

Final Proposal Report

Colonel Talbot East

3849 Campbell St.

Planning Manager Name: Mr. Bruce Page

Date Prepared: May 8, 2023

Prepared by: Maria Reyes

1.0 Introduction

The applicant, Colonel Talbot Developments Inc, is pleased to submit this Final Proposal Report (FPR) for the property located within the southwest quadrant of the City of London within the Future roads of Hayward Ave, and extension of Savoy Street, legally known as Part Lot 73, East of the North Branch of the Talbot Road City of London.

This FPR is in support of a Draft Plan of Subdivision application and Zoning By-Law Amendment application submitted to the City of London. This FPR reflects the actions and responses the applicant made based on the comments that have been identified on the Pre-Consultation held last April 13, 2022.

The subject lands are directly south of the future Hayward Drive and future Savoy St Extension intersection. The total lands proposed to be developed for residential use has an area of 4.126 ha. This area of land for the planned residential use, and within the UGB boundary, and is within the Southwest Area Secondary Plan. The subject land is currently vacant and there is no structure present.

SCHEDULE OF LAND USE

MEDIUM DENSITY RESIDENTIAL	- BLOCKS 1-4	0.743 ha
MEDIUM DENSITY RESIDENTIAL	- BLOCK 5	2.887 ha
0.3 m Reserve	-BLOCK 6	0.008 ha
ROADS		<u>0.488 ha</u>
TOTAL		4.126 ha

Applicant / Consulting Team

The landowner and applicant is Colonel Talbot Developments Inc. The prime contact is Stephen Stapleton, VP of Auburn Developments. The consulting engineer on file is Stantec Consulting Ltd. The key contacts for Stantec are Tim Stubgen and Dan Vucetic.

2.0 Provincial Policy Statement

The Provincial Policy Statement (PPS), issued under the authority of Section 3 of the Planning Act “provides policy direction on matters of provincial interest related to land use planning” in order to ensure efficient development and the protection of resources. All planning applications are required to be consistent with these policies.

In this analysis section, relevant policies are *bordered and in italics*, with discussion on how the proposed application is consistent with that policy immediately after.

Section 1.1.1

Healthy, liveable, and safe communities are sustained by:

a. promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term.

b. accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs.

c. avoiding development and land use patterns which may cause environmental or public health and safety concerns;

d. avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;

e. promoting cost effective development patterns and standards to minimize land consumption and servicing costs.

g. ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;

The proposed residential development is an illustration of efficient use of land for development, especially given that the lands are within the Urban Growth Boundary. The development which proposes a variety of housing types, would be developed in order to help meet long-term housing needs. The land use patterns pose no threat to the environment or public health and safety.

The subject lands are located within the City of London's Urban Growth Boundary and are surrounded by lands currently used as residential. It's a logical extension of the built environment. Development of the lands residential uses would represent cost effective development and minimize land consumption and servicing costs. Furthermore, development of the subject lands would result in significant development charge (DC) revenue for the City, in addition to additional tax revenue. Infrastructure extension into the subject lands is a logical continuation of the servicing network existing and planned for the greater area.

Section 1.1.2

Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 20 years. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise of a provincial plan, that time frame may be used for municipalities within the area.

Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas.

Nothing in policy 1.1.2 limits the planning for infrastructure and public service facilities beyond a 20-year time horizon

The subject lands are currently designated as “Residential” with the intention of accommodate residential uses. It is appropriate to consider rezoning them from Future Development to Residential to give way for the proposed development. The proposed residential uses are great solution to the high demand for housing and the need for housing affordability. As the subject are already within the UGB, they may be considered for urban land uses, such as low and medium density residential uses, without the need for a comprehensive review. As demonstrated later in this report, residential uses are the most appropriate urban land use for the subject lands.

Section 1.1.3.1

Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.

The subject lands are within the urban growth boundary. The subject lands are an appropriate and logical location for proposed development.

Section 1.1.3.2

Land use patterns within settlement areas shall be based on:

a. densities and a mix of land uses which:

- 1. efficiently use land and resources;*
- 2. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- 4. support active transportation*

The proposed re-zoning of the subject lands to permit residential development is consistent with the PPS intent to provide an appropriate mix of land uses and densities. The subject lands may be developed for a wide range of appropriate densities under the permitted uses of the proposed zoning. Re-zoning to permit a range of residential densities will make efficient use of land and infrastructure. Given the City's guidelines on active transportation, new road networks and subdivision design will support active transportation.

Section 1.1.3.4

Appropriate development standards should be promoted which facilitate intensification, redevelopment, and compact form, while avoiding risks to public health and safety.

Development of the subject lands would implement existing OPA standards to facilitate an appropriate form of development, including a compact form. There are no anticipated risks to public health and safety as part of the proposed ZBA and Plan of Subdivision.

Section 1.1.3.6

New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure, and public service facilities.

The subject lands are located adjacent to existing subdivisions. The draft plan prepared for the subject lands denotes connections to roads in these subdivisions, logically extending into the subject lands in a similar road network and supporting connectivity of the area. The proposed subdivision proposed a varied range of housing types to make efficient use of land, infrastructure, and public service facilities.

Section 1.6.6.1

Long-term economic prosperity should be supported by:

- a) promoting opportunities for economic development and community investment-readiness;*
- b) optimizing the long-term availability and use of land, resources, infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities;*

Development of the subject lands will promote opportunities for economic development in the form of additional housing construction, and the long-term expansion of housing supply. Colonel Talbot Developments is committed to investing in the development of these lands, subject to appropriate

approvals from the City. Development of the lands will also optimize the long-term availability and use of the land for a high-demand use, being various forms of low and medium density uses.

