compensation for the removal of the wetland will be located.

4. Enhanced Pedestrian Corridor

The original concept plan for the Talbot Village Community included an enhanced pedestrian corridor along Old Garrison Boulevard to the south of the subject lands. This corridor would provide a high-quality pedestrian linkage between two community focal points within the community: the park, school and wetlands to the west, and a mixed use node to the east. During previous phases of development it was determined that it would be challenging to provide a high quality pedestrian corridor on a street with so many residential dwellings and driveways. It was agreed that a linear parkland corridor would be provided on the lands to the north to provide this east-west pedestrian and active mobility connection. Blocks 172-174 have been included in the proposed subdivision to provide a portion of this corridor. It is anticipated that through future development applications the corridor will be connected to Talbot Park to the west of the subject lands, and towards the Bostwick Community Centre to the east.

Further parkland dedication will be required if and when development is proposed on the two Urban Reserve Blocks to the west of the proposed subdivision which can be used to connect the planned parkland corridor with nearby neighbourhood destinations.

5. Design and Servicing of the Street Townhouse Medium Density Blocks

The applicant is proposing to develop three (3) street townhouse blocks along the northern limit of the subject lands, in close proximity to Southdale Road West. These blocks are proposed to have up to 24 townhouse dwelling units in total. A narrow triangular shaped parcel of land under separate ownership is located to the north between the street townhouse blocks and Southdale Road West.

The Southwest Area Secondary Plan permits development of additional residential intensity along arterial roads to help support their use as significant public transit routes. Section 20.5.4.1 Residential General land Use Policies subsection iv) e) permits residential development with a minimum density of 30 units per hectare and a maximum

density of 100 units per hectare, and building heights shall be a minimum of two storeys and a maximum of nine storeys.

Urban design staff have requested that the property owner explore options to consolidate the blocks with the adjacent parcel to make efficient use of land and allow for improved design of the area. To avoid the need for acoustical barriers along arterial roads, rear lot developments along arterial roads, such as Southdale Road West, are prohibited under the Southwest Area Secondary Plan to (Section 20.5.3.9 ii e)).

To provide public road access to the adjacent lands to the north, the plan of subdivision has been revised through discussions with the applicant to include a future road block at the northern end of Street 'C'. If this block is not required for a public road in the future then it will be returned at a nominal fee to the property owner as part of the adjacent street townhouse block.

Engineering have requested that a special provision of the R4-4 zoning be applied to the street townhouse blocks to ensure that the minimum lot frontage for each unit is 6.7m to allow for adequate separation between services and avoid conflicts with City services.

6. Zoning for Low Density Residential Uses

Consistent with the zoning on the existing residential lands in previous phases of the Talbot Village Community site specific zoning provisions have been added to permit reduced lot frontage of 11m, reduced front yard setbacks of 3.0m for the main dwelling, and 5.5m for garages; reduced side yards, and a provision to not include unenclosed porches in the calculation of lot coverage. These provisions are consistent with the regulations on previously approved phases of the Talbot Village Community to the south. The reduced lot frontage and setbacks will enable a slight increase in density and number of dwelling units to be provided within the proposed subdivision and make more efficient use of serviced land within the City.

Conclusion

The proposed amendments are consistent with the Provincial Policy Statement, 2020 which promotes a compact form of development in strategic locations to minimize land consumption and servicing costs. The proposed changes to the Zoning By-law No. Z.-1 are consistent with the (1989) Official Plan and the London Plan and will implement the recommended draft plan, which will ultimately support the proposed low density and medium density residential development opportunities within the site. The Draft Plan has been designed to support these uses and to achieve a community that is accessible to the surrounding areas, and will support the efficient use of land in future phases of the Talbot Village Community. Therefore, staff are satisfied the proposal represents good planning and recommend approval.

Prepared by: Michael Clark, MA
Planner, Subdivision Planning

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

Recommended by: Gregg Barrett, RPP, PLE
Director, Planning and Development

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

cc: Matt Feldberg, Manager, Subdivisions and Development Inspections
cc: Michael Pease, Manager, Site Plans

39T-21502/Z-9322
M. Clark

BP/mc

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Draft Approval\PEC - Report\Draft PEC - 39T-21502 - 3095 & 3105 Bostwick Rd. (M Clark).docx

Appendix A

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

By-law No. Z.-1-_____

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 3095 & 3105 Bostwick Road.

WHEREAS Topping Bros Corp. and Topping Family Farm Inc. have applied to rezone an area of land located at 3095 & 3105 Bostwick Road, as shown on the map attached to this by-law, as set out below;

AND WHEREAS this rezoning conforms to the Official Plan;

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

- 1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to the lands located at 3095 & 3105 Bostwick Road, as shown on the attached map, FROM an Urban Reserve UR3 Zone, TO a Holding Residential R2 Special Provision (h*R2-3()) Zone, Holding Residential Special Provision (h*h-__*R2-3()) Zone, Holding Residential R4 Special Provision (h*h-198*h-__*R4-4(2)) Zone, Open Space (OS1) Zone and an Urban Reserve (UR3) Zone.
- 2) Section Number 3.8 of the Zones and Zone Symbols Section is amended by adding the following holding provisions:
 - h-__ Purpose: To ensure there is adequate water service and appropriate access, the Regiment Road public access to Southdale Road West must be available to the satisfaction of the Deputy City Manager, Environment and Infrastructure or designate, prior to the removal of the "h-__" symbol.
- 3) Section Number 6.4 of the Residential R2 Zone is amended by adding the following special provision:

R2-3()

a) Regulations:

- | | |
|---|--|
| i) Lot Frontage (Minimum): | 11.0 metre (36 feet) |
| ii) Front Yard Depth (Minimum): | 3.0 metre (9.8 feet)
for Main Dwelling |
| iii) Front Yard Depth (Minimum): | 5.5 metre (18.0 feet)
for Garage |
| iv) Interior Side Yard Depth (Minimum): | 1.2 metre (3.9 feet),
except where there
is no attached
garage, then 3.0
metre (9.8 feet) is
required on one side |
| v) Lot Coverage (%) (Maximum): | 45 percent, except |

39T-21502/Z-9322

M. Clark
that any unenclosed
porch shall not be
included in the
calculation of lot
coverage.

4) This By-law shall come into force and effect on the date of passage.

PASSED in Open Council on December 7, 2021

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading - December 7, 2021
Second Reading - December 7, 2021
Third Reading - December 7, 2021

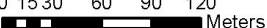
AMENDMENT TO SCHEDULE "A" (BY-LAW NO. Z.-1)



File Number: Z-9322
Planner: MC
Date Prepared: 2021/11/04
Technician: rc
By-Law No: Z.-1-

SUBJECT SITE 

1:3,500

0 15 30 60 90 120
 Meters



Appendix B – Draft Approved Plan and Conditions

THE CORPORATION OF THE CITY OF LONDON'S CONDITIONS AND AMENDMENTS TO FINAL APPROVAL FOR THE REGISTRATION OF THIS SUBDIVISION, FILE NUMBER 39T-21502 ARE AS FOLLOWS:

No.	Conditions
1)	This draft approval applies to the draft plan submitted by Topping Bros. Land Corp. and Topping Family Farm Inc., prepared by Zelinka Priamo Ltd., certified by Jason Wilband, File No. SPE/LON/12-02, as red-line amended , which shows a total of 168 single detached dwellings; three (3) medium density blocks street townhouse blocks; three (3) park blocks; two (2) urban reserve blocks; and three (3) future road blocks; serviced by the extension of Frontier Avenue, Regiment Road, Raleigh Boulevard and four (4) new local streets.
2)	This approval of the draft plan applies for three years, and if final approval is not given by that date, the draft approval shall lapse, except in the case where an extension has been granted by the Approval Authority.
3)	The Owner shall enter into a subdivision agreement with the City, in the City's current approved form (a copy of which can be obtained from 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) All building permit applications must include clearance from an urban designer or architect, pre-approved by the City, that the building plans are designed in accordance with the approved Talbot Community Urban Design Guidelines.
- 14) The Owner shall be limited to the development of lots 11 to 23, and 74 to 168, inclusive, until such time as Regiment Road is connected to Southdale Road West, to the satisfaction of the City.

