

Final Proposal Report

6309 Pack Road

Southside Construction



December 2024



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1.0 INTRODUCTION

Zelinka Priamo Ltd., on behalf of Southside Construction Management Limited, is pleased to submit this Final Proposal Report for the property located on the south side of Pack Road, between Colonel Talbot Road and Bostwick Road known municipally as 6309 Pack Road, and known legally as Part of Lot 75, Concession East of Talbot Road, Registered Plan 33R-15699 Parts 1-3.

The lands for the proposed subdivision (the subject lands) are generally rectangular in shape with frontage along Pack Road, south of the existing Talbot Village community (Figure 1). The subject lands have an area of approximately 31.52 hectares (77.89 acres). The subject lands have frontage along Pack Road of approximately 941.59 metres (3,089.21 ft). The subject lands are currently designated Neighbourhoods Place Type under The London Plan (2016 Official Plan).

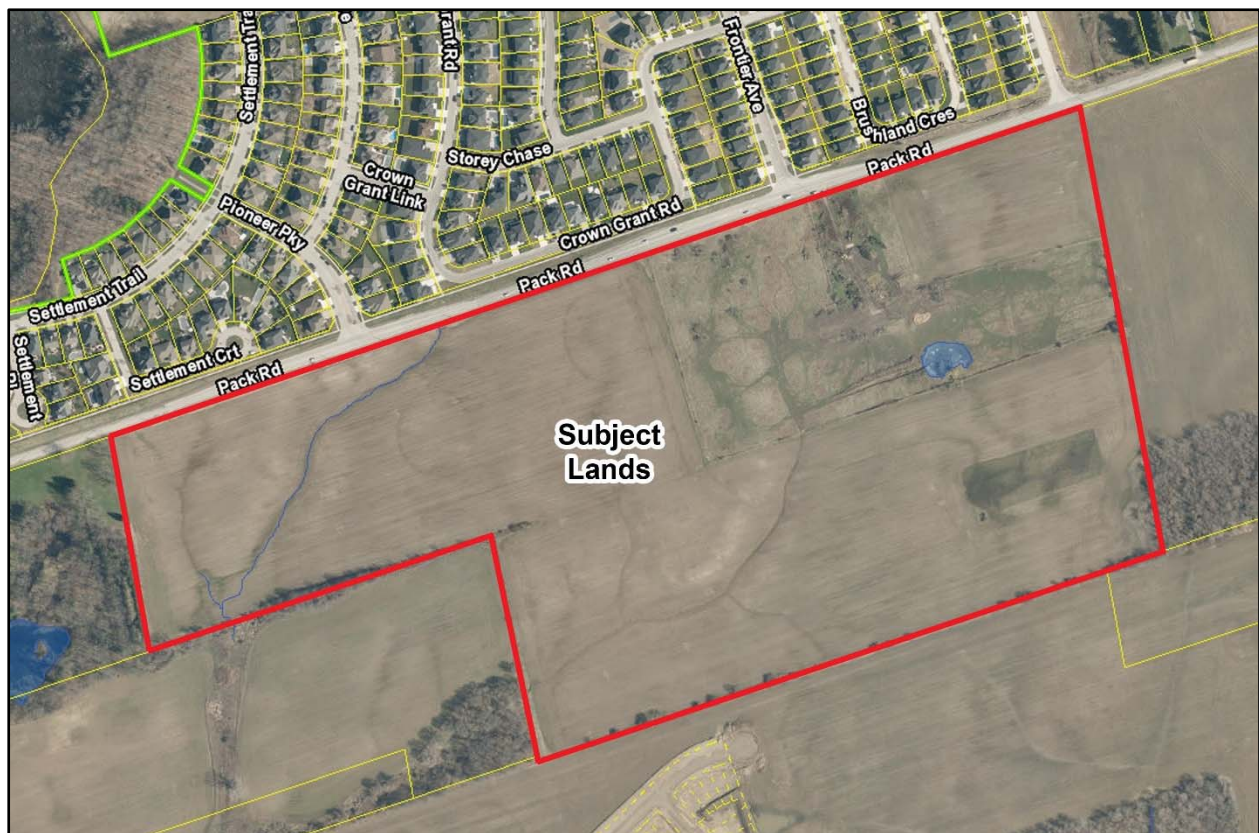


Figure 1: Subject Lands

The proposed development will consist of single detached lots, street townhouses, medium and high-density residential blocks, parkland/open space, and a SWM block. To facilitate the proposed

development, applications for Official Plan Amendment, Zoning By-law Amendment, and Plan of Subdivision have been filed concurrently.

2.0 PLANNING ACT, RSO 1990

In considering a draft plan of subdivision, the Planning Act states that regard shall be had for the items in Section 2 and Section 51(24).

The proposed draft plan of subdivision addresses the items of Section 2 as follows:

- a) *the protection of ecological systems, including natural areas, features and functions;*
 - A small wetland feature is located on the subject lands, and identified significant features (wooded areas) bound the subject lands at various locations. As part of the proposed development, appropriate compensation, and buffer areas have been incorporated into the design to ensure the continued protection of these features.
- b) *the protection of the agricultural resources of the Province;*
 - While the subject lands are currently farmed, they are within the City of London's Urban Growth Boundary, and are not designated for continuing agricultural use.
- c) *the conservation and management of natural resources and the mineral resource base;*
 - The subject lands do not have any natural resources present on them, nor are they identified as a mineral resource area.
- d) *the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;*
 - The subject lands are within an area of high archaeological potential. As such appropriate Archaeological Assessments have been carried out to ensure the lands are cleared of any potential significant features prior to development proceeding. The Archaeological Assessments are included in the submission package, and are under review at the Ministry.
- e) *the supply, efficient use and conservation of energy and water;*
 - The proposed development will make efficient use of the City's existing water system, which has been demonstrated has capacity for the proposed development. The proposed development is within a built-up area with existing, emerging, or planned development in almost all directions, making efficient use of existing energy systems, and ensuring costly expansion is mitigated.

f) *the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*

- All required infrastructure is available to the proposed development, and capacity in municipal services has been demonstrated through appropriate analysis contained within supporting reports as part of the submission package.

g) *the minimization of waste;*

- Orderly development within built-up areas mitigates the need to expand services further out, away from primary sources. Compact development patterns reduce waste by making efficient use of land and infrastructure resources.

h) *the orderly development of safe and healthy communities;*

- The Bostwick/North Lambeth communities have been experiencing significant growth for the past 25 years, providing a mix of housing options, community facilities, commercial/employment uses, and outdoor spaces, all of which are elements cultivating a safe and healthy sense of community.

