

Final Proposal **REPORT**

DRAFT PLAN OF SUBDIVISION APPLICATION

3680 and 3700 Colonel Talbot Road
London

Date:

December 2023

Prepared for:

Colonel Talbot Ranch Inc. and W3 Lambeth Farms Inc.

Prepared by:

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Our File 1094'U'

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1.0 Introduction

1.1 Overview

MHBC has been retained by Colonel Talbot Ranch Inc. and W3 Lambeth Farms Inc. (the 'Applicant') to assist with the preparation of a Draft Plan of Subdivision (Draft Plan) application for lands addressed as 3680 and 3700 Bostwick Road in the City of London.

The proposed Draft Plan is designed to support a range of residential forms, as well as convenience commercial and community-oriented uses at strategic locations, passive recreational areas, natural areas and connections to future multi-use pathways. Project management will be directed from the Applicant with management responsibilities for planning and engineering components provided by MHBC and Stantec, respectively.

1.2 Site Description

The lands subject to this Draft Plan application (the 'Site') encompass 3680 Colonel Talbot Road and the northwestern portion of 3700 Colonel Talbot Road. The Site is generally located between Bostwick Road to the east and Colonel Talbot Road to the west; mid-block between Pack Road and the planned Kilbourne Road extension. Collectively, these lands measure approximately 31.0 ha in area and are generally described as Part of Lots 74 and 75, Concession East of the North Branch of Talbot Road, former Township of Westminster, City of London (all measurements identified herein are approximations).

A Draft Plan was approved by the City of London Approval Authority on October 18, 2019 for the balance of this property and contiguous lands addressed as 3645 Bostwick Road (City of London File: 39T-17503). This subdivision is being actively developed by the Applicant (c/o York Developments), and is referred to herein as 'Magnolia Fields'. The proposed Draft Plan, herein referred to as 'Sunset Creek', incorporates the balance of this subdivision plan, and would complete this development. **Figure 1** of this Report identifies the location of the Site, as well as the Magnolia Fields layout.

The Site has an irregular shape and includes 279 m of frontage along Colonel Talbot Road and a maximum lot depth of 1,160 m. Currently, these lands are used predominately for agricultural purposes and are vacant of buildings or structures. Additionally, the upper reach of the drain inventoried by the City as North Lambeth Tributary 12 (Tributary 12) extends into the western limit of the Site. This drainage feature conveys flow to a culvert outlet crossing Colonel Talbot Road.

The subject lands are located entirely within the City's Southwest Planning Area and are therefore subject to the policies of the approved Secondary Plan for this community; the Southwest Area Plan, dated April 2014. This Secondary Plan delineates a series of



**SUBJECT
LANDS**

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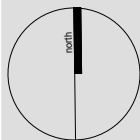
 **SUBJECT
LANDS**

**Figure 1
Location Map**



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**PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE
MHBC PLANNING**



DATE: August 28, 2023

SCALE 1 : 12,500

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Figure 1 - Location Map - 28Aug2023

neighbourhoods within the planning district and defines specific development polices for each area. In this respect, the subject lands are situated entirely within the North Lambeth Residential Neighbourhood.

The Site forms part of a developing, suburban residential community with a number of residential subdivisions established or planned in close proximity to the subject lands. There is also a mix of other existing uses in the vicinity of the Site including: retail/service commercial uses located within the Lambeth community and adjacent to the Colonel Talbot Road/Southdale Road West intersection; the Bostwick Community Centre located to the northeast, the Forest City Community Church located to the southeast and a construction yard and office situated to the immediate south. Also, adjacent to the Site, a sewage pumping station is located at 3690 Colonel Talbot Road which will service these lands. Currently, there is limited London Transit bus service in the vicinity of the Site (a bus route is provided along Colonel Talbot Road, north of Pack Road).

In addition to Draft Plan 39T-17503, the following are existing and planned residential developments proximate to the Site:

- Established residential subdivisions (Oliver and Southwinds) are located west of the property;
- Generally, residential development is being planned for the balance of the lands immediately north of the Site including a Draft Plan application for properties addressed as 3614, 3630 Colonel Talbot Road and 6621 Pack Road (City of London File: 39T-16509); and
- A Draft Plan has been approved for residential lands adjacent to the southern boundary of the Site, addressed as 3924 and 4138 Colonel Talbot Road (City of London File: 39T-12503).

1.3 Development Concept

1.3.1 Primary Components

The preliminary Draft Plan included with this Report (dated December 8, 2023) has been designed to accommodate a broad mix of uses, and to establish a land use pattern that is compact in design, connected with the surrounding community and transit-supportive.

Appendix A to this Report includes the Draft Plan and several related plans for reference, including conceptual layouts for development blocks.

Generally, in the context of the Southwest Area Plan, the development concept supports a broad range of low and medium density residential forms, complementary service/retail commercial uses and a neighbourhood park within the Site. The layout also provides an open space corridor to accommodate Tributary 12, stormwater management facilities, naturalization opportunities and the City's multi-use pathway.

The Draft Plan has been prepared with consideration for comments received at the Proposal Review Meeting held on July 14, 2021 and coordinated by the City's Development Services Division. These comments were summarized in a Record of Consultation issued by the City of London respecting this proposal (dated August 6, 2021).

As illustrated in the proposed Draft Plan, the subdivision proposal yields an estimated 1,047 residential units within 19 development blocks (based on assumed densities outlined in Section 3.2 of this Report). Collectively, the residential density of these blocks would be 58 units/ha.

The proposed Draft Plan incorporates these principal elements:

- A lotting pattern organized by one primary north-south collector road (Campbell Street North) and several local roads servicing residential development blocks providing connections to Colonel Talbot Road, Magnolia Fields and adjacent lands. Campbell Street North would intersect with Royal Magnolia Avenue to provide additional connectivity to the City's arterial road system via Colonel Talbot Road and Bostwick Road, and to ultimately provide connectivity to adjacent neighbourhoods, including Draft Plan 39T-12503, and Campbell Street North;
- Three medium density residential blocks (Blocks 18, 19 and 22) positioned adjacent to the Colonel Talbot Road corridor. It is anticipated that these blocks would accommodate mid- to high-rise apartment buildings and potentially other medium density housing types (e.g., street townhouses). Combined, these multiple-unit blocks encompass a total development area of 2.73 ha and would yield an estimated 288 dwelling units (based on development concepts). Block 22 also includes convenience commercial uses permissions to help accommodate neighbourhood-oriented service/retail needs;
- One medium density residential block (Block 9) intended for street townhouses and positioned along the Streets N and O corridors. This block measures 0.45 ha in area and would yield 15 units based on conceptual layouts (equating to a density of 34 units/ha);
- Six medium density residential blocks intended for cluster housing and located-primarily along the Royal Magnolia Avenue and Campbell Street North frontages (Blocks 12 to 17). Collectively, these blocks measure 6.97 ha and would yield 531 units based on a combination of design concepts and assumed densities (75 units/ha) for the blocks. A variety of housing forms are anticipated for these blocks, including townhouses, stacked townhouses and low-rise apartments;
- One mixed-use block (Block 20) generally intended for multiple-unit residential units, convenience commercial and/or community-oriented uses. This mixed-use block is to form part of the Neighbourhood Central Activity Node positioned at the Royal Magnolia Avenue/Campbell Street North intersection. The block encompasses a total development area of 1.35 ha and would yield an estimated 48 units (based on a conceptual layout).

- Low density residential development fronting sections of Streets O, P, Q, R and S. A total of eight development blocks are proposed for this 6.66 ha development area (Blocks 1 to 8). It is estimated that 165 units would be accommodated within these blocks based on assumed densities (equating to a density of 25 units/ha);
- Designated open space (Blocks 24 to 26) containing the Tributary 12 channel traversing the subject lands and integrating a typical corridor width exceeding 54 m exclusive of adjacent green space features including stormwater management (SWM) facilities and parks. This open (daylighted) drainage corridor would contain: the defined stream channel, including a meander belt; stormwater management facilities, including low impact development technologies; routing for the multi-use pathway system; and passive recreational space and naturalization opportunities, including wetland compensation features. Four SWM facilities are to be contained within Blocks 24 and 25, which are necessitated by the naturalized corridor splitting the tableland into two development segments. Additionally, Block 26 is to provide a 10 m wide ecological buffer for the drainage corridor contained within 3630 Colonel Talbot Road north of the subject lands. In total, the open space blocks associated with this corridor would encompass approximately 7.73 ha, equating to 25% of the total property area;
- One park block (Block 23) measuring 1.04 ha and located centrally within the development and fronting Royal Magnolia Avenue. This block would provide passive/active recreational space, and would include direct access to the 'natural corridor' discussed above;
- A local street network comprised of modified grid system elements and several looped streets. This road configuration is designed with a variety of short blocks and public corridors to support effective vehicular and pedestrian connectivity. Generally, the street network incorporates secondary collector and local street connectivity to the neighbourhoods to the south, direct secondary collector street access to Colonel Talbot Road and connections to the multi-use pathway system;

Additionally:

- With the exception of Campbell Street North, the street network is to be comprised of local streets designed with a required 20 m wide road allowance. Campbell Street North is proposed to be a secondary collector road, and is designed with a typical 23 m wide right-of-way. This street would also provide the only proposed vehicular crossing of the natural corridor.
- The local street arrangement is to promote: traffic calming within this residential community; view corridors into public spaces; and vista opportunities. Additional traffic calming measures would be predicated on projected traffic volumes; however further consideration would be given to vehicle/pedestrian interactions at the neighbourhood activity node (Block 20) and the park block (Block 23);
- Sight triangles (6 m x 6 m) are to be provided on Street N at the Colonel Talbot Road intersection and at the Campbell Street North/Royal Magnolia Avenue intersection; and

- Blocks 27 to 31 and Block 68 are to provide 0.3 m (1.0 ft) reserves at external road connections and along street frontages.

1.3.2 Design Considerations

Several design components have been integrated into the proposed Draft Plan in order to promote housing choice, encourage connectivity and protect identified natural features. In this respect, the Draft Plan incorporates the following core elements:

- **Low density residential blocks planned (1) to be compatible with existing and planned neighbourhoods** in the North Lambeth community and (2) to provide a mix of low-rise housing opportunities and lot types for future residents;
- **Higher density residential blocks located along arterial and collector road frontages to provide an intensive scale of development** that (1) promotes a compact urban form, (2) supports existing and future transit services and (3) will exceed minimum density goals. Moderate density residential dwellings (e.g., street townhouses) are planned to complement the apartment buildings and low density housing planned for internal locations. It is important to note there are limited permissions for intensive, medium density residential development in the Southwest Planning Area; however the subject property benefits from these permissions along the Colonel Talbot Road frontage;
- **Additional lands to expand the Neighbourhood Central Activity Node planned for Magnolia Fields to further support the planned function of the node as the community's town square.** Zoning permissions within this node would support retail/service commercial uses, small-scale offices, community facilities, live-work opportunities and mid-rise residential forms;
- **A natural corridor** to: contain the Tributary 12 channel and stormwater management facilities and a multi-use pathway system; encourage passive recreation; provide naturalization opportunities and wetland compensation areas; and function as a key organizing feature for the Draft Plan design;
- **An internal circulation pattern designed to support community connectivity and active transportation, as well as efficient and safe traffic movement;**
- **Visual components to enhance the aesthetic character of the development** (e.g., unobstructed views of park and natural corridor features and an enhanced, pedestrian-oriented streetscape associated with the neighbourhood central activity node); and
- **Protection and enhancement of existing natural features and provision of linkages to the City's multi-use pathway system**

2.0 Provincial Policy Statement

2.1 Framework

The current Provincial Policy Statement (PPS) was issued under Section 3 of the Planning Act and came into effect on May 1, 2020. The PPS provides overall policy direction on matters of provincial interest related to land use planning and development, and sets the policy foundation for regulating the development and use of land. Part IV of the PPS sets out that this policy instrument provides a vision for land use planning in Ontario that focuses growth within settlement areas, and encourages efficient development patterns to optimize the use of land, resources and public investment in infrastructure and public service facilities.

2.2 Assessment of Proposal

The proposed Draft Plan has been evaluated with regard to the policy direction and provisions of the PPS. Based on this analysis, it is our opinion that specific policies within Section 1.0 (Building Strong Healthy Communities), Section 2.0 (Wise Use and Management of Resources) and Section 3.0 (Protecting Public Health and Safety) of Part V of the PPS are particularly relevant to this proposal. The following commentary demonstrates how this project is consistent with the identified policies.

2.2.1 Building Strong Healthy Communities

The PPS provides a vision for land use planning in Ontario that focuses growth within settlement areas, and encourages an efficient use of land, resources, and public investment in infrastructure. To support this vision, the PPS defines a number of policies to promote strong, liveable, healthy and resilient communities. These policies are set out in Section 1.0, and address such matters as efficient development and land use patterns, employment areas, housing, public spaces/open space, infrastructure and public service facilities, long-term economic prosperity, and energy and air quality.

Policies: Given the nature and scale of the proposed Draft Plan, in our opinion, the following policies contained within Section 1.1 (Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns), Section 1.4 (Housing) and Section 1.6.6 (Sewage, Water and Stormwater) have specific relevance to the proposed Draft Plan:

1. Policy 1.1.1 prescribes a series of measures which support healthy, livable and sustainable communities. Further:
 - Policy a) promotes efficient development and land use patterns that help sustain the financial well-being of the City of London and the Province;

- Policy b) generally prescribes that an appropriate affordable and market-based range and mix of residential types, employment, recreational and open space uses should be encouraged to meet long-term needs; and
 - Policy e) promotes the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments and standards to minimize land consumption and servicing costs.
2. Policy 1.1.2 states that sufficient land should be made available to accommodate an appropriate mix and range of land uses to meet projected needs for up to a 25-year time horizon.
 3. Policy 1.1.3.2 prescribe that land use patterns within settlement areas are to be based on a density and mix of uses that achieve several objectives, including:
 - “a) efficiently use land and resources;
 - b) 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;
 - e) support active transportation;
 - f) are transit-supportive, where transit is planned, exists or may be developed;”
 4. Policy 1.4.3 requires planning authorities to provide for an appropriate range of housing types options and densities to meet the projected market-based and affordable housing needs of current and future residents. Additionally:
 - Policy c) directs new housing development to locations where appropriate levels of infrastructure and public service facilities are, or will be, available to meet current and projected demands; and
 - Policy d) promotes densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit.
 5. Policy 1.6.6.7 sets out a series of objectives for the planning of stormwater management facilities including the promotion of best practices and low impact development (LID) technologies.
 6. Policy 1.6.7 provides objectives for transportation systems, including the following which are pertinent to this proposal;
 - Policy 1.6.7.1 prescribes that transportation systems should be provided that are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs; and

- Policy 1.6.7.4 states that a land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

Commentary: With respect to Policies 1.1.1, 1.1.2 and 1.1.3.2 the proposed Draft Plan provides an efficient land use pattern that encourages a range and mix of compact, intensive residential forms, complementary service/retail commercial uses and open space on lands generally designated for these purposes and situated within the City’s Urban Growth Boundary. Additionally, in our opinion:

- The proposed land use pattern and road system promotes an efficient use of land and resources; permits densities that support efficient development and transit services; and encourages active transportation;
- The subject lands are located in the vicinity of lands planned for a variety range of residential development, regional-servicing shopping areas, employment activities and public open space, and, in our opinion, a complementary mix of uses are proposed for the Site;
- The property is supported by the arterial road network, municipal servicing infrastructure (existing and planned) and public service facilities; and
- It is anticipated that as development in this area progresses, transit service will be made available within convenient walking distance of the subject lands.

In relation to Policy 1.4.3, implementation of this proposal would facilitate compact residential types that are compatible with the local development context and support efficient use of existing infrastructure and public services. Further, the proposal provides for a mix of housing choice within one development site to help address market demand. Higher density residential forms planned along the Colonel Talbot Road corridor would also provide an intensive scale of development to support future transit service.

Respecting Policy 1.6.6.7, Section 10 of this Report addresses the stormwater management strategy proposed for this development and illustrates that the design would promote best management practices (BMPs) and LID technologies. Additionally, a Transportation Impact Assessment (TIA) has been completed for the Draft Plan application to confirm that the proposed road system addresses the objectives of Policy 1.6.7.1.

In relation to Policy 1.6.7.1, as discussed in Section 11.1 of this Report, Arcadis IBI Group completed a Transportation Impact Assessment (TIA) in support of the proposed Draft Plan. The TIA study report, dated November 30, 2023, was carried out with regard for the City of London Transportation Impact Assessment Guidelines (April 2012) and included consultation with City staff in relation several key study parameters and assumptions (i.e., Study Area intersections, analysis time periods and years, trip generation, background traffic growth rates, adjacent developments, traffic calming, alternative modes of transportation). As set out in

the Executive Summary of this report, Arcadis IBI Group concludes that that traffic generated by the Sunset Creek subdivision can be safely accommodated on the adjacent road network with consideration of the identified mitigation measures summarized in Section 11.1 of this Report.

With respect to Section 1.6.7.4, the subject lands are situated within a development area that includes a range of commercial/office development, institutional uses, public facilities and neighbourhood parks. The Site's location relative to this mix of uses would help future residents minimize the length and frequency of vehicle trips. The Site's layout would also support alternative transportation modes (walking, cycling) and future transit connections.

Taking these matters into consideration, it is our opinion that the proposal satisfies the referenced policies of Section 1.0 of the PPS.

2.2.2 Wise Use and Management of Resources

Section 2.0 of the PPS sets out that the long-term prosperity, environmental health and social well-being of Ontario depends, in part, on conserving natural heritage and agricultural resources for their economic, environmental and social benefits. Accordingly, this Section of the PPS establishes a number of policies that serve to protect sensitive natural features and water resources.

Pursuant to Map 5 (Natural Heritage) of The London Plan, the Tributary 12 drainage channel is identified as a Valleyland. Additionally, Map 6 (Hazards and Natural Resources) identifies the Maximum Hazard Line associated with the Tributary 12 corridor, and identifies that this corridor is located within the Upper Thames River Conservation Authority (UTRCA) Regulated Area. northeastern portion of the Site are located within the Upper Thames River Conservation Authority (UTRCA) Regulated Area

Additionally:

- Map 6 identifies that the western portion of the Site is located within the Significant Groundwater Recharge Area and a Highly Vulnerable Aquifer; and
- The Tributary 12 corridor is located within the Dingman Subwatershed Screening Area developed by the UTRCA.

Policies: Given this context, in our opinion, the following policies of Section 2.1 (Natural Heritage) and Section 2.2 (Water) of the PPS have particular relevance to this development proposal.

Natural Heritage:

1. Policy 2.1.1 states that natural features and areas shall be protected for the long term;
2. Policy 2.1.8 prescribes that development and site alteration shall not be permitted on lands adjacent to significant natural heritage features unless it has been demonstrated that

the development would have no negative impacts on these natural features or on their ecological function;

Water:

3. Policy 2.2.1 f) states that planning authorities shall implement necessary development and site alteration restrictions (1) to protect drinking water supplies and designated vulnerable areas and (2) to protect, improve or restore sensitive surface and ground water features, and their hydrologic functions; and
4. Policy 2.2.2 prescribes that development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features such that these features and their related hydrologic functions will be protected, improved or restored. It is further stated in this Policy that mitigative measures and/or alternative development approaches may be required in order to protect, improve or restore sensitive features and their hydrologic functions.

Commentary: Respecting Policies 2.1.1 and 2.1.8, the Environmental Impact Study (EIS) prepared by MTE Consultants Inc. (MTE), dated December 12, 2023, provides additional guidance for the protection of natural heritage system features and functions associated with the Site (e.g., mitigation measures, environmental monitoring). As stated in Section 9.0 (Summary and Conclusions) of the EIS and discuss further in Section 6.1.1 of this Report, "Provided the recommendations in this EIS and the related technical reports supporting the proposed corridor plan are followed, it is our opinion that the proposed development can proceed." The EIS will be submitted as part of the Draft Plan application.

With regard to Policies 2.2.1 f) and 2.2.2, a hydrogeological investigation has been completed by EXP Services Inc. (EXP) in support of the Draft Plan application. The Executive Summary associated Hydrological Assessment report, dated December 1, 2023, sets out the general purpose of the study:

"The objective of the hydrogeological assessment was to examine the hydrogeological characteristics of the Site by reviewing the Ministry of the Environment, Conservation and Parks (MECP) Water Well Records (WWR), reviewing the soils and groundwater information provided from a series of sampled boreholes and monitoring wells at the Site, compiling a site wide monthly water balance, collecting several full years of groundwater elevations to identify any seasonal variations, and assess the natural heritage features on the property. It is understood that the hydrogeological assessment will be submitted for review and approval by the City of London and the Upper Thames River Conservation Authority (UTRCA)."

Findings and recommendations in relation to these matters, including water quality monitoring considerations, are detailed in the associated study report.

In our opinion, the EIS and Hydrogeological Assessment identify appropriate mitigation measures to satisfy the referenced policies of Section 2.0 of the PPS.

2.2.3 Protecting Public Health and Safety

Section 3.0 of the PPS identifies 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, this Section includes 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.

Policies: In our opinion, the following policies of Section 3.1 (Natural Hazards) are pertinent to this Draft Plan:

1. Policy 3.1.1 generally directs development to areas outside of hazardous lands adjacent to river, stream and small inland lake systems impacted by flooding hazards; and
2. Policy 3.1.2 d) prescribes that development and site alteration shall not be permitted within a floodway regardless of whether the area of inundation contains high points not subject to flooding.

Commentary: The aforementioned EIS will guide the protection of natural heritage system features and functions associated with the Site and will include recommendations respecting development in proximity to natural areas.

2.2.4 Conclusion

In light of these considerations and our broader evaluation of this proposal relative to the PPS, provided the subdivision design has regard for the recommendations of technical reports prepared for the Draft Plan application, it is our opinion that the project satisfies, and is consistent with, the policies of the PPS.

3.0 Official Plan

3.1 Framework

Policy 4.6 of the PPS states that Official Plans are the most important vehicle for implementation of the Provincial Policy Statement. It is further stated that Official Plans shall identify provincial interests and set out appropriate land use designations and policies. Accordingly, this proposal has been assessed relative to the applicable policies set out by the City of London Official Plan framework, which includes the City's Official Plan (The London Plan) and Southwest Area Plan (SWAP).

3.2 City of London Official Plan

3.2.1 Status

The City of London Council adopted a new Official Plan on June 23, 2016 and the Ministry of Municipal Affairs (MMA) issued its approval of The London Plan, with modifications, on December 30, 2016. Several policies and schedules of this Official Plan applicable to the Site were appealed, and were subject to adjudication by the Ontario Land Tribunal and its predecessors (Case No. OLT-22-002286). The Tribunal, in its Decision issued May 25, 2022, resolved the final phase of the general policy appeals and ordered The London Plan to be fully in-force (excluding outstanding site-specific appeals).