PARKS PLANNING

- 15) The required parkland dedication for this draft plan of subdivision shall be calculated pursuant to section 51 of the Planning Act at 5% of the lands within the application or 1 hectare per 300 units, whichever is greater.
- 16) The Owner shall dedicate Blocks 172, 173 and 174 to the City as partial fulfilment of the required parkland dedication associated with this draft plan. The Owner acknowledges that there is a deficiency of parkland dedication for the Urban Reserve Blocks 175 and 176. Parkland dedication for Blocks 175 and 176 shall be calculated at a later date upon the completion of future studies and development applications within the plan of subdivision.
- 17) The Owner shall grade, service and seed all areas dedicated for parkland to City Standards, at no cost to the City. There shall be no stockpiling of any materials on open space or parkland blocks.
- 18) In conjunction with the first submission of engineering drawings, the Owner shall provide initial pathway concepts to be designed through this corridor in conjunction with the tree study and grading plans for Blocks 172, 173 and 174, to the satisfaction of the City.
- 19) The Owner shall construct 1.5m high chain link fencing without gates in accordance with current City Park Standards (SPO 4.8) or approved alternate, along the property limit interface of all existing and proposed private lots adjacent to existing and/or future Park and Open Space Blocks. Fencing shall be completed to the satisfaction of the City.
- 20) In conjunction with the first submission of engineering drawings, the Owner shall design and incorporate appropriate pedestrian road crossings of Frontier Avenue and Regiment Road where those roads intersect with City parkland and future recreational pathways, at no cost to the City.
- 21) Prior to construction, site alteration or installation of services, tree protection fencing, robust silt fencing/erosion control measures, consistent with approved engineering plans, must be installed, certified and maintained inside and surrounding Park Blocks 172, 173 and 174, certified and maintained to the satisfaction of the City.
- 22) The Owner shall not grade into any parkland or open space areas. Where lots or blocks abut parkland or an open space area, all grading of the developing lots or blocks at the interface with the parkland or open space areas are to match grades to maintain existing slopes, topography and vegetation. In instances where this is not practical or desirable, any grading into the open space shall be to the satisfaction of the City.

NATURAL HERITAGE

- 23) As part of the submission of any Focused Design Studies, the Owner shall provide, to the City and UTRCA for review and acceptance, a Final Environmental Impact Study that compiles all of the addendums and also addresses all environmental issues identified by the City and UTRCA with respect to the development of this plan.
- 24) As part of the Focused Design Studies submission, the Owner shall have their ecological consultant detail the implementation of the Environmental Impact Study and any updates and/or addendums and for each of the recommendations listed in the Environmental Impact Study (September 9, 2021, prepared by MTE Consultants) all to the satisfaction of the City.

- 25) The Owner shall implement the recommendations contained in the Environmental Impact Study (EIS) prepared by MTE Consultants dated September 9, 2021, and any approved EIS Addendums prepared by MTE Consultants, all to the satisfaction of the City, including, but not limited to: provision for feature identification and protection, relocation and compensation measures, buffer zones; re-vegetation/restoration; construction mitigation; timing of work; environmental monitoring.
- 26) The Owner shall provide compensation for the removal of the portion of the wetland at the future intersection of Southdale Road West and Regiment Road, identified as Inclusion 'd' (Submerged Shallow Marsh, SAS1) in the Environmental Impact Study prepared by MTE Consultants dated September 9, 2021 and its associated buffer.
- As compensation for this removal, the Owner shall provide lands for their portion of the wetland (approximately 0.13 ha) to be relocated at a size twice the area of their portion of the wetland (approximately 0.26 ha) surrounded by a 10 meter buffer to the wetland.
- 27) As part of the Focused Design Studies submission, the Owner's Landscape Architect or Ecologist shall prepare and provide a concept plan for all ecological buffers, compensation areas and/or restoration areas (or other areas), all to the satisfaction of the City. The accepted plan recommendations shall form part of the subdivision agreement with the City.
- 28) The Owner shall have their ecological consultant prepare a new Subject Lands Status Report and associated Environmental Impact Study for the natural heritage features located within Blocks 175 and 176 to the satisfaction of the City and the UTRCA, as part of any future development applications on Blocks 175 and 176 within the plan of subdivision.
- 29) As part of the Focused Design Studies for the lands north of Street 'B' (lots 1 to 10, 24 to 73, inclusive, and Block 169 to 171, inclusive), the Owner shall have their ecological consultant prepare a new Subject Lands Status Report and associated Environmental Impact Study for the natural heritage features located within Blocks 175 and 176 to the satisfaction of the City and the UTRCA, including, but not limited to the provisions for the relocation and compensation measures for the removal of the wetland in the north east corner of the draft plan, identified as Inclusion 'd' (SAS1) in the EIS prepared by MTE Consultants dated September 9, 2021.

Monitoring of Ecological Works

- 30) In conjunction with the first submission engineering drawings, the Owner's ecological consultant shall prepare and submit a minimum 3 to 5 year detailed monitoring program for the natural heritage features and functions, and for all ecological works including but not limited to any buffer plantings, restoration areas and compensation areas all to the satisfaction of the City. The Owner's consultant shall provide an annual monitoring report for each year of the program to the Deputy City Manager, Environment and Infrastructure or Deputy City Manager, Planning and Economic Development or designates, unless otherwise directed in writing by the Deputy City Manager, Environment and Infrastructure or Deputy City Manager, Planning and Economic Development or designates.

Erosion and Sediment Control

- 31) The Owner shall implement the requirements of the City concerning sedimentation and erosion control measures during all phases of construction. The Owner shall provide bi-monthly status reports to the City Planner and the City Engineer ensuring the appropriate measures are in place and functioning, prior to and during work on the site, unless otherwise directed in writing by the Deputy City Manager, Environment and Infrastructure or Deputy City Manager, Planning and Economic Development or designates.
- 32) Prior to construction, site alteration or installation of services, robust silt fencing and any other erosion control measures must be installed and certified with a site inspection report. The Owner's engineer shall provide bi-monthly status reports to the Deputy City Manager, Environment and Infrastructure and Deputy

City Manager, Planning and Economic Development or designates during development activity along the edge of any Natural Heritage Feature.

Tree Preservation

- 33) As part of the Focused Design Studies, the Owner shall have a Tree Preservation Report and Plan prepared for lands within the proposed draft plan of subdivision as required by the Tree Inventory. Tree preservation shall be established prior to grading/servicing design to accommodate maximum tree preservation. The Tree Preservation Report and Plan shall focus on the preservation of quality specimen trees within Lots and Blocks and shall be completed in accordance with the current City of London Guidelines for the preparation of Tree Preservation Reports and Tree Preservation Plans to the satisfaction of the City. The Owner shall incorporate the approved Tree Preservation Plan on the accepted grading plans.
- 34) In conjunction with the first submission of engineering drawings, the Owner shall have a Tree Preservation Report and Plan and a Tree Hazard Inventory prepared for lands within the proposed Park Blocks 172, 173 and 174. Tree preservation shall be established prior to grading/servicing design to accommodate maximum tree preservation considering the temporary use of Block 174 for stormwater storage and ultimate use as a pathway. The Tree Preservation Report and Plan shall focus on the preservation of quality specimen trees within the Block and shall be completed in accordance with the current City of London Guidelines for the preparation of Tree Preservation Reports, Tree Hazard Reports and Tree Preservation Plans to the satisfaction of the Director, Planning and Development or designate. The Owner shall incorporate the approved Tree Preservation Plan and a Tree Hazard Inventory on the accepted grading plans.

Homeowners Guide

- 35) As part of the first submission of engineering drawings, the Owner shall prepare for delivery to all homeowners an education package which explains the stewardship of the natural area, the value of existing tree cover/ naturalized vegetation and wetlands, and the protection and utilization of the grading and drainage pattern on these lots. The educational package shall be prepared to the satisfaction of the City. The approved package shall be delivered to homeowners upon occupancy.

UPPER THAMES RIVER CONSERVATION AUTHORITY (UTRCA)

- 36) In conjunction with the Focused Design Studies submission, a scoped Hydrogeological Study and Water Balance Analysis shall be prepared to the satisfaction of the City and the UTRCA to address the concerns identified through the review of the EIS and the SWM report.
- 37) In conjunction with the Focused Design Studies submission, a detailed Stormwater Management Report shall be prepared to the satisfaction of the City and the UTRCA.
- 38) In accordance with Ontario Regulation 157/06 made pursuant to Section 28 of the Conservation Authorities Act, the Owner shall obtain the necessary permits/approvals from the UTRCA prior to undertaking any site alteration or development within the UTRCA Regulated Area including filling, grading, construction, site alteration to watercourse and/or interference with a wetland.