(h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;

- Bostwick/North Lambeth communities have developed to ensure persons with disabilities are provided equal opportunities to housing, employment opportunities, community facilities, and parkland/Open Space areas.

i) *the adequate provision and distribution of educational, health, social, cultural and recreational facilities;*

- Talbot Village, immediately north of the subject lands, has existing and proposed educational facilities. Additionally, places of worship, community centres, and social centres are all within the surrounding communities. Local school boards will be circulated as part of the review process, and new school blocks can be accommodated if necessary.

j) *the adequate provision of a full range of housing, including affordable housing;*

- The proposed development offers a range of housing, from single detached dwellings to high density residential uses. The proposed range of housing types will offer attainable housing options for the City's growing population.

k) *the adequate provision of employment opportunities;*

- Several employment opportunities exist within the Bostwick/North Lambeth communities, the Talbot Village community, or within the surrounding area. A commercial node at Southdale Road West and Colonel Talbot offers a range of retail, office, restaurant, and commercial uses. In addition, the Wonderland Road Enterprise Corridor which further expands on the noted uses, is proximate to the subject lands to the east.
- l) *the protection of the financial and economic well-being of the Province and its municipalities;*
 - The proposed development will not create negative impacts on the well-being of the Province, or City of London.
- m) *the co-ordination of planning activities of public bodies;*
 - The opportunity for co-ordination of emerging developments and public work projects, particularly any upgrading/improvements to municipal infrastructure will be explored as part of the approval process where applicable.
- n) *the resolution of planning conflicts involving public and private interests;*
 - The proposed development will go through the required approval processes as outlined in the Planning Act. Any potential conflicts that arise as part of this review process will be resolved prior to approvals being given.
- o) *the protection of public health and safety;*
 - It is not anticipated that the proposed development will have any negative impacts on public health and safety.
- p) *the appropriate location of growth and development;*
 - The subject lands are within the built-up area, urban growth boundary, and are designated for residential growth. With existing and emerging development to the west, north, and south, the subject lands form part of orderly development within the City's southwest area.
- q) *the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;*
 - As per the City's OP Policies, the proposed development will encourage pedestrian circulation to nearby facilities, commercial uses, and ensure opportunities to incorporate future public transit systems as available.
- r) *the promotion of built form that,*
 - i. *is well-designed,*

- ii. encourages a sense of place, and*
 - iii. provides for public spaces that are of high quality, safe, accessible, attractive and vibrant*
- The surrounding communities, some of which have been developed by the same applicant reflect a built-form that is well designed, and encourages a sense of place. It is anticipated that that same level of design, and sense of community will be achieved here. In addition, the medium and high-density residential blocks will be subject to Site Plan Approval to ensure these policies are met.
- s) the mitigation of greenhouse gas emissions and adaptation to a changing climate. 1994, c. 23, s. 5; 1996, c. 4, s. 2; 2001, c. 32, s. 31 (1); 2006, c. 23, s. 3; 2011, c. 6, Sched. 2, s. 1; 2015, c. 26, s. 12; 2017, c. 10, Sched. 4, s. 11 (1); 2017, c. 23, Sched. 5, s. 80.*
- The development industry is aware of the ongoing issues of climate change, and the proposed development will continue to mitigate emissions wherever possible.

The proposed draft plan of subdivision addresses the items of Section 51(24) as follows:

- a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;*

The proposed development is consistent with the matters of provincial interest referred to in Section 2. The proposed subdivision provides for a wide range of residential uses, as well as open space and parkland areas to provide appropriate levels of outdoor activity space. A full analysis of the applications consistency with the Provincial Planning Statement is provided in Section 3.0 of this report.

- b) whether the proposed subdivision is premature or in the public interest;*

The subject lands are within an emerging area of the City of London. Adjacent lands to the west, south, and east are all in the planning process for development for similar plans of subdivisions. The subject lands form a joining connection between these adjacent subdivisions creating a comprehensive development pattern, and contiguous community. Furthermore, the subject lands are designated for a wide variety of land uses in the London Plan, the Southwest Area Secondary Plan ('SWAP'), and are planned for residential uses at varying intensities. It has been demonstrated that sufficient servicing capacity exists for the proposed development. As such, the proposed subdivision is not premature and is in the public interest.

- c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;*

The proposed draft plan of subdivision is generally consistent with the London Plan. While a site-specific Official Plan Amendment is proposed to increase height and density along Pack Road, the proposed development meets the goals and objectives for orderly development within the City. The proposed plan has also been developed with the adjacent subdivision layouts under consideration. Roadway connections have been properly lined up, and some additional connections are expected to be made to the east through revisions to the adjacent plan. The proposed lot/block layout is generally consistent with the SWAP schedules, with proposed roadways lining up with connections into the Talbot Village community to the north.

d) the suitability of the land for the purposes for which it is to be subdivided;

The subject lands are vacant agricultural lands, and represent greenfield development within the City's Urban Growth Boundary. There is no record of site contamination making the subject lands ideal for development of sensitive land uses such as residential. A farm drain runs through the property which will be incorporated into the Stormwater Management strategy for the site, and the parkland area. Small natural heritage features have been identified on the subject lands, and immediate adjacent. Appropriate compensation and buffers have been provided. Additional information regarding these features can be found in the provided Environmental Impact Study. The majority of the lands are flat or gently sloping, and are well situated for the proposed development.

e) the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;

Access to the proposed subdivision will be from multiple accesses along Pack Road (Civic Boulevard). Future connections to subdivisions to the west, south, and east have been incorporated to the design of the subdivision in conjunction with plans from the adjacent lands. The internal road network is consistent with the land use layout within SWAP. It is expected the proposed roadways will develop under the City's 'Complete Street' design specifications.

f) the dimensions and shapes of the proposed lots;

The proposed lot/block layout is appropriate for the subdivision, and meets the market demands of today's planning and development industry. The single detached lots are consistent with the adjacent low-density neighbourhood to the north, and the block sizes are consistent with development projects of this scale.