3.0 London Plan and Southwest Area Plan

The subject lands are designated with the Neighbourhoods Place Type in The London Plan on Map 1 and is located along the proposed extension of a Neighborhood Connector (Savoy Street). This Place Type and location based on street classification permits a range of residential uses including single-detached, semi detached, and townhouses. Properties along Neighbourhood Connectors are permitted to have a height of a minimum of 1 storey and a standard maximum of 3 with an upper maximum of 4 storeys, while properties along a Civic boulevard are permitted to have a minimum height of 2 storeys, standard maximum of 4 storeys, and an upper maximum of 6 storeys. According to Table 11 of the London Plan which shows the permitted height conditional upon the classification of intersecting street, Block 5 can have a minimum of 2 storeys, standard maximum of 4 storeys and an upper maximum of 6 storeys. We are requesting for a height of 20m which we believe still falls under the 6-storey mark. The Our Tools section of the London Plan states that applications to exceed the standard maximum height will be reviewed on a site-specific basis and will not require a London Plan Amendment. The proposed development is in accordance with the London Plan Place Type; thus, no amendment is required.

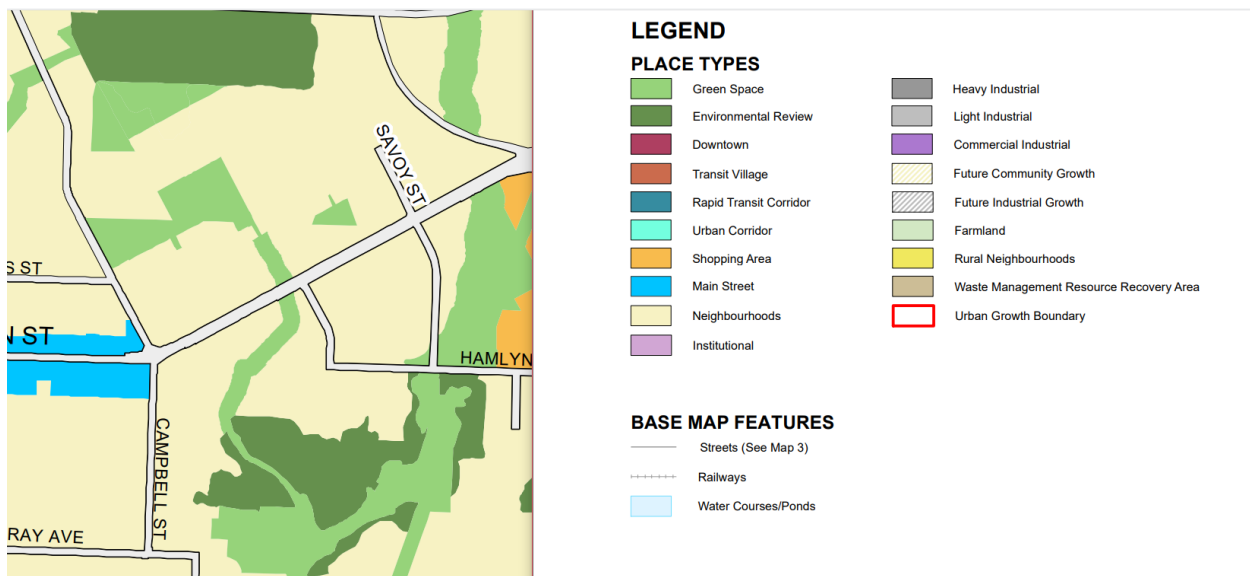


Figure 1: the London Plan Map 1- Place Types

Specific sections of the London Plan which apply to the proposed subdivision are noted as follows:

55_ Direction #1 Plan strategically for a prosperous city

The proposed subdivision creates a strong civic image by creating development potential for future neighbourhoods. The proposed future subdivision makes appropriate and efficient use of vacant lands

within the urban boundary, and the proposal offers an increase in the housing supply for this area of London.

59_ Direction #5 Build a mixed-use compact city

The proposed development plans for low-and medium-density residential forms of development to take advantage of existing services and facilities. The proposed future subdivision aims to support aging in place; build quality public spaces and pedestrian environments that support walking; and, use of the Urban Growth Boundary to support infill and intensification. Notably, higher intensity forms of development, such as apartment buildings, are proposed closer to Bostwick Road.

60_ Direction #6 Place a new emphasis on creating attractive mobility choices

The proposed block plan utilizes a modified grid system of streets which maximize connectivity and ease of mobility. The proposed development has a strong network of transportation corridors that promote connection and mobility to the surrounding neighbourhood and major arterial roads.

61_ Direction #7 Build strong, healthy and attractive neighbourhoods for everyone

The proposed development plans for healthy neighbourhoods that promote active living, provide healthy housing options, offer social connectedness, afford safe environments; and, aims to meet the needs of people of all ages, incomes and abilities, allowing for aging in place. The development is intended to implement “placemaking” by promoting a subdivision design that creates safe, diverse, walkable, healthy, and connected communities, creating a sense of place and character. The proposed internal street network provides connectedness throughout the proposed subdivision, making it safe and walkable.

62_ Direction #8 Make wise planning decisions

The proposed subdivision provides housing for future residents of London during a period of very high housing demand. The proposed subdivision is in alignment with the London Plan as well as the Provincial Policy Statements.

Secondary Plans

Schedule 8 of Southwest Area Secondary Plan shows that subject area is part of Bostwick Residential Neighborhood Land Use Designation. The Bostwick Neighborhood aims to provide for residential development with the highest intensity of all the Residential Neighborhood Areas in the Southwest Planning Area. The focus for new developments within this area is to be on a mix of low to mid-rise housing forms, ranging from single detached dwellings to low rise apartment buildings within individual subdivisions and throughout the neighborhood. This focus is aligned to the proposed development as the proposed development is composed of street townhouse dwellings as well as medium density residential block.