SEWERS AND WATERMAINS

Sanitary

- 39) In conjunction with the first submission of engineering drawings, the Owner shall have his consulting engineer prepare and submit a Sanitary Servicing Study to include the following design information:
- i) Propose a suitable routing for the trunk sanitary sewer to be constructed through this plan. Further to this, the consulting engineer shall be required to provide an opinion for the need for an Environmental Assessment under the Class EA requirements for this sanitary trunk sewer;

- ii) Provide a hydrogeological report that includes an analysis to establish the water table level of lands within the subdivision with respect to the depth of the sanitary sewers and recommend additional measures, if any, which need to be undertaken to meet allowable inflow and infiltration levels as identified by OPSS 410 and OPSS 407; and
 - iii) Demonstrate that the servicing to the proposed street townhouses can be constructed with adequate separation distances and avoid conflicts with City services, which meet City of London standards and requirements.
- 40) In accordance with City standards or as otherwise required by the Deputy City Manager, Environment and Infrastructure or designate, the Owner shall complete the following for the provision of sanitary services for this draft plan of subdivision:
- i) Oversizing of the internal sanitary sewers in this draft plan to accommodate flows from the upstream lands external to this plan, if necessary, all to the satisfaction of the City; and,
 - ii) Where trunk sewers are greater than eight (8) metres in depth and are located within the municipal roadway, the Owner shall construct a local sanitary sewer to provide servicing outlets for private drain connections, to the satisfaction of the Deputy City Manager, Environment and Infrastructure or designate. The local sanitary sewer will be at the sole cost of the Owner.
- 41) In accordance with City standards or as otherwise required by the Deputy City Manager, Environment and Infrastructure or designate, the Owner shall complete the following for the provision of sanitary services for this draft plan of subdivision:
- i) Construct sanitary sewers to serve this Plan and connect proposed sanitary servicing to serve this Plan to the existing municipal sewer system, namely, the 250 mm diameter sanitary sewer located on Regiment Road and the 200 mm diameter sanitary sewer on Frontier Avenue;
 - ii) Provide sanitary private drain connection (Lots 156 to 168 to connect to sewer on lot frontages) to the existing sanitary sewer on Old Garrison Boulevard in Plan 33M-755 to serve the lots in this Plan fronting that street, in accordance with approved engineering drawings;
 - iii) 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; and
 - iv) Implementing all inflow and infiltration mitigation measures to meet allowable inflow and infiltration level as identified by OPSS 407 and OPSS 410 as well as any additional measures recommended in the hydrogeological report.

Storm and Stormwater Management (SWM)

- 42) 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) Identify 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) identify major and minor storm flow routes for the subject land and those flow routes shall be designed, constructed and be operational all to the satisfaction of the Deputy City Manager, Environment and Infrastructure or designate. The Owner acknowledges that the minor and major storm outlets for this plan are provided by the City Owned Talbot Village SWM facility E2/E3 forebay F2 via internal road network for major flows and storm stubs constructed by Plans 33M-755 and 33M-726 for minor flows, namely 1500mm storm sewer on Regiment Road and 900mm storm sewer on Frontier Avenue (both in 33M-755) and 900mm storm sewer on Mersea Street in Plan 33M-726;

- 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 or designate;
 - v) develop sediment and erosion control plan(s) that will identify all sediment and erosion control measures, responsibilities and inspecting/reporting requirements for the subject lands in accordance with City of London, the Ministry of the Environment, Conservation and Parks (MECP) standards and requirements, and current industry standards all to the specification and satisfaction of the Deputy City Manager, Environment and Infrastructure or designate. The sediment and erosion control plan(s) shall confirm and identify all interim and long-term drainage measures as well as a monitoring program that would be required for both registration and construction phasing/staging of the development and any major revisions to these plans after the initial acceptance shall be reviewed/accepted by the City of London for conformance to our standards and the Erosion and Sediment Control Guideline for Urban Construction (TRCA, December 2019). The erosion and sediment control plan and monitoring program shall be developed with consideration for the sensitive downstream habitat and any recommendations associated to the habitat features. Prior to any work on the site, the Owner's professional engineer shall submit these measures and is to have these measures established and approved all to the satisfaction of the Deputy City Manager, Environment and Infrastructure or designate and UTRCA where applicable. Further, the Owner's Professional Engineer must inspect and confirm that the required erosion and sediment control measures are maintained and operated as intended during all phases of construction;
 - 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 or designate;
 - vii) 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 and the profile of Pack Road. 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); and
 - viii) provide an erosion/sediment control plan associated with any proposed LID features that will identify all erosion and sediment control measures to be used prior during and after the LID features are implemented. These measures shall be a component of the Functional Storm/Drainage Servicing Report along with any other identified erosion and sediment control measures for the site, all to the satisfaction of the Deputy City Manager, Environment and Infrastructure or designate.
- 43) 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.
- 44) In conjunction with Focused Design Studies submission, the Owner shall identify, design and construct any require interim major conveyance systems to be in place until the ultimate Pack Road profile is implemented. This interim conveyance condition, if any, shall include the assessment of the existing

800mm culvert under Pack Road 40 meters west of Frontier Avenue, including its hydraulic adequacy to temporarily convey major flows to the south as accepted in Plan 33M-726. In an event, where the existing 800mm culvert has limited capacity to accommodate the 250-year post development discharge in interim conditions, the Owner agrees to design and replace this 800mm culvert by an adequately sized new culvert.

The Owner's professional engineer shall include rational 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.

- 45) In conjunction with the Focused Design Studies submission, the Owner shall have his professional engineer design the proposed storm/drainage to service the total catchment area, all to the satisfaction of the Deputy City Manager, Environment and Infrastructure or designate, and according to the requirements of the following:
- i) The City's SWM criteria and the environmental targets for The Dingman Creek Subwatershed Study;
 - ii) The Approved Functional Design of Talbot Village SWM facility E2/E3 forebay F2;
 - iii) The Approved Functional Design Report "Talbot Village Subdivision – Phase 2" Stormwater Management – January 2010 – IBI Group;
 - iv) The Approved Functional Design Report "Talbot Village Subdivision – Phases 5 and 6" - Stormwater Management – November 2016 – IBI Group;
 - v) Stormwater Management Report for the subject development prepared and accepted in accordance with the file manager process;
 - vi) 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.
 - vii) The City's Waste Discharge and Drainage By-Laws, lot grading standards, policies, requirements and practices;
 - viii) The Ministry of the Environment, Conservation and Parks (MECP) Low Impact Development (LID) Stormwater Management Guidance Manual; and
 - ix) 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).
- 46) In accordance with City standards or as otherwise required by the Deputy City Manager, Environment and Infrastructure or designate, the Owner shall complete the following for the provision of stormwater management (SWM) and stormwater services for this draft plan of subdivision:
- i) Construct storm sewers to serve this plan, located within the Dingman Creek Subwatershed, and connect storm servicing to serve this Plan to the existing municipal storm sewer system, namely, the 900 mm diameter storm sewer located on Frontier Avenue and 1500 mm diameter storm sewer located on Regiment Road in Plan 33M-755 and the 900 mm diameter storm sewer on Mersea Street in Plan 33M-726 when Urban Reserve Blocks 175 and 176 develop in the future.
 - ii) Provide storm private drain connection (Lots 156 to 168 to connect to sewer on lot frontages) to the existing sanitary sewer on Old Garrison Boulevard in Plan 33M-755 to serve the lots in this Plan fronting that street, in accordance with approved engineering drawings.

- 47) In conjunction with the Focused Design Studies, the Owner shall have a professional engineer prepare a hydrogeological investigation and/or addendum/update to any existing hydrogeological investigation(s) based on the final subdivision design, to determine the potential short-term and long-term effects of the construction associated with the development on existing groundwater elevations and to assess the impact on the water balance of the subject plan, identifying all required mitigation measures, including Low Impact Development (LIDs) solutions to the satisfaction of the Deputy City Manager, Environment and Infrastructure or designate. Elements of the hydrogeological investigation should include, but are not to be limited to, the following:
- i) Evaluation of the hydrogeological regime, including specific aquifer properties, static groundwater levels, and groundwater flow direction;
 - ii) Evaluation of water quality characteristics and the potential interaction between shallow groundwater, surface water features, and nearby natural heritage features;
 - iii) Completion of a water balance and/or addendum/update to any existing water balance for the proposed development, revised to include the use of LIDs as appropriate;
 - iv) Completion of a water balance for any nearby natural heritage feature (i.e., all open space Blocks) to include the use of LIDs as appropriate;
 - v) Details related to proposed LID solutions, if applicable, including details related to the long-term operations of the LID systems as it relates to seasonal fluctuations of the groundwater table;
 - vi) Evaluation of construction related impacts and their potential effects on the shallow groundwater system;
 - vii) Confirmation that allowable inflow and infiltration levels have been met as identified by OPSS 410 and OPSS 407, include an analysis to establish the water table level of lands within the subdivision with respect to the depth of the sanitary sewers and recommend additional measures, if any, which need to be undertaken, all to the satisfaction of the Deputy City Manager, Environment and Infrastructure or designate;
 - viii) Evaluation of construction related impacts and their potential effects on local significant features;
 - ix) Development of appropriate short-term and long-term monitoring plans (if applicable);
 - x) Development of appropriate contingency plans (if applicable) in the event of groundwater interference related to construction;
 - xi) the effects of the construction associated with this subdivision on the existing ground water elevations and domestic or farm wells in the area;
 - xii) identify any abandoned wells in this plan;
 - xiii) any fill required in the plan;
 - xiv) provide recommendations for foundation design should high groundwater be encountered;
 - xv) address any contamination impacts that may be anticipated or experienced as a result of the said construction; and
 - xvi) provide recommendations regarding soil conditions and fill needs in the location of any existing watercourses or bodies of water on the site.