- g) the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;*

The lands are proposed to be developed for a range of housing types including single detached dwellings up to high-rise apartment buildings, consistent with dwellings and built-forms in the surrounding communities, with similar zoning restrictions. The subject lands are designated for residential uses, and the proposed applications seek to expand on current policy permissions within The London and SWAP.

- h) conservation of natural resources and flood control;*

The subject lands have no natural resources nor are they subject to flood work.

- i) the adequacy of utilities and municipal services;*

It has been confirmed that the subject lands can be serviced by existing sanitary and water services. A new on-site Stormwater Management Facility will provide the necessary stormwater retention for the proposed subdivision.

- j) the adequacy of school sites;*

The subject lands are well serviced by various school boards, with existing schools already within the surrounding communities, with new facilities planned for the north side of Pack Road. The school boards will be circulated as part of the FPR process, and if the need for a school block is identified, we will work with the applicable board to incorporate a block to meet their needs.

- k) the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;*

Parkland and SWM Facility blocks are proposed along the westerly edge of the subject lands and will be conveyed to the City (by dedication and purchase respectively). These blocks are adjacent similar Park/SWM blocks in the adjacent Plan of Subdivision creating a larger, more comprehensive open space system though the greater community.

- l) the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and*

The plan promotes active mobility through pedestrian and cycling facilities (complete streets) and supports higher order transit. The plan creates direct and efficient vehicle connections to the

arterial street system. Energy saving construction materials will be utilized where possible in the construction process.

m) the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act or subsection 114 (2) of the City of Toronto Act, 2006. 1994, c. 23, s. 30; 2001, c. 32, s. 31 (2); 2006, c. 23, s. 22 (3, 4).

Several blocks within the Plan of Subdivision will require Site Plan Approval at a later date once development schemes are prepared for the individual blocks. The block layout has been designed in such a way as to achieve the Urban Design policies of the SWAP to ensure that when a SPA is sought for any block, the development can achieve the goals and objectives of the London Plan policies, and the Site Plan Control By-law. The single detached lots within the plan are not subject to Site Plan Approval.

3.0 PROVINCIAL PLANNING STATEMENT 2024 (PPS)

The Provincial Planning Statement 2024 ('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 and development" in order to ensure efficient, cost-efficient development and the protection of resources. Development applications are required to be consistent with these policies.

Development of the subject lands is consistent with the PPS and the provision for "managing and directing land use to achieve efficient and resilient development and land use patterns" as follows:

Provincial Planning Statement (2024) Policy Analysis Table	
Policy	Response
<p>Section 2.1 (6) Planning for People and Homes</p> <p>Planning authorities should support the achievement of complete communities by:</p> <p>a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities,</p>	<p>As noted in the Planning Act section of this report, the proposed development proposes a wide range of housing types, and tenures from single detached dwellings to high-rise apartment buildings. The proposed rights-of-way will develop using the City's 'complete streets' guidelines ensuring sidewalks, bike lanes, and opportunities for public transit are accommodated. Surrounding neighbourhoods have existing and planned institutional uses and other community facilities. Employment areas, in the forms of nodes and corridors, service the</p>

<p>places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;</p> <p>b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and</p> <p>c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.</p>	<p>proposed development and surrounding community.</p> <p>While not part of this proposal, the surrounding area has seen investment in long-term care facilities, with existing facilities available and a new one under construction just north of the subject lands within the Talbot Village Community. The proposed development will offer attainable housing as the proposed lot fabric utilizes a 36ft. lot frontage in some areas, as well as street townhouses, which offer market entry housing for new homeowners, while also offering down sizing options for aging population to remain proximate to their current communities.</p>
<p style="text-align: center;">Section 2.2 Housing</p> <p>Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:</p> <p>a) permitting and facilitating:</p> <ul style="list-style-type: none"> • all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and • all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3; <p>b) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and</p> <p>c) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.</p>	<p>As noted in the previous reply and earlier section of this report, the proposed development offers a range of housing types and tenures to meet the needs of the future residents. The proposed OPA and ZBA seeks to increase the permitted heights and densities along Pack Road to better utilize land and servicing resources. Pack Road is scheduled to be expanded into a 4-lane arterial roadway with a connection to the Bradley Avenue West extension creating a new east-west corridor through the City. Increases in height and densities are encouraged along major transportation corridors.</p> <p>In addition, the proposed single detached dwellings and street townhouses, are provided the opportunity for additional intensification and housing options, through the Additional Residential Unit policies of The London Plan.</p> <p>The proposed development will make efficient use of existing land resources, municipal infrastructure systems, and community facilities.</p>
<p>Section 2.3.1 General Policies for Settlement Areas</p> <p>1. Settlement areas shall be the focus of growth and development. Within</p>	<p>The subject lands are within the City of London's Urban Growth Boundary, proximate to major</p>