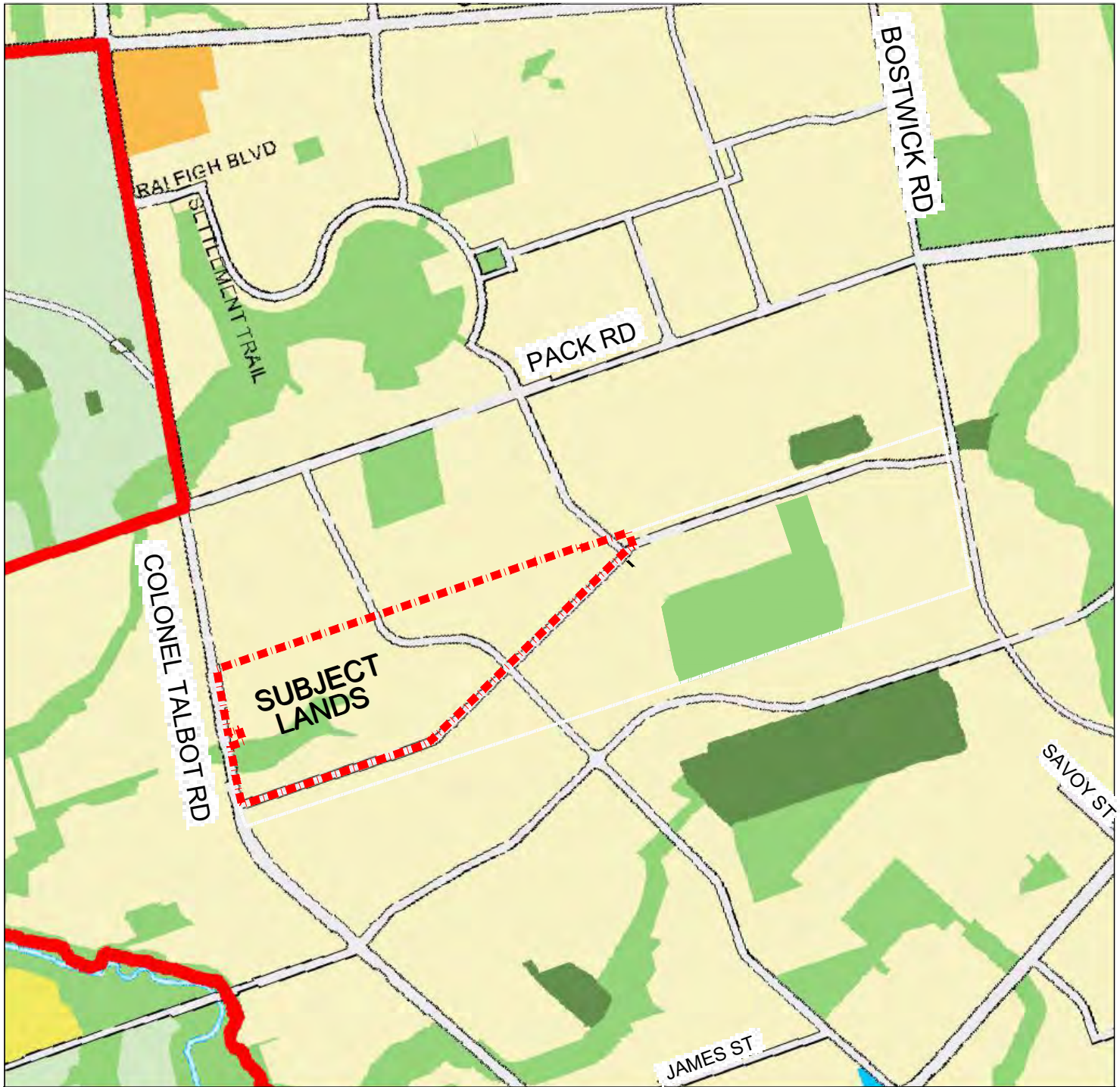
3.2.2 Place Types (Map 1, The London Plan)

Figure 2 of this Report illustrates that the subject lands are predominately designated Neighbourhoods on the land use schedule of the new Official Plan (Map 1 - Place Types). This figure also illustrates that the Green Space place type is applied to a portion of the Tributary 12 corridor located on the Site.

3.2.3 Policy Overview

Considering these applicable designations and the scope of this proposal, in our opinion, the Our Strategy, Our City, City Building, Place Type Policies and Secondary Plans parts of The London Plan contain policies applicable to the development and open space components of this project.

The following discussion (1) summarizes, in our opinion, the core policies of The London Plan respecting this proposal and (2) evaluates the merits of this project relative to this policy framework.



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
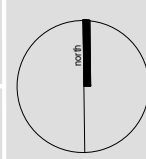
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|---|----------------------|---|-----------------------|
|  | GREEN SPACE |  | RURAL NEIGHBOURHOODS |
|  | ENVIRONMENTAL REVIEW |  | FARMLAND |
|  | SHOPPING AREA |  | URBAN GROWTH BOUNDARY |
|  | NEIGHBOURHOODS | | |

Figure 2
Existing London Plan
Map 1
Place Types


**PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE**
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DATE: August 28, 2023

SCALE 1 : 15,000



 **SUBJECT LANDS**
P:\1094\U1\Graphics\ Figure 4
Figure 4 - Existing London Plan - Map 1 -Place Types- 28Aug2023

3.2.4 Our Strategy

Policies: The Our Strategy part of The London Plan contains a series of policies that address the core values, vision and key directions of the Plan to help guide planning and city building activities. The core values of this Official Plan are set out in Policy 52, and include a number of themes relating to development proposals (e.g., be collaborative, be innovative, think sustainable). Further, Policy 53 defines the vision for The London Plan to provide a focus for planning decisions: "London 2035: Exciting, Exceptional, Connected".

Policies 54 to 63 define the eight key directions to help achieve this broad vision and to guide planning development to the year 2035 (being The London Plan's 20-year planning horizon). In our opinion, the following key directions and associated planning strategies have particular relevance to this Draft Plan proposal:

"55_ Direction #1 Plan strategically for a prosperous city

1. Plan for and promote strong and consistent growth and a vibrant business environment that offers a wide range of economic opportunities.
5. Invest in an infrastructure system that is sustainable, reliable, secure, affordable, and in compliance with regulatory criteria.
11. Plan for cost-efficient growth patterns that use our financial resources wisely.

58_ Direction #4 Become one of the greenest cities in Canada

4. Protect and enhance the health of our Natural Heritage System.
5. Manage growth in ways that support green and active forms of mobility.
11. Implement green infrastructure and low impact development strategies.

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

2. Plan to achieve a compact, contiguous pattern of growth – looking "inward and upward".
5. Ensure a mix of housing types within our neighbourhoods so that they are complete and support aging in place.
7. Build quality public spaces and pedestrian environments that support walking.

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

1. Plan for healthy neighbourhoods that promote active living, provide healthy housing options, offer social connectedness, afford safe environments, and supply well distributed health services.
2. Design complete neighbourhoods by meeting the needs of people of all ages, incomes and abilities, allowing for aging in place and accessibility to amenities, facilities and services.

3. Implement “placemaking” by promoting neighbourhood design that creates safe, diverse, walkable, healthy, and connected communities, creating a sense of place and character.

62_ Direction #8 Make wise planning decisions

1. Ensure that all planning decisions and municipal projects conform with The London Plan and are consistent with the Provincial Policy Statement.
2. Plan for sustainability – balance economic, environmental, and social considerations in all planning decisions.
6. Plan for an affordable, sustainable system of infrastructure that will support the implementation of this Plan.
8. Avoid current and future land use conflicts – mitigate conflicts where they cannot be avoided.
9. Ensure new development is a good fit within the context of an existing neighbourhood.”

Commentary: It is our opinion that the proposed Draft Plan supports the key directions set out in the referenced policies, as the development would:

- Promote cost-effective development that efficiently utilizes existing and new servicing infrastructure to accommodate projected needs;
- Integrate a compact and contiguous growth pattern;
- Broaden housing choice in the North Lambeth community to accommodate a range of households (by providing a mix of residential types and densities);
- Contribute to a complete community in the vicinity of the Site by integrating a mix of housing forms, open space, and active transportation systems to promote inclusive, healthy, safe and connected neighbourhoods;
- Incorporate a land use pattern that: is in keeping with Provincial and City planning policies; is compatible with the existing development context; and should not generate adverse land use impacts; and
- Evaluate sustainable development features in conjunction with the detailed design phase of the subdivision approval process, including BMPs and LID technologies.

3.2.5 Our City

Policies: The Our City part of The London Plan contains policies and schedules relating to the City Structure Plan that, in our opinion, have particular relevance to the proposed Draft Plan.

Policy 69 of this Official Plan states that the City Structure Plan establishes a framework for London's growth for the 20-year planning horizon and informs other policies of the Plan. Policy 70 of this Official Plan further prescribes that, "All of the planning we do will be in conformity with the City Structure Plan ... Planning and development applications will only be approved if they conform with the City Structure Plan."

Policy 69 also identifies that the City Structure Plan is set out in five associated frameworks: growth, green, mobility, economic, and community. Policies 71 to 146 provide policy direction relating to each of these frameworks.

Commentary: In our opinion, the development context associated with this Draft Plan proposal is in keeping with the City Structure Plan. It is also our opinion that the project has regard for the policies and/or schedules relating to the five frameworks. Most notably, the plan addresses the Urban Growth Boundary (Figure 1), the Street Network and subwatershed planning (Policy 115). Figures 2 and 3 of The London Plan also illustrate that the Site is located outside of the Built-Area Boundary and the Primary Transit Area components of the City Structure Plan, respectively.

Policies: Additionally, Our City policies detail the City's strategy for growth servicing and financing (Policies 166 to 183). The principal objective of these policies is described in Policy 166, "The city's structure could not operate successfully without sustainable, secure, reliable, and affordable infrastructure". Further, Policy 168 states that municipal services will be planned on a long-term basis to support the City Structure Plan.

In our opinion, the following policies of this section are also pertinent to this proposal:

"172_ The City shall be satisfied that adequate municipal infrastructure services can be supplied prior to any development or intensification proceeding

173_ Planning and development approvals will be discouraged where planned servicing capacity to accommodate the proposed use is not expected to become available within a five year time frame.

177_ A fundamental principle that will be followed for growth financing is that growth will pay for growth, meaning that growth-related capital costs will be recovered from revenues generated from new development."

Commentary. Sections 7 to 11 and Section 13 of this Report address the servicing and financing strategy associated with the proposed Draft Plan. In our opinion, the details provided in these Sections illustrate that the servicing and financial arrangement being developed for this project would support the intent, and components, of the aforementioned policies. Additional details respecting servicing and financial elements of this proposed subdivision will be included in technical reports submitted with the Draft Plan application.

3.2.6 City Building

a. City Design Policies

Policies: Within the City Building part of this Official Plan, the City Design chapter provides a series of urban design policies. Policies 189 to 306 of this Official Plan define the City Design policies that are intended to guide the character and form of development.

The overarching objectives of these policies are outlined in Policy 193:

“In all of the planning and development we do and the initiatives we take as a municipality we will design for and foster:

1. A well-designed built form throughout the city.
2. Development that is designed to be a good fit and compatible within its context.
3. A high-quality, distinctive and memorable city image.
4. Development that supports a positive pedestrian environment.
5. A built form that is supportive of all types of active mobility and universal accessibility.
6. High-quality public spaces that are safe, accessible, attractive and vibrant.
7. A mix of housing types to support ageing in place and affordability.
8. Sustainably designed development that is resilient to long-term change.
9. Healthy, diverse and vibrant neighbourhoods that promote a sense of place and character.”

Commentary: In our opinion, the project description and development block layouts presented in this Report demonstrate that this project has been designed to achieve these broad objectives. Further, it is our opinion that the project design aligns with the intent of the character, street network, streetscape, public space, site layout and building form policies set out in the City Design section of the Official Plan. Of particular relevance to this proposal are those policies related to the establishment of neighbourhood character and placemaking, including the following:

establishment of neighbourhood character and placemaking, including the following:

“197_ The built form will be designed to have a sense of place and character consistent with the planned vision of the place type, by using such things as topography, street patterns, lotting patterns, streetscapes, public spaces, landscapes, site layout, buildings, materials and cultural heritage.

- 199_ All planning and development proposals within existing and new neighbourhood's will be required to articulate the neighbourhood's character and demonstrate how the proposal has been designed to fit within that context. The Our Tools chapter and the Residential Intensification policies in the Neighbourhoods Place Type chapter of this Plan provide further guidance for such proposals.
- 202_ Buildings and public spaces at key entry points into neighbourhoods will be designed to help establish a neighbourhood's character and identity.
- 203_ Neighbourhoods should be planned to include one or more identifiable and accessible focal points that contributes to the neighbourhood's character and allows for community gathering.
- 204_ Natural heritage is an important contributor to the character of an area and influences the overall street network. Neighbourhoods should be designed to preserve or create views to natural heritage features and landmarks through lotting patterns, street patterns, or building placement.
- 212_ The configuration of streets planned for new neighbourhoods will be of a grid, or a modified grid, pattern. Cul-de-sacs, deadends, and other street patterns which inhibit such street networks should be minimized. To ensure connectivity and integration with existing and planned neighbourhoods, new neighbourhood street networks will generally be designed to have connections to existing and future neighbourhoods.
- 244_ Public spaces will be located and designed to help establish the character and sense of place of the surrounding area and, where applicable, the positive image of our city.
- 252_ The site layout of new development should be designed to respond to its context and the existing and planned character of the surrounding area.
- 253_ Site layout should be designed to minimize and mitigate impacts on adjacent properties.
- 255_ Site layout will promote connectivity and safe movement for pedestrians, cyclists, and motorists between, and within, sites.
- 298_ Design measures relating to building height, scale and massing should be used to provide a transition between development of significantly different intensities, considering the existing and planned context."

It is our opinion that the land use pattern and housing mix associated with the proposed Draft Plan are in keeping with the aforementioned design direction. Most notably, the streetscape design and the planned housing types are intended to promote a definable sense of place and a recognizable community character, and preserve existing natural heritage features (where appropriate). It is also anticipated that as designs for the medium density residential blocks advance, contemporary urban design elements would be utilized to enhance the development's character and functionality.

The following represent key urban design considerations to be reviewed in greater detail as project planning advances:

- The proposed mix of uses, residential building forms and site layout are to be designed to provide a positive addition to the North Lambeth Residential Neighbourhood and would incorporate a high standard of architectural design. In this respect, the proposed development is to create a strong sense of place by combining a range of residential types, parkland and open space features into a cohesive development;
- The proposed development would help to enhance the pedestrian environment and street edge along Colonel Talbot Road by promoting street-oriented building designs that are to be transit-supportive;
- Proposed tower podiums would integrate articulated façades, prominent entrances and reduced building setbacks to help enhance the pedestrian character and to help frame the street edge;
- The parking arrangement for multiple-unit forms would include surface parking areas largely screened from adjacent streets by the building mass and landscape elements. Pedestrian walkways would be provided within surface parking areas;
- Sidewalks and multi-use pathway connections are planned to support active transportation, access to community parkland, and convenient connections to future transit stops;
- Limited vehicular accesses would be provided from Colonel Talbot Road to minimize the potential impacts on traffic movement proximate to the Site; and
- Various landscaping treatments would be provided along the interface of the residential blocks with the public streets and adjacent residential development to help establish an attractive transition from the public to private realms. Appropriate lighting would also be provided to enhance safety and the pedestrian environment throughout the Site.

3.2.7 Place Type Policies

a. Neighbourhoods Place Type

Vision and Objectives:

Policies: Policy 916 sets out an overall vision for development in the Neighbourhoods place type, "... our neighbourhoods will be vibrant, exciting places to live, that help us to connect with one another and give us a sense of community well-being and quality of life."

Eight principal elements are also defined in this Policy to help achieve the vision statement:

- "1. A strong neighbourhood character, sense of place and identity.

2. Attractive streetscapes, buildings, and public spaces.
3. A diversity of housing choices allowing for affordability and giving people the opportunity to remain in their neighbourhoods as they age if they choose to do so.
4. Well-connected neighbourhoods, from place to place within the neighbourhood and to other locations in the city such as the downtown.
5. Lots of safe, comfortable, convenient, and attractive alternatives for mobility.
6. Easy access to daily goods and services within walking distance.
7. Employment opportunities close to where we live.
8. Parks, pathways, and recreational opportunities that strengthen community identity and serve as connectors and gathering places.”

Further, Policy 918 provides additional direction regarding how this broad vision will be achieved, including these policies which, in our opinion, are relevant to this Draft Plan proposal:

- “1. Through the review of all planning and development applications, neighbourhoods will be designed to create and enhance a strong neighbourhood character, sense of place and identity.
3. Neighbourhoods will be planned for diversity and mix and should avoid the broad segregation of different housing types, intensities, and forms.
5. Mixed-use and commercial uses will be permitted at appropriate locations within neighbourhoods to meet the daily needs of neighbourhood residents.
7. Street networks within neighbourhoods will be designed to be pedestrian, cycling and transit-oriented, giving first priority to these forms of mobility.
11. Our public spaces and facilities within neighbourhoods will be designed to be accessible to all populations.
13. Neighbourhoods will be designed to protect the Natural Heritage System, adding to neighbourhood health, identity and sense of place.

Commentary: In our opinion, the Draft Plan layout integrates several components to support the broad vision of the Neighbourhoods place type and the related objectives of Policy 918. Most notably:

- The land use pattern is intended to promote a distinctive character and respond to the local development context;
- The development plan promotes a range and residential types to help meet market demands in the North Lambeth community, and includes mixed-use components to support the needs of local neighbourhoods;

- The internal circulation system is designed to encourage neighbourhood connectivity and offer mobility options by way of linkages to the arterial road network and the future multi-use pathway, and by encouraging transit-supportive development; and
- A neighbourhood park is proposed at a central location and would be accessible from the internal road system and the planned pathway system.

Use, Form and Intensity:

Policies: Several residential forms and secondary uses (e.g., retail/service commercial activities, community facilities, small-scale offices) are permitted in the Neighbourhoods place type contingent, in part, on the adjacent road network. With respect to the proposed Draft Plan, Map 3 (Street Classifications) of The London Plan categorizes the adjacent section of Colonel Talbot Road as a Civic Boulevard and the adjacent sections of Royal Magnolia Avenue and Campbell Street North as a Neighbourhood Connector. It is anticipated that the balance of the street network would be classified as Neighbourhood Streets.

Additionally, development permissions in this designation are partially related to the location of a property within the aforementioned City Structure Plan. Most notably, the Site is located outside of both Central London and the Primary Transit Area as identified on Figure 20 (City Structure Composite) of this Official Plan.

Tables 10 and 11 of the new Official Plan generally specify the following land use, development intensity and residential type permissions applicable to lands with these attributes:

- Lands fronting Neighbourhood Streets (local streets) may be developed for a limited range of low density residential types (e.g., single detached, semi-detached, duplex dwellings, townhouses). Building heights at these locations are permitted to range from one to three storeys;
- Lands fronting Neighbourhood Connectors may be developed for the low density residential types permitted along Neighbourhood Streets, as well as triplexes. Building heights at these locations are permitted to range from one to three storeys, with four storeys permitted at Neighbourhood Connector intersections; and
- Lands fronting Civic Boulevards (arterial roads) may be developed for the low density residential types permitted for Neighbourhood Connectors as well as fourplexes, stacked townhouses and low-rise apartments. Building heights at these locations are to range from two to a standard maximum permission of four storeys (with an upper maximum permission of six storeys).

Commentary: In our opinion, the residential uses integrated into the proposed Draft Plan are largely in keeping with the land use permissions of the new Official Plan. However, as detailed in Section 5.2 of this Report, the building heights proposed for this Draft Plan exceed the standard permissions for the Neighbourhoods place type.

b. Green Space Place Type

Policies. Policy 762 generally prescribes that lands in the Green Space place type can be utilized for passive/active recreational uses, community facilities, private green space, agricultural, woodlot management, conservation and stormwater management (depending on the natural heritage features contained on the lands and potential hazards).

Commentary: In conjunction with this proposal, the boundary of the Green Space place type is to be refined to include those lands encompassed by the natural corridor (Blocks 24 to 26). The aforementioned EIS confirms the function of the existing drainage channel and provides recommendations for ensuring that significant functions of the corridor are protected and enhanced as part of project planning. It is anticipated that the intended uses of the natural corridor would align with Policy 762 (e.g., conservation, stormwater management, passive/active recreational space).

3.2.8 Secondary Plans

Policy 1556 of The London Plan identifies the purpose of Secondary Plans at the outset of this part of the Plan:

“1556_ Where there is a need to elaborate on the parent policies of The London Plan, or where it is important to coordinate the development of multiple properties, a secondary plan may be prepared by the City of London. Secondary plans will allow for a comprehensive study of a secondary planning area, considering all of the City Building and Environmental Policies of this Plan.”

Policy 1558 of The London Plan states the following in relation to the status of the Secondary Plans:

“Secondary plans will be adopted by City Council and form part of The London Plan. Where there is a conflict or inconsistency between the parent policies or maps of The London Plan and the policies or maps of a secondary plan, the secondary plan policies or maps will prevail.”

The SWAP provides specific policy direction in relation to land use, development intensity and building form. Most notably, Section 4.1.3 of this Report identifies that the applicable maximum building height permissions set out in the SWAP exceed those prescribed in Tables 10 and 11 of The London Plan for the Neighbourhoods place type.

3.2.9 Our Tools

3.2.9.1 Guideline Documents

Within the Our Tools part of the Official Plan, Policy 1712 identifies that, “City Council may adopt guideline documents to provide direction for the implementation of the policies of this

Plan or to guide development of a specific area". Policy 1716 itemizes a number of approved guidelines, including the City of London Placemaking Guidelines which, in our opinion is of particular relevance to this proposal.

City of London Placemaking Guidelines

The City of London Placemaking Guidelines document, dated November 2007, is intended to promote liveable communities, an identifiable character and a sense of place. The following summarizes the principal (core) guidelines that provided design direction for the Draft Plan configuration and the conceptual block layouts.

Site Context and Community Elements

- Establish key social and pedestrian connections between new development and the existing fabric of the city.
- Develop an overall concept plan which clearly identifies the relationship between land uses, built form and natural features of the community.
- Develop the concept plan with specific built form types and requirements in mind while allowing for future flexibility.
- Develop a circulation plan identifying where linkages will be established to support pedestrian, automobile, cycling movements throughout the community.
- Identify key streetscapes and coordinate the conceptual design and location of landscaping and built forms.
- Buildings should be located close to the street and should be architecturally articulated to provide an appropriate level of detail that will visually animate the streetscape.

Pedestrian Environments

- Use landscaping strategically to enhance the pedestrian environment.
- Design pedestrian environments that provide a sense of safety and separation from automobile traffic.
- Design roadways so that they calm traffic and keep car speeds to a minimum.
- Orient buildings, their massing, architectural elements and habitable areas so that they promote an eyes-on-the-street approach to streetscapes and public spaces.
- Use architectural and landscape design to enhance visually prominent locations.
- Design buildings and spaces to encourage social interaction.