The intent of the Low and Medium Density Residential designation is to encourage a mix of housing types, forms, and intensities throughout the Bostwick Neighbourhood and within individual developments, at an intensity that is higher than that is found in the more recent suburban neighbourhoods.

According to the SWAP, low density residential designation shall not exceed four storeys. Proposed street townhouse dwellings are in accordance to said policy. As for medium density designation, SWAP allows height up to six storeys. Assuming that the standard height per storey is about 3m, the proposed zoning height of 20m is in accordance with this policy as well with just 2m as contingency. That being said, no OPA, London Plan amendment is necessary for the proposed development.

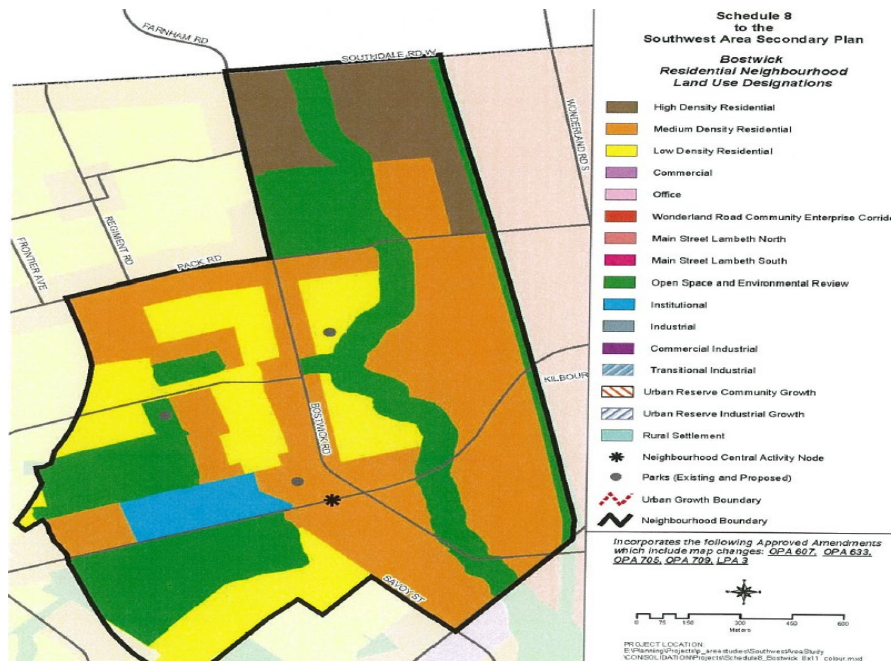


Figure 2: Bostwick Residential Neighborhood Land Use Designation

Schedule A – Land Use of the City of London Official Plan denotes Low Density Residential and Medium Density Residential use across the subject site. The proposed development is in accordance with its designated land use, thus, no official plan amendment is required.

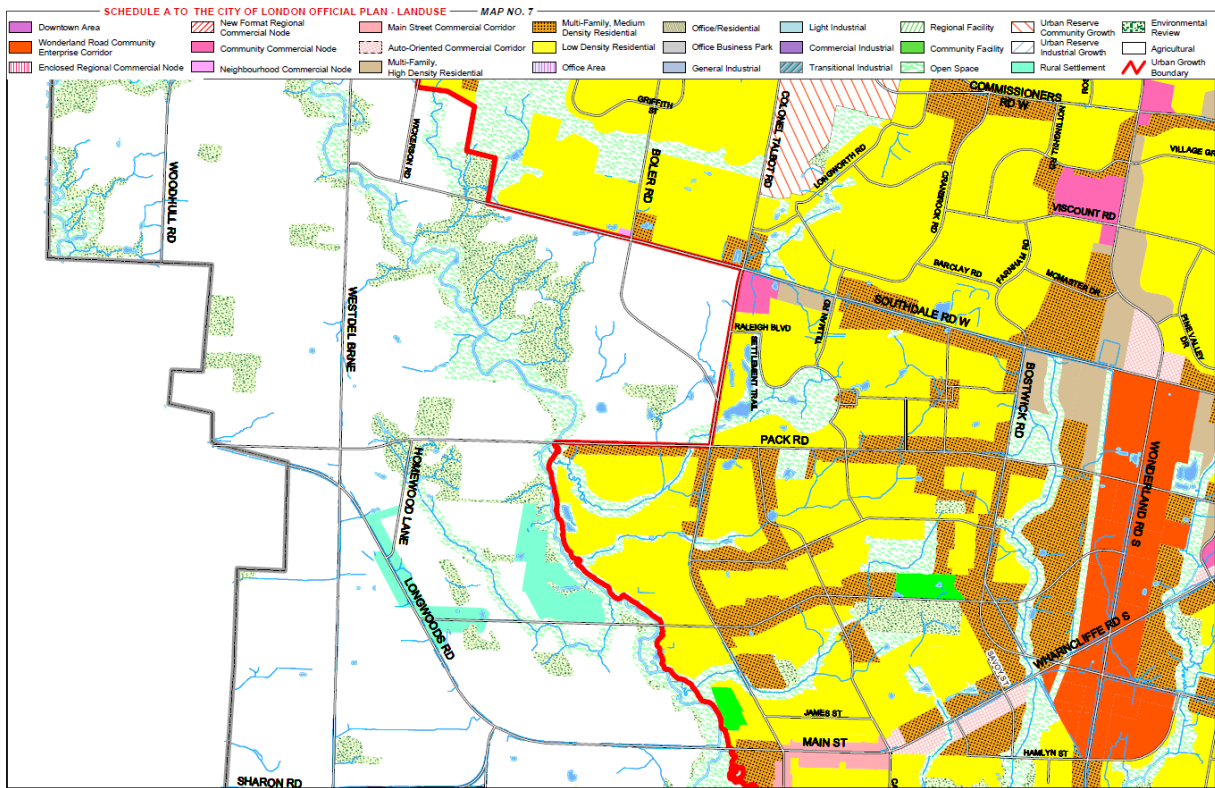


Figure 3: The City of London Official Plan-Land Use Map 7

Specific sections of the current Official Plan which apply to the proposed subdivision are noted as follows:

Section 19.6.1

- i) The Draft Plan of Subdivision is consistent with the objectives and policies of the Official Plan, and Southwest Area Plan based on the proposed Official Plan Amendment submitted for the subject lands;
- ii) The Draft Plan of Subdivision can be serviced with available uncommitted population-equivalent reserve capacity in the water and sewage treatment systems, and without requiring an undue financial commitment from the City as per the attached servicing report completed by Stantec;
- iii) The Draft Plan of Subdivision can be adequately serviced with, and makes suitable provision for municipal services including, but not limited to, public streets (Bostwick Road, Future Hayward Drive and Savoy Street Extension), water, storm and sanitary sewers, waste collection and disposal, public utilities, fire and police protection, parks, schools, and other community facilities;
- iv) The proposed subdivision will not normally be exposed to excessive noise levels or other significant adverse impacts. It is anticipated that a noise study will be required at the Site Plan Approval stage for block abutting Bostwick Road;

v)The Draft Plan of subdivision is designed to reduce any negative impact on surrounding land uses and the transportation network through public road and pedestrian access to the subject lands and through the proposed subdivision;

vi)The proposed subdivision is designed to be integrated with adjacent lands through future road connections as shown to the north and east of the subject lands;

vii)The proposed subdivision incorporates Placemaking design principles identified in the City of London Placemaking Guidelines as evident in the mix of housing forms and residential densities, convenient pedestrian access within the community boundary;

viii)The Draft Plan of Subdivision is designed to support optimization of the available supply, means of supplying, efficient use and conservation of energy;

ix)The proposed subdivision is designed to consider the need for tree preservation reports, and trees that have been identified for protection; and,

x) Specific components of the Natural Heritage System will be evaluated and protected, where necessary, from any negative impacts associated with the Draft Plan of Subdivision.

Based on the above criteria, the proposed Plan of Subdivision is consistent with the current 1989 Official Plan as proposed to be amended for the subject lands.

4.0 Zoning/By-Law

The City of London Zoning Bylaw Z-1 establishes UR4 land use zone across the subject site. The UR4 Zone is applied to areas which have not completed the Community Plan process which are intended for residential development over the long term. The proposed development is not in keeping with what is permitted under the current Zoning By-Law.

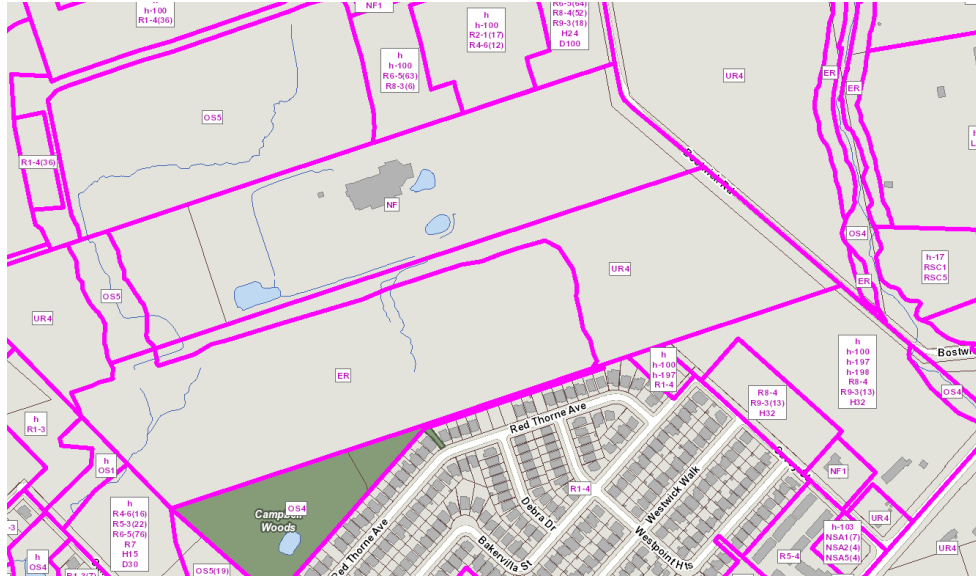


Figure 2: Existing Zoning Schedule; Source: Interactive Zoning City Map of London

Applicant is applying for a Zoning By-Law Amendment. The proposed zone change is from the existing UR4 zone to a R1-3 / R1-4, and R5-5 / R6-5 / R7/H20/D100 / or R8-4/H20/D100. Figure 4 provides preliminary implementing zones for each of the proposed lots/blocks based on the proposed housing form and density proposed.