<p>settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.</p> <ol style="list-style-type: none"> 2. Land use patterns within settlement areas should be based on densities and a mix of land uses which: <ol style="list-style-type: none"> a) efficiently use land and resources; b) optimize existing and planned infrastructure and public service facilities; c) support active transportation; d) are transit-supportive, as appropriate; and e) are freight-supportive. 3. Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities. 4. Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. 5. Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas. 6. Planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities. 	<p>arterial roadways (Pack Road, Southdale Road West and Colonel Talbot Road). This area of the City is experiencing significant growth, and the City is investing in major improvements to the existing infrastructure, including the extension of Bradley Avenue to connect to Pack Road, creating a new arterial connection, and upgrading Bostwick Road to a urban cross-section.</p> <p>The proposed development will utilize existing municipal infrastructure, mitigating the need for costly expansion, and will further support the existing public transportation system, as well as continuing to incorporate pedestrian friendly streetscapes into the design. The proposed development, and the adjoining plans of subdivisions have a parkland/open space system providing pedestrian linkages throughout the neighbourhood and connecting to commercial, and community facilities.</p> <p>As noted through the previous section and this section of the report, the proposed range/mix of housing is significant with most forms of housing being proposed.</p>
<p><u>Section 3.9 Public Spaces, Recreation, Parks, Trails and Open Space</u></p> <p>Healthy, active, and inclusive communities should be promoted by:</p> <ol style="list-style-type: none"> a) planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity; b) planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly- 	<p>The proposed development has a parkland block, and stormwater management facility that connect with adjacent parkland/SWM blocks within the adjacent plan of subdivision creating a larger network of open space, and providing opportunities for active programming such as sport courts and playgrounds. The open space network continues to the north side of Pack Road linking into the open space and natural heritage features within the Talbot Village community.</p>

<p>accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;</p>	
<p><u>Section 4.1 Natural Heritage</u></p> <ol style="list-style-type: none"> 1. Natural features and areas shall be protected for the long term. 2. Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 4.1.4, 4.1.5, and 4.1.6 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. 	<p>A small wetland feature was found on the subject lands. A small compensation area has been provided consistent with the policies of The London Plan. Additional information regarding this feature and compensation can be found in the submitted Environmental Impact Study.</p> <p>In addition, significant wooded area on adjacent lands, but proximate to the subject lands, have been studied and appropriate buffers have been incorporated into the subdivision design.</p>
<p><u>Section 4.6 Cultural Heritage and Archaeology</u></p> <p>Planning authorities shall not permit development and site alteration on lands containing archaeological resources or areas of archaeological potential unless the significant archaeological resources have been conserved.</p>	<p>Stage 1, 2, and 3 Archaeological Assessments have been completed for the subject lands, and are included in the submission package to the City for review, and have been submitted to the Ministry for review and clearance.</p>

Based on the above analysis the proposed development, and applicable Planning Act applications are consistent with the Provincial Planning Statement (2024).

4.0 THE LONDON PLAN

The subject lands are designated “Neighbourhoods” Place Type in the London Plan with frontage along a Civic Boulevard (Figure 2). Based on this Place Type and Road Classification the following are the permitted uses: single, semi-detached, duplex, triplex, fourplex, and converted dwellings, townhouses, stacked townhouses, and low-rise apartment buildings (up to 6-storeys in height permitted along Pack Road). As the lands are not yet subdivided, not all of the subject lands will have frontage on the Civic Boulevard, and the above noted list of permitted uses won’t be permitted on all lands. The internal lands will have frontage on a Neighbourhood Connector or Neighbourhood Street which will limit permitted uses to lower forms such as single detached, semi-detached, duplex, triplex, and townhouse dwellings.

The proposed high density residential uses along Pack Road are not currently permitted, and as such a site-specific Official Plan Amendment is being sought to add apartment buildings up to 16-storeys in height as a permitted use for the proposed High Density Residential Blocks shown on the Draft Plan of Subdivision. The balance of the proposed development is consistent with the

policies of the London Plan. This amendment would also apply to SWAP, and additional information regarding that is in the following section of this report.



Figure 2: Excerpt from Map 1 – Place Types

There are additional Neighbourhood Place Types surrounding the subject lands with limited Green Space Place Types and Environmental Review Place Types sporadically located throughout adjacent lands. The subject lands are also within the SWAP which has its own land use designations and policy framework. SWAP is outlined further in the following section of this report.

While Pack Road is currently designated as a Civic Boulevard, as the extension to Bradley Avenue continues, and eventually connects with Pack Road at the Bostwick Road intersection, it is anticipated Pack Road will be upgraded to an Urban Thoroughfare within the London Plan.

5.0 SOUTHWEST AREA SECONDARY PLAN

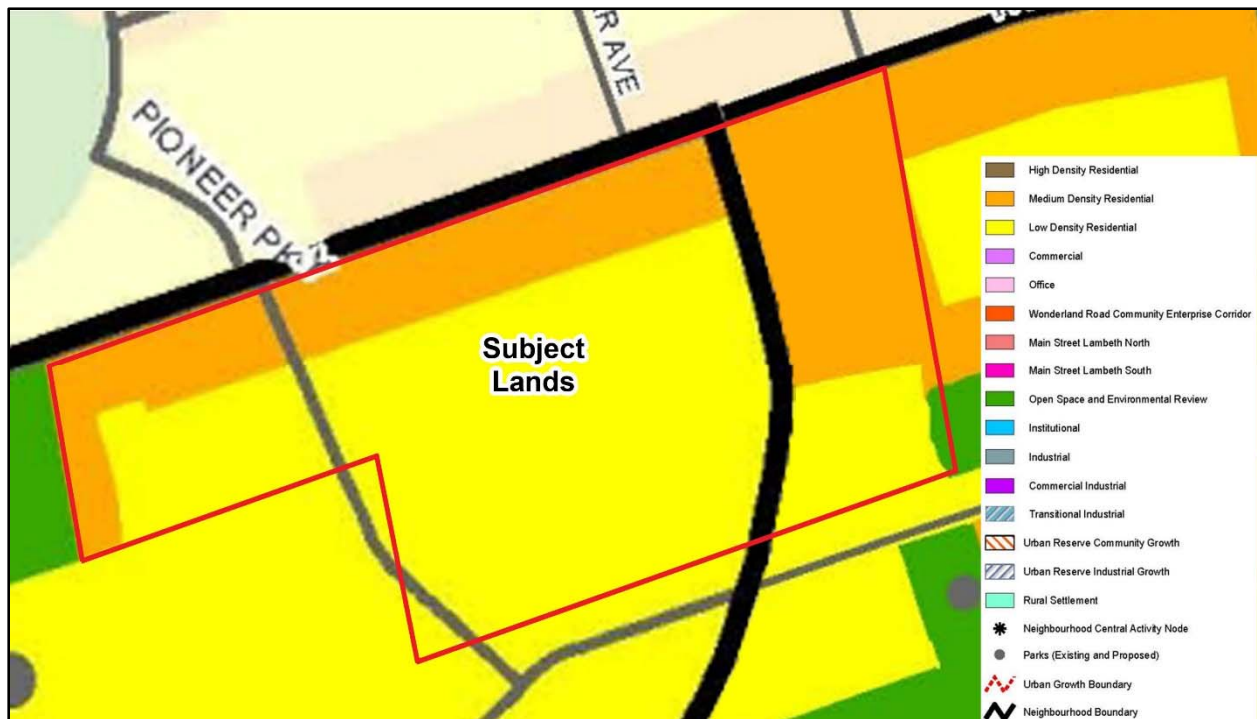


Figure 3: Excerpt from SWAP – Bostwick and North Lambeth Neighbourhood Area.