Focal Points, Public Realm and Residential Design

- Design convenient pedestrian linkages to focal points and public transit.
- Plan institutional uses so that their building forms complement the streetscape and contribute to the design concept.
- Avoid architectural designs that are ubiquitous and non-descript because they do not contribute to a sense of place.

3.2.10 Conclusion

In our opinion, the discussion outlined in Sections 1.3 and 7.0 of this Report demonstrates that the intended land uses and design components of the proposed Draft Plan support the broad vision and guiding objectives of The London Plan and the policy direction of the Neighbourhoods and Green Space place types.

Additionally, the Draft Plan generally aligns with the development permissions prescribed for these place types; recognizing that the project is subject to the more detailed policies of the SWAP.

An OPA is required to refine the Green Space place type to include those lands designated Neighbourhoods place type that form part of the natural corridor and parkland (Blocks 23 to 26). **Figure 3** of this Report illustrates the proposed refinements to Map 1. Additionally, revisions to Maps 5 and 6 may be required to reflect EIS findings (to be confirmed through City staff and UTRCA review).

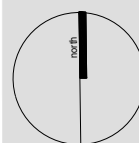


LEGEND

- | | | | |
|---|----------------------|---|-----------------------|
|  | GREEN SPACE |  | RURAL NEIGHBOURHOODS |
|  | ENVIRONMENTAL REVIEW |  | FARMLAND |
|  | SHOPPING AREA |  | URBAN GROWTH BOUNDARY |
|  | NEIGHBOURHOODS | | |

Figure 3
 Proposed London Plan
 Map 1
 Place Types

 **SUBJECT LANDS**



4.0 Area Studies

4.1 Southwest Area Plan

4.1.1 Vision

Section 20.5.1.3 of the Southwest Area Plan identifies a broad vision statement for this Secondary Plan. In our opinion, the following component of the vision statement effectively defines the fundamental objective of this planning document:

“This Plan ... places an emphasis on promoting sustainable growth patterns, attractive urbanism, strong neighbourhoods, the protection of significant natural heritage features and built and cultural heritage, and the qualities that are unique to the southwest quadrant of the city.”

4.1.2 Planned Function and Development Characteristics

Section 20.5.5 of the SWAP outlines that this Secondary Plan includes a policy framework based on specific Neighbourhoods. The policies of these neighbourhoods set out specific functions and characteristics for local development, and help achieve the broad vision of this Plan. As discussed in Section 1.2 of this Report, within the context of the SWAP, the subject lands form part of the North Lambeth Residential Neighbourhood.

Section 20.5.10 i) of the Secondary Plan states that the planned function of the North Lambeth community is:

“... (to) provide for residential development of an intensity that is generally higher than achieved in other areas of the city but is less than the intensity of the Bostwick Neighbourhood. The focus for new development 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 neighbourhood.

Higher intensity mid-rise, transit oriented development is along portions of the arterial road network within these Neighbourhoods to support the provision of transit services ...”

Further, with respect to development character, it is noted in Section 20.5.10 ii) that residential areas, “...will develop as traditional suburban neighbourhoods, with characteristics similar to those found in the older areas of the City of London, reflecting a compact development, a diversity of building types, and walkable amenities to enhance the day-to-day living experience.”

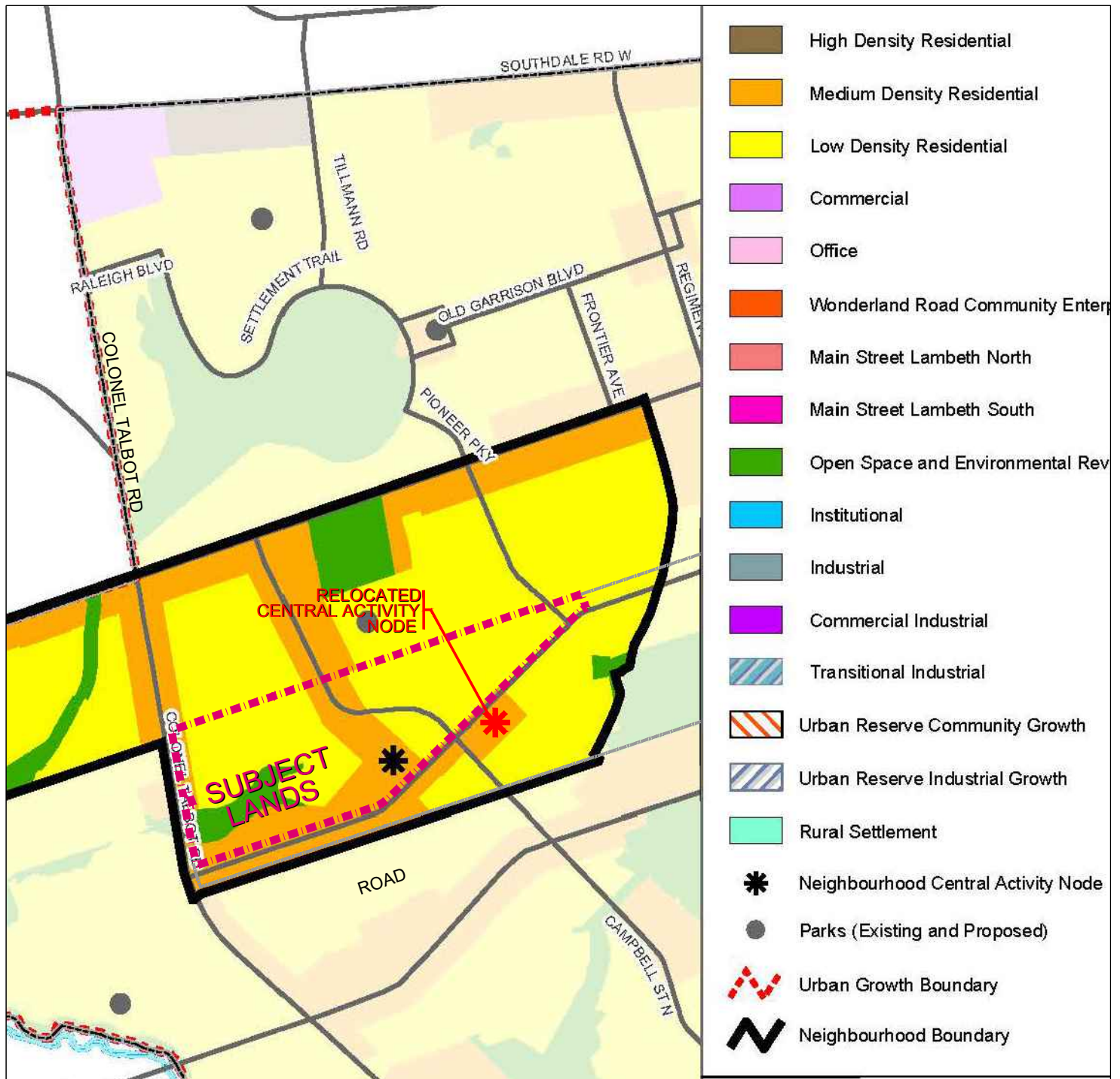
4.1.3 Development Policies

a. Overview

Figure 4 of this Report identifies the land use pattern for the Site delineated on Schedule 9 (North Lambeth Residential Neighbourhood Land Use Designations) of the SWAP. As illustrated, the subject lands are predominately designated Low Density Residential and Medium Density Residential, with the Open Space and Environmental Review designation applied to the western portion of the Tributary 12 corridor.

The following sets out key SWAP development policies for the North Lambeth community applicable to the proposed Draft Plan. It is important to note that pursuant to Section 20.5.1.2 of the Secondary Plan, the permitted use policies of the SWAP prevail over those prescribed in the Official Plan where more detailed or alternate direction is provided in the Secondary Plan.

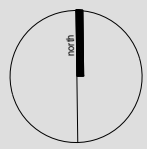
- i. Section 20.5.10.1 of the SWAP states that uses permitted within Medium Density Residential areas will be permitted in both the Low Density and Medium Density Residential designations. Permitted residential uses include single detached, semi-detached and duplex dwellings, triplexes and fourplexes, townhouses or cluster houses and low-rise apartment buildings. Additionally a limited range of convenience and personal service commercial uses, small-scale eat-in restaurants, civic and institutional uses such as parks, schools and places of worship, and live-work uses may be permitted in this designation. This Section also prescribes that residential densities in the Low Density Residential designation are to generally range from 18 to 35 units/ha and are to range from 30 units/ha to 75 units/ha in the Medium Density Residential designation. In both designations, building heights are not to exceed four storeys.
- ii. Additional building height and residential density permissions are prescribed in the SWAP for lands designated Medium Density Residential fronting the east side of Colonel Talbot Road within the North Lambeth Residential Neighbourhood. These supplemental permissions are intended to support intensive, medium density housing along transit-oriented transportation corridors. Specifically, Section 20.5.4.1 of the SWAP states the following regarding built form and intensity for this location:
 - Developments are to have a minimum residential density of 30 units/ha and a typical maximum density of 100 units/ha;
 - Residential densities of up to 120 units/ha may be permitted through a site-specific rezoning, site plan application and urban design review, and with consideration for defined criteria (e.g., conformity with urban design principles, positioning of buildings to support a strong street edge and pedestrian environment, provision of safe pedestrian connections between arterial roads and interior neighbourhoods); and
 - Building heights are to have a minimum height of two storeys and a maximum height of nine storeys.



- High Density Residential
- Medium Density Residential
- Low Density Residential
- Commercial
- Office
- Wonderland Road Community Enterp
- Main Street Lambeth North
- Main Street Lambeth South
- Open Space and Environmental Rev
- Institutional
- Industrial
- Commercial Industrial
- Transitional Industrial
- Urban Reserve Community Growth
- Urban Reserve Industrial Growth
- Rural Settlement
- ✱ Neighbourhood Central Activity Node
- Parks (Existing and Proposed)
- Urban Growth Boundary
- N Neighbourhood Boundary

LEGEND
 SUBJECT LANDS

Figure 4
 Existing Southwest
 Area Secondary Plan
 Designations
 Schedule '9'
 Land Use



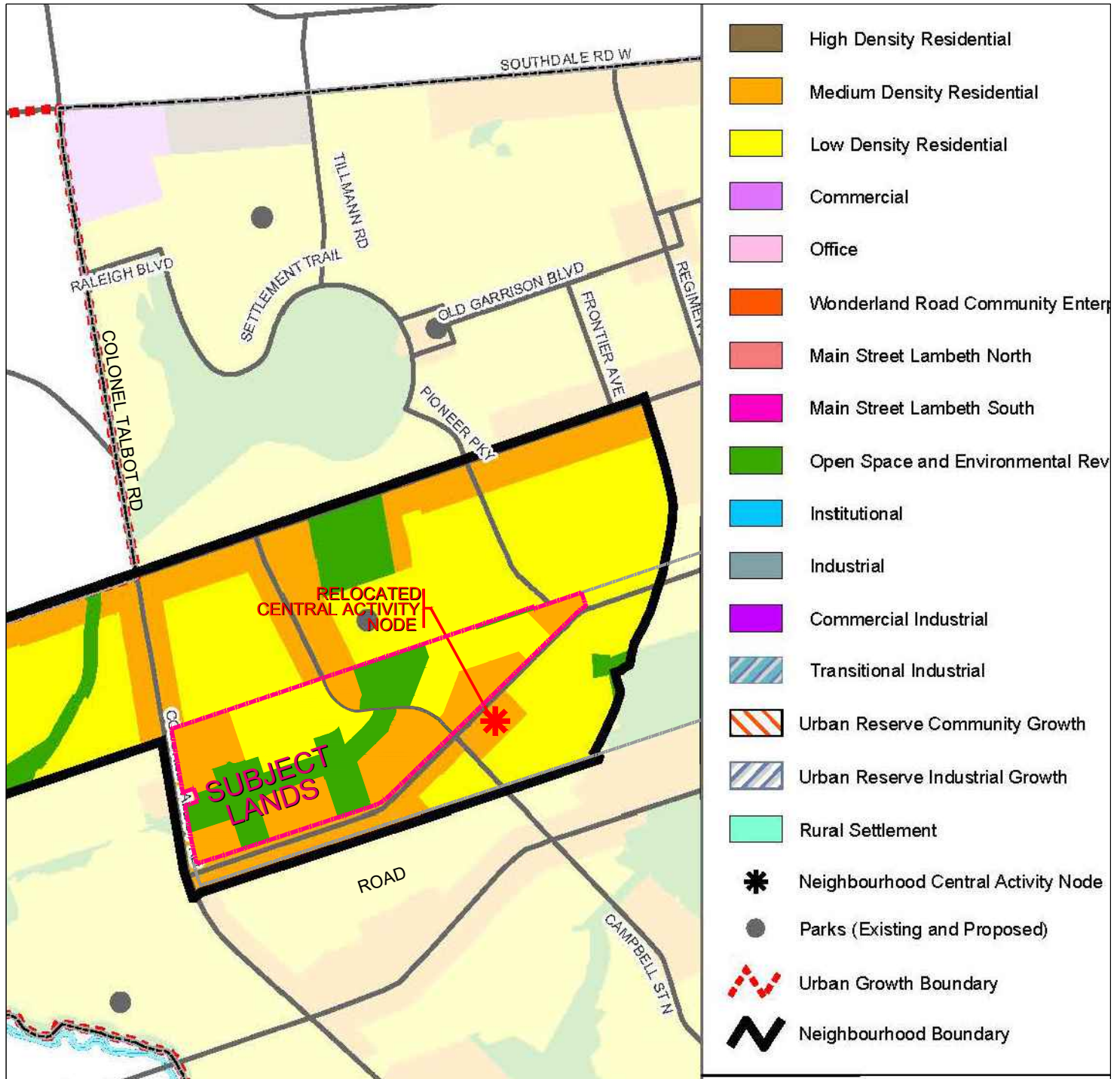
- iii. Section 20.5.3.3 provides policy direction relating to Neighbourhood Central Activity Nodes. With respect to permitted uses, Subsection ii) identifies that these Nodes are to have a higher intensity than other parts of the neighbourhood and are encouraged to include a limited range of service and convenience-oriented commercial uses, civic and institutional and live-work functions. Further, Subsection iv) states that buildings associated with these nodes are to have a scale and design appropriate for the neighbourhood, with consideration for urban design objectives (e.g., street orientation, adequate setbacks, density transition between higher-intensity, higher-rise built forms and adjacent lower-rise forms).
- iv. Open Space and Environmental Review. Section 20.5.4.3 of the SWAP states that lands in the Open Space designation are intended for active and passive recreation and are considered components of the City's natural heritage system.

b. Evaluation of Proposed Draft Plan

The proposed Draft Plan is designed to generally align with the land use pattern and development permissions set out in Schedule 9 of the SWAP; with consideration for the interpretation policies of The London Plan set out in the Our Challenge part of the Plan and pursuant to Section 20.5.16.14 of the SWAP. The following summarizes how the Draft Plan components of the Draft Plan are intended to align with Schedule 9:

- The Low Density Residential designation is to be retained for the internal portions of the Site and is to primarily accommodate low-rise forms;
- The Medium Density Residential designation is proposed to be retained for the majority of the Site fronting Colonel Talbot Road, Royal Magnolia Avenue and Campbell Street North. Multiple-unit housing forms including cluster housing, including townhouses and apartment buildings are planned for these lands; and
- The Neighbourhood Central Activity Node overlay is to be applied to the Medium Density Residential designation for Block 20 to enhance and expand the activity node incorporated into Magnolia Fields, to further support the planned function of the node as the community's town square. Given the planned development context proximate to Block 20 and with consideration for the policy direction set out in Section 20.5.3.3, building heights of up to six storeys and a residential density of up to 120 units/ha are proposed for this node; and
- Lands intended for parkland and the natural corridor (Blocks 23 to 26) are to be designated Open Space and Environmental Review.

Notwithstanding, site-specific amendments to SWAP policies are required to implement the proposed Draft Plan. **Figure 5** of this Report illustrates the proposed amendments to Schedule 9 of the SWAP. All corresponding SWAP schedules would also need to be revised to reflect this proposed amendment and the associated realignment of the designated collector streets.



- High Density Residential
- Medium Density Residential
- Low Density Residential
- Commercial
- Office
- Wonderland Road Community Enterp
- Main Street Lambeth North
- Main Street Lambeth South
- Open Space and Environmental Rev
- Institutional
- Industrial
- Commercial Industrial
- Transitional Industrial
- Urban Reserve Community Growth
- Urban Reserve Industrial Growth
- Rural Settlement
- Neighbourhood Central Activity Node
- Parks (Existing and Proposed)
- Urban Growth Boundary
- Neighbourhood Boundary

LEGEND

SUBJECT LANDS

Figure 5
Proposed Southwest
Area Secondary Plan
Designations
Schedule '9'
Land Use


PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE
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DATE: August 28, 2023

SCALE 1 : 15,000

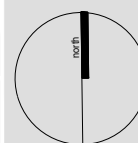


Table 1 summarizes the residential density assessment conducted for this Draft Plan reflecting the approximate boundaries of the land use designations illustrated in Figure 5. A residential density assessment illustrating this analysis is provided in **Appendix A**.

Table 1: Residential Density Assessment

Residential Dwelling Type	SWAP Designation	Area	Lots/Units	Density
Single/Semi-Detached	LDR ¹	6.7 ha	165	25 units/ha
Street Townhouses	MDR ²	0.5 ha	15	34 units/ha
Cluster Housing ³	MDR	8.4 ha	579	69 units/ha
Apartments	MDR	2.7 ha	288	106 units/ha
Sub-Total	LDR	6.7 ha	165	25 units/ha
	MDR	11.5 ha	882	77 units/ha
Total		18.2 ha	1,047	58 units/ha

¹LDR: Medium Density Residential

²MDR: High Density Residential

³Includes low-rise apartment and mixed-use forms

As illustrated, collectively, the scale of development proposed for both the Low Density Residential and Medium Density Residential designations largely aligns with the applicable density permissions of the North Lambeth Residential Neighbourhood. It is anticipated that the ultimate development layouts will align with SWAP permissions.

4.1.4 Neighbourhood Design

a. Overview

Urban design policies within the SWAP provide direction regarding the treatment of the public realm, building form and site design. During the development of the Draft Plan, a detailed assessment of these policies was completed to align the subdivision design with the policy direction of the Secondary Plan.

The following discussion provides an overview of the core SWAP design themes and policies that have a particular relationship to the proposal. Commentary is also provided evaluating the merits of the subdivision design relative to this policy framework.

b. Neighbourhood Elements

Policies: As discussed, the SWAP directs that residential areas in the North Lambeth Residential Neighbourhood are to generally develop as traditional suburban neighbourhoods with characteristics similar to older areas (reflecting a compact development pattern, a diversity of building massing and types, and walkable amenities). Section 20.5.1.4 i) of the Secondary Plan identifies several objectives to achieve diverse and connected communities. In our opinion, the following have applicability to this Draft Plan:

- a) Provide for a range of land uses including residential, open space, public, commercial, office and mixed-uses and community facilities.
- b) Foster a sense of community interaction by connecting diverse land uses within and between neighbourhoods using the linear park and open space systems and a system of connected streets and blocks.
- c) Provide for the extension of necessary public services and facilities to support the community.
- e) Enhance recreational opportunities throughout the neighbourhoods.
- f) Identify opportunities for places that foster community identity ...
- g) Enhance the public realm, including streetscapes, public spaces and infrastructure.
- i) Integrate the new community with surrounding neighbourhoods.
- j) Design the community street pattern to create or enhance view corridors.”

Commentary: The Draft Plan has been designed with consideration for the above-noted objectives in order to facilitate a connected, mixed-use community with a recognizable character. In this regard, the intent of the design layout is: to promote housing choice; to encourage compact, efficient development; and to provide opportunities for an appropriate range of service/commercial and recreational activities. Further, connectivity between the planned uses and adjacent developments would be provided by a vehicular and pedestrian transportation network comprised of arterial roads, local streets, sidewalks, walkways and multi-use pathways. The public realm would also be enhanced through the provision of an attractive streetscape/walkway design (integrating street trees, enhanced landscaping elements at prominent locations, multiple view corridors and vista opportunities).

c. Housing Choice

Policies: Section 20.5.1.4 ii) of the SWAP states that a range and mix of housing types, and housing designs, are to be provided within all Southwest Planning Area neighbourhoods. A series of policy objectives are also defined in the Section in support of this broad principle, including the following which, in our opinion, have relevance to this Draft Plan proposal:

- a) Ensure that a range and mix of housing types is provided within developments to achieve a balanced and inclusive residential community.
- b) Ensure that housing developments and designs achieve compact residential development.
- c) Achieve an urban form which makes effective use of land, services, community facilities and related infrastructure.

- d) Ensure that the community caters to the needs of all ages, stages of life and income groups.
- e) Provide opportunities for live-work opportunities to reduce the need for commuting.”

Commentary: In light of the following considerations, in our opinion the residential elements of the Draft Plan are in keeping with the policy objectives noted above:

- The Draft Plan provides 19 residential development blocks that have been planned to support a diversity of residential housing opportunities throughout the Site. Collectively, this development layout is intended to accommodate a variety of housing choice relative to dwelling type, location, design and accessibility;
- As discussed in Section 4.1.3 of this Report, the proposed Draft Plan has been designed to exceed the minimum residential density requirements set out in the SWAP. In this regard, the density requirements prescribed in the Secondary Plan are intended to encourage compact, walkable communities that utilize land and services in an efficient manner; and
- The residential permissions proposed in conjunction with this Draft Plan would: support a diversity of residential types to accommodate a variety of households/lifestyles; provide opportunities to age-in-place; and encourage live-work opportunities.

d. Sustainable/Green Design

Policies: Section 20.5.3.2 of the SWAP states that a key objective of the Secondary Plan is to promote sustainable development through a policy framework encouraging: enhanced connectivity to transit; mixed-use development; a modified grid road system; and a connected open space system. In support of this broad objective, Subsection i) defines sustainable design criteria to be considered in conjunction with planning applications in the Southwest Planning Area:

- “a) reduce the consumption of energy, land and other nonrenewable resources;
- b) minimize the waste of materials, water and other limited resources;
- c) create livable, healthy, accessible and inclusive environments; and
- d) reduce greenhouse gases.”

Subsection ii) further itemizes a series of sustainable/green development initiatives to be considered in project planning.

Commentary: **Appendix B** to this Report provides a description of sustainable development features that will be considered in conjunction with the detailed design phase of the subdivision approval process. In our opinion, the inventory presented in the Appendix demonstrates that this proposal (1) is being progressed with regard for the

aforementioned design criteria and (2) supports the broader SWAP objective to encourage green development in the Southwest Planning Area.

e. Additional Design Elements

Policies: The proposed Draft Plan has also been developed with regard for a number of supplemental design policies, objectives and principles detailed in the SWAP. In particular, the subdivision design responds to policies in Sections 20.5.3.4 (Community Parkland and Trail Network), Section 20.5.3.6 (Natural Heritage), Section 20.5.3.8 (Transportation) and Section 20.5.3.9 (Urban Design) that, in our opinion, have relevance to this proposal.