Note that future phases of the development will require a revised hydrogeological assessment, including updated wetland water balance risk assessment and feature-based water balance calculations. Future hydrogeological assessment reports should be supported by the appropriate Environmental Impact Study (EIS), and include all woodlot and wetland mitigation and compensation plans, as required.

- 48) In conjunction with the first submission of engineering drawings, the Owner's professional engineer shall certify that any remedial or other works as recommended in the accepted hydro geological report are implemented by the Owner, to the satisfaction of the City, at no cost to the City.
- 49) In conjunction with the second submission of engineering drawings, the Owner's consulting Professional Engineer shall submit a Monitoring and Operational Procedure Manual for the maintenance and monitoring program for each of the SWM features within this plan (i.e., LIDs, OGSs, etc.) or within each of the identified phases/stages of development, in accordance with the City's "Monitoring and Operational Procedure for Stormwater Management Facilities" and other available guidance document requirements to the Deputy City Manager, Environment and Infrastructure or designate, for review and approval. The program shall include but not be limited to the following:
- i) A work program manual for the phasing, maintenance and monitoring of these facilities during all phases of buildout as well as following assumption; 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.
- 50) Following construction and prior to the assumption of the stormwater management features, the Owner agrees to complete the following at no cost to the city, and all to the satisfaction of the Deputy City Manager, Environment and Infrastructure or designate:
- i) Operate, maintain and monitor of any SWM Features in accordance with the approved maintenance and monitoring program and the City's "Monitoring and Operational Procedure for Stormwater Management Facilities"; and
 - ii) Have its consulting Professional Engineer submit semi-annual monitoring reports in accordance with the approved maintenance and monitoring program and the City's "monitoring and Operational Procedure for Stormwater Management Facilities" to the City.

Watermains

- 51) In conjunction with the Focused Design Studies submission, the Owner shall have their consulting engineer prepare and submit a water servicing report which addresses the following, all to the satisfaction of the Deputy City Manager, Environment and Infrastructure or designate:
- i) Water distribution system analysis & modelling and hydraulic calculations for the Draft Plan of Subdivision confirming system design requirements are being met (residential A.D.D. shall be 255 litres per capita per day; maximum residual pressure 80 psi);
 - ii) Identify domestic and fire flows for the residential Lots and development Blocks from the high-level water distribution system;
 - iii) Address water quality and identify measures to maintain water quality within all watermains throughout the entire subdivision from zero build-out through full build-out of the subdivision;
 - iv) Include a staging and phasing report as applicable which addresses the requirement to maintain interim water quality;
 - v) Include modelling for two fire flow scenarios as follows:
 - a. Max Day + Fire confirming velocities and pressures within the system at the design fire flows, and
 - b. Max Day + Fire confirming the available fire flows at fire hydrants at 20PSI residual. Identify fire flows available from each proposed hydrant to be constructed and determine the appropriate colour hydrant markers (identifying hydrant rated capacity);

- vi) Develop a looping strategy to the satisfaction of the Deputy City Manager, Environment and Infrastructure or designate, for when development is proposed to proceed beyond 80 units;
 - vii) Identify any water servicing requirements necessary to provide water servicing to external lands, incorporating existing area plans as applicable;
 - viii) Identify any need for the Construction of or improvement to external works necessary to provide water servicing to this Plan of Subdivision;
 - ix) Identify any required watermain oversizing, if necessary, and any cost sharing agreements;
 - x) Identify the effect of development on existing water infrastructure – address potential conflicts and identify solutions;
 - xi) Include full-sized water distribution and area plan(s); and
 - xii) Include full-sized water distribution and area plan(s) which identifies the location of valves & hydrants, the type and location of water quality measures to be implemented (including automatic flushing device settings), fire hydrant rated capacity & marker colour, and the design domestic and fire flow demands applied to development Blocks.
- 52) In accordance with City standards, or as otherwise required by the Deputy City Manager, Environment and Infrastructure or designate, the Owner shall complete the following for the provision of water service to this draft Plan of Subdivision:
- i) Construct watermains to serve this Plan and connect them to the existing high-level municipal system, namely the existing 400mm diameter watermain on Southdale Road West, the 200mm diameter watermain on Frontier Avenue, and the 150mm diameter watermain on Old Garrison Boulevard, serviced by the Springbank / Westmount / Pondmills / Wickerson Pumping Station System;
 - ii) Provide a looped watermain connection to the existing 400mm diameter high-level watermain on Southdale Road West once any lots and/or blocks develop north of Street 'B';
 - iii) Provide water services to the watermain on Old Garrison Boulevard in Plan 33M-755 to serve the lots (Lots 156 to 168) in this Plan which front onto that street;
 - iv) Deliver confirmation that the watermain system has been looped to the satisfaction of the Deputy City Manager, Environment and Infrastructure or designate, when development is proposed to proceed beyond 80 units;
 - v) 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; and
 - vi) Have their consulting engineer confirm to the City that the watermain system has been constructed and is operational.
- 53) The Owner shall obtain all necessary approvals from the Deputy City Manager, Environment and Infrastructure or designate, for the servicing of Blocks in this Plan of Subdivision prior to the installation of any water services to or within these Blocks.

STREETS, TRANSPORTATION & SURVEYS

Roadworks

- 54) All through intersections and connections with existing streets and internal to this subdivision shall align with the opposing streets based on the centrelines of the street aligning perpendicular through their intersections and opposite each other

thereby having these streets centred with each other, unless otherwise approved by the Deputy City Manager, Environment and Infrastructure or designate.

- 55) In conjunction with the first submission of engineering drawings, the Owner shall have its consulting engineer provide the following, all to the specifications and satisfaction of the Deputy City Manager, Environment and Infrastructure or designate:
- i) provide a proposed layout plan of the internal road network including taper details for streets in this plan that change right-of-way widths with minimum 30 metre tapers for review and acceptance with respect to road geometries, including but not limited to, right-of-way widths, tapers, bends, intersection layout, daylighting triangles, 6m straight tangents, etc., and include any associated adjustments to the abutting lots. The roads shall be equally tapered and aligned based on the road centrelines and it should be noted tapers are not to be within intersections.
 - ii) confirm that all streets in the subdivision have centreline radii which conforms to the City of London Standard "Minimum Centreline Radii of Curvature of Roads in Subdivisions."
 - iii) At 'tee' intersection, the projected road centreline of the intersecting street shall intersect the through street at 90 degrees with a minimum 6 metre tangent being required along the street lines of the intersecting road, to the satisfaction of the Deputy City Manager, Environment and Infrastructure or designate.
 - iv) shall provide a minimum of 5.5 metres along the curb line between the projected property lines of irregular shaped lots around the bends and/or around the cul-de-sacs on streets in this plan of subdivision.
 - v) shall ensure street light poles and luminaires, along the street being extended, match the style of street light already existing or approved along the developed portion of the street, to the satisfaction of the City of London.
 - vi) shall ensure any emergency access required is satisfactory to the Deputy City Manager, Environment and Infrastructure or designate, with respect to all technical aspects, including adequacy of sight lines, provisions of channelization, adequacy of road geometries and structural design, etc.
 - vii) shall establish and maintain a Traffic Management Plan (TMP) in conformance with City guidelines and to the satisfaction of the Deputy City Manager, Environment and Infrastructure or designate, for any construction activity that will occur on an assumed street.
- 56) The Owner shall have it's professional engineer design and construct the roadworks in accordance with the following road widths:
- i) Regiment Road has a minimum road pavement width (vehicle travelled portion, excluding gutters) of 6.5 metres with a minimum road allowance of 23.0 metres as identified as a Neighbourhood Connector in the City of London Compete Streets Design Guidelines.
 - ii) Frontier Avenue, Raleigh Boulevard, Street 'A', Street 'B', Street 'C' and Street 'D' have a minimum road pavement width (excluding gutters) of 7.5 metres with a minimum road allowance of 20 metres.
- 57) In conjunction with the first submission of engineering drawings, the Owner shall implement barrier curb through this plan of subdivision as per the Design Specifications and requirements Manual (DSRM), to the satisfaction of the Deputy City Manager, Environment and Infrastructure or designate.
- 58) In conjunction with the first submission of engineering drawings, the Owner shall comply with all City standards as found in the Design Specifications and Requirements Manual (eg. reverse curves, 6 metre straight tangents, etc.), to the satisfaction of the Deputy City Manager, Environment and Infrastructure or designate.