The subject lands are located within the Southwest Area Secondary Plan (Figure 3). The Secondary Plan identifies a majority of the subject lands as Low Density Residential with Medium Density Residential along the Pack Road frontage. The low, and medium density residential development proposed is in keeping with the designations outlined in SWAP for the subject lands. The street pattern reflects the approved block layout in SWAP. However, the proposed increase in height and density along Pack Road is not in keeping with the current land use designations in SWAP and as such, an Official Plan Amendment is required to re-designate the four proposed High Density Residential Blocks along Pack Road, from the current 'Medium Density Residential' to 'High Density Residential'. In addition to this re-designation, a site-specific policy is required to permit apartment buildings up to 16-storeys height, and density up to 350 units. The proposed increase in height and density is in keeping with the goals and objectives of directing higher intensity uses to the transportation corridors. Pack Road is scheduled to be widened to a full 4-lane arterial roadway, and connect with Bradley Avenue at the Bostwick Road intersection, provide a new east-west corridor through the City. Increasing the height and density at this location, will allow to better utilise new infrastructure coming to this area and make efficient use of land resources.

6.0 ZONING BY-LAW

The subject lands are currently zoned “Urban Reserve (UR4)” and “Environmental Review (ER)” in the City of London Zoning By-law (Figure 4). The UR zone is applied to large areas of land in order to provide for future comprehensive development on those lands. The ER applies to a wooded area located on the adjacent lands. The wooded area has been studied, and appropriate buffers are included in the proposed subdivision plan. These buffer areas will be appropriately zoned as described later in this section.

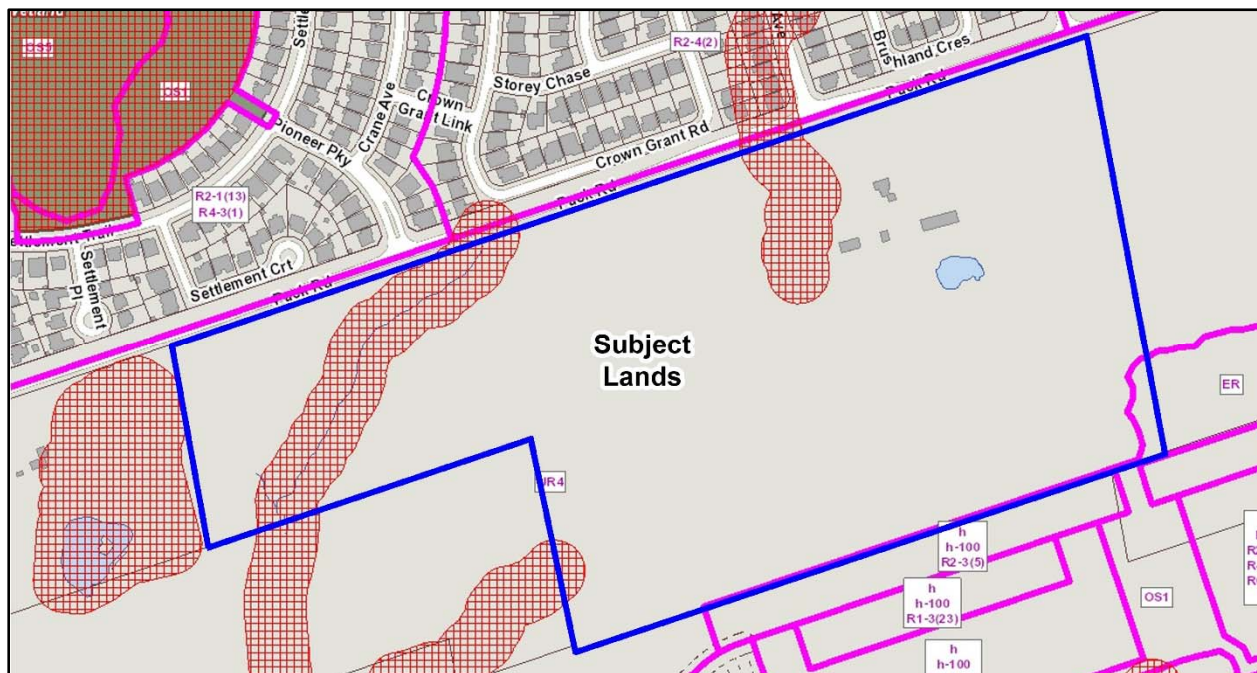


Figure 4: Excerpt from City of London Zoning By-law

The proposed development will require a Zoning By-law Amendment to bring the subject lands under new zones that would implement the proposed low, medium, and high-density residential uses, and parkland/open space uses.

At this time, the proposed Zones are:

- Residential (R2-2(_)) with special provisions addressing front and side yard setbacks, and lot coverage;
- Residential (R4-6(_)) with special provisions addressing side yard setbacks;
- Residential (R6-5(_)) with special provisions addressing density;
- Residential (R9-7(_)) with special provisions addressing yard setbacks, height, and density;
- Open Space (OS1); and

- Open Space (OS5)

The special provisions for the R2-2() zone are as follows:

- Front & Exterior Yard Setback: 3.0 metre (9.8 feet) Main Dwelling (Minimum);
- Front & Exterior Yard Yard Setback: 5.5 metre (18.0 feet) for Garages (Minimum);
- Interior Side Yard Setback (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;
- Exterior Side Yard Setback (Minimum), Notwithstanding Section 4.29 of the Zoning By-law: 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.;
- Lot Coverage (Maximum): 45 percent, except that any unenclosed porch shall not be included in the calculation of lot coverage.