The following provides an overview of the design direction provided by the identified Sections and in other related policies of the Secondary Plan:

Parkland/Natural Heritage:

- Enhanced, visible connections to the open space areas are to be incorporated into all neighbourhoods, and will promote appropriate linkages within and between neighbourhoods;
- Open space areas and utility corridors are to provide pedestrian and cycling linkages that complement the street network. Open space corridors are to build on the natural heritage system and help create unique neighbourhoods linked by integrate open space systems;
- Develop publicly-owned open spaces into linear parks;
- An interconnected system of trails will be developed to support recreation, transit and transportation; and
- Subdivision design shall provide pathway and park connections within and between neighbourhoods where possible.

Transportation:

- Development shall be based on a modified grid road system with interconnected networks of roads designed to disperse and reduce the length of vehicular and pedestrian trips and support transit service;
- The street network will respond to topography, the Open Space System and nodal areas;
- Street patterns shall support pedestrian-oriented development patterns, transit and cycling; and
- Special design treatments shall be implemented in appropriate locations, on local and secondary collector streets, to slow or restrict traffic movements and place a priority on pedestrian movements.

Urban Design:

- All development shall be compact in form, pedestrian-oriented and transit friendly;
- Building densities and land uses along identified transit routes are to be designed to support this service;
- Blocks should be short and regular in length for efficient walking and for variation in routes. Where it is impossible/undesirable to provide short blocks, wide public mid-block corridors should be provided; and
- Where there is a significant transition in height between buildings, it is preferable that this transition occurs over a street (one side of the street has one height, the opposite side has another height). Where this is not possible there should be a gradual transition of height across the block.

Commentary: In our opinion, the project description provided in this Report and presented in the enclosed conceptual Draft Plan demonstrates consideration for the design direction summarized above.

4.1.5 Conclusion/Statement of Conformity

Given these considerations, it is our opinion that the proposed Draft Plan conforms with the vision, policy direction and design principles of the SWAP. A site-specific OPA to the SWAP is required to redesignate portions of the subject lands Low Density Residential, Medium Density Residential, Neighbourhood Central Activity Node (overlay), and Open Space and Environmental Review to align with the intended Draft Plan layout (as illustrated in Figure 5 of this Report).

5.0 Zoning By-law

5.1 Existing Zoning

Figure 6 illustrates that the subject lands currently incorporate three separate zones as defined in the City's Zoning By-law Z.-1 and itemized below:

1. Urban Reserve (UR4) Zone. The UR4 Zone is applied to majority of the Site;
2. Neighbourhood Facility (NF) Zone. The NF Zone is applied to 3680 Colonel Talbot Road; and
3. Open Space (OS4) Zone. OS4 zoning is applied to the western portion of Tributary 12.

Section 49.1 of the Zoning By-law describes that the parent Urban Reserve Zone regulates existing uses on lands that are primarily undeveloped for urban uses. It is stated in this Section that UR4 Zone variation is generally applied to undeveloped areas that have not been reviewed through a Secondary Plan process.

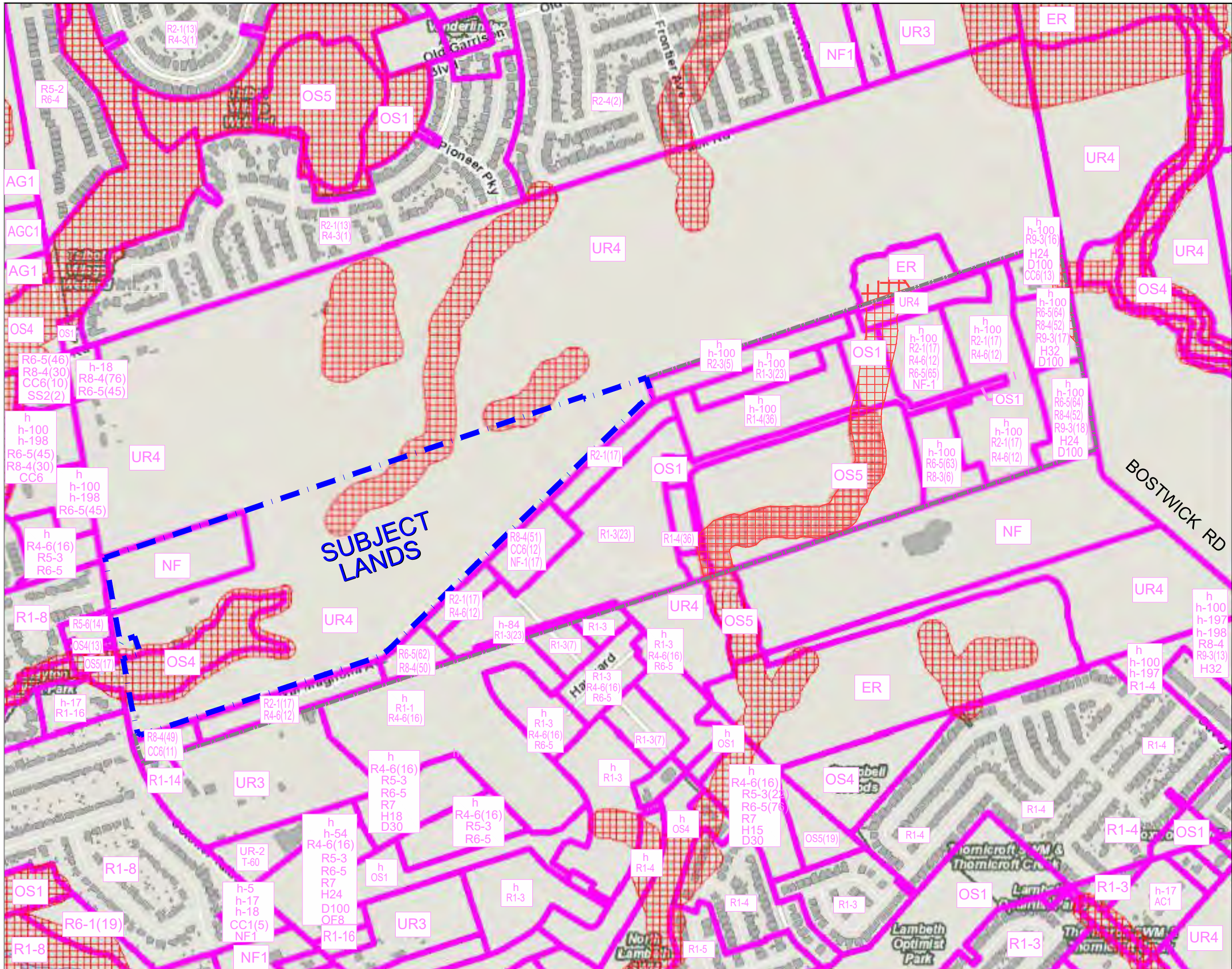
Pursuant to Section 49.2 of the Zoning By-law, permitted uses in the UR4 Zone are as follows:

- Existing dwellings;
- Agricultural uses;
- Conservation lands;
- Managed woodlots;
- Wayside pits;
- Passive recreation uses;
- Kennels;
- Private outdoor recreation clubs; and
- Riding stables.

Section 33.1 of the Zoning By-law sets out that the NF Zone provides for and regulates public and private facility uses that primarily serve a neighbourhood function. Permitted uses in this zone are limited to places of worship, elementary schools and day care centres.

Section 36.1 states that the OS4 Zone is a restrictive open space zone variation applied to lands that have physical and/or environmental constraints to development. Permitted uses in the OS4 Zone are set out in Section 36.2 4) and are summarized below:

- Conservation lands;
- Conservation works;
- Golf courses without structures;
- Private parks without structures;
- Public parks without structures;
- Recreational golf courses without structures;



LEGEND

- Subject Lands
- CONSERVATION AUTHORITY REGULATED AREAS

ZONING LEGEND

- H HEIGHT ZONE PROVISIONS
- h HOLDING ZONE PROVISIONS
- D DENSITY PROVISION
- R1 RESIDENTIAL R1 ZONE
- R2 RESIDENTIAL R2 ZONE
- R4 RESIDENTIAL R4 ZONE
- R5 RESIDENTIAL R5 ZONE
- R6 RESIDENTIAL R6 ZONE
- R7 RESIDENTIAL R7 ZONE
- R8 RESIDENTIAL R8 ZONE
- R9 RESIDENTIAL R9 ZONE
- RO RESTRICTED OFFICE RO ZONE
- NF NEIGHBOURHOOD FACILITY ZONE
- ER ENVIRONMENTAL REVIEW ZONE
- AGC AGRICULTURALLY-RELATED COMMERCIAL USE ZONE
- AG AGRICULTURAL AG ZONE
- UR URBAN RESERVE ZONE
- OS OPEN SPACE ZONE
- CC CONVENIENCE COMMERCIAL

Source: City of London Online Interactive CityMap
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DATE: August 28, 2023

SCALE: N.T.S.

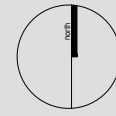


Figure 6 Existing Zoning

- Cultivation or use of land for agricultural/horticultural purposes; and
- Sports fields without structures.

Figure 6 also illustrates that the Tributary 12 corridor is generally located within the UTRCA Regulation Limit.

5.2 Proposed Zoning

The land uses associated with the proposed Draft Plan would not comply with the current zoning regime. Accordingly, a Zoning By-law Amendment (ZBA) application would be submitted concurrently with the required Draft Plan and OPA applications in order to facilitate the planned development.

An analysis of Zoning By-law Z.-1 was conducted to identify a zone regime that could accommodate the uses associated with the proposed Draft Plan. As an outcome of this assessment, it is anticipated that the following zones would permit the intended uses and planned scale of this proposal. It is important to note that the zoning proposed for Sunset Creek largely reflects the zoning approved for Magnolia Fields.

- Residential R1 Special Provision (R1-3(□)): Blocks 1 to 7 would be zoned R1-3(□) to permit these lands to be developed for single detached dwellings. This zone variation stipulates a minimum lot area of 300 m² and a minimum lot frontage of 10.0 m. Additionally, a minimum 1.2 m interior side yard setback, a 45% maximum lot coverage regulation, and a minimum front yard setback of 3.0 m, and special garage positioning and maximum width regulations are proposed as special provisions to accommodate single detached dwellings on smaller lots as set out below:

“R1-3(□) 3680 and 3700 Colonel Talbot Road

a) Regulations:

i) Front Yard Setback, Main Dwelling (Minimum)	3 metres (9.8 feet)
ii) Front Yard Setback, Garages (Minimum)	6 metres (19.7 feet)
iii) Interior Side Yard (Minimum)	1.2 metres (3.9 feet)
iv) Lot Coverage (Maximum)	45%

v) Garages shall not project beyond the façade of the dwelling or façade (front face) of any porch, whichever is closer to the front lot line, and shall not occupy more than 50% of lot frontage.”

- Residential R2 Special Provision (R2-1(□)): Blocks 1 to 9 would be zoned R2-1(□) to permit these properties to be developed for low-rise forms (e.g., single detached, semi-detached and duplex dwellings). For single detached dwellings, the R2-1 Zone stipulates a minimum lot area of 250 m² and a minimum lot frontage of 9.0 m. For semi-detached units, the R2-1 Zone prescribes a minimum lot area of 430/200 m² and a minimum lot frontage of 18 m/8.5 m. To promote a more efficient housing form, it is proposed that the minimum lot frontage for semi-detached units in Sunset Creek be 7.0 m per unit (equating to a typically lot area of 245 m² per unit). Additionally, the special provisions for the R1-3(□) Zone would be applied to this R2-1 Zone variation (noting that the maximum lot coverage for the R2-1 Zone is 45%).
- Residential R4 Special Provision (R4-6(□)): Block 9 also includes R4-6(□) zoning to permit this property to be developed for street townhouses having a maximum height of 12 m. The proposed special provision prescribes a minimum lot frontage of 7.0 m per unit, a maximum driveway width of 3.5 m per lot, as well as the minimum front and interior yard setbacks and garage-related regulations of the proposed R1-3(□) Zone.
- Residential R6 Special Provision (R6-5(□)), Residential R6 (R6-5(*)) and Residential R6 (R6-5(**)): R6-5 Zone variations would be applied to Blocks 12 to 19, 20 and Block 22, to support medium density development in the form of cluster housing. The R6-5 Zone provisions specify a minimum lot area of 850 m², a minimum lot frontage of 10.0 m, a maximum building height of 12.0 m and a maximum density of 35 units/ha. This residential zoning allows for vacant land condominiums within these blocks comprised of low and medium density residential forms (i.e., single detached dwellings, semi-detached dwellings, duplexes, triplexes, fourplexes, townhouses, stacked townhouses, apartments). A zone variation (□) is proposed for Blocks 12 to 17 to permit a maximum density of 75 units/ha and a maximum building height of four storeys. A second R6-5 Zone variation (*) is proposed for Blocks 18, 19 and 22 to permit a maximum building height of nine storeys and a maximum density of 120 units/ha. A third R6-5 Zone variation (**) is proposed for Block 20 to permit a maximum building height of six storeys and a maximum density of 120 units/ha. Additionally, both R6-5 Zone variations would include special provisions permitting the minimum front yard and exterior side yard setbacks and garage-related regulations of the proposed R1-3(□) Zone. The three requested R6-5 Zone variations are presented below:

“R6-5(□) 3680 and 3700 Colonel Talbot Road

a) Regulations:

i) Front Yard and Exterior Yard Depth (Dwelling)
(Minimum)

3 metres (9.8 feet)

- ii) Front Yard and Exterior Yard, Garages (Minimum) 6 metres (19.7 feet)
- iii) Density (Maximum) 75 units per hectare
- vi) Height (Maximum) 4 Storeys
- v) Garages shall not project beyond the façade of the dwelling or façade (front face) of any porch, whichever is closer to the front lot line, and shall not occupy more than 50% of lot frontage.

"R6-5(*) 3680 and 3700 Colonel Talbot Road

a) Regulations:

- i) Front Yard and Exterior Yard Depth (Dwelling) (Minimum) 3 metres (9.8 feet)
- ii) Front Yard and Exterior Yard, Garages (Minimum) 6 metres (19.7 feet)
- iii) Density (Maximum) 120 units per hectare
- vi) Height (Maximum) 9 Storeys
- v) Garages shall not project beyond the façade of the dwelling or façade (front face) of any porch, whichever is closer to the front lot line, and shall not occupy more than 50% of lot frontage.

"R6-5(**) 3680 and 3700 Colonel Talbot Road

a) Regulations:

- i) Front Yard and Exterior Yard Depth (Dwelling) (Minimum) 3 metres (9.8 feet)
- ii) Front Yard and Exterior Yard, Garages (Minimum) 6 metres (19.7 feet)
- iii) Density (Maximum) 120 units per hectare

- vi) Height (Maximum) 6 Storeys
- v) Garages shall not project beyond the façade of the dwelling or façade (front face) of any porch, whichever is closer to the front lot line, and shall not occupy more than 50% of lot frontage.

- Residential R8 Special Provision (R8-4(□)) and Residential Special Provision R8 (R8-4(*)): R8-4 Zone variations would also be applied to Blocks 12 to 19, Block 20 and Block 22 to permit these lands to be developed for low-rise apartment buildings, stacked townhouses and senior citizen apartment buildings. The R8-4 Zone provisions prescribe a minimum lot area of 1,000 m², a minimum lot frontage of 30.0 m, a maximum building height of 13.0 m (four storeys) and a maximum density of 75 units/ha. A second R8-4 Zone variation (*) is proposed for Blocks 18, 19, 20 and 22 to permit a six storey maximum building height and a maximum density of 120 units/ha. Both proposed R8-4 Zone variations are illustrated below:

“R8-4(□) 3680 and 3700 Colonel Talbot Road

a) Regulations:

- i) Front Yard Setback (Dwelling or Building) 3 metres (9.8 feet)
(Minimum)
- ii) Exterior Side Yard Setback 3 metres (9.8 feet)
(Minimum)
- iii) Interior Side Yard Setback 1.2 metres (3.9 feet)
(Minimum)
- iv) Front Yard Depth, Garages 6 metres (19.7 feet)
(Minimum)
- v) Density 30 units per hectare
(Minimum) 75 units per hectare
(Maximum)
- vi) Height (Maximum) 6 Storeys
- vii) Garages shall not project beyond the façade of the dwelling or façade (front face) of any porch, whichever is closer to the front lot line, and shall not occupy more than 50% of lot frontage.

“R8-4(*) 3680 and 3700 Colonel Talbot Road

a) Regulations:

- i) Front Yard Setback (Dwelling or Building) (Minimum) 3 metres (9.8 feet)
- ii) Exterior Side Yard Setback (Minimum) 3 metres (9.8 feet)
- iii) Interior Side Yard Setback (Minimum) 1.2 metres (3.9 feet)
- iv) Front Yard Depth, Garages (Minimum) 6 metres (19.7 feet)
- v) Density (Maximum) 120 units per hectare
- vi) Height (Maximum) 6 Storeys
- vii) Garages shall not project beyond the façade of the dwelling or façade (front face) of any porch, whichever is closer to the front lot line, and shall not occupy more than 50% of lot frontage.

- Residential R9 Special Provision (R9-3()*H32*D120)’: The R9-3 Zone would also be applied to medium density residential blocks situated along the Bostwick Road and Pack Road corridors (Blocks 18, 19 and 22) to permit high-rise apartment buildings on these lands. A maximum building height (H) permission of 32 m is proposed to accommodate nine storey apartment buildings on these blocks. Further, a maximum density (D) permission of 120 units/ha is proposed for each block. These residential density and building height permissions are consistent with applicable SWAP permissions. In addition to these permissions, special R9-3() provisions would also prescribe reduced front and/or exterior side yard setbacks of 1.0 m to position apartment buildings in close proximity to adjacent streets.

“R9-3() 3680 and 3700 Colonel Talbot Road

a) Regulations:

- i) Front Yard and Exterior Side Yard Depth (Minimum) 1.0 metres (3.3 feet)
- ii) Density (Minimum) 30 units per hectare
(Maximum) 120 units per hectare
- iii) Height

(Minimum)	2 storeys
(Maximum)	9 storeys (32 m)

- Convenience Commercial Special Provision (CC6(_)). The CC6(_) Zone would be applied to Blocks 20 and 22, to permit a variety of commercial uses (e.g., convenience stores, food stores, offices, pharmacies, restaurants). This commercial zone allows building heights up to 8.0 m and prescribes a maximum gross floor area (GFA) of 1,000 m² per property. Additionally, the Special Provision Zone proposed below would provide (1) specific regulations for front yard and exterior side yard to promote a pedestrian orientation and (2) restrict residential dwelling units to the upper floors if included in a commercial building.

“CC6(_) 3680 and 3700 Colonel Talbot Road

a) Regulations:

- i) Section 29.3(3) does not apply to this development.
- ii) Dwelling Units are restricted to the 2nd floor and above, and the regulations of the R8-4(*) Zone shall apply if dwelling units are included in the building.
- iii) Front Yard and Exterior Side Yard Depth (m)

(Minimum)	1.0 metres (3.3 feet)
(Maximum)	4.0 metres (13.1 feet)

- Neighbourhood Facility (NF1(_)): The NF1(_) Zone would also be applied to Block 20 to accommodate a number of institutional uses within the planned neighbourhood activity node (e.g., community centres, libraries). The Special Provision Zone proposed below is similar in intent to the proposed CC6(_) Zone.

“NF1(_) 3680 and 3700 Colonel Talbot Road”

a) Regulations:

- i) Dwelling Units are restricted to the 2nd floor and above, and the regulations of the R8-4(_) Zone shall apply if dwelling units are included in the building.
- ii) Front Yard and Exterior Side Yard Depth (m)

(Minimum)	1.0 metres (3.3 feet)
(Maximum)	4.0 metres (13.1 feet)

- Open Space (OS1): The proposed park (Block 23) would be zoned OS1 to facilitate both active and passive uses, pursuant to the permissions of Section 36.2 of the Zoning By-law (e.g., public parks, recreational buildings, conservation).
- Open Space (OS4): The OS4 Zone is proposed for those areas of the natural corridor blocks (Blocks 24 to 26) intended for stormwater management. Section 36.2 of the

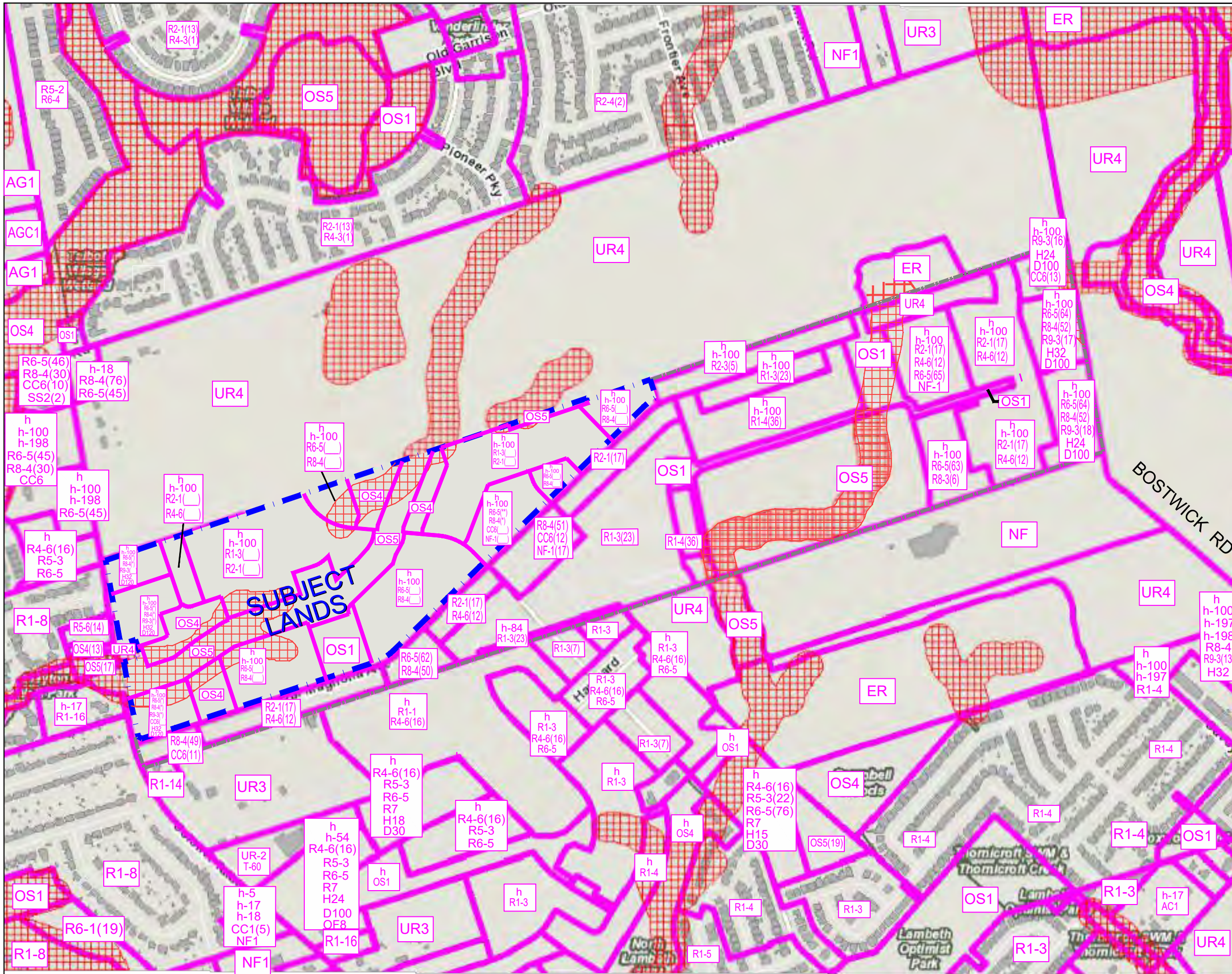
Zoning By-law identifies that a variety of open space uses are permitted on lands zoned OS4, including conservation, active recreation and private and public parks.