- 59) 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 or designate.
- 60) The Owner shall convey Future Road Block 177, to the City for future use as needed, at no cost to the City. If this Block is not needed upon development or redevelopment of the lands to the north of this block, the City agrees that the Block will be returned to the Owner for a nominal fee, plus the cost of any associated legal fees for document preparation, for use as a building lot.
- 61) The Owner shall convey Future Road Block 178, to the City for future use as needed, at no cost to the City. If this Block is not needed upon development or redevelopment of the lands to the west of this block, the City agrees that the Block will be returned to the Owner for a nominal fee, plus the cost of any associated legal fees for document preparation, for use as a building lot.
- 62) The Owner shall convey Future Road Block 179, to the City for future use as needed, at no cost to the City. If this Block is not needed upon development or redevelopment of the lands to the north of this block, the City agrees that the Block will be used as partial fulfilment of the parkland dedication for Blocks 176 and 177.

Sidewalk & Bike Lanes

- 63) In conjunction with the first submission of engineering drawings, the Owner shall provide details of a 1.5 metre sidewalk on both sides of all streets in this Plan in accordance with the Southwest Area Secondary Plan.
- 64) In conjunction with the first submission of engineering drawings, the Owner shall provide details of any bike lanes on Regiment Road in accordance with the Complete Street Manual, all to the specifications and satisfaction of the City.

Streetlights

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

Boundary Road Works

- 66) The Owner shall reconstruct Old Garrison Boulevard between Frontier Avenue and the east limit of this Plan, including all existing traffic calming measures, sidewalks, etc., to accommodate servicing of this Plan to the satisfaction of the Deputy City Manager, Environment and Infrastructure or designate, at no cost to the City, in accordance with approved design criteria and accepted engineering drawings.
- 67) In conjunction with the Focused Design Studies submission for any lots and/or blocks north of Street 'B', the Owner shall submit a Transportation Impact Study in accordance with the Transportation Impact Study Guideline to determine the impact of this development on the abutting arterial roads to the satisfaction of the City. Prior to undertaking this study, the Owner shall contact the Transportation Planning and Design Division regarding the scope and requirements of this study. The Owner shall undertake any recommendations of the study, to the satisfaction of the City and at no cost to the City.
- 68) In conjunction with the first submission of engineering drawings, the Owner shall implement all recommendations outlined in the approved Transportation Impact Study to the satisfaction of the Deputy City Manager, Environment and Infrastructure or designate.
- 69) In conjunction with the first submission of engineering drawings for any lots and/or blocks north of Street 'B', the Owner shall provide a conceptual design of the Regiment Road extension access to Southdale Road as a fully serviced road connection required for watermain looping, all to the specifications and satisfaction of the City, at no cost to the City.
- 70) The Owner shall design and construct the portion of Regiment Road within this Draft Plan of Subdivision and pay for the relocation of the proportion of the

wetland located on the legal parcel (including within the Regiment Road ROW, Blocks 171 and 180, and the adjacent lands to the east – Municipal # 3095 Bostwick Road) to the developer who proceeds first with the connection of Regiment Road to Southdale Road, all to the specifications and satisfaction of the City.

Wetland Relocation

- 71) In conjunction with the first submission of engineering drawings for any lots and/or blocks north of Street 'B', the Owner shall, in coordination with the City and Owner of the lands to the north (735 Southdale Road West), provide a detailed workplan related to the wetland relocation required due to the future ROW of Regiment Road and Block 171. This workplan will outline, amongst other issues:
- i) Cost-sharing arrangements between the Owner, the City and the Owner of 735 Southdale Road West;
 - ii) Prepare a submission to the UTRCA Board for approval to relocate the wetland;
 - iii) Contractor requirements and responsibilities. The pond is to be designed and supervised by a company with expertise in wetland re-creation techniques, in consultation with the City;
 - iv) Efforts being made during the dewatering process to capture and transfer reptile, amphibian and terrestrial wildlife during the dewatering process;
 - v) Water transfer through to the new pond;
 - vi) City to monitor and be on site for the capture and relocation of wildlife to the new pond; and
 - vii) Monitor the new pond to determine if adequate water quantity and quality is present and implement adaptive management if necessary.

There should also be consideration and identification of the amount of excavation and rehabilitation that is required within the wetland to provide an adequate base for the future ROW and basement foundations that will be located within and adjacent to the area.

Road Widening

- 72) The Owner shall be required to dedicate 3.0 m x 3.0 m "daylighting triangles" at the intersection of Regiment Road and Old Garrison Boulevard in the Plan to satisfy requirements necessary for servicing bus transit routes, as specified by the Deputy City Manager, Environment and Infrastructure or designate.

Traffic Calming

- 73) In conjunction with the first submission of engineering drawings, the Owner shall identify speed cushions as per City standards on Raleigh Boulevard mid-block and Regiment Road mid-block between Raleigh Boulevard and Street 'B', to the satisfaction of the City.
- 74) In conjunction with the first submission of engineering drawings, the Owner shall provide a raised intersection on Regiment Road and Street 'A', to the satisfaction of the Deputy City Manager, Environment and Infrastructure or designate, at no cost to the City. Should it be determined, the raised intersection will affect the major overland flow route, the Owner shall construct alternative traffic calming measures on Regiment Road, to the satisfaction of the Deputy City Manager, Environment and Infrastructure or designate.
- 75) In conjunction with the first submission of engineering drawings, the Owner shall identify parking lay-bys on the east side of Regiment Road as per City standards, all to the satisfaction of the City.

Construction Access

- 76) The Owner shall direct all construction traffic associated with this draft plan of subdivision to utilize other routes as designated by the City.

General

- 77) 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.
- 78) Once construction of any private services, i.e.: water storm or sanitary, to service the lots and blocks in this plan is completed and any proposed re-lotting of the plan is undertaken, the Owner shall reconstruct all previously installed services in standard location, in accordance with the approved final lotting and approved revised servicing drawings all to the specification of the Deputy City Manager, Environment and Infrastructure or designate, at no cost to the City.
- 79) The Owner shall connect to all existing services and extend all services to the limits of the draft plan of subdivision as per the accepted engineering drawings, at no cost to the City, all to the specifications and satisfaction of the Deputy City Manager, Environment and Infrastructure or designate.
- 80) The Owner's professional engineer shall provide full time inspection services during construction for all work to be assumed by the City, and shall supply the City with a Certification of Completion of Works upon completion, in accordance with the plans accepted by the Deputy City Manager, Environment and Infrastructure or designate.
- 81) 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".
- 82) 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.)
- 83) In conjunction with the first submission of engineering drawings, in the event the Owner wishes to phase this plan of subdivision, the Owner shall submit a phasing plan identifying all required temporary measures, and identify land and/or easements required for the routing of services which are necessary to service upstream lands outside this draft plan to the limit of the plan to be provided at the time of registration of each phase, all to the specifications and satisfaction of the City.
- 84) If any temporary measures are required to support the interim conditions in conjunction with the phasing, the Owner shall construct temporary measures and provide all necessary land and/or easements, to the specifications and satisfaction of the Deputy City Manager, Environment and Infrastructure or designate, at no cost to the City.
- 85) 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.

- 86) 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.
- 87) All costs related to the plan of subdivision shall be at the expense of the Owner, unless specifically stated otherwise in this approval.
- 88) 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.