The special provisions for the R4-6() zone are as follows:

- Front Yard Setback: 3.0 metre (9.8 feet) Main Dwelling (Minimum);
- Front Yard Setback: 5.5 metre (18.0 feet) for Garages (Minimum)

The special provisions for the R6-5() zone are as follows:

- Density: 150 units per hectare.

The special provisions for the R9-7() zone are as follows:

- Front Yard Setback (minimum) on Arterials roads: 1.0m
- Front Yard Setback (maximum) on Arterials roads: 6.0m
- Front & Exterior Side Yard Setback (minimum) on all other roads: 6.0m
- Interior Side Yard Setback (minimum): 0.25m for every 1.0m of height, but in no case less than 4.5m;
- Height: 50m (H50);
- Density: 300-350 units per hectare (refer to Zoning Sketch for density on specific blocks).

The above noted special provisions are generally consistent with provisions provided throughout the Bostwick/North Lambeth communities and Talbot Village Community. The proposed zoning will provide for a similar development pattern as found in adjacent developments. The proposed High Density special provisions are also generally consistent with approvals provided for similar scale developments along Southdale Road West.

The proposed OS1 and OS5 zones will apply to the parkland, SWM Facility, and natural area buffer blocks. The OS5 zone in particular will apply to the blocks set aside for wetland compensation, and natural heritage buffer.

7.0 EXISTING CONDITIONS

The site is currently cultivated for agricultural purposes. The topography of the subject lands is relatively flat with only minor grade changes across the property.

The surrounding land uses are agricultural; however, all lands are in varying stages of the development process for new plan of subdivisions, that along with the subject lands will form a comprehensive community.

7.1 ENVIRONMENTAL CONDITIONS

The subject lands contain 'Valleylands' as identified on Map 5 – Natural Heritage in the London Plan contributed to a farm drain that runs through the property. Non of the features of the lands are within the regulated area of the Upper Thames River Conservation Authority. A small wetland feature was located on the property, and appropriate compensation is proposed consistent with London Plan policies. Significant features on adjacent lands have been study, and required buffers are accommodated in the proposed subdivision layout.

7.2 ARCHAEOLOGICAL CONCERNS

As the Southwest area of the City is an area of high archaeological potential, and multiple significant sites have been located within the area. A Stage 1 & 2 Archaeological Assessment was carried out on the subject lands, with several sites of archaeological significance being located. A subsequent Stage 3 Assessment was carried out on each of the located sites, and the items found were removed from the lands. No additional assessments were deemed required. All assessments are currently under review at the Ministry for clearance.

8.0 SUBDIVISION DESIGN

The proposed development has a total area of 31.52 hectares (77.89 ac) consisting of 210 single detached lots, 49 street townhouse units, one (1) block of medium density residential (up to 150 uph), four (4) blocks of high density residential (up to 350 uph), one (1) block for Parkland, one (1) block for a SWM facility, and two (2) Open Space blocks for wetland compensation and

buffering (Figure 5). The proposed development could potentially add up to 4,200 residential units to the SWAP area, for an overall density of 134 uph. The proposed lots are consistent with those found in adjacent plans of subdivisions and will be zoned similarly to those found in Talbot Village to the north. The proposed roadways follow a general grid pattern connecting to Pack Road and adjacent subdivisions where appropriate. The highest density forms of housing will front along Pack Road, and transition to the lower single detached dwelling to the internal of the subdivision. It is anticipated that the MDR forms of housing will range from cluster townhouses and stacked townhouses, up to low and mid-rise apartment buildings. The HDR forms of housing are proposed to be in the form of apartment buildings up to 16-storeys in height.