- Open Space (OS5): The OS5 Zone is proposed for those areas of the natural corridor blocks intended for the realigned Tributary 12 channel, the multi-use pathway system and naturalization opportunities. Pursuant to Section 36.2 5) of the Zoning By-law, a limited range of open space uses are permitted in this OS Zone variation (e.g., conservation, passive recreational uses including hiking trails and multi-use pathways).

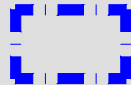

Figure 7 of this Report identifies the zoning proposed for this Site. As illustrated, compound zoning is applied to several residential development blocks to permit a range of appropriate housing types and to provide flexibility to meet changing market demands.

5.3 Summary

In review, it is anticipated that the noted combination of zones would accommodate the full range of land uses integrated into the proposed Draft Plan.



LEGEND

-  Subject Lands
-  CONSERVATION AUTHORITY REGULATED AREAS

ZONING LEGEND

- H HEIGHT ZONE PROVISIONS
- h HOLDING ZONE PROVISIONS
- D DENSITY PROVISION
- R1 RESIDENTIAL R1 ZONE
- R2 RESIDENTIAL R2 ZONE
- R4 RESIDENTIAL R4 ZONE
- R5 RESIDENTIAL R5 ZONE
- R6 RESIDENTIAL R6 ZONE
- R7 RESIDENTIAL R7 ZONE
- R8 RESIDENTIAL R8 ZONE
- R9 RESIDENTIAL R9 ZONE
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- ER ENVIRONMENTAL REVIEW ZONE
- AGC AGRICULTURALLY-RELATED COMMERCIAL USE ZONE
- AG AGRICULTURAL AG ZONE
- UR URBAN RESERVE ZONE
- OS OPEN SPACE ZONE
- CC CONVENIENCE COMMERCIAL

Source: City of London Online Interactive CityMap
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DATE: December 8, 2023



SCALE: N.T.S.

Figure 7 Proposed Zoning

6.0 Existing Conditions

The subject lands can be characterized as having minimal topographic relief with the land gradually sloping towards Tributary 12 (situated along the western boundary of the property). Currently, these lands are used predominately for agricultural purposes and are vacant of buildings or structures.

As discussed, the Site forms part of a developing, suburban residential community, with a variety of residential subdivisions established or planned in close proximity to the subject lands. Further, there is a mix of commercial activities and community uses proximate to this property.

Section 2.2.2 of this Report outline that natural heritage features contained within the Site are principally identified on Map 5 of The London Plan (refer to **Figures 8** and **9** of this Report, respectively). These schedules identify Tributary 12 as a natural feature located within the property limits. Further, Map 6 of The London Plan identify that lands in the northeastern portion of the Site are located within the UTRCA Regulated Area.

Based on our planning analysis, Tributary 12 represents the principal development constraint applicable to the Site.

6.1 Environmental Conditions

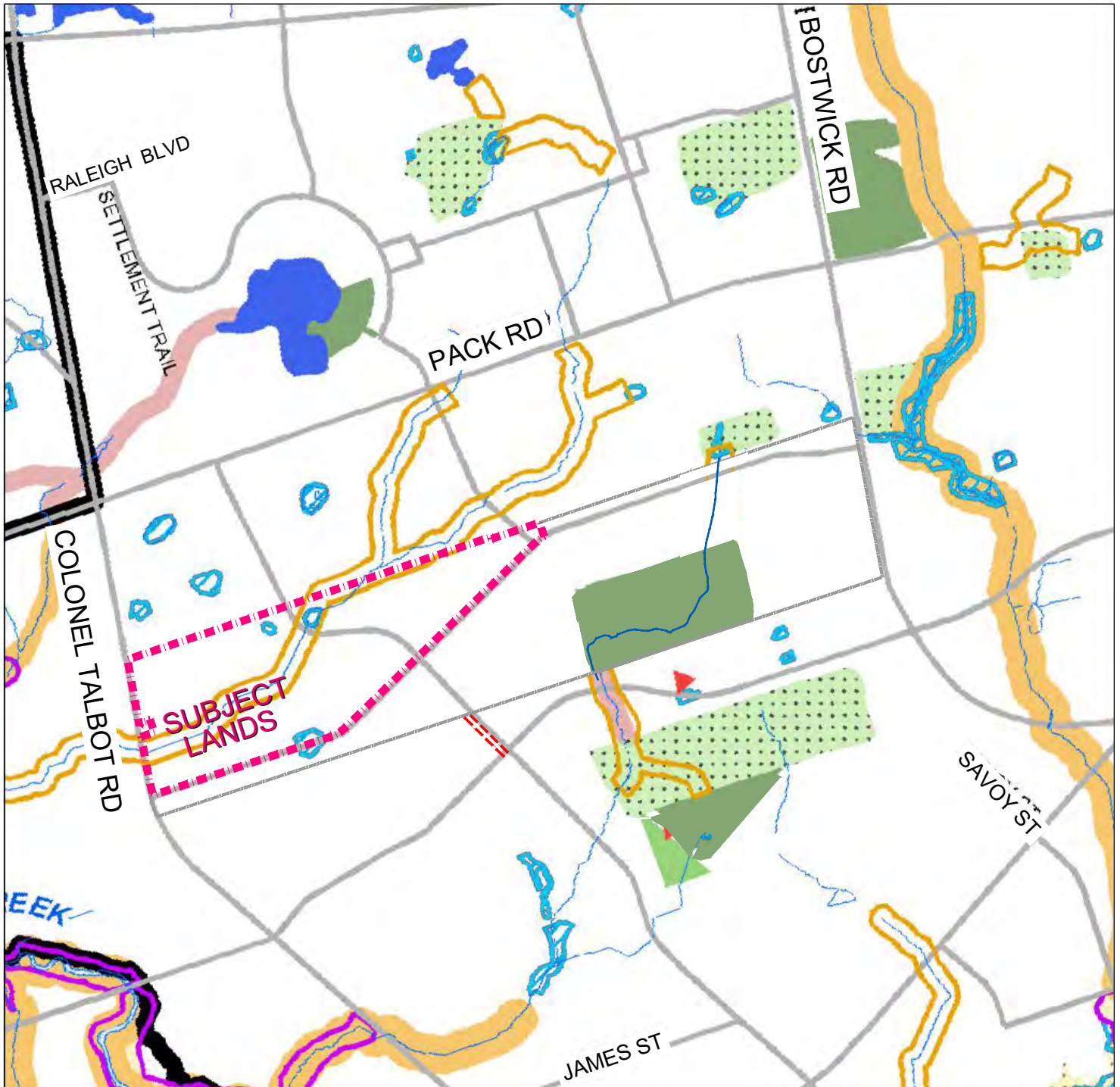
6.1.1 Environmental Impact Study

As discussed, MTE has prepared an EIS evaluating natural heritage considerations associated with the subject lands and proposed Draft Plan. As set out Section 1.1 (Report Objective) of the EIS, the study, "... evaluates the potential for impacts to natural heritage features and functions to result from the Project, and provides recommendations for avoidance or mitigation of impacts, potential restoration and enhancement measures, and a monitoring program to protect significant natural heritage features and functions".

The EIS provides a detailed documentation of the study program and impact assessment carried out to address the report objectives and associated evaluation requirements. The following sets out the key findings and recommendations of the EIS, as outlined in Section 9.0 (Summary and Conclusions) of the Report:

"The proposed development avoids direct impacts to the adjacent Significant Woodland and candidate SWH by providing a 10 m buffer as previously approved by the City of London.

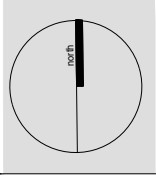
Tributary 12 and several small Wetlands and their associated habitats will be removed as part of this development and replicated and enhanced within the proposed integrated corridor. This will result in greater than 1:1 area compensation and a net benefit for



LEGEND					
	PROVINCIAL SIGNIFICANT WETLANDS		SIGNIFICANT VALLEYLANDS		POTENTIAL NATURALIZATION AREAS
	UNEVALUATED WETLANDS		VALLEYLANDS		URBAN GROWTH BOUNDARY
	SIGNIFICANT WOODLANDS		ENVIRONMENTALLY SIGNIFICANT AREAS		SUBJECT LANDS
	WOODLANDS		UNEVALUATED VEGETATION PATCHES		

Figure 8
The London Plan
Designations
Map 5
Natural Heritage

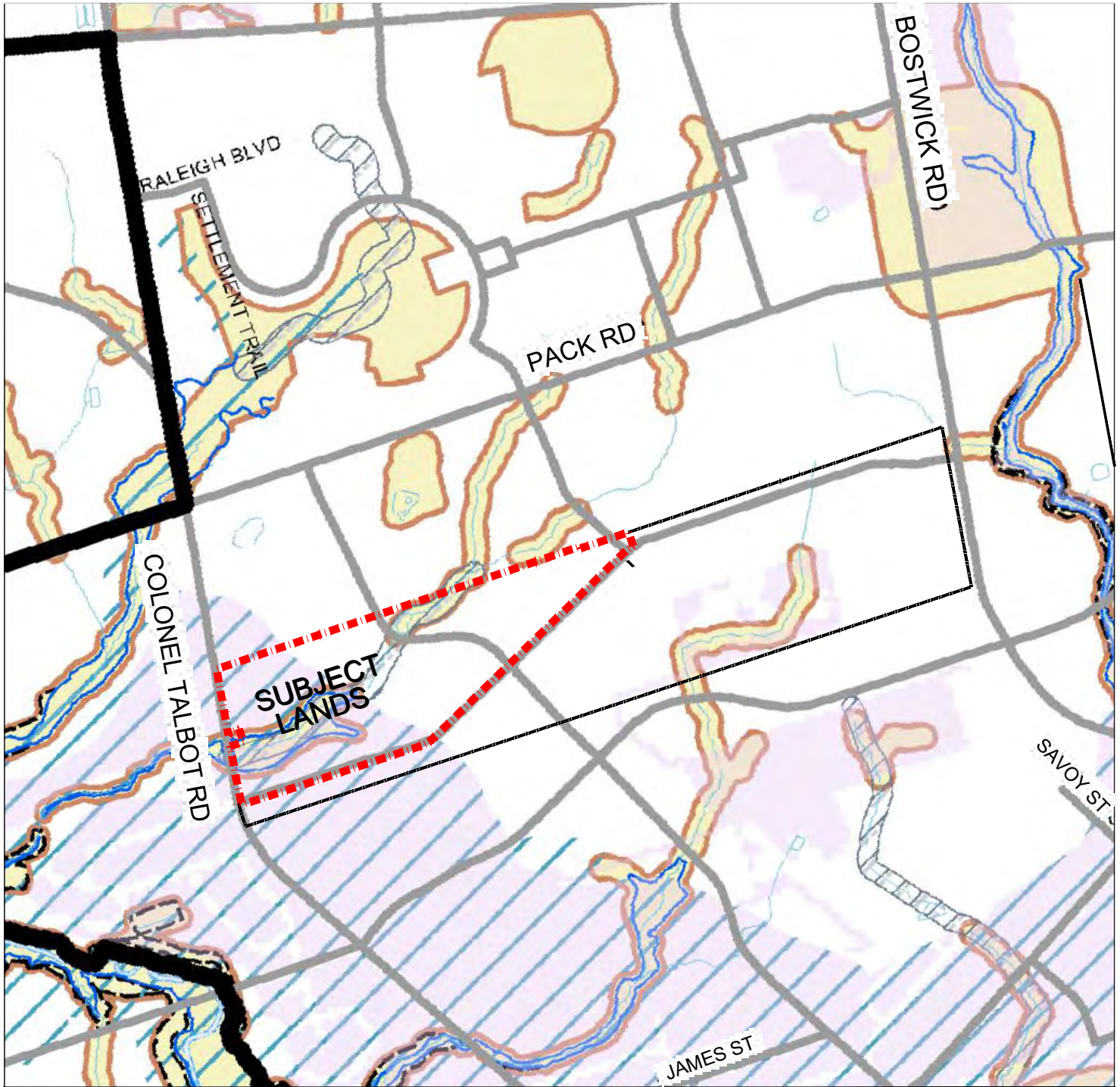

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 & LANDSCAPE
 ARCHITECTURE
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DATE: August 28, 2023

SCALE 1 : 15,000

N:\1094\U\Graphics\ Figure 11
 The London Plan Map 5 Natural Heritage Designations- 28Aug2023



LEGEND








-  RIVERINE EROSION HAZARD LIMIT FOR UNCONFINED SYSTEMS
-  CONSERVATION AUTHORITY REGULATION LIMIT
-  SIGNIFICANT GROUNDWATER RECHARGE AREAS
-  HIGHLY VALUABLE AQUIFERS
-  REGULATORY FLOOD LINE
-  RIVERINE EROSION HAZARD LIMIT FOR CONFINED SYSTEMS
-  URBAN GROWTH BOUNDARY

Figure 9
The London Plan
Map 6
Hazards and Natural Resources

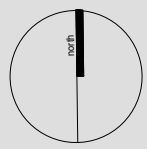
 **SUBJECT LANDS**


PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE
MHBC PLANNING

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DATE: August 30, 2023

SCALE 1 : 15,000



P:\1094\U1\Graphics\ Figure 12
 London Plan - Map 6 - Nat Haz- 30Aug2023

ecological, hydrological, and recreational value within the Subject Lands. The integrated corridor is proposed to be a Significant Valleyland averaging 55 m in width (plus adjacent landscaped SWMF) with a realigned and restored Tributary 12, providing a net increase in terrestrial and aquatic habitat and natural linkages. This EIS has provided recommendations for the creation of this integrated corridor, and these should be incorporated into a Landscape Plan at detailed design. The EIS has also set out recommendations to protect the adjacent significant natural heritage features from indirect impacts, such as erosion and sediment control measures and homeowner education.

Provided the recommendations in this EIS and the related technical reports supporting the proposed corridor plan are followed, it is our opinion that the proposed development can proceed.”

The lands intended for the Open Space corridor (Blocks 24 to 26) are to be designated Green Space under Map 1 of The London Plan and Open Space and Environmental Review under Schedule 8 of the SWAP.

6.1.2 Hydrogeological Assessment

As discussed, a hydrogeological investigation has been conducted by EXP for the Sunset Creek site. The Executive Summary of the associated study report provides a general overview of the scope and outcome of this assessment:

“The objective of the hydrogeological assessment was to examine the hydrogeological characteristics of the Site by reviewing the Ministry of the Environment, Conservation and Parks (MECP) Water Well Records (WWR), reviewing the soils and groundwater information provided from a series of sampled boreholes and monitoring wells at the Site, compiling a site wide monthly water balance, collecting several full years of groundwater elevations to identify any seasonal variations, and assess the natural heritage features on the property. It is understood that the hydrogeological assessment will be submitted for review and approval by the City of London and the Upper Thames River Conservation Authority (UTRCA).”

Based on the results of the hydrogeological assessment, the following findings are presented:

- There are several mapped surface water features across the Site including an intermittent watercourse which is referred to as Tributary 12 to Dingman Creek. In addition, two (2) Unevaluated Wetlands (UW) are located near the north edge of the Site. All of these features are considered regulated lands of the UTRCA.
- Surface drainage follows Site topography and generally flows towards Tributary 12, which flows to the southwest and eventually drains into Dingman Creek. A topographic low is present in the northwest corner of the Site, in the vicinity of the wetland inclusion area, where some surface water runoff is expected to pool on-Site;

- The stratigraphy at the Site generally consists of an extensive clayey silt to silty clay till layer across the Site, with underlying sand. Sandy silt was present at surface in some areas and thin sand layers were seen within the till at some monitoring wells;
- Groundwater levels were the shallowest at BH301/MW situated in the northwest corner of the Site, with groundwater levels measured within 0.7 meters below ground surface (bgs) corresponding to 262.47 m above mean sea level (amsl);
- The west half of the Site is mapped as a significant groundwater recharge area and a highly vulnerable aquifer;
- A Single Well Response Test (SWRT) was completed at BH209/MW. Based on the test results, the estimated hydraulic conductivity for the underlying sand is 1.4×10^{-7} m/s;
- Infiltration tests completed along Tributary 12 and across the Site resulted in a factored infiltration rate of 10 mm/hour;
- Groundwater chemistry results did not exceed the Ontario Drinking Water Quality Standards (ODWQS) Maximum Acceptable Concentration (MAC) for any of the analyzed parameters, however an elevated nitrate concentration was reported at BH303/MW. The Ontario Provincial Water Quality Objectives (PWQO) guidelines were exceeded for several analyzed parameters in surface water; however, these exceedances are not considered a concern;
- The monitoring wells on Site have been maintained for ongoing study past the completion of this report. When the wells are no longer required, they should be decommissioned in accordance with O. Reg. 903;
- The post development infiltration target of 80%, can be achieved by a 6% reduction in runoff by using secondary infiltration and run-off reduction techniques;
- Preliminary dewatering calculations suggest an EASR or a PTTW will not be required for dewatering however the dewatering calculations will need to be re-assessed once the design details are finalized; and,
- During construction, short term impacts to the shallow groundwater may occur, where excavations crossing the shallow groundwater require construction dewatering."

Based on study findings, it is understood that the Site is conducive in some locations, particularly in the west portion, for the establishment of LIDs that will have a positive impact on groundwater recharge.

6.2 Archaeological/Built Heritage Concerns

6.2.1 Archaeological Assessment

Bluestone Research has completed a Stage 1-2 archaeological assessment for the entire 3700 Bostwick Road property. Findings from this assessment are summarized in a study report, dated February 2016, which was submitted in support of the Magnolia Fields application. As stated in this report, no archaeological resources were identified in conjunction with the assessment of the study area, and no further archaeological assessment of the property is recommended. The findings of the report were reviewed by the Ministry of Tourism, Culture and Sport (MTCS) and, in correspondence dated March 31, 2016, the report has been entered into the Ontario Public Register of Archaeological Reports. It is also noted in this correspondence that no further archaeological assessment of the property is required.

A Stage 1-2 archaeological assessment archaeological assessment was also carried out for 3680 Colonel Talbot Road by Mayer Heritage Consultants (MHC). Findings from that assessment were submitted to the Ministry of Culture for review and, as set out in Ministry correspondence dated August 27, 2003, this assessment did not discover anything of archaeological significance and MHC recommends that no further archaeological investigation of these lands is warranted. The Ministry concurred with this recommendation.

Both Ministry letters are included with the Sunset Creek application submission.

6.2.2 Cultural Heritage Impact Assessment

MHBC prepared a Cultural Heritage Impact Assessment (CHIA), dated September 24, 2021, to evaluate the potential impact of the proposed development, which includes the removal of all existing buildings and structures on the subject lands. In this respect, the 3700 Colonel Talbot Road property was previously 'listed' (non-designated) under the City of London's Register of Cultural Heritage Resources (the 'Register') and described as 'Georgian' circa 1851 and entitled the 'Burtch Farm.' The adjacent property at 3800-3808 Colonel Talbot Road is also listed on the Register.

Generally, as an outcome of the evaluation, MHBC concluded the following in Section 9 (Conclusions and Recommendations) of the CHIA:

- The existing dwelling has undergone several alterations that have removed much of the original heritage fabric. As a result, there is little remaining design value;
- The barn of the property was destroyed by fire and no longer exists. The remaining outbuildings do not have significant heritage value;

- The property is not associated with a theme, person or event that is historically significant. It is encouraged that the owner acknowledges the Burtch family name within the overall development (i.e. street, park); and
- The proposed development of the subject lands will not result in adverse impacts to heritage resources on the subject property nor the adjacent listed property located at 3800-3808 Colonel Talbot Road and therefore, no mitigation and conservation measures are recommended.

The CHIA was reviewed by the London Advisory Committee on Heritage at its March 9, 2022 Meeting and study conclusions and recommendations were supported. All structures on the Site have been subsequently demolished pursuant to City of London Permit 22-027427 and 3700 Colonel Talbot Road has been removed from the Register.

7.0 Subdivision Design

Project Vision and Design Elements

Section 1.3 of this Report provides an overview of the major components of the proposed Draft Plan. These design elements have been integrated into the development concept to accommodate a mix of residential types and complementary commercial, recreational and open space uses, and to establish a land use pattern that is compact in design, connected with the surrounding community and transit-supportive.

Collectively, the defining attributes of this Draft Plan design offer residents with housing choice, access to natural amenities, and connectivity to active transportation networks. Moreover, in light of these features, it is fully envisioned that this proposal would contribute positively to the character of the North Lambeth community.

To realize this project vision, a number of key design themes have been incorporated into the subdivision layout:

- **Housing Choice.** The subdivision design allocates lands for a variety of low and medium density residential types at appropriate locations dispersed throughout the project site. This approach helps to encourage a diversified community structure by supporting both a mix of residential designs and a broad range of housing options.
- **Residential Intensification and Mixed-Use Opportunities.** Planning permissions associated with this proposal would allow for intensive, transit supportive development along the Colonel Talbot Road frontage and at internal locations fronting Royal Magnolia Avenue and Campbell Street North. Additionally, Blocks 20 and 22 may develop in a mixed-use format to offer neighbourhood-oriented shopping, personal services and/or community facilities at convenient locations adjacent to the Colonel Talbot Road/Royal Magnolia Avenue and Royal Magnolia Avenue/Campbell Street North intersections.
- **Neighbourhood Connectivity.** The design of the internal street pattern provides excellent vehicular and pedestrian accessibility to the arterial road system, as well as safe and convenient access throughout the Site.

Additionally:

- Short residential blocks are integrated into the design concept to reduce walking/cycling distances and to increase connectivity; and
- It is proposed that the multi-use pathway system would traverse the property within the natural corridor (Blocks 24 and 25) and the park (Block 23), with a pedestrian crossing planned for the intersection of Royal Magnolia Avenue and Castleoaks Street.

- **Integrated Open Space.** As discussed in Section 1.3.1 of this Report, designated open space is proposed for the natural channel. Several access points would be provided to this corridor to encourage use of the pathway system.