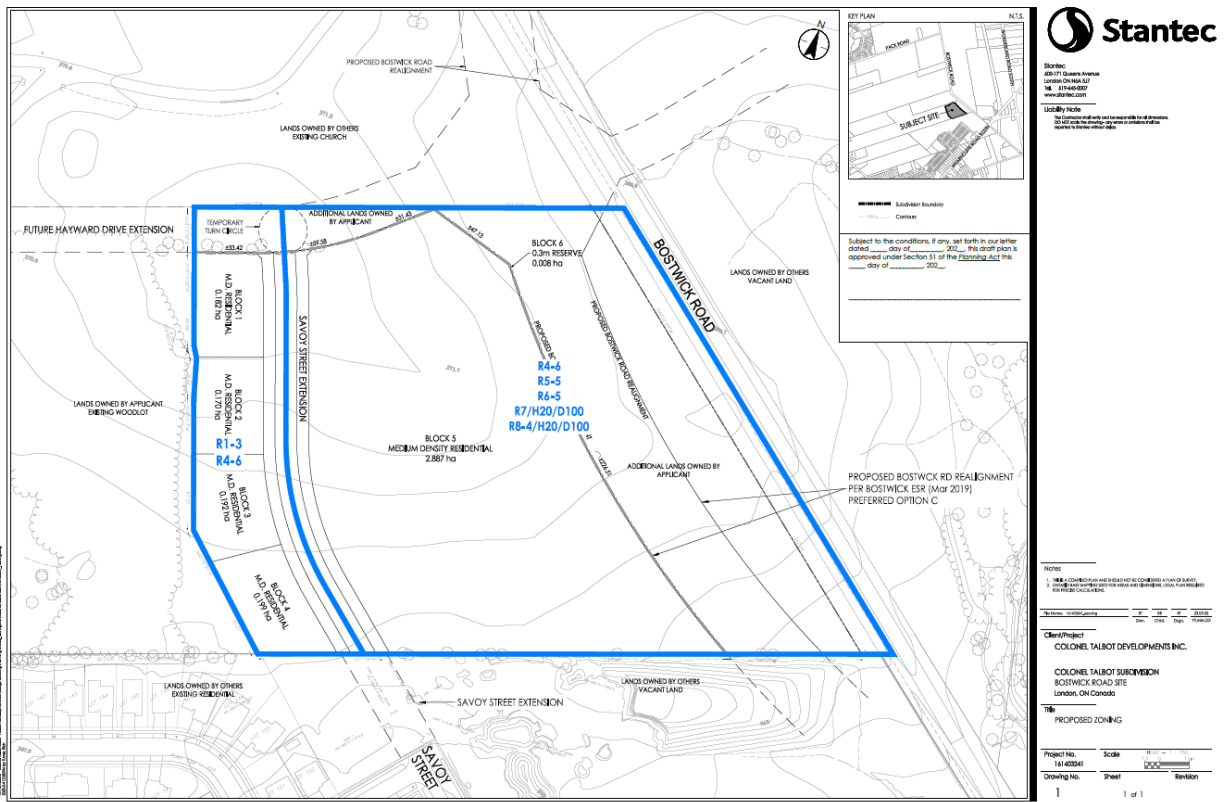


Figure 3: Proposed Zoning Schedule

Table 1 provides an outline of lots/block number, proposed zone, and respective permitted uses.

Lots/Blocks	Proposed Zoning	Permitted Uses
Block 1-4 Medium Density Residential	R1-3	a) Single detached dwellings;
	R4-6	a) Street townhouse dwellings
Block 5 Medium Density Residential	R4-6	a) Street townhouse dwellings
	R5-5	a) Cluster townhouse dwellings; b) Cluster stacked townhouse dwellings.
	R6-5	a) Single detached dwellings; b) Semi-detached dwellings; c) Duplex dwellings; d) Triplex dwellings; e) Townhouse dwellings; f) Stacked townhouse dwellings; g) Apartment buildings; h) Fourplex dwellings
	R7/H20/D100	a) Senior citizen apartment buildings; b) Handicapped persons apartment buildings; c) Nursing homes; d) Retirement lodges; e) Continuum of-care facilities; f) Emergency care establishments
	R8-4/H20/D100	a) Apartment buildings b) Handicapped person's apartment

The proposed zoning is aligned to that of the lands to the north and south. The density of 100 units per hectare proposed for the medium density residential is appropriate.

5.0 Existing Conditions

The subject lands are currently vacant and is utilized for agricultural purposes (cash crops). The topography of the subject lands is generally flat. There are no significant development constraints on the subject lands. The subject lands have an area of approximately 4.126 ha, a total frontage of approximately 235.44 m east to west. The overall depth of the subject lands is approximately 274.97 m north to south.

The subject lands are surrounded by the following:

TO THE NORTH: Existing Church

TO THE EAST: Vacant land owned by applicant.

TO THE SOUTH: Existing Residential/ Proposed TH Development

TO THE WEST: Vacant Lot and Woods

5.1 Environmental Conditions

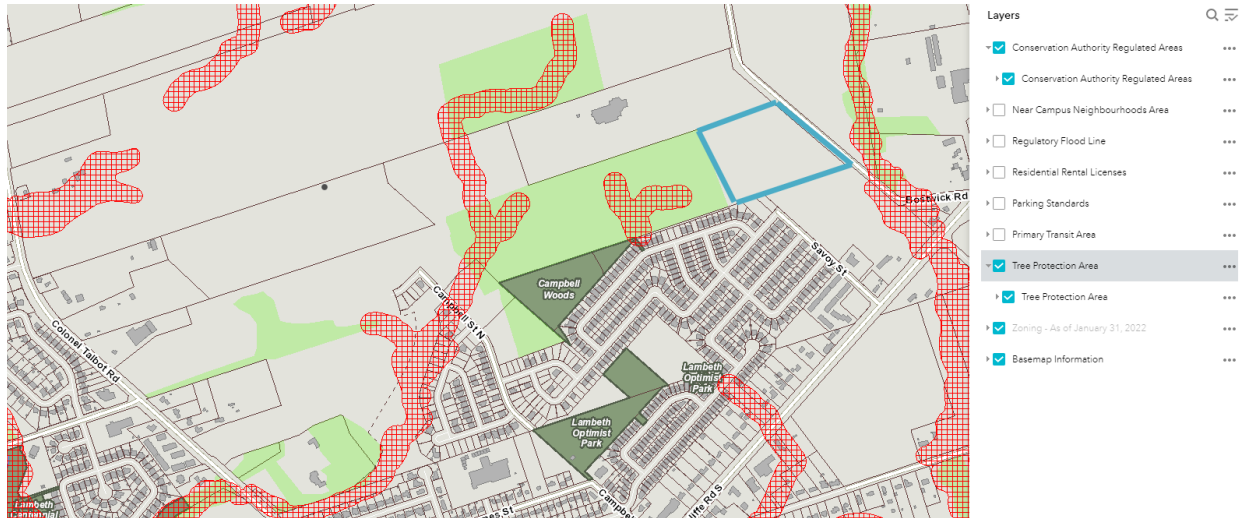


Figure 4: London Maps with Tree Protection Area Layer

The Site currently consists of agricultural land, a large woodlot area, and surface water Drains. The Site is proposed to be developed into mixed low, and medium density residential lots.