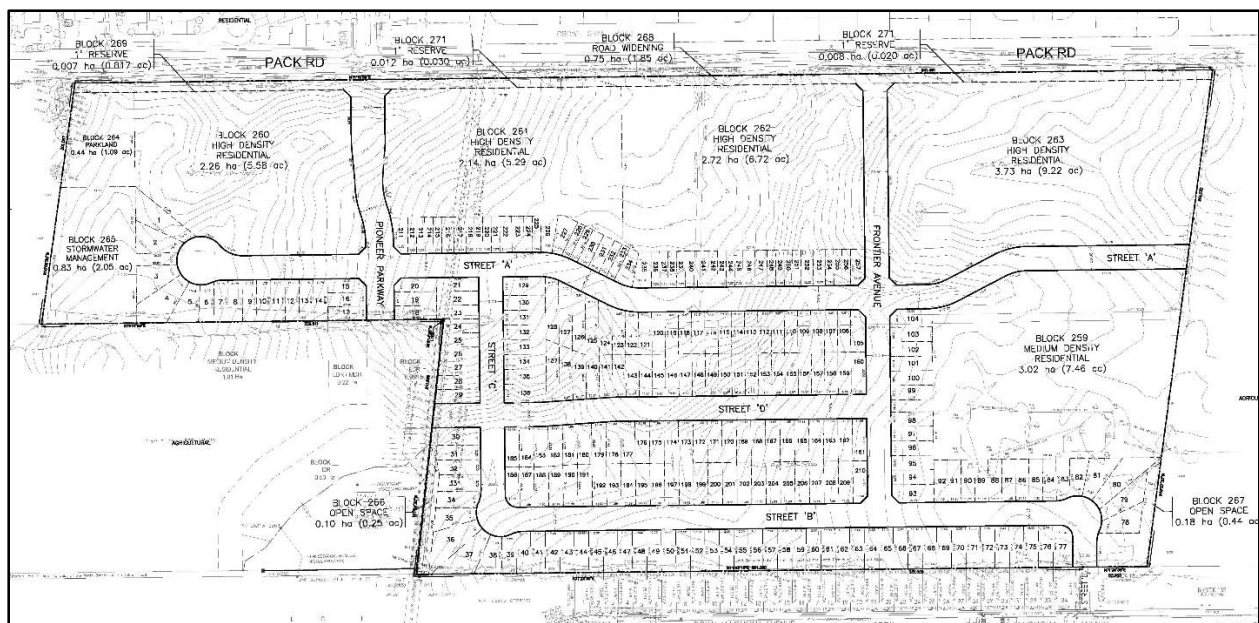


Figure 5: Draft Plan of Subdivision

8.1 EXISTING SERVICES – OVERVIEW

The proposed subdivision currently does not have sanitary services available on Pack Road fronting the subject property. There is a section of sanitary sewer on Pack Road between Crown Grant Road and Pioneer Parkway that is sized only for a phase of the Talbot Village Subdivision. Previous studies completed by the City of London have identified the subject property to be tributary to the existing Colonel Talbot Pumping Station. Two separate tenders were issued by the City of London in 2019 for the construction of the Colonel Talbot Pumping Station and associated sewers & forcemains on Colonel Talbot Road. The pumping station and associated infrastructure are operational.

The subject lands are tributary to the Dingman Creek Subwatershed and drain in a south & westerly direction from Pack Road overland towards Colonel Talbot Road. Drainage for sections of the Pack Road right-of-way enter the property via roadside ditches and existing culverts that convey flows from the north side of the road allowance. The external flows combine with the internal runoff and are conveyed through a series of “troughs” within the cultivated farm field. There are three primary exit points for runoff.

1. The westerly most portion of the property is conveyed south toward a natural headwater feature located on Mun. 3614 Colonel Talbot Road. Runoff generated by an 8.81 Ha area is conveyed to this point.
2. The southwest corner of the property, toward the woodland feature located on Mun. 3614 Colonel Talbot Road. Runoff generated by a 22.35 Ha area is conveyed through this exit point.
3. The southeast corner of the property, toward the neighbouring woodland patch located at 3563 Bostwick Road. Receiving runoff generated by a 1.45 Ha area.

An existing storm outlet for post development flows does not exist for the property but a strategy for development has been defined in the Dingman Creek Environmental Assessment (2020).

A low-level 600mm concrete watermain (CCP) on Pack Road is available to service the subject property. It is planned that a connection to the high-level system will be made available through a watermain extension along Bostwick Road. The subject property is planned to make use of the high-level system through a connection to the neighbouring subdivision to the east in order to provide improved pressures to both developments.

9.0 SANITARY SERVICING

The subject property is tributary to the existing Colonel Talbot Pumping Station. A sanitary sewer was constructed along Colonel Talbot Road from the Colonel Talbot Pumping Station north to the Talbot Village Subdivision where the existing sanitary pumping station was decommissioned. The construction of the sanitary sewer included a 450mm diameter sanitary “stub” at the intersection of Clayton Walk and Colonel Talbot Road with the intended purpose of servicing the subject property and additional lands to the south and west. The Colonel Talbot Pumping Station contract drawings, Sheet 21, indicates a total drainage area tributary to the 450mm stub of 124.05 Ha with a total population of 12,311. See Figure 1 for existing services and Figure 2 for the sanitary drainage area tributary to the 450mm “stub”. The subject property is 30.8 Ha in size (post road

widening dedication) with a proposed mixed land use of Single Family Residential, Street Townhomes and Medium/High Density Residential. The preliminary population estimate for the subject property is 7,437 people with a theoretical sanitary peak flow of 71.0 l/s. External sanitary flow through the proposed subdivision from the neighbouring property to the east is not anticipated as the external lands are tributary to another sewershed. An external sanitary sewer will be required downstream to convey the flows to the 450mm “stub” on Colonel Talbot Road, see Figure 3 for a typical sanitary sewer layout and approximate location of the external sanitary sewer routing. The alignment of the external sanitary sewer will need to be coordinated with the downstream landowners.

See the Sanitary Servicing Study prepared by AGM Engineering Ltd. dated December 17, 2024 for details on the capacity of the 450mm sanitary “stub”.

10.0 WATER SERVICING

The designated water source will be the future high-level watermain to be installed along Bostwick Road, with a feed through the future Subdivision at Mun. 3563 Bostwick Road to the east. A looped connections will be created by connections to the Pack Road watermain and/or the neighbouring subdivision to the west and south (see Figure 4). It is expected that pressure-reducing measures will be required at Pack Road and the connection point for developments to the south and west as these watermains are expected to be on the low-level system. A detailed water analysis will be provided as required to support the detailed subdivision design.

11.0 STORMWATER MANAGEMENT

The Dingman Creek Subwatershed Stormwater Servicing Study – Master Plan and Schedule B Municipal Class Environmental (September 2020) arrived at a preferred option to reduce the impact of development within the watershed. The preferred option includes a combination of LID strategies, conveyance controls and stormwater management ponds. The overall general watershed targets include providing an enhanced level of water quality treatment, utilizing Low Impact Development methods (where soil conditions permit) for water quality, water balance & erosion control and the construction of two dry ponds for end-of-pipe flood control downstream of the subject property. The North Lambeth study area includes the upper reach of Tributary 12, a natural headwater feature that will be incorporated into a complete corridor. The corridor is intended to convey stormwater, people and wildlife. The Dingman Creek Subwatershed study includes recommendations for protection & maintenance of the Tributary 12 headwater drainage

feature by maintaining flows to the upper limit of the system with 'clean runoff' generated by roof top and rear yard areas. See Figure 6 for the approximate location of Stormwater Ponds P7 & P8 and the planned Tributary 12 corridor.

The stormwater servicing concept for the subject property (see Figure 7) includes an on-site pond at the west limit of the property and a third pipe system along the southerly most right-of-way to collect roof top and rear yard runoff. The third pipe system will collect "clean" runoff from rear yard swales and roof tops and outlet the flows to the southwest corner of the property, ultimately to the significant woodland feature on the neighbouring land in an effort to mitigate any runoff deficit to the woodland. The on-site pond will only serve a portion of the property and will restrict runoff to the pre-development levels. The pond will discharge to the top end of the complete corridor. Runoff to the pond will be treated for quality purposes prior to being released to the complete corridor.