Design Considerations

In addition to the core design elements noted above, the proposed Draft Plan has regard for several City of London policies and guidelines relating to subdivision and neighbourhood design. In this respect, several ‘best practices’ have been incorporated into the subdivision layout including the following:

- Create an inclusive, diverse and unique neighbourhood that integrates a mix of uses and has a high level of connectivity;
- Provide a mixture of housing opportunities to meet the needs of citizens (catering to a wide range of households/lifestyles and offering opportunities to age-in-place);
- Utilize efficient development patterns to minimize land consumption and servicing/maintenance costs;
- Achieve higher residential densities by encouraging integration of various housing types within individual developments;
- Propose building densities and land uses along higher order streets that support transit services;
- Design integrated street and development patterns to support pedestrian-oriented development patterns, transit and cycling with strong relationships to natural heritage features. To achieve this objective, the proposal integrates green space elements adjacent to multiple forms of residential development to help reduce automobile dependency. Further, the community design incorporates open space and walkway features that are intended to enhance the existing natural setting;
- Design land use patterns to support pedestrian-oriented development, transit and cycling with strong relationships to natural heritage features;
- Design blocks to be short and regular in length for efficient walking/cycling and for variation in routes;
- Promote pathway and park connections within and between neighbourhoods, where possible, and provide exposure of the open space features;
- Provide opportunities for visual connections and ease of public access to adjacent streets, parks and other public areas;

- Design vehicular traffic movements to minimize the use of local streets as by-pass routes between the arterial and collector road systems;
- Incorporate efficient servicing design by accommodating the majority of primary servicing (storm and sanitary sewers, watermains, private utilities) within rights-of-ways and by minimizing underground services within easements; and
- Integrate on-site stormwater management controls into the subdivision design, including a combination of LIDs on private lands and open space lands.

7.1 Existing Services

Servicing information presented in the following Sections of this Report has been prepared by Stantec, in consultation with the Applicant and MHBC.

7.1.1 Sanitary Drainage

The recently constructed Colonel Talbot Road Pumping Station along the Colonel Talbot Road frontage of this draft plan is the outlet for this site through the existing sewer connection to the Trunk Sewer on Colonel Talbot Road that connects to the pumping station. The Colonel Talbot Pumping Station has sufficient capacity to accommodate the design sanitary discharges from this Draft Plan.

7.1.2 Water Supply

A low pressure 600 mm diameter (dia.) distribution watermain is installed along Colonel Talbot Road. Looping will be accommodated through connection to the existing Magnolia Fields subdivision at the intersection of Campbell Street North and Royal Magnolia Avenue and ultimately looping back to Colonel Talbot Road 600mm Diameter watermain at the intersection with Royal Magnolia Avenue.

7.1.3 Storm Drainage

The lands contained in this application currently drain west to the culvert at Colonel Talbot Road known as Tributary 12, which convey the flows west to Dingman Creek. There is no established stormwater management system with the boundaries of the Draft Plan. Parameters for design are included in the Dingman Creek Environmental Assessment (2020).

The entire Draft Plan is located within the Tributary 12 section of the Dingman Creek subwatershed. The existing system is modelled in the Major Drainage and Flow Routing Assessment (January 2023) that describes the model used to establish existing flows in the Tributary 12. This assessment included evaluation of the required meander belt to establish a sustainable channel.

7.1.4 Transportation

As discussed, the subject lands are bounded to the west by Colonel Talbot Road. The adjacent section of this road is designated as a Civic Boulevard pursuant to Map 3 of The London Plan. Policy 371 of The London Plan identifies that Civic Boulevards are (1) to prioritize pedestrian, cycle and transit movements and (2) to accommodate medium to high volumes of vehicular traffic. Additionally, Royal Magnolia Avenue and Campbell Street North are classified as Neighbourhood Connectors. Policy 371 states that this street type is to prioritize pedestrians and move low to medium volumes of cycle, transit and vehicles, with a minimized width of vehicle zone. Also, both street types are to provide a high-quality pedestrian realm and a high standard of urban design.

Transportation considerations have been assessed as part of the TIA referenced in this Report.

7.2 Subdivision Phasing and Staging

The proposed Draft Plan is to be approved in its entirety to create 19 development blocks accommodating an estimated 1,047 dwelling units. It is anticipated that following Draft Plan approval, this development will be progressed to final registration in several phases driven by servicing connections and market conditions. Until such time that Design Studies are prepared, decisions regarding phase boundaries are not well defined.

8.0 Sanitary Servicing

8.1 Sanitary Servicing Strategy

Recently, the Colonel Talbot Pumping Station became operational and the Colonel Talbot trunk sewer that is tributary to it. Lands being planned by Sifton Properties (Sifton) to the north (Hudson Park) are tributary also to the Colonel Talbot Pumping Station. There are a number of routing options for local sewers through this draft plan. If timing aligns, there is potential that a portion of the Hudson Park development will be tributary through Sunset Creek.

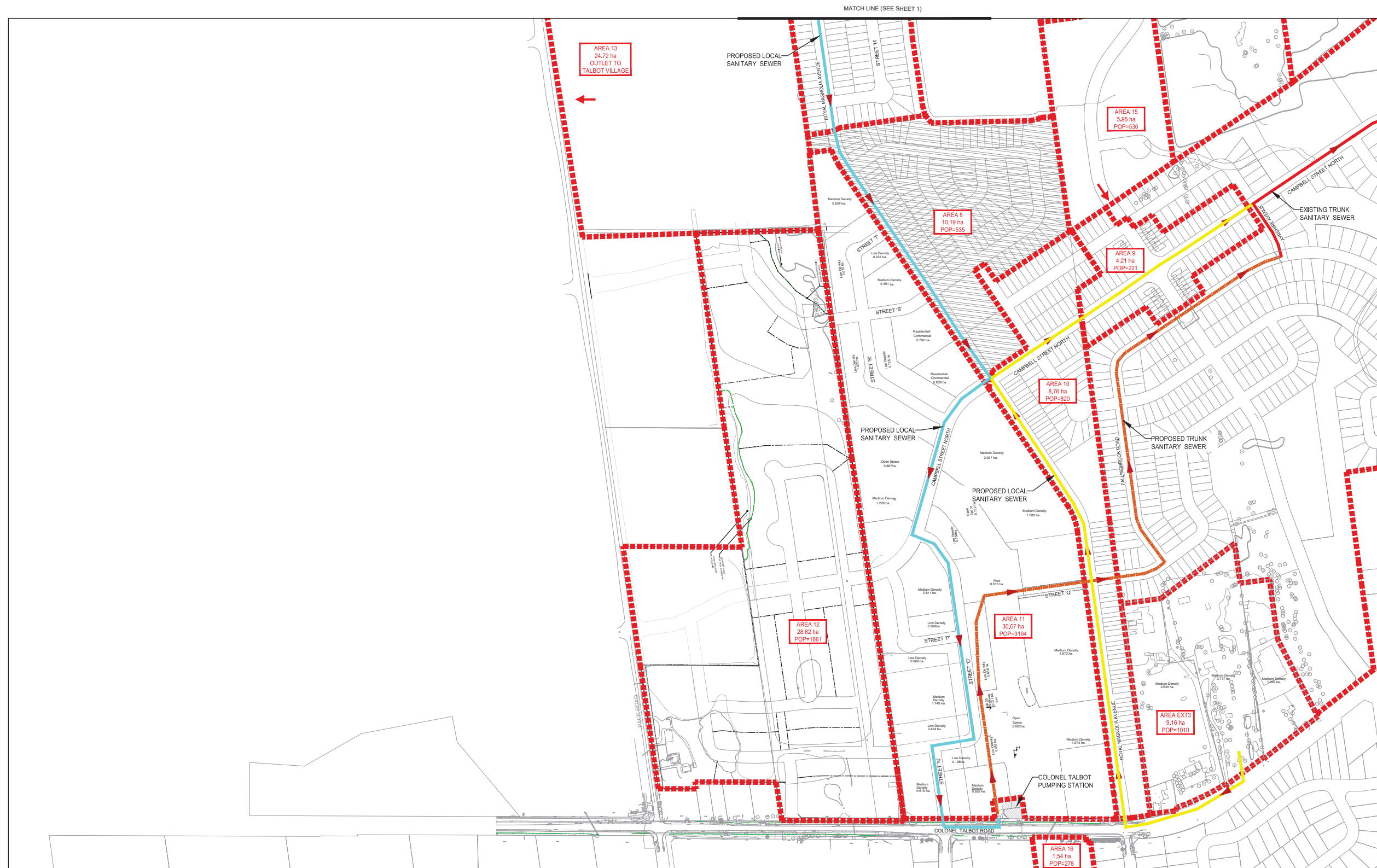
A relief sewer (SS15) is planned for the pumping station that will flow south to the Campbell Street Trunk Sewer. The City has planned the section (SS15B) through Sunset Creek in the City's Growth Management Implementation Strategy (GMIS) and routing is pending to be developed with the Draft Plan. Similarly, the extension of the sanitary sewer at Royal Magnolia Avenue and Campbell Street North to the Colonel Talbot Pumping Station will also service as shown in the design brief for Magnolia Fields.

There is an existing connection at Street N and Colonel Talbot Road where the spine local sewer will connect; however most local streets will be tributary to the spine sewer planned from Royal Magnolia Avenue and Campbell Street North intersection through Sunset Creek to Colonel Talbot Road. **Figure 10** of this Report identifies this draft plan as Area 11 and also shows the potential routing for the spine sanitary sewer and for the SS15B relief sewer.

Liability Note

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Figure 10
Sanitary Drainage Area Plan



1. AREA 1 UPDATE	CHK	DWH	23.02.22
Revision	By	Appd.	YY.MM.DD
Issued	By	Appd.	YY.MM.DD
File Name: 161413622_20211216_c-san_fig	CHK	JP	CHK
	Dwn.	Chkd.	Dsgn.
Permit-Seal			22.03.21
			YY.MM.DD

Client/Project
YORK DEVELOPMENTS
KILBOURNE/W3
London, ON Canada

Title
SANITARY DRAINAGE AREA PLAN
PART 2

Project No. 161413622	Scale HORZ - 1 : 3500 35 0 70m
Drawing No. 2	Sheet 2 of 2
	Revision 1

9.0 Water Servicing

9.1 Water Servicing Strategy

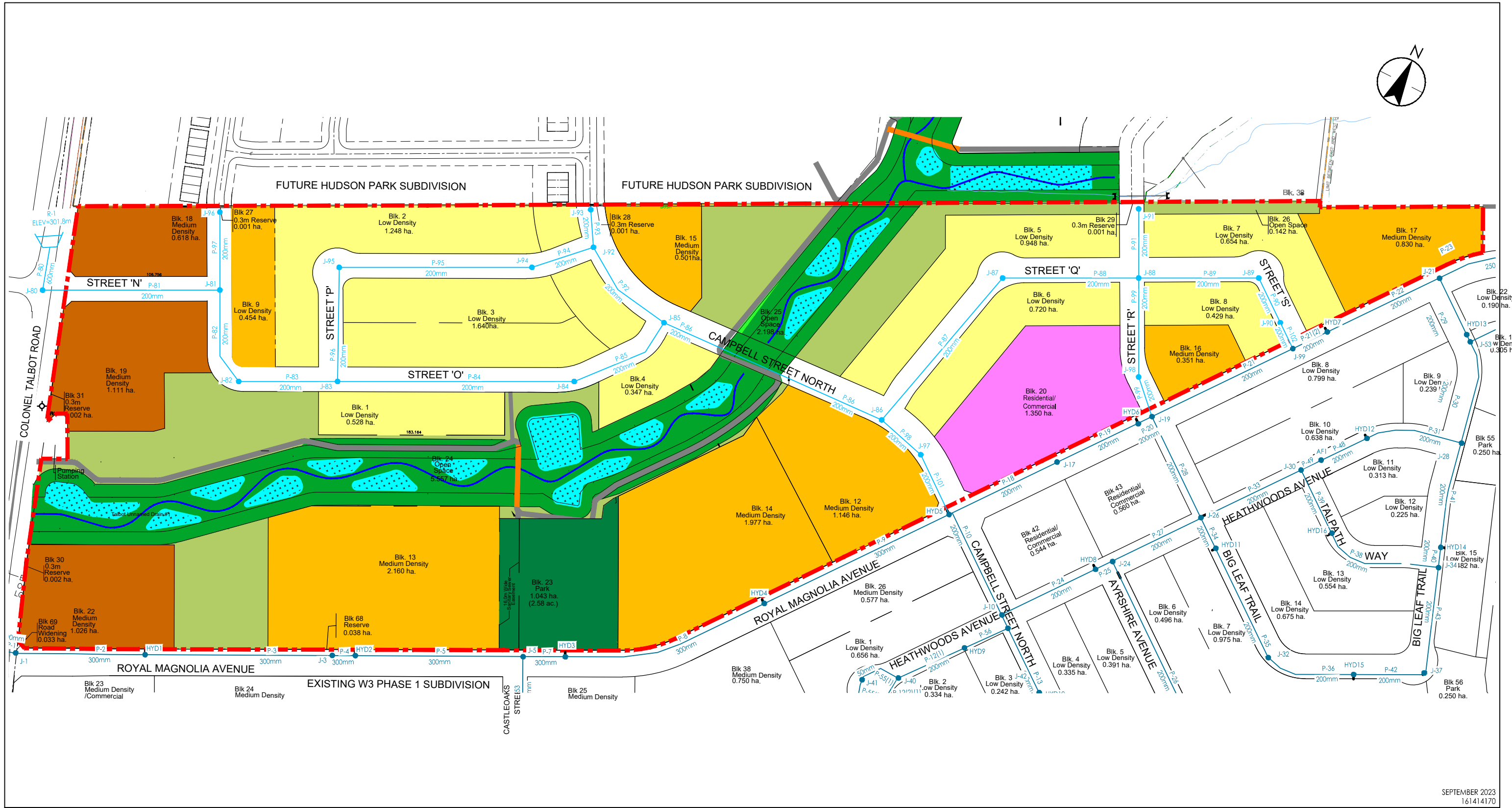
The Sunset Creek Subdivision is located within an area serviced by the low-level pressure watermain system. Per the City of London Design Specifications, the hydraulic grade line on this system is 301.8 meters. The proposed system's nearest existing connection point is a 600mm feeder main along Colonel Talbot Road at the future Street 'N' entrance. Additionally, a 300mm and 200mm watermain is available along Royal Magnolia Avenue within the Magnolia Fields phase 1 subdivision. Looping with the 300mm and 200mm watermain along Royal Magnolia Avenue will be provided through the future Campbell Street North, Street 'R', and Street 'S' intersections.

A Water Servicing Report has been prepared to address the water servicing strategy of the ultimate build-out of the Sunset Creek Subdivision. A model was prepared for the subdivision to analyze average day, maximum hour and maximum day plus fire flow scenarios. The results of this modeling support that the proposed water network meets the pressure and velocity requirements of the City of London at all junctions and in all pipes for all scenarios. An age analysis was also completed to confirm that a maximum 72-hour turnover time of water in all pipes and junctions will be achieved. Further analysis, and re-confirmation will be complete for each phase of the subdivision during detailed design.

The proposed system has been modelled in conjunction with the existing watermain system in the Magnolia Fields subdivision, build-out of the Magnolia Fields is anticipated to be fully occupied prior to the Sunset Creek development. Therefore, model results include the existing water demands from the W3 subdivision.

The water distribution is attached for reference (refer to **Figure11** of this Report).

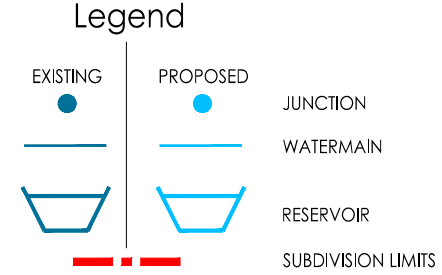
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SEPTEMBER 2023
1614170



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Client/Project
YORK DEVELOPMENTS
SUNSET CREEK SUBDIVISION

Figure No.
1.0

Title
WATERCAD SCHEMATIC

10.0 Stormwater Management

10.1 General

Sunset Creek hosts Tributary 12 in Stage 1 of the Dingman Creek Environmental Assessment (DCEA). The City has implemented a rehabilitation project west of Colonel Talbot Road to provide for capacity that meets the projected flows calculated by the UTRCA as part of its floodplain modelling. Designs will be under the guidance of stormwater conclusions in the accepted DCEA.

The area generally drains from the northeast to the southwest culminating in a low point at the culvert that flows under Colonel Talbot Road North of Dianne Crescent. Further to the updated stormwater management brief undertaken as part of the Phase 1 detailed design, 4.1 ha of overland flow from south of Sunset Creek is also tributary in the overall plan which incorporates the design of the culvert reconstruction being undertaken by the City in 2024

Geotechnical and hydrogeotechnical monitoring illustrate that shallow groundwater is separated from the deeper aquifer by a stiff till. In shallower soils, gravel and sand lenses are evident making the development a potential good candidate for LIDS installation.

10.2 Tributary 12 Naturalized Channel

A functional channel corridor design was prepared to facilitate the proposed Sunset Creek and Hudson Park Subdivisions by providing flood conveyance, a trail as a public amenity, and habitat improvements within a naturalized valley. The functional design was developed considering and incorporating the findings of the background EIS reports, the geomorphological assessment, and the major drainage and flow routing assessment. Table 3 summarizes the key recommendations and goals presented in the EIS reports and how these recommendations are being incorporated into the channel corridor. This report confirms that there is adequate opportunity to provide for the development to have adequate stormwater management and to provide flood flow routing through the Sunset Creek and Hudson Park developments.

Following Draft Plan approval, the proposed next steps for the channel corridor include a detailed design phase. The key components of the detailed design phase are anticipated to include the following:

- Confirm valley dimensions and conveyance of the uncontrolled 250-year design flow, including incorporating a Campbell Street crossing design;
- Confirm the dimensions and sinuosity of the low flow channel based on design flows (i.e., the 2-year flow) and natural channel design techniques;

- Design channel features, including pools and riffles, using natural materials, including logs and stone, which mimic natural channels and support aquatic habitat objectives;
- Confirm dimensions and locations of the wetland compensation features incorporating hydrogeological and water balance considerations as appropriate; and
- Develop a planting plan for the channel corridor that incorporates diverse, native species to support aquatic and terrestrial habitat objective.

The natural corridor is intended to work with stormwater management on development lands and streets to provide an integrated system (refer to **Figure 12** of this Report). This integrated channel replaces the traditional wet pond environment previously planned when the P8 pond was established. There will be a dry storage function integrated with the development as part of the overall design.

10.3 Stormwater Management Strategy/LIDS

A stormwater management strategy was developed to service Sunset Creek and the proposed Sifton Subdivision that is consistent with the preferred alternative identified in the Dingman SWM EA. The proposed SWM strategy meets the stormwater treatment requirements as follows:

- Water quality treatment is provided by at-source SWM controls that will be selected as detailed design proceeds;
- Peak flow attenuation is provided by offline SWM facilities within the integrated channel corridor. These facilities will be located along the channel corridor both to the north and south; and
- External flows from future upstream development will be treated by at-source controls to provide water quality treatment and to attenuate the post-development peak discharges to pre-development magnitudes before outletting to the proposed channel corridor.

The results of the preliminary hydrologic and hydraulic analyses completed by Stantec show:

- The proposed 30 m wide channel corridor provides sufficient hydraulic capacity to convey all design events up to and including the uncontrolled 250-year storm; and,
- The proposed channel corridor is sufficiently wide to accommodate a stable low flow swale that will be designed in accordance with natural channel design principles to mitigate the risk of channel and bank erosion.

The following recommendations should be incorporated into the channel corridor, SWM facility and subdivision designs:

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Notes

Revision	By	Appd.	YY.MM.DD

Issued	By	Appd.	YY.MM.DD

Permit-Seal	Dwn.	Chkd.	Dsgn.	YY.MM.DD

File Name: 161414170_int_channel_profile
Block: BLOCK 78A

Client/Project
SIFTON PROPERTIES LIMITED/W3 FARMS INC.

COLONEL TALBOT / W3 SUBDIVISION

London, ON Canada

Title
INTERGRATED CHANNEL
SITE PLAN FIGURE

Project No. 161414170
Drawing No. 3
Scale 1:5000
Sheet 3 of 5
Revision 0



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- Erosion protection must be incorporated into the downstream side of the proposed road crossing embankments to mitigate the risk of failure during overtopping events;
- The proposed wetland compensation areas should be incorporated into the proposed channel corridor to verify that the proposed wetland receives sufficient flow; and
- The minimum property line elevation at all lots abutting the proposed integrated channel should not be less than the Colonel Talbot Road overtopping elevation, which is approximately 263.3 m to mitigate the risk of flooding caused by either a system failure or a flood event that exceeds the channel corridors design capacity.

The next steps for this design process are to bring all of the components of the integrated channel together. This includes sizing and locating the SWM facilities, designing the channel, locating the trail system and integrating the wetland compensation areas that will be within the integrated channel system. See attached integrated channel and SWM pond (**Figure 13** of this Report).

Detailed design before Draft Plan is not proposed as zoning needs to be confirmed before this level of calculation is appropriate.

10.4 Ecological Considerations

In the Magnolia Fields Draft Plan, a 0.25 ha feature depression demonstrated some plant species indicative of a wetland. In addition, terrestrial crayfish mounds were present resulting in an agreement to relocate the wetland as a constructed wetland within the Tributary 12 feature. A relocation plan was developed and the EIS was revised to include the plan. The plan will be included in the EIS prepared for Sunset Creek. There are two other features in the Sunset Creek Draft Plan that are proposed to be compensated for in the channel as constructed wetlands that integrate enhancements over the existing features.