A scoped Environmental Impact Study was done by MTE Consultants on May 2, 2023. According to the said study, the proposed development will require the removal of approximately 0.09ha of a deciduous hedgerow in the north Subject Lands, but this is not expected to impact any significant features or functions of the natural heritage system. This removal is associated with the City-proposed alignment of the future Hayward Drive rather than the proposed residential subdivision. The removal of these trees should ultimately be addressed by the City of London. Nevertheless, street tree plantings that will accompany the final approved site plan will provide more trees than currently exists in the hedgerow area.

The Significant Woodland in Patch 10070 is outside the limits of development. A 30m buffer, as recommended by the City of London EMGs, will not be provided due to planning constraints (i.e., City road alignments) and is not necessary in this location. A buffer that is reduced from the recommended 30m distance can be supported in this EIS due to a lack of significant functions within this section of Patch 10070 and recommendation of mitigation measures focusing on maintaining or improving the functions of the Significant Woodland. The proposed development should not affect any of the 'significant' aspects of this feature. A naturalized buffer (average 11m), permanent fence along the development limit [Figure 11 of the EIS], invasive species management for Buckthorn in the retained woodland, and homeowner education are proposed to mitigate impacts to this feature post-construction.

The Significant Valleyland associated with Thornicroft Drain is just within the Study Area for this project. The Significant Valleyland is nearly 120m away from the proposed development limit across Bostwick Road to the east, and therefore no impacts are expected.

A Hydrogeological Assessment was completed by EXP Services Inc. on May 5, 2023. Based on the results of the hydrogeological assessment, the following findings are presented:

- A total of four (4) monitoring wells and two (2) surface water stations were installed across the Site in April, 2021;
- Local hydro stratigraphy includes a low permeability clayey silt till (the confining layer) overlying silty sand and sand at the Site;
- Domestic water supply in the local area wells is typically from intermediate to deep depth aquifers, which consist of confined sand and gravel and/ or bedrock. Site activities associated with the residential development are not expected to impact the potable aquifers in the area;
- A Single Well Response Test (SWRT) was carried out at monitoring well MW3, which is screened in clayey silt till and resulted in an estimated hydraulic conductivity of 2.0×10^{-8} m/s;
- The anticipated shallow horizontal groundwater flow directions on the Site is based on the interpretation that the till unit behaves as an aquitard unit and the predominant flow direction is downward. The horizontal component of groundwater flow is anticipated to follow local topography;
- The monitoring wells on Site have been maintained for possible ongoing study. When the wells are no longer required, they should be decommissioned in accordance with O. Reg. 903;
- The proposed development will introduce a number of impermeable surfaces (i.e. roofs, roadways, etc.), which is expected to impact the post-development infiltration volumes. The accepted pre vs post infiltration rate is targeted at 80%. The post development infiltration for the Site is estimated at 81% which is based on numerous assumptions regarding development of the Site using Low Impact Development (LID) practices.
- Minimal dewatering efforts are expected to be required during construction, under the assumption that construction is not to extend beyond 3 to 5 m below existing grade. If deeper excavations are anticipated, especially in the eastern areas of the Site, then an online Environmental Activity and Sector Registry (EASR) would be required.

5.2 Site Contamination

The historical use of the property has been for agricultural purposes (cash crops). Therefore, there is no reason to suspect that there is site contamination given the fact that no industrial uses, gas stations, landfills, etc. have been housed on the property nor have abutting properties housed uses of this nature.

No Record of Site Condition is required as no industrial or commercial uses have occurred on the subject property.

5.3 Archaeological/ Built Heritage Concerns

No previous development has taken place on the subject land. During the previously completed pre-consultation meeting with the City, no Archaeological concerns has been brought up, hence no assessment is done as of writing.

6.0 Subdivision Design

Medium-density residential is proposed on the subject lands through a variety of housing forms. The number of connections to future development to the north and south is sufficient for the size of the proposed development. The proposed development allows for the extension of Hayward Ave and Savoy Street. Pedestrian sidewalks are proposed within the proposed subdivision, along Savoy Street extension.