- 89) In conjunction with first submission of engineering drawings, the Owner shall submit a Development Charge work plan outlining the costs associated with the design and construction of the DC eligible works. The work plan must be approved by the Deputy City Manager, Environment and Infrastructure or designate, and City Treasurer (as outlined in the most current DC By-law) prior to advancing a report to Planning and Environment Committee recommending approval of the special provisions for the subdivision agreement.
- 90) In conjunction with the Focused Design Studies submission, the Owner shall have their 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.
- 91) In conjunction with the Focused Design Studies submission, the Owner shall have their geotechnical engineer identify if there is any evidence of contamination within or in the vicinity of this draft plan of subdivision, to the satisfaction of the City. Should it be determined there is any contamination within or in the vicinity of this draft plan of subdivision, the Owner's geotechnical engineer shall provide any necessary recommendations. The Owner shall implement any recommendations of the geotechnical engineer to remediate, remove and/or dispose of any contaminates under the supervision of the geotechnical engineer to the satisfaction of the City, at no cost to the City.
- 92) In conjunction with the Focused Design Studies submission, the Owner shall provide, to the City for review and acceptance, a geotechnical report or update the existing geotechnical report recommendations to address all geotechnical issues with respect to the development of this plan, including, but not limited to, the following:
 - i) servicing, grading and drainage of this subdivision
 - ii) road pavement structure
 - iii) dewatering
 - iv) foundation design
 - v) removal of existing fill (including but not limited to organic and deleterious materials)
 - vi) the placement of new engineering fill
 - vii) any necessary setbacks related to slope stability for lands within this plan
 - viii) identifying all required mitigation measures including Low Impact Development (LIDs) solutions,

- ix) Addressing all issues with respect to construction and any necessary setbacks related to erosion, maintenance and structural setbacks related to slope stability for lands within this plan, if necessary, to the satisfaction and specifications of the City. The Owner shall provide written acceptance from the Upper Thames River Conservation Authority for the final setback.
 - x) and any other requirements as needed by the City, all to the satisfaction of the City.
- 93) In conjunction with the first submission of engineering drawings, the Owner shall implement all geotechnical recommendations to the satisfaction of the City.
 - 94) In conjunction with the submission of engineering drawings, the Owner shall provide a minimum lot frontage of 6.7 metres as per City standards to accommodate street townhouses within this draft plan of subdivision, all the specifications and satisfaction of the City.
 - 95) The Owner shall have the common property line of Southdale Road graded in accordance with the accepted engineering drawings, to the satisfaction of the City and at no cost to the City.
 - 96) In conjunction with the Focused Design Studies submission, the Owner shall have it's professional engineer provide an opinion for the need for an Environmental Assessment under the Class EA requirements for the provision of any services related to this Plan. All class EA's must be completed prior to the submission of engineering drawings.
 - 97) In conjunction with the first submission of engineering drawings, the Owner shall identify locations of all existing infrastructure, ie. Water, septic, storm, hydro, driveways, etc. and their decommissioning or relocation, to the satisfaction of the Deputy City Manager, Environment and Infrastructure or designate.
 - 98) Prior to the acceptance of engineering drawings, when lands to the north of Street 'B' in this Plan develop, the Owner shall submit confirmation that they have complied with any requirements of Sun Canadian Oil Pipeline with regards to the buffer and all other requirements at the northern limit of this plan of subdivision.
 - 99) The Owner shall remove the temporary DICBS, etc. and the existing easements at the north limit of Frontier Avenue and north limit of Regiment Road in Plan 33M-755 and the easements may be quit claimed, all to the satisfaction and specifications of the Deputy City Manager, Environment and Infrastructure or designate, at no cost to the City.
 - 100) The Owner shall remove the existing 10 metre drainage easement located within this Plan registered as part of Talbot Village Phase 6, Plan 33M-755, all to the satisfaction of the City.
 - 101) In conjunction with the first submission of engineering drawings, the Owner shall identify all adjustments to the existing works and services on streets, adjacent to this plan to accommodate the proposed works and services on this street to accommodate the lots in this plan fronting Old Garrison Boulevard (eg. private services, street light poles, traffic calming, etc.) in accordance with the approved design criteria and accepted drawings, all to the satisfaction of the Deputy City Manager, Environment and Infrastructure or designate, at no cost to the City.
 - 102) The Owner shall resubmit Plan and Profile drawings for Talbot Village Phase 6, Plan 33M-755 to update servicing on Old Garrison Boulevard to provide servicing for Lots in this Plan for review and acceptance by the City, all to the specifications and satisfaction of the City.
 - 103) In conjunction with the second submission of engineering drawings, the Owner may submit the request for Special Provisions, the estimated claims for the Plan of Subdivision and Subdivision Security calculations, to the satisfaction of the City.

Appendix C – Public Engagement

Community Engagement

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

1 reply were received

Nature of Liaison: The purpose and effect of these two (2) applications would be the creation of a residential plan of subdivision.

1. Consideration of a Draft Plan of Subdivision consisting of 169 single detached dwellings, four (4) medium density blocks for street townhouses, one (1) park block, two (2) Urban Reserve blocks for future review and residential development, and one (1) future road block all served by the extension of Frontier Avenue, Regiment Road and Raleigh Boulevard and three (3) new local streets.
2. Possible Amendment to Zoning By-law Z.-1 to change the zoning from an Urban Reserve (UR3) Zone to:
 - a Residential R2 Special Provision (R2-3()) Zone (Lots 1-169) to permit single detached dwellings, semi-detached dwellings and duplex dwellings with a minimum lot area of 370m² for single detached dwellings. Special provisions to permit a minimum lot frontage of 11 metres, minimum front yard setback for main dwelling of 3.0 metres, minimum front yard depth for garages of 5.5 metres, minimum interior side yard depth of 1.2 metres except where there is no attached garage, then 3.0 metre is required on one side and a lot coverage of 45% except that any unenclosed porch shall not be included in the calculation of lot coverage;
 - a Residential R4 (R4-4) Zone to permit street townhouse dwellings with a minimum lot frontage of 5.5m and minimum lot area of 180m²; and
 - maintain the Urban Reserve (UR3) zone on the westerly half of the draft plan.

The City is also considering the following amendments:

- Special Provisions in zoning to implement the urban design requirements and considerations of the Southwest Area Secondary Plan; and
- Adding holding provisions for the following: urban design, water looping, municipal services, and phasing.

File: 39T-21502/Z-9322 Planner: M. Corby (City Hall)

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

- A request that the sanitary sewers planned within the subdivision be sized to accommodate the maximum densities permitted under the policies of the Southwest Area Secondary Plan on the adjacent lands to the north (735 Southdale Road West).

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

Telephone	Written
n/a	Farhad Noory CEO, Royal Premier Homes 425-509 Commissioner Rd W. London, ON N6K-1J5

Royal Premier Homes
425-509 commissioners Rd East , London, On, N6J,1Y5

October 20, 2021

Re: 735 Southdale Road. We understand

To CITY OF LONDON – PLANNING DEPARTMENT

October 19, 2021

Re: 735 Southdale Road.

To CITY OF LONDON – PLANNING DEPARTMENT

As you may be aware, we are working on development plans for our site at 735 Southdale Road. We understand that Talbot Village Phase 7 has been submitted to the City of London for draft plan approval (City File: 39T-21502). We support the Phase 7 development and look forward to the future development of these lands.

We request the City of London review the following two items and consider adding these items to the requirements of the Talbot Village Phase 7 development:

- The sanitary sewers for Talbot Village Phase 7 should make allowance for the future development at 735 Southdale Road to the maximum residential densities currently contemplated for our lands in the Southwest Area Plan (SWAP).
- The location, size, and depth of the sanitary outlet sewers should be coordinated with Royal Premier Homes and the developer of 735 Southdale Road.