INTEGRATED CHANNEL CORRIDOR FUNCTIONAL DESIGN REPORT, COLONEL TALBOT ROAD DEVELOPMENT AREA

Summary and Next Steps
July 17, 2023

Figure 13 - SWM Pond

Table 3: Summary of Key Channel Corridor Recommendations from Environmental Impact Studies

Recommendation	Functional Channel Corridor
Sunset Creek Subdivision	
<ul style="list-style-type: none"> Incorporate water quality measures for inputs to the proposed corridor in order to prevent a significant decrease in downstream fish habitat (p. 24 MTE 2023) 	<ul style="list-style-type: none"> The preliminary stormwater management strategy identifies options (e.g., LID measures in boulevards) for at-source source water quality treatments to remove 80% of total suspended sediment from runoff before it is discharged into the channel corridor (Appendix A); at-source water quality treatments will be further developed as the design progresses
<ul style="list-style-type: none"> Create fish habitat within the realigned Tributary 12. Consider incorporation of deeper refuge pools, riffle features using logs or rocks, a variety of in-stream and bank structures (e.g., log tangles), and sufficient shading with vegetation to create diverse aquatic habitat and support fish habitat (p. 24 MTE 2023) 	<ul style="list-style-type: none"> The functional channel corridor establishes a meandering intermittent low-flow channel with floodplain connectivity using natural channel design techniques Based on these natural channel design techniques, aquatic habitat goals will be advanced through the design of bed morphology (i.e., pools and riffles), woody instream channel structures, and planting plans as part of the detailed design
<ul style="list-style-type: none"> Create wetland habitat in the valley floodplain of the proposed integrated corridor to compensate by at least 1:1 area for 0.79 ha removal of Wetland communities 4b (MAM2), 5 (SWT2-2; removed with approval as part of Drain Plan 1), and wetland inclusion A1a (p. 21 MTE 2023) 	<ul style="list-style-type: none"> The proposed wetlands within the channel corridor achieve a 1:1 compensation by area for the existing 0.79 ha of wetland to be removed within the Sunset Creek development area (see Section 2.2)
<ul style="list-style-type: none"> Include wetland habitat suitable for Terrestrial Crayfish (e.g., wet meadow) and amphibian breeding (e.g., pools up to 1 m deep) within the corridor wetlands. A detailed Landscape Plan should be prepared for the corridor at detailed design (p. 21 MTE 2023) 	<ul style="list-style-type: none"> The proposed wetlands will be advanced in detailed design to further support the habitat objectives and recommendations, including a wetland planting/landscape plan, and establishing wetland grading and depths
<ul style="list-style-type: none"> Replicate the hydrological function (surface runoff storage) of the wetlands to be removed through the establishment of wetland pools and LID measures within the integrated corridor. Recommendations for LID measures and wetland creation are provided in the Hydrogeological Assessment (p. 21 MTE 2023) 	<ul style="list-style-type: none"> Within the development area, groundwater levels are considered shallow based on personal correspondence with EXP following their infiltration study and observed groundwater levels within wells on site (see Section 2.2) These shallow groundwater conditions are anticipated to support the proposed condition



INTEGRATED CHANNEL CORRIDOR FUNCTIONAL DESIGN REPORT, COLONEL TALBOT ROAD DEVELOPMENT AREA

Summary and Next Steps

July 17, 2023

Recommendation	Functional Channel Corridor
<ul style="list-style-type: none"> During detailed design, utilize the Hydrogeological Assessment and water balance calculations to establish a water balance and quality control for the created wetlands to maintain long-term ecological function (p. 22 MTE 2023) 	<ul style="list-style-type: none"> Water balance consideration to be incorporated into the detailed design of wetlands as appropriate
<ul style="list-style-type: none"> Provide a Landscape Plan for the corridor with a detailed design to specify proposed native species plantings and targeted wetland and terrestrial communities. The Landscape Plan should incorporate the recommendations for wildlife habitat creation provided in this EIS (p. 22 MTE 2023) 	<ul style="list-style-type: none"> The channel corridor provides the basis for habitat enhancement by providing an area for a low flow channel, wetlands, and native plantings throughout the valley. A landscape/planting plan will be advanced at detailed design
Hudson Park Subdivision	
<ul style="list-style-type: none"> Include 0.96 ha of new wetland to compensate for existing wetlands being removed (p 45 NRSI 2023) 	<ul style="list-style-type: none"> The proposed wetlands within the channel corridor achieve a 1:1 compensation by area for the existing 0.96 ha of wetland to be removed within the Hudson Park development area (see Section 2.2)
<ul style="list-style-type: none"> Both interim and post-development conditions water budget calculations will be performed to estimate the runoff volumes required by the proposed wetland compensation feature (Appendix IX, NRSI 2023) 	<ul style="list-style-type: none"> Water balance consideration to be incorporated into the detailed design of wetlands as appropriate
<ul style="list-style-type: none"> The recreated wetland is to provide habitat and structural diversity, including open areas of meadow marsh and shallow marsh, with upland buffers consisting of native trees and shrubs (p 37 NRSI 2023) The wetland compensation area will include a diversity of microhabitats, including deep pool(s) and shallow/ephemeral pool(s), and appropriate upland buffers (Appendix IX, NRSI 2023) 	<ul style="list-style-type: none"> The new proposed wetlands will be advanced in detailed design to further support habitat objectives and recommendations, including a wetland planting/landscape plan, and establishing wetland grading and depths



11.0 Transportation

11.1 Transportation Strategy

Arcadis IBI Group completed a Transportation Impact Assessment (TIA) in support of the proposed Draft Plan. As discussed, the TIA study report, dated November 30, 2023, was carried out with regard for the City's Transportation Impact Assessment Guidelines and included consultation with City staff in relation several key study parameters and assumptions (i.e., Study Area intersections, analysis time periods and years, trip generation, background traffic growth rates, adjacent developments).

As set out in the study report, based on an anticipated build-out year of 2033, traffic operations at each site access were evaluated under an assumed horizon year of 2038. Findings from this traffic assessment are outlined in Section 9 (Conclusions and Recommendations) of the report and generally summarized below:

- It is expected that the proposed development will generate between 650 to 702 two-way person-trips during the weekday peak hours, of which 407 to 439 will be vehicle-trips;
- The results of the intersection capacity analysis indicate that the Colonel Talbot Road corridor is expected to experience significant congestion under background traffic conditions. Without four-lane widening, it is expected that the majority of study area intersections on Colonel Talbot Road will experience capacity issues at the horizon year of the study as a result of background traffic growth. The Main Street/Wharncliffe Road South and Campbell Street intersection is also expected to experience capacity issues. Only the Bostwick Road/Pack Road roundabout is expected to operate at an acceptable Level of Service (i.e., LOS 'D' or better);
- Several mitigation measures are recommended to address background capacity issues, including signalizing the Colonel Talbot Road /Royal Magnolia Avenue intersection within five years (and prior to first occupancy of the proposed development). Additionally, the following measures are recommended to be implemented prior to 2033 in order to accommodate site-generated traffic:
 - Colonel Talbot Road/Pack Road: Extend the westbound left-turn lane to provide a minimum of 160 m of storage (required in approximately five years); and
 - Colonel Talbot Road/Royal Magnolia Avenue: Add a protected-permitted southbound left-turn phase in the weekday afternoon peak hour (assuming the intersection is signalized) and ensure that a minimum of 100 m of storage is provided for the

southbound left-turn movement when this intersection is constructed. Required within five years and prior to first occupancy of the proposed development.

Further, several supplemental recommendations are advanced in Section 9, including:

- Based on projected traffic volumes at the Royal Magnolia Drive/Campbell Street North intersection, all-way stop-control is warranted, and intersection capacity analysis results suggest that this intersection would operate at an acceptable Level of Service (i.e., LOS 'D' or better) in this configuration;
- Given the capacity issues projected within the study area as a result of Colonel Talbot Road exceeding its theoretical capacity as a two-lane road, it is recommended that the City of London review roadway network capacity needs in the area as it is expected that this road will require four-lane widening within the timeframe of this study;
- The internal transportation network was analyzed to ensure that sufficient facilities will be provided to support the pedestrian, cycling and transit mode share of the proposed development. Bicycle lanes are recommended on Campbell Street North to support this street's role as a cycle route. Although Street 'R' is also expected to be part of a cycle route, no dedicated facilities are expected to be required due to the low speed and traffic volume projected on this roadway;
- Within the proposed development, only Campbell Street North is expected to be sufficiently long to warrant traffic calming measures. In order to encourage appropriate operating speeds, curb extensions and a raised crosswalk for the Level 2 Type D pedestrian crossover (PXO) is recommended (where the City's multi-use pathway is to cross Campbell Street North); and
- To minimize the vehicular impact on the surrounding road network, it is recommended that transit service be extended to the area with bus stops on Colonel Talbot Road, Pack Road and Royal Magnolia Avenue to ensure future residents have access to public transportation as an alternative mode of travel.

Arcadis IBI Group concludes that traffic generated by Sunset Creek can be safely accommodated on the adjacent road network with consideration of the mitigation measures identified above. It is further recommended that the City of London review the need for capital improvements in the area to ensure that sufficient roadway capacity is provided to accommodate projected growth. The study report is included with the Draft Plan application.

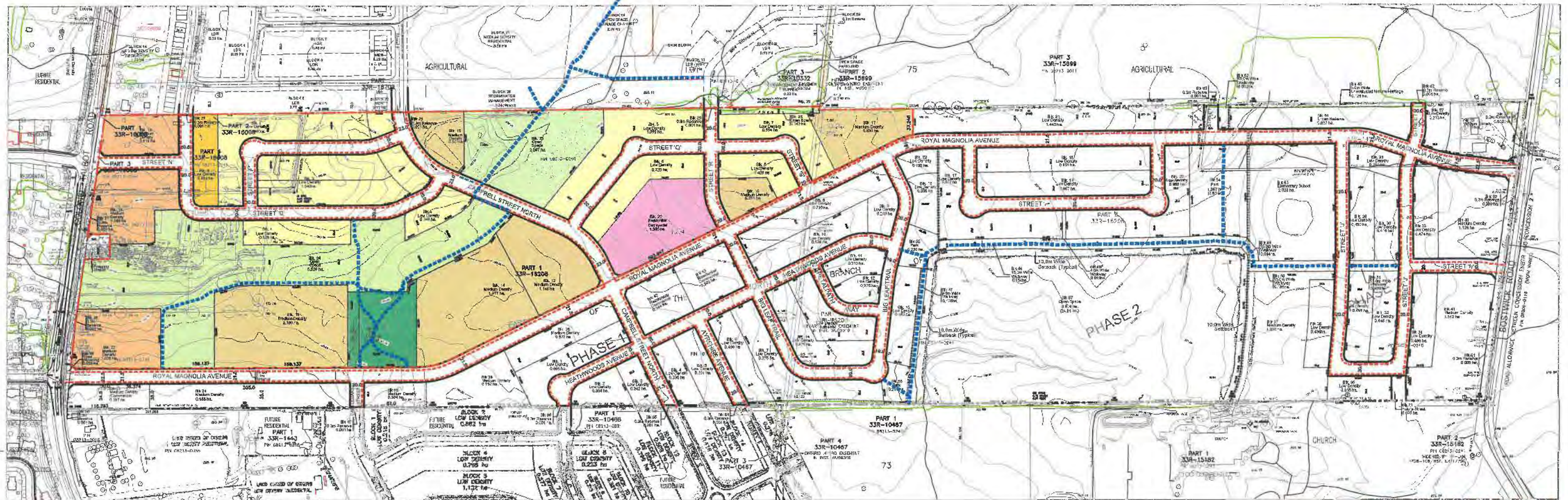
11.2 Active Mobility

Sunset Creek is organized by two collector roads (Royal Magnolia Avenue and Campbell Street North) providing east-west and north-south connectivity, respectively. Further, sidewalks,

pathways, neighbourhood linkages, transit allowances and other movement accommodations would be integrated into the design to provide for an active lifestyle encouraging non-vehicle movement to nearby commercial centres, schools and other community focal points. In addition, works would be designed to meet accessibility standards.

Streets, sidewalks and pathways within Sunset Creek would be designed in accordance with the policies of the SWAP and The London Plan, the Complete Streets Manual and the City's Design Specifications and Requirements Manual (as applicable).

Figure 14 of this Report illustrates the proposed pedestrian connectivity plan for Sunset Creek.



- - - - - PROPOSED SIDEWALK LOCATION
- - - - - PROPOSED PATHWAY LOCATION

Figure 14
 Proposed
 Pedestrian Connectivity Plan

12.0 Natural Heritage/Parks

12.1 Natural Heritage System

Figures 7 and 8 of this Report illustrate the natural heritage features proximate the Site pursuant to Maps 5 and 6 of The London Plan, respectively.

As discussed in Section 6.1.1 of this Report, MTE has prepared an EIS for the Site addressing the proposed Draft Plan. Generally, natural heritage features associated with this development are to be contained within the open space corridor located within Blocks 24 and 25. Mitigation measures are also recommended in the EIS to restore and enhance buffer areas and the open space corridor, and a monitoring program is proposed the Site prior to, during and following construction. Further, the Tributary 12 assessment for this Draft Plan is based on the proposed culvert size and elevations planned to be reconstructed by the City in 2024.

There are no other notable features on the property with respect to ecology.

12.2 Parks & Open Space

Schedule 2 of the SWAP does not include a trail network through Sunset Creek and the Hudson Subdivision. Though discussions with City staff and Sifton, it was agreed that a trail would be located adjacent to Tributary 12 to provide a neighbourhood linkage and view corridors into natural areas.

A local park is planned for Block 23 to provide residents with access to passive recreational space and other recreational facilities (e.g., playground equipment). The park feature is adjacent to the natural corridor, has frontage on Royal Magnolia Avenue provides a direct linkage to the proposed pathway system. The corridor encompassed within Blocks 24 and 25 would provide additional passive recreation space and connectivity from the local street system to the multi-use pathway. The proposed pathway route would generally extend from Colonel Talbot Road and Royal Magnolia Avenue through the natural corridor to future residential lands north of the Site. A preliminary park design for Block 23 has been designed by Stantec and included as part of the Draft Plan submission.

It is anticipated that the park blocks, open space block and the walkway blocks (Blocks 23 to 26) would be conveyed to the City as a parkland dedication, in accordance with Section 42 of the Planning Act and the City's Parkland Conveyance and Levy By-Law CP-9. It is proposed that any deficiency in parkland dedication calculated for this development would be addressed through a payment in lieu of the required conveyance. Further, it is proposed that details regarding the parkland dedication and any in lieu payment would be defined as a condition of Draft Plan approval.

Figure 15 of this Report illustrates the SWAP’s conceptual parks and pathways system in the vicinity of the subject lands, pursuant to Schedule 2 (Multi-Use Pathways and Parks) of this Secondary Plan. This Figure also identifies the approximate location of the proposed multi-use pathway system associated with Sunset Creek.



MULTI-USE PATHWAYS

-  EXISTING ROUTE
-  ON-ROAD ROUTE
-  PLANNED ROUTE

PARKS




-  NEIGHBOURHOOD PARK
-  URBAN PARK
-  PROPOSED NEIGHBOURHOOD PARKS

Figure 15
Southwest Area
Secondary Plan
Schedule '2'
Multi-Use Pathways
& Parks

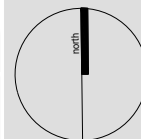
 **SUBJECT LANDS**


PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE
MHBC PLANNING

540 BINGEMANS CENTRE DR.
 SUITE #200
 LONDON, ON, N2B 3X9
 P: 519 576 3650 F: 519 576 0121
 WWW.MHBCPLAN.COM

DATE: August 30, 2023

SCALE 1 : 15,000



13.0 Financial Implications

Claimable works and Development Charges (DC) revenue estimates will be summarized in a Cost Sharable Works & DC Revenue Estimate Worksheet enclosed with the Draft Plan application. The establishment of Tributary 12 and the associated SWM facilities are eligible and identified in the 2021 Development Charges Schedules. A preliminary work program has been developed and included with the submission package of this plan as **Appendix C**.

14.0 Miscellaneous

14.1 Noise Assessment

Noise levels along the Colonel Talbot Road frontage may warrant the need for noise attenuation measures for lots in proximity to the arterial corridors. If needed, the detailed requirements for affected lots will be determined through a Noise Study.

15.0 References

The following planning documents were primary references reviewed in the preparation of this Report:

- Provincial Policy Statement, Province of Ontario;
- The London Plan, City of London;
- Southwest Area Plan, City of London; and
- Zoning By-Law, No. Z-1, City of London.

In conclusion, it is our opinion that the proposed Draft Plan represents good planning and is in keeping with the policies and intent of the Provincial Policy Statement, The London Plan and the Southwest Area Plan. Accordingly, there is merit to proceed with formal Draft Plan of Subdivision, Official Plan Amendment and Zoning By-law Amendment applications to progress this development.

Respectfully submitted,

MHBC

A handwritten signature in black ink, appearing to read "Scott Allen". The signature is fluid and cursive, with a large initial "S" and "A".

Scott Allen, MA, RPP
Partner

APPENDIX A

Draft Plan of Subdivision and Related Plans

DRAFT PLAN OF SUBDIVISION

Legal Description

PART LOTS 74 & 75, CONCESSION EAST OF THE NORTH BRANCH OF TALBOT ROAD
(GEOGRAPHIC TOWNSHIP OF WESTMINSTER)

CITY OF LONDON
COUNTY OF MIDDLESEX

Owner's Certificate

I HEREBY AUTHORIZE MACNAUGHTON HERMSEN BRITTON CLARKSON PLANNING LIMITED TO SUBMIT THIS PLAN FOR APPROVAL

DATE: December 12, 2023

ALI SOUFAN
1/3 LAMBETH FARMS INC.

DATE: December 12, 2023

ALI SOUFAN
COLONEL TALBOT RANCH INC.

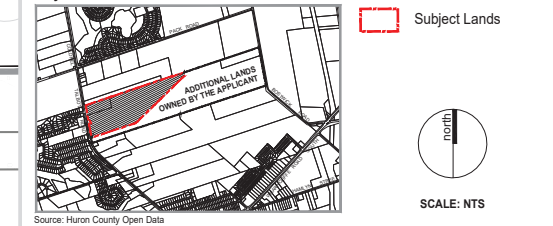
Surveyor's Certificate

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED ON THIS PLAN AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATELY AND CORRECTLY SHOWN.

DATE: Dec 12, 2023

MERRILL DAVID MCLEAN
ONTARIO LAND SURVEYOR
STANTEC

Key Plan



Additional Information Required Under Section 51(17) of the Planning Act R.S.O. 1990, c.P.13 as Amended

- | | | |
|---------------------------|-----------------------------|---------------------|
| A. As Shown | B. As Shown | C. As Shown |
| D. Residential/Commercial | E. As Shown | F. As Shown |
| G. As Shown | H. Municipal Water Supply | I. Loam, Clay, Silt |
| J. As Shown | K. All Services As Required | L. As Shown |

Area Schedule

Description	Lots/Blocks	Units	Area (ha)
Low Density Residential	1-8	165	6,657
Low & Medium Density Residential (Street Townhouses)	9	15	0,454
Medium Density Residential (Cluster Housing)	12-17	531	6,966
Medium Density Residential (Apartments)	18-19,22	288	2,733
Residential / Commercial	20	48	1,350
Park	23		1,043
Open Space	24-26		7,729
0.3m Reserves	27-31		0,007
0.38m Reserves for Draft Plan 1	68 (Draft Plan 1)		0,037
Roads			3,920

Total 33 1047 30,895 ha.

- Notes**
- ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SHOWN.
 - SURROUNDING PARCEL FABRIC IS APPROXIMATE.
 - PROPERTY BOUNDARY IS APPROXIMATE BASED ON DRAFT TOPOGRAPHICAL SURVEY BASE PREPARED BY AGM SURVEYING & ENGINEERING
 - CONTAINS INFORMATION LICENSED UNDER THE OPEN GOVERNMENT LICENCE - ONTARIO.

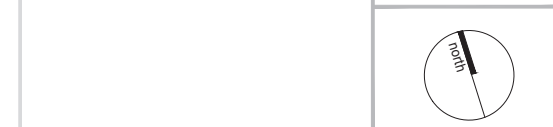
Revision No.	Date	Issued / Revision	By
1	December 12, 2023	Issued	L.M. & C.C.F.

340 COLBORNE ST., SUITE 202, LONDON, ON, N6B 2V2 | P: 519 838 2797 | WWW.MHBCPLAN.COM

Date	December 12, 2023
File No.	1094U
Plan Scale	1: 2,000 (Arch D)
Drawn By	L.M. & C.C.F.

Project **SUNSET CREEK - PHASE 2** Checked By S.A.

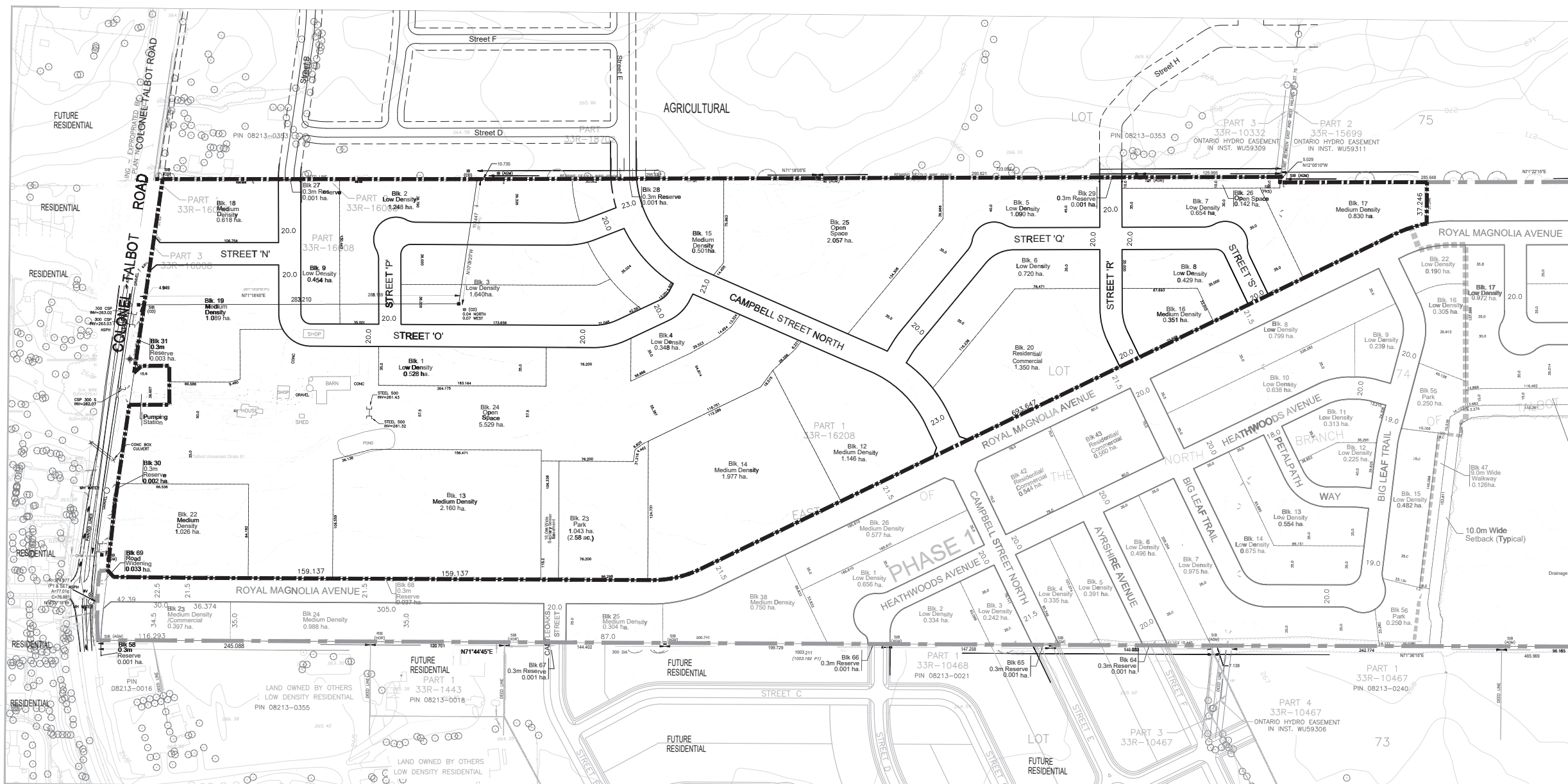
Applicant Other

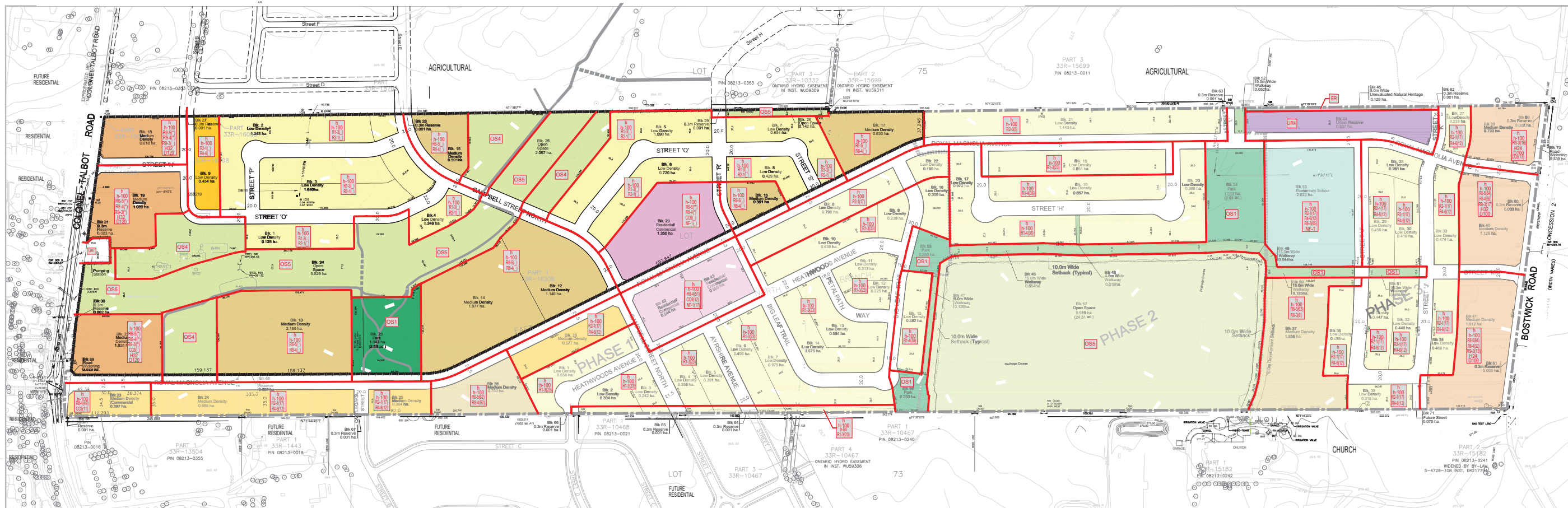


File Name **Sunset Creek - Draft Plan** Dwg No. **1 of 1**



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LOTS 74 & 75,
CONCESSION EAST OF THE
NORTH BRANCH OF TALBOT ROAD
(GEOGRAPHIC TOWNSHIP OF WESTMINSTER)
CITY OF LONDON
COUNTY OF MIDDLESEX

I HEREBY AUTHORIZE MICHAEL/STONER BROTHERS CLERKSON PLANNING LIMITED TO
SUBMIT THIS PLAN FOR APPROVAL.