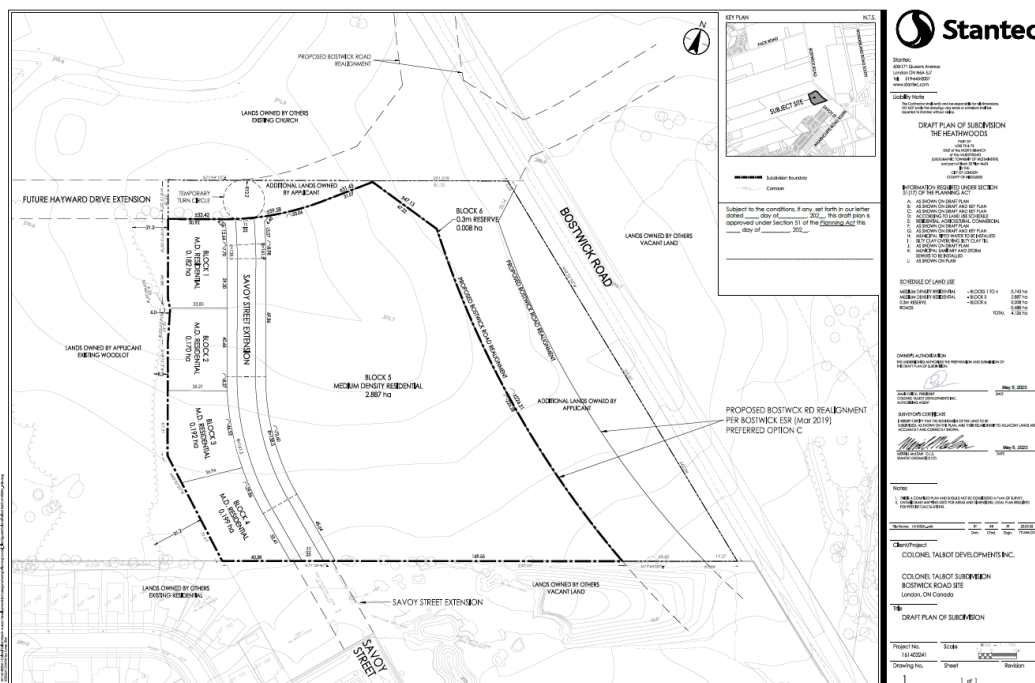


Figure 5: Proposed Draft Plan of the Subdivision

The proposed Draft Plan of Subdivision blocks and lots have been sized to accommodate required setbacks along the property lines and will be of an appropriate size in relation to established developments in the area.

Lots 1-24 (Medium-Density, Street Townhouse Dwelling)

The proposed area will be developed for street townhouse dwellings. Proposed houses will be located along the extension of a Neighbourhood Collector (Savoy Street), which will serve as the gateway to the proposed subdivision.

Block 25 (Medium-Density)

This area applies to medium-density areas located west of Savoy Street Extension. It can be accessed from Savoy Street through a private road.

Given the size of this medium-density block and the lack of any preliminary development concepts, this report considers a multitude of potential development outcomes based on the standard regulations of the requested zones. In general, Colonel Talbot Developments Inc. has identified an opportunity for higher-density forms of development to be located near Bostwick Road and at entrances to the subdivision along “*Neighbourhood Connector*” streets.

6.1 Existing Services

Sanitary

The sanitary outlet for the property is located south of the property in the Savoy road allowance. Sanitary treatment for this area is anticipated to be connected to the sanitary sewer stub available on Savoy Street, near intersection of Bakerville Street.

Storm

The storm water outlet is also at the south of the property in the Savoy road allowance. There is an existing municipal 900mm diameter storm sewer which in the interim is fitted with DICB, available on Savoy Street, near intersection of Bakerville Street. This is the intended minor flow outlet for subject lands.

Water

There is a watermain connection point at Savoy Street which will be used for this development. The proposed development will require approximately 60m watermain extension along potential Savoy Street extension through lands owned by others to service subject site.

Roads

The surrounding roads defining this subdivision include:

- Savoy Street-- An extension of an existing neighbourhood collector will be required to the proposed Hayward Drive. This will provide access to the eastern portion of this subdivision.
- Hayward Drive—An extension of Hayward Drive will be required. This road will run west to east of the proposed development, external to this proposal.

7.0 Sanitary Servicing

As per attached Preliminary Servicing Analysis Brief from Stantec, the site is within the Greenway WWTP sanitary sewershed. There are currently no municipal sanitary sewers fronting the subject site.

There is an existing municipal 250mm diameter sanitary sewer stub available on Savoy Street, near intersection of Bakerville Street. This is the intended outlet for subject lands.

The sanitary capacity of the downstream system is anticipated to be adequate for the proposed development based on City Record Drawing No. 27293. The outlet at Savoy Street has allocated capacity for 90 people/hectare which for the 5.949 ha site amounts to 535 people. However, surplus capacity of up to 959 people is available to be redistributed for lands to the west that may not require allocation.

This existing sewer is at an invert of 260.518 m which will allow gravity servicing of the subject site (average existing surface elevation of 270m).

The proposed development will require approximately 55m sanitary sewer extension along potential Savoy Street extension through lands owned by others to service subject site.

We note that a 450mm SS14B sanitary trunk sewer (DC14-WW00011) is anticipated in 2022 east of subject lands in vicinity of Bostwick Road as per One Water – Growth Servicing DC study.

8.0 Water Servicing

As per attached Preliminary Servicing Analysis Brief from Stantec, water is available via the low-level 300mm watermain on north limit of Savoy Street within Foxwood Crossing Phase 3 (33M-709 as per City of London Record Drawing # 27307). This watermain is part of the London low-level system which has a hydraulic grade line of 301.8m. It is generally accepted that the elevation of 273m is the highest elevation that can be serviced by the low-level system within the City.

The subject site given topography (approximate elevation of 270 m) is serviceable by low-level system, and therefore is anticipated to be serviced by single connection to 300mm watermain on Savoy Street. A secondary connection for looping is not required until such time as the development contain more than 80 units serviced from a single source of supply.

Under ultimate condition looping may be provided via future Hayward Drive to the north, from existing Heathwoods Subdivision.

The proposed development will require approximately 60m watermain extension along potential Savoy Street extension through lands owned by others to service subject site.

9.0 Stormwater management (SWM)

As per attached Preliminary Servicing Analysis Brief from Stantec, there are currently no existing municipal storm sewers fronting the subject site, there is an existing downstream stormwater management facility (SWMF) designed for these lands within Foxwood Crossing Subdivision.

The downstream storm system has been designed for proposed development up to a runoff coefficient of 0.55 as per City of London Record Drawing #272292. Based on the proposed development land use the design capacity of the downstream storm system is not anticipated to be exceeded.