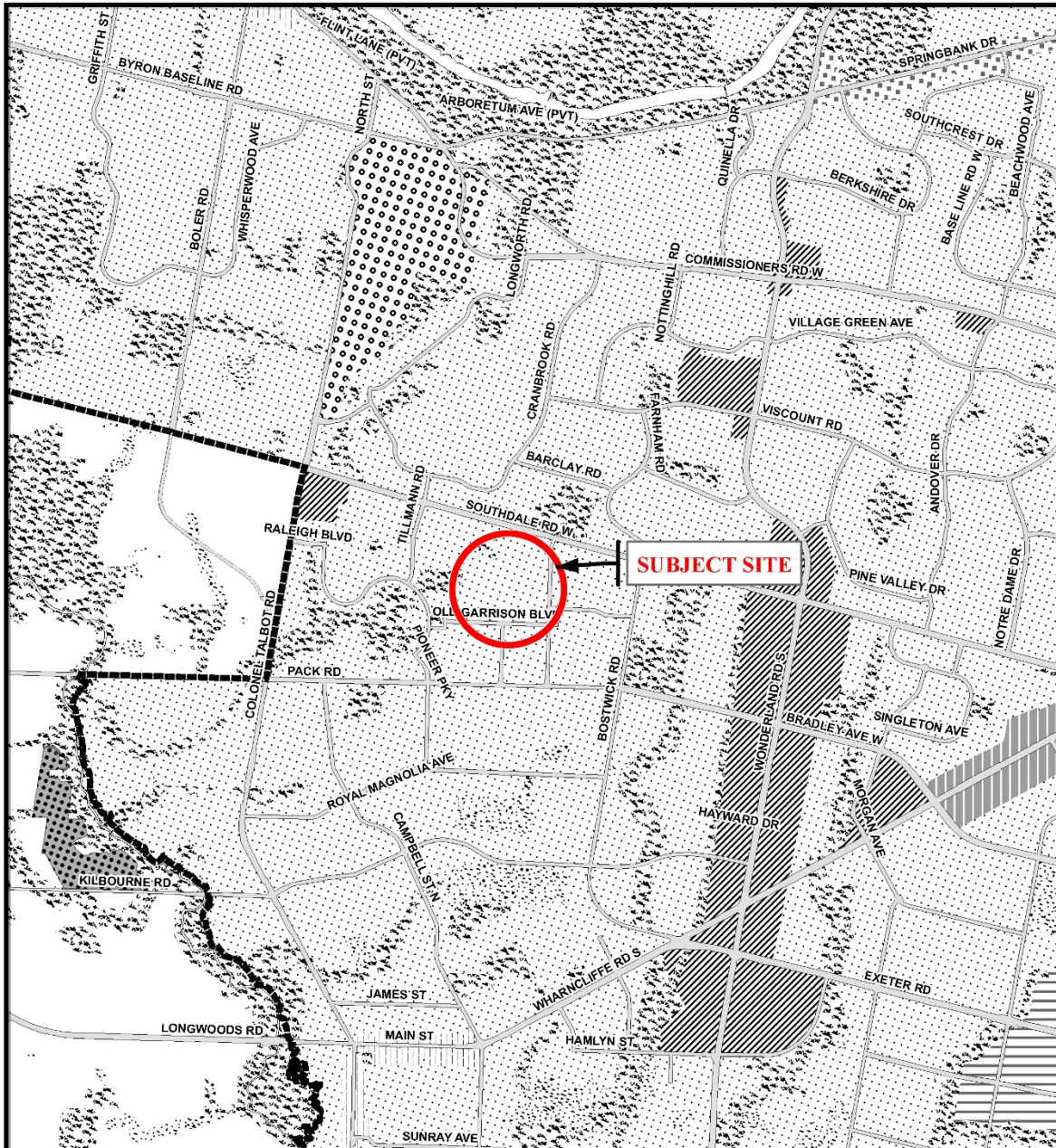
If you have any questions, or require additional information, regarding the above , please contact Me at your convenience.

Sincerely,

Farhad Noory, P.Eng, CET
CEO | Royal Premier Homes
www.royalpremierhomes.ca

Appendix D – Relevant Background

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.