The Multi-Family Blocks will utilize Permanent Private Stormwater Systems sized for stormwater conveyance. Each Multi-Family block is expected to require an Oil Grit Separator unit to maintain water quality targets and comply with design requirements related to parking space counts.

Peak flows not tributary to the on-site pond and the third pipe system will be directed to the downstream regional end-of-pipe facilities for further water quality, erosion and flood controls.

AGM has prepared a Conceptual Stormwater Management/Drainage Report, dated December 17, 2024 which addresses the SWM requirements and suitability of LID techniques for the draft plan in more detail.

12.0 TRANSPORTATION

12.1 TRANSPORTATION BACKGROUND STUDIES

A significant amount of transportation planning and analysis was completed in conjunction with the SWAP. That study provided the framework for the establishment of the internal road pattern and connecting streets for the entire secondary plan area including the subject lands. Most of the planning and development assumptions made at the time that the original study was undertaken are still relevant and much of the surrounding communities have developed in a pattern consistent with the development concept that was presented in that study.

As part of a complete application package, a Traffic impact Study has been undertaken to determine what, if any, impacts the proposed development will have on the existing and planned roadways, and identify any potential upgrades/improvements to accommodate the proposed development.

12.2 INTERNAL ROAD NETWORK

The internal road network generally follows the land use layout as presented in SWAP, and proposes connections to the adjacent plans of subdivisions. The proposed roads are expected to be designated as local streets, with the possibility for some of the roadways to be considered as neighbourhood connectors.

Two main access points to Pack Road are proposed opposite Pioneer Parkway, and Frontier Avenue which serve the Talbot Village community to the north. The proposed roadways will be designed with the City's complete streets approach.

12.3 EXTERNAL ROAD NETWORK

The North Talbot Community Planning area is serviced by and generally bounded by the following arterial roads: Southdale Road West and Pack Road to the north; Colonel Talbot Road to the west; and Bostwick Road to the east; As you moved south from the subject lands you reach the Lambeth community with is served by Main Street which feeds into Wharnccliffe Road South. These roadways range from a 2-lane rural cross-section, to a 4-lane urban cross-section with bike lanes. Southdale Road West is currently under construction for widening from 2-lens to 4-lanes. In addition, Bradley Avenue is planned to be extended to Bostwick Road connecting with Pack Road, and Bostwick Road is planned to be upgraded to a full urban cross-section.

Appropriate auxiliary lanes and intersection geometry for the new access onto Pack Road will be determined at the final design stage.

12.4 BICYCLE AND PEDESTRIAN CONSIDERATIONS

Pedestrian sidewalks will be provided on all primary, secondary and local streets within the proposed development in accordance with SWAP and the complete streets design approach. Pedestrian connections through the open space block to adjacent subdivisions, Pack Road, and by extension open space and parkland blocks within Talbot Village will be determined through the detailed design stage.

13.0 PARKS PLANNING

The Parkland and SWM Blocks will be conveyed to the City by dedication and purchase respectively, for their use in the communities open space system. In addition, the two Open Space Blocks that form the wetland compensation area, and buffers from natural heritage features will also be included in the lands dedicated to the city. Additional parkland dedication requirements can be met by way of cash-in-lieu.

14.0 MISCELLANEOUS

The application for Official Plan and Zoning By-law Amendment will be brought forward concurrently with the Plan of Subdivision application.



Initial Proposal Report (IPR) Claimable Works & DC Revenue Estimate Worksheet
City of London - Development Finance
Development Charges By-law C.P.-1551-227

Development:	TBD	TS File #:	
Address:	6309 Pack Road	Prepared By:	AGM Engineering Ltd.
Applicant:	Zelinka-Priamo / Southside Group	Date Prepared:	December 19, 2024

Claimable Works

Provide a general listing and cost estimate of anticipated development charge claimable works triggered by the proposed development.

DC Claimable Works	DC Background Study Estimate (\$) (if applicable)	Initial Proposal Report Estimate (\$)	Notes / Description
Minor Roadworks ¹			
Road Oversizing ¹			
Wastewater Oversizing		\$23,737	Anticipated Compensation for pipe sizes over 250mm dia.
Storm Sewer Oversizing		\$234,421	Anticipated Compensation for pipe sizes over 1050mm dia.
Watermain Oversizing			
LID Subsidy			
Trunk Sewer ¹			
Major SWM Works ¹			
Land		\$922,920	Block 265, Stormwater Management
Other		\$80,000	OGS Unit to pretreat drainage to future SWM Facility
Total	\$ -	\$ 1,261,078	

DC Revenue Estimate

Provide summary of proposed units/floor space to calculate estimated revenue. Use typical unit/ha densities for blocks and actual lot counts if available.

Residential	Hectares	Units per Hectare	Proposed Units	CSRF Rate (\$/unit)	CSRF Revenue
Low Density Single & Semi Detached	9.2	22.9	210.1	\$38,120	\$ 8,008,360
Medium Density Multiples / Row Housing	4.2	119.0	501.0	\$25,780	\$ 12,915,333
High Density	Apartment < 2 bedroom	0.0	0.0	\$16,861	\$ -
	Apartment >= 2 bedroom	10.9	321.6	\$22,848	\$ 79,717,460
Non-Residential	Hectares	Sq m. per Hectare	Proposed Floor Space	CSRF Rate (\$/m2)	CSRF Revenue
Commercial			0.0	\$322.90	\$ -
Institutional			0.0	\$199.19	\$ -
Industrial			0.0	\$230.19	\$ -

Total \$ 100,641,153.64

Notes:

1. Claimable works subject to submission of a Work Plan by the Owner's consulting engineer for City review and approval at time of first submission of Engineering drawings.
2. Development Charges By-Law C.P.-1551-227 rates effective from January 1, 2022 to December 31, 2022
3. This Form is for "Inside Urban Growth Areas" only and excludes lands "Outside Urban Growth Areas".