There is an existing municipal 900mm diameter storm sewer which in the interim is fitted with DICB, available on Savoy Street, near intersection of Bakerville Street. This is the intended minor flow outlet for subject lands. This existing sewer is at an invert of 262.416m which will allow gravity servicing of the subject site. Similar to sanitary sewer, storm sewer will need be extended north along Savoy Street to service proposed development.

Major flows will be conveyed to the existing downstream SWMF via existing and proposed local road network.

As per the attached SWM Report completed by Stantec Consulting Ltd last September 27, 2022, the following conclusions can be drawn.

- **Water Quantity** – May be required for the medium density block and would take the form of a Permanent Private System. The downstream SWM facility is adequately sized for the single-family portion of the proposed development.
- **Water Quality** – At-source controls in the form of Envirobasins™ will treat the Savoy Street extension and the medium density block will have quality controls as part of its PPS. Quality controls shall be sized to provide an MECP Enhanced level of treatment.
- **Erosion and Sediment Control Measures** – Standard measures are proposed for the site including silt-fence, a mud-mat construction entrance, and silt sacks in the catchbasins.

10.0 Transportation

The Draft Plan of Subdivision has been revised to consider the future Bostwick Road realignment and the Future Hayward Drive extension. As part of the complete application, we have provided a concept plan showing all streets within the subdivision. We also incorporated a temporary turning circle in the north limit of Savoy Street as discussed during the IPR consultation meeting.

10.1 Transportation Impact Study

Presently, no Transportation Impact Study associated with the development of the subject subdivision, and the area has been completed, nor expected to be needed given the proposed roads in the area.

The subdivision is bound on the east by Bostwick Road. All roadways within the subdivision area will be under the jurisdiction of the City of London.

10.2 Internal Roadworks

This portion of the subdivision will be serviced by an extension of the existing Savoy Street from the south to the future Hayward Drive.

10.3 External Roadworks

This portion of the subdivision is bounded by Bostwick Road which runs from north to south along the east limit of this development. There will be future Bostwick road acquisition required by the City.

10.4 Bicycle and Pedestrian Considerations

Bicycle and Pedestrian considerations will need to be discussed in further detail with City staff. Concept plan provided ensures that the proposed development is oriented to street frontages to establish a pedestrian-oriented built edge with street-oriented units.

11.0 Natural Heritage/Parks

11.1 Natural Heritage System

There is a vegetational patch identified in the Natural Heritage features in the City of London Official Plan Schedule 'B'. The woodland has been historically highly disturbed prior to the property acquisition of the current landowner. Land is farmed up to and under the tree dripline.

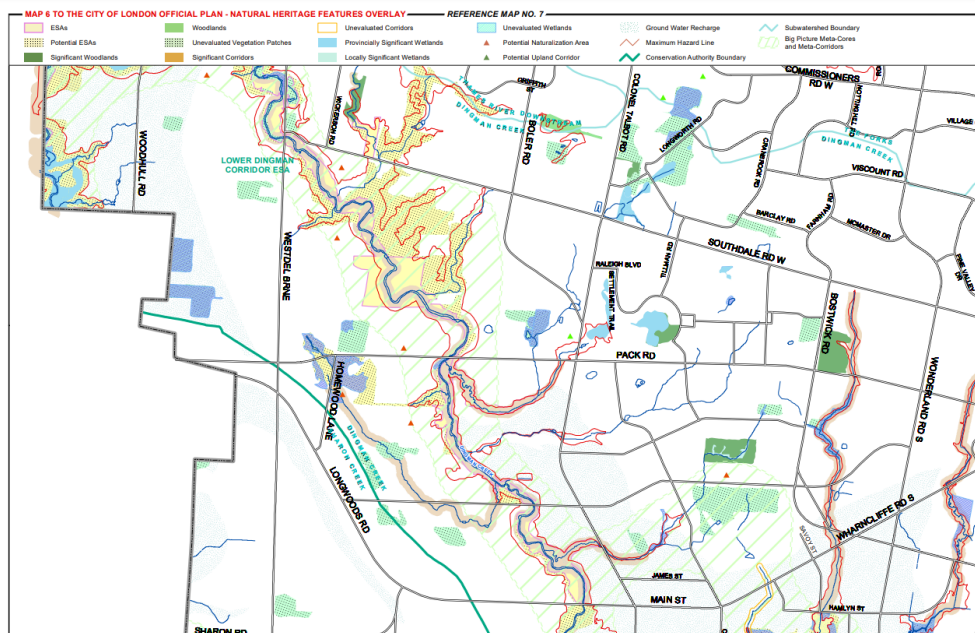


Figure 6: the City of London Official Plan- Natural Heritage Feature Overlay Ref Map 7

11.2 Parks & Open Space

The proposed plan of subdivision does not propose any additional greenspace or parks given the allocation in the Draft Approved Plan 39T-12503 located to the west. According to the IPR consultation meeting, the City has no need for parkland within this development, so cash in lieu as per By-Law-CP-9 will be required for the proposed single detached lots and medium density block.

12.0 Financial Implications

The Colonel Talbot Subdivision East provides a range of housing types and densities to provide variety and choice. Financial Implications for this proposed development will be provided subsequent to the Proposal Review Meeting to address proposed roads and sewers and how they are to be funded. It is anticipated that both Hayward and Bostwick are Dc eligible roads and acquisition of the Bostwick Road is required.

13.0 Appendices

Please see attached enclosures for the Colonel Talbot East Subdivision.

- Preliminary Servicing Brief
- SWM Report
- Geotechnical Report
- Hydro G Study
- Environmental Impact Study
- EA Opinion Letter
- Zoning By-Law Amendment Application
- Plan of Subdivision Application
- Draft Plan of Subdivision
- Conceptual Site Plan for Blk 19