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

CITY OF LONDON

Planning Services /
Development Services

**LONDON PLAN MAP 1
- PLACE TYPES -**

PREPARED BY: Planning Services



Scale 1:30,000



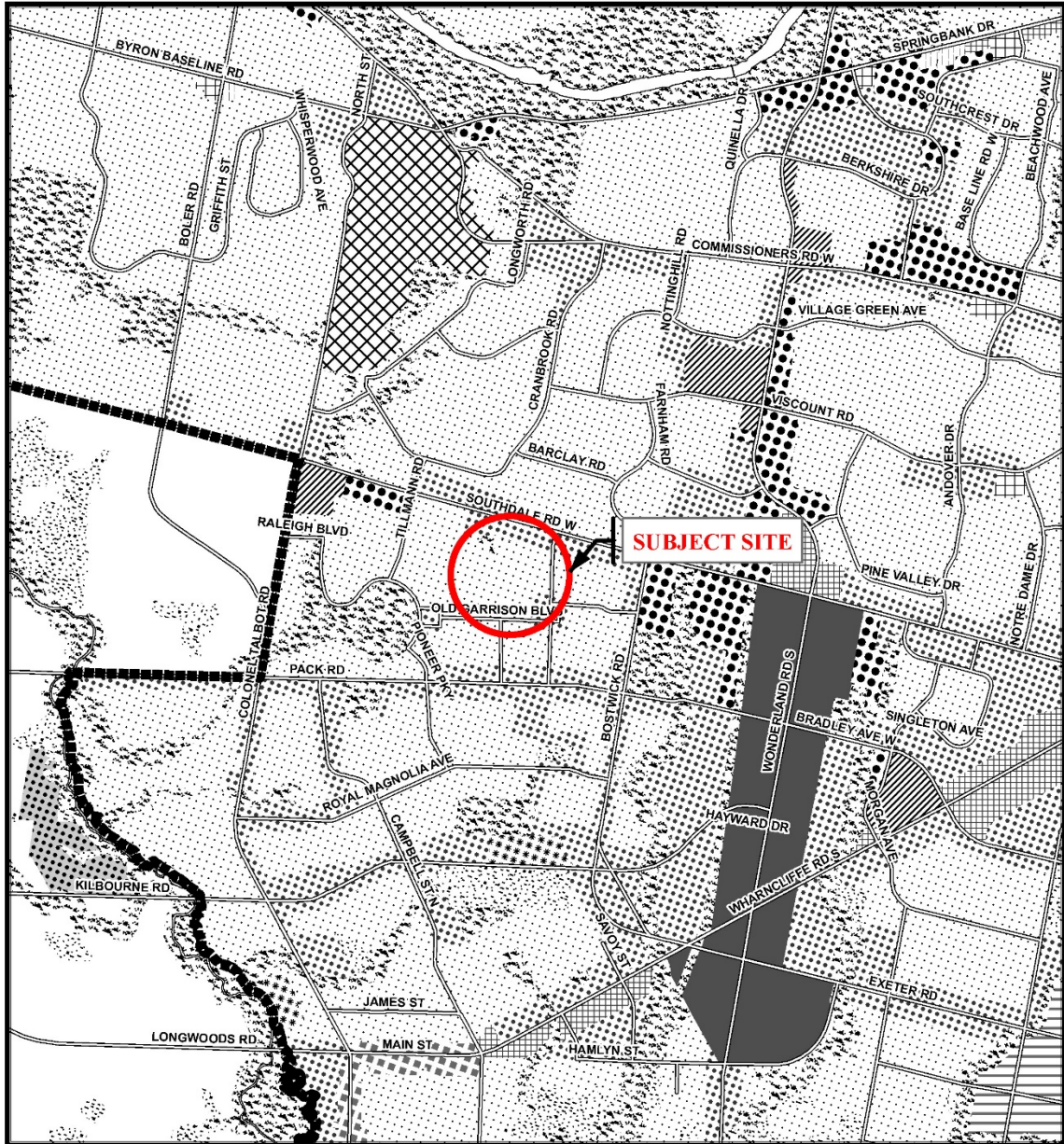
File Number: Z-9322

Planner: MC

Technician: RC

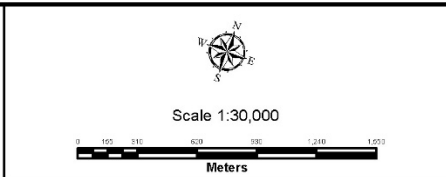
Date: November 4, 2021

1989 Official Plan Excerpt



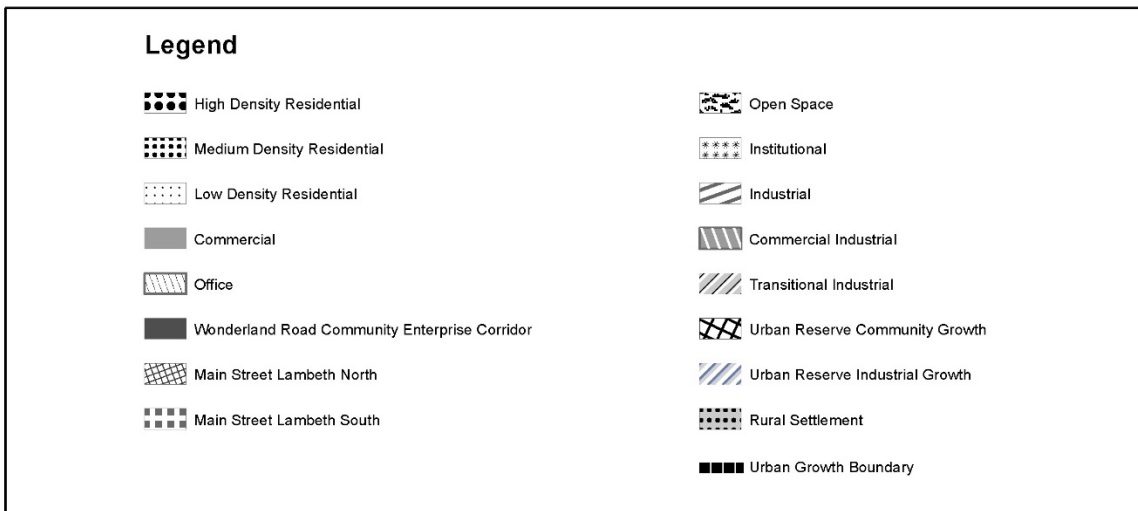
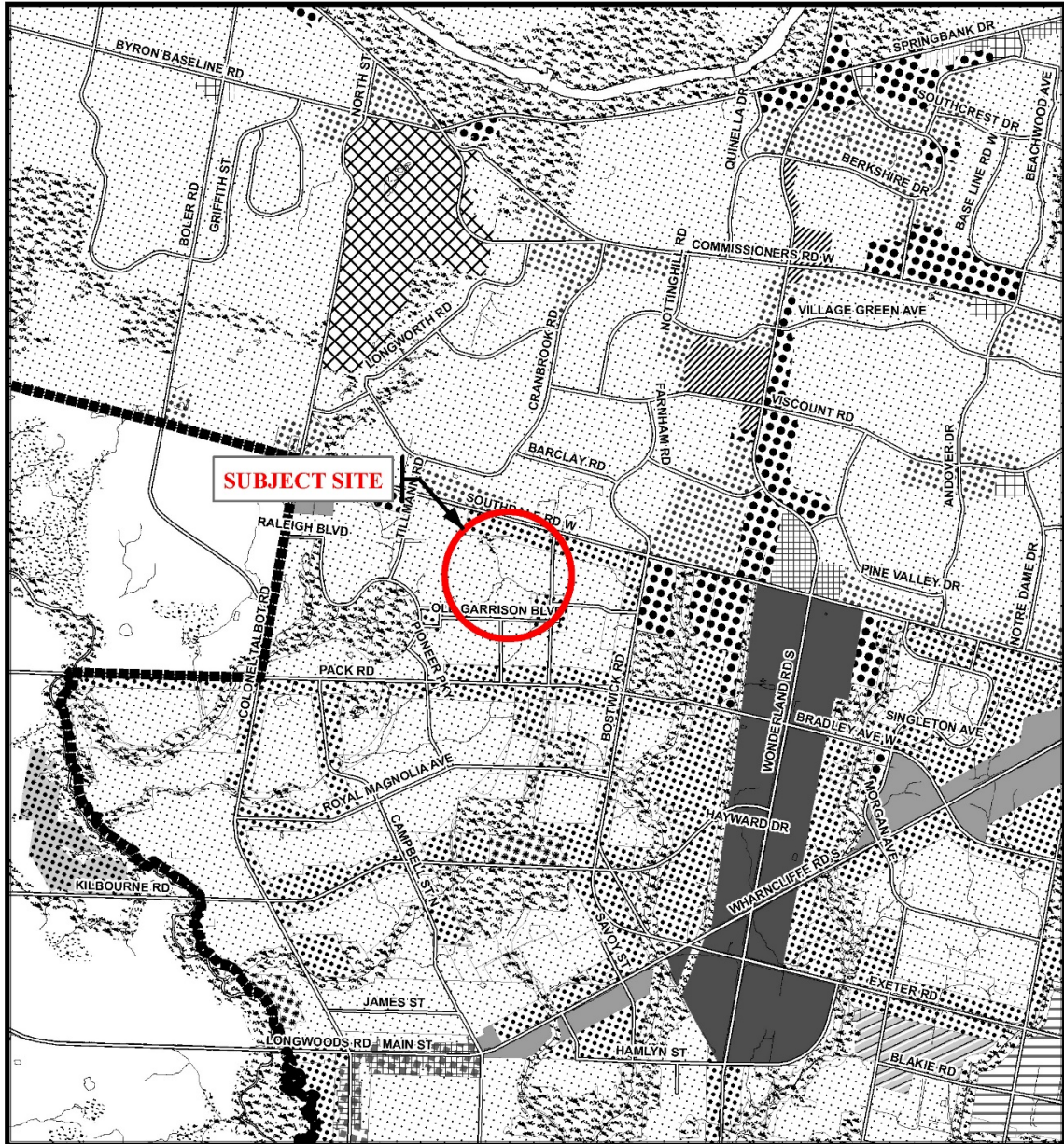
Legend					
	Downtown		Multi-Family, Medium Density Residential		Office Business Park
	Wonderland Road Community Enterprise Corridor		Low Density Residential		General Industrial
	Enclosed Regional Commercial Node		Office Area		Light Industrial
	New Format Regional Commercial Node		Office/Residential		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



CITY OF LONDON
 Planning Services /
 Development Services
 OFFICIAL PLAN SCHEDULE A
 - LANDUSE -
 PREPARED BY: Graphics and Information Services



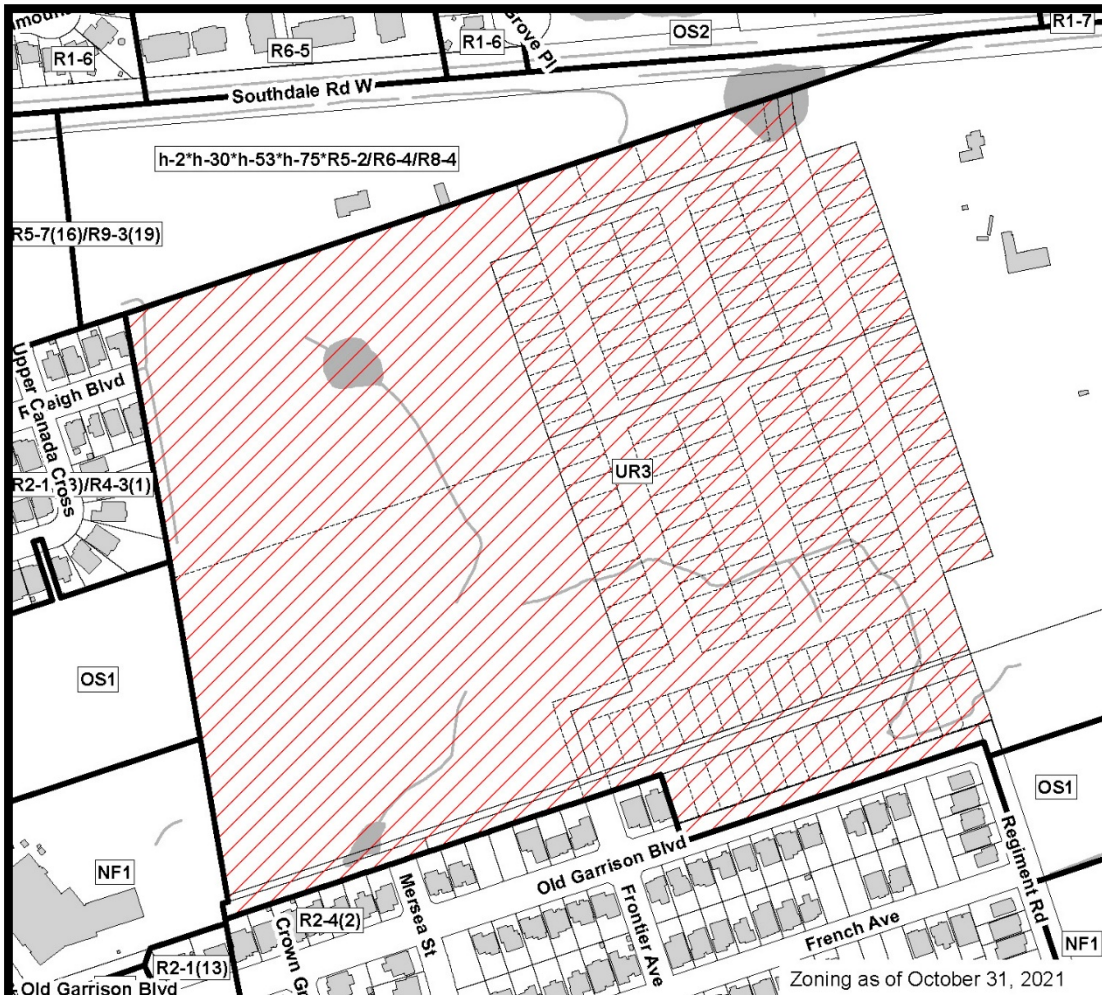
FILE NUMBER: Z-9322
 PLANNER: MC
 TECHNICIAN: RC
 DATE: 2021/11/04

Southwest Area Secondary Plan Excerpt



<p>CITY OF LONDON Planning Services / Development Services SOUTHWEST AREA STUDY SECONDARY PLAN - LANDUSE - PREPARED BY: Graphics and Information Services</p>	<p style="text-align: center;">  Scale 1:30,000  Meters </p>	<p>FILE NUMBER: Z-9322 PLANNER: MC TECHNICIAN: RC DATE: November 4, 2021</p>
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Existing Zoning Map



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

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

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

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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



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

FILE NO:

Z-9322

MC

MAP PREPARED:

2021/11/04

RC

1:4,000

0 20 40 80 120 160

Meters