SENIOR'S CERTIFICATE:
I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED IN
THIS PLAN AND THE RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATE AND CORRECTLY
SHOWN.

PLANNING & DESIGN
MICHAEL/STONER BROTHERS CLERKSON PLANNING LIMITED
1000 SHEPPARD AVENUE EAST, SUITE 1000
SCARBOROUGH, ONTARIO M1S 1W7
TEL: (416) 291-1111
WWW.MSBCLP.COM

DATE: 2023-10-23

PROJECT NO: 23-10-001

DRAFT PLAN 2 - SUNSET CREEK LEGEND

Description	Lot/Block	Area (sq. ft.)
Low Density Residential	18-19	6,887
Low Medium Density Residential (Street Frontage)	20	6,887
Medium Density Residential (Cluster Housing)	21-22	6,887
Medium Density Residential (Apartments)	23-24	6,887
Residential / Commercial	25	1,377
Open Space	26	1,377
Open Space	27	1,377
Open Space	28	1,377
Open Space	29	1,377
Open Space	30	1,377
Open Space	31	1,377
Open Space	32	1,377
Open Space	33	1,377
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Open Space	93	1,377
Open Space	94	1,377
Open Space	95	1,377
Open Space	96	1,377
Open Space	97	1,377
Open Space	98	1,377
Open Space	99	1,377
Open Space	100	1,377

DATE: 2023-10-23

PROPOSED
DRAFT PLAN OF SUBDIVISION

Plan Scale: 1:2000

YORK REGIONAL MUNICIPALITY
MHBC
PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

DATE: 2023-10-23

DRAFT PLAN OF SUBDIVISION

Legal Description
 PART LOTS 74 & 75, ETR BEING PARTS 1 & 3, PLAN 33R-16008; CONCESSION EAST OF THE NORTH BRANCH OF TALBOT ROAD
 (GEOGRAPHIC TOWNSHIP OF WESTMINSTER)

CITY OF LONDON
 COUNTY OF MIDDLESEX

Owner's Certificate
 I HEREBY AUTHORIZE MACNAUGHTON HERMSEN BRITTON CLARKSON PLANNING LIMITED TO SUBMIT THIS PLAN FOR APPROVAL.

DATE: _____ ALI SOUFAN
 W3 FARMIS INC.

Surveyor's Certificate
 I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED ON THIS PLAN AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATELY AND CORRECTLY SHOWN.

DATE: _____ BRUCE BAKER
 ONTARIO LAND SURVEYOR
 AGM SURVEYING & ENGINEERING

Key Plan

Subject Lands

SCALE: NTS

Source: Huron County Open Data

Additional Information Required Under Section 51(17) of the Planning Act R.S.O. 1990, c.P.13 as Amended

A. As Shown	B. As Shown	C. As Shown
D. Residential/Commercial	E. As Shown	F. As Shown
G. As Shown	H. Municipal Water Supply	I. Loam, Clay, Silt
J. As Shown	K. All Services As Required	L. As Shown

Area Schedule

Description	Lots/Blocks	Units	Area (ha)
Low Density Residential	1-8	165	6.657
Low & Medium Density Residential (Street Townhouses)	9	15	0.454
Medium Density Residential (Cluster Housing)	12-17	531	6.966
Medium Density Residential (Apartments)	18-19,22	288	2.733
Residential / Commercial	20	48	1.350
Park	23		1.043
Open Space	24-26		7.729
0.3m Reserves	27-31		0.007
0.38m Reserves for Draft Plan 1	68 (Draft Plan 1)		0.037
Roads			3.920

Total	33	1047	30.895 ha.
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Notes

- ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SHOWN.
- SURROUNDING PARCEL FABRICS IS APPROXIMATE.
- PROPERTY BOUNDARY IS APPROXIMATE, BASED ON DRAFT TOPOLOGICAL SURVEY BASE PREPARED BY AGM SURVEYING & ENGINEERING.
- CONTAINS INFORMATION LICENSED UNDER THE OPEN GOVERNMENT LICENCE, ONTARIO.

Revision No.	Date	Issued / Revision	By
1.			

YORK DEVELOPMENT
 830 COLBORNE ST., SUITE 202, LONDON, ON, N6B 2V2 | P: 519 858 2797 | WWW.MHBCPLAN.COM

MHBC
 PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE

Approval Stamp Date: December 8, 2023

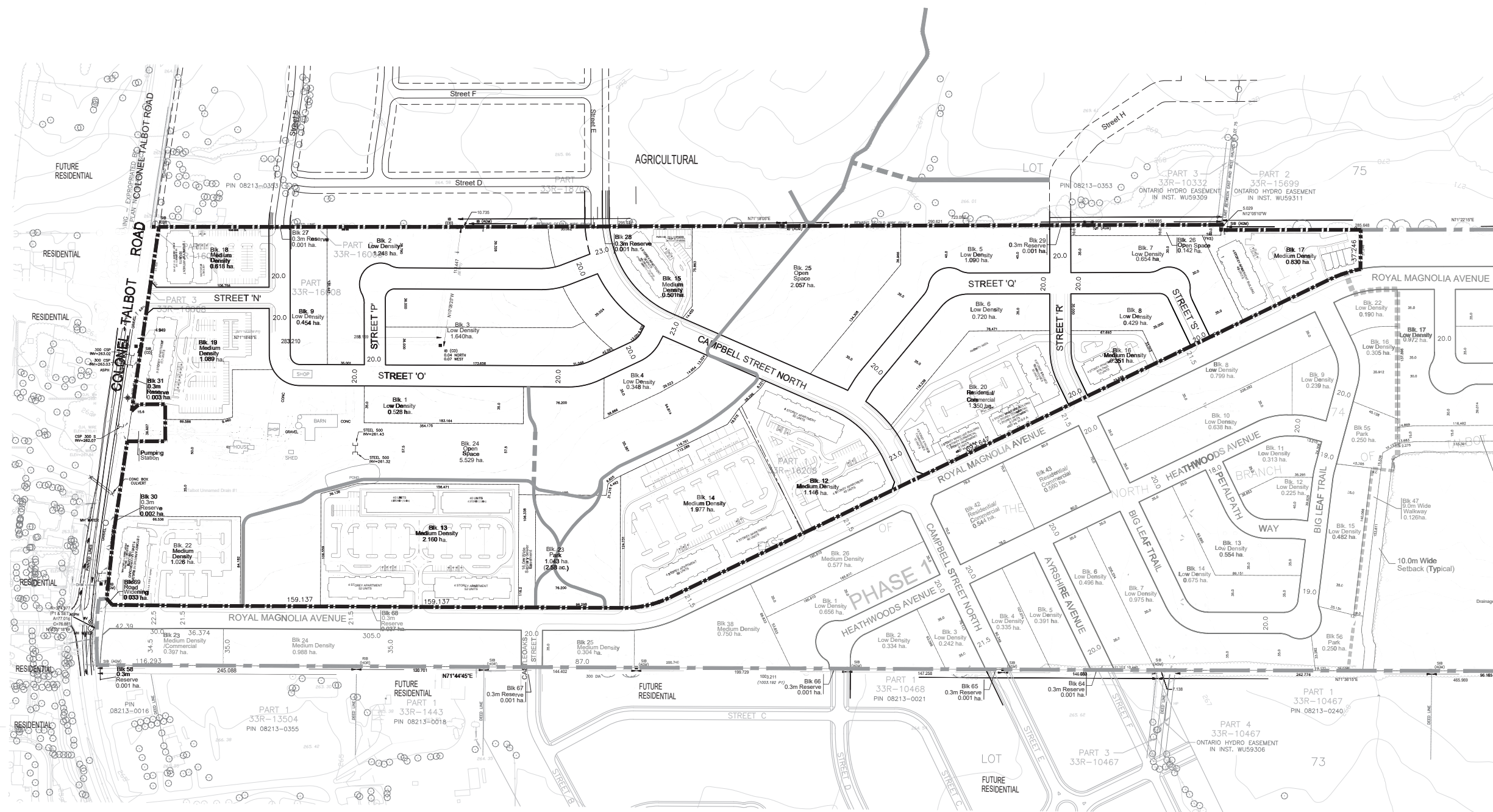
File No. 1094U
 Plan Scale 1: 2,000 (Arch D)
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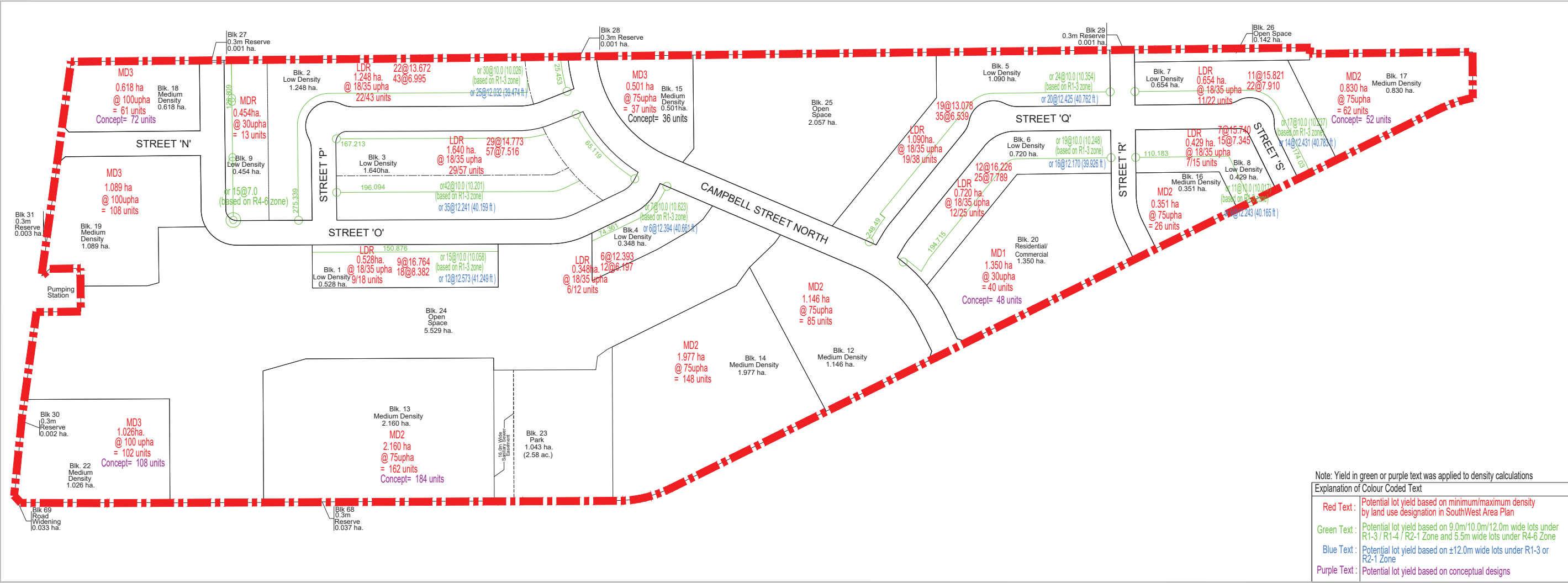
Project: SUNSET CREEK - PHASE 2 Checked By: S.A.

Applicant: _____ Other: _____

File Name: Sunset Creek - Concept Plans Dwg No. 1 of 1

Scale Bar: 0 10 20 50 100 200





DENSITY CALCULATIONS AUGUST 31 2023
 (BASED ON R2-1, R1-3 & R1-4 MINIMUM LOT WIDTHS FOR LOW DENSITY & AREA PLAN DENSITY RANGES FOR MEDIUM DENSITY RESIDENTIAL)

NORTH LAMBETH RESIDENTIAL COMMUNITY
 LDR - LOW DENSITY RESIDENTIAL (BASED ON R2-1 & R1-3 ZONES)
 AREA = 6.657 HA. TOTAL LOTS = 165
 DENSITY = 24.79 UPHA

MD1 - RESIDENTIAL/COMMERCIAL NODE
 AREA = 1.350 HA. TOTAL LOTS = 48
 DENSITY = 35.55 UPHA

MDR - MULTIPLE DENSITY ONE (STREET TOWNHOUSES)
 R4-6 ZONE (MIN 7.0m WIDE) = 15 LOTS
 AREA = 0.454 HA.
 DENSITY = 33.04 UPHA

MD2 - MULTIPLE DENSITY TWO (CLUSTER TOWNHOUSES & APARTMENTS)
 AREA = 6.966 HA. TOTAL LOTS = 531
 DENSITY = 76.23 UPHA

MD3 - MEDIUM DENSITY THREE (APARTMENTS)
 AREA = 2.733 HA. TOTAL LOTS = 288
 DENSITY = 105.38 UPHA

TOTAL LDR AREA = 5.114 HA. UNITS = 165 DENSITY = 24.78 UPHA
 TOTAL MD AREA = 11.503 HA. UNITS = 882 DENSITY = 76.68 UPHA
 TOTAL = 882 UNITS
 GROSS TOTAL = 1047 UNITS

Note: Yield in green or purple text was applied to density calculations

Explanation of Colour Coded Text	
Red Text :	Potential lot yield based on minimum/maximum density by land use designation in SouthWest Area Plan
Green Text :	Potential lot yield based on 9.0m/10.0m/12.0m wide lots under R1-3 / R1-4 / R2-1 Zone and 5.5m wide lots under R4-6 Zone
Blue Text :	Potential lot yield based on 12.0m wide lots under R1-3 or R2-1 Zone
Purple Text :	Potential lot yield based on conceptual designs

MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE
 220-030 COLBORNE STREET LONDON, ON M6E 2V2 | T: 517 858 2777 F: 517 858 9720 | WWW.MHBCPLAN.COM

FIGURE 2
DENSITY CALCULATIONS
 PRELIMINARY
 DRAFT PLAN OF SUBDIVISION

Dwg No. 1 of 1

N11094\UDraft Plan\MHBC-FIG 2 SALEABLE FRONTAGE -31AUG2023.dwg

APPENDIX B

Sustainable Design Considerations

Sustainable Design Considerations*

Proposed Draft Plan of Subdivision
3680 and 3700 Colonel Talbot Road (W3 Farms Inc.)

Development Component	Design Consideration*
Site Layout/Servicing	<ul style="list-style-type: none"> • Design neighbourhood street networks, block sizes and infrastructure to promote connectivity and encourage active mobility (e.g., transit, walking, cycling, blading). • Provide a range of residential dwelling types, including low-rise, mid-rise and higher intensity mid-rise housing to accommodate the needs of a wide range of households/lifestyles and provide opportunities to age-in-place. • Orient street networks, block orientation, lot sizes, and buildings to maximize the use of passive solar energy, where practical and appropriate. • Design water and wastewater facilities, street and pathway networks and erosion and sediment controls with regard to municipal standards respecting sustainable technologies and practices. • Where appropriate, viable and acceptable to the City of London, integrate green infrastructure measures in the design of street networks, development blocks, walkways and park facilities (including low impact development (LID) technologies to provide enhanced stormwater retention and reuse)).
Building Design	<ul style="list-style-type: none"> • Where practical and appropriate, encourage future builders to: <ul style="list-style-type: none"> ▪ Utilize energy efficient building designs that consider: use of durable, quality materials having high levels of energy conservation; on-site renewable energy sources (sensitive to adjacent uses); and provision of electric vehicle charging facilities. ▪ Provide 'Energy Star' labeled appliances in units. ▪ Install high efficiency (low flow) fixtures and fittings. ▪ Provide facilities to accommodate municipal waste and recycling programs. • Promote the recycling of non-hazardous construction debris. • Where practical, integrate building technologies to help reduce the urban heat island effect, including reflective roof surfaces and greenroofs. • Provide dedicated priority parking spaces for electric vehicles in large parking lots, where practical and appropriate. • Provide bicycle parking spaces in accordance with the City of London Zoning By-law: <ul style="list-style-type: none"> ▪ In commercial parking lots, locate required (short-term) bicycle parking in highly visible and publicly accessible locations. ▪ In apartment building parking lots, locate required (long-term) bicycle parking in secure and accessible locations (e.g., bicycle storage lockers). • Where necessary and appropriate, treat exterior glazing with visual markers and other measures to minimize bird strikes.

* The feasibility and appropriateness of measures identified in this table will be evaluated in conjunction with the Design Studies and Servicing Drawing Review phases of the City of London Plan of Subdivision application process. The final project design may not implement all measures set out in this table.

Sustainable Design Considerations*

Proposed Draft Plan of Subdivision
3680 and 3700 Colonel Talbot Road (W3 Farms Inc.)

Development Component	Design Consideration*
Landscape Design	<ul style="list-style-type: none"> • Where appropriate and required, maximize landscaped areas and tree planting on private developments to help reduce the urban heat-island effect, improve air quality, moderate sun and wind, and improve ground water recharge. • Have regard for the City of London Tree Protection By-law and any tree preservation plans prepared for the development. • Support street tree planting to provide canopy coverage along street boulevards (at appropriate locations that minimize conflicts with utilities and private driveways). • Encourage builders to provide additional tree planting on development sites where practical and appropriate. • Promote development of a municipal tree watering program for trees planted within boulevards, parks and other public areas. • Support the use of native species and drought tolerant vegetation throughout the development. • Investigate the use of pervious paving materials, where practical and appropriate. • Encourage community gardens, private gardens, roof-top gardens at appropriate locations to provide food production opportunities within the development site. • Plant shade trees within parking lots and plazas with consideration for municipal guidelines, the City of London Site Plan Control By-law, best management practices and efficient design principles, as appropriate. • Where appropriate and practical, design the landscape and irrigation systems to reduce overall water demand.
Pedestrian Connectivity	<ul style="list-style-type: none"> • Extend City of London Multi-Use Pathway network through project site with consideration for preliminary routing delineated in Southwest Area Plan. • Provide accessible pedestrian sidewalks and walkways, with linkages to the municipal street network and the Multi-Use Pathway system. • Design pedestrian walkways with regard to municipal standards to facilitate safe pedestrian movement. • Investigate exterior lighting technologies to reduce glare and light trespass, and to promote energy conservation.

* The feasibility and appropriateness of measures identified in this table will be evaluated in conjunction with the Design Studies and Servicing Drawing Review phases of the City of London Plan of Subdivision application process. The final project design may not implement all measures set out in this table.

APPENDIX C

Claimable Works Estimate



Stantec Consulting Ltd.
600-171 Queens Avenue, London ON N6A 5J7

September 13, 2022
File: 161414170

Attention: Mr. David Ailles
W3 Lambeth Farms Inc.
c/o York Developments Ltd.
303 Richmond Street
London, ON N6B 2H8

Dear David,

Reference: Colonel Talbot Road Integrated Channel Construction Estimate for Claimable Works

INTRODUCTION

Further to our ongoing work on this project, Stantec Consulting Ltd. is pleased to submit this estimate of construction and land costs for the integrated channel east of Colonel Talbot Road outletting to Tributary 12 in the Dingman Creek Subwatershed. While this work is being completed for York Developments and Sifton Properties Limited (the Clients) it is understood that it will be claimed through the City of London City Services Reserve Fund.

It is understood that the City will require a full functional complete corridor including a floodway conveyance channel, offline quantity storage, wetland compensation and recreational pathway locations.

GENERAL WORK SCOPE

This project includes the following elements:

- Build off the previous work to provide a detail design of the stream corridor while maintaining the floodway capacities;
- Provide the detail design of quality and quantity controls for the adjacent subdivision lands within the corridor boundaries; and,
- Provide the conceptual layout for wetlands and recreational pathways within the proposed corridor.

We have reviewed the scope of the work for this project and offer our proposed Work Plan and Budget for the engineering work to be completed.

WORK PROGRAM

ITEM 1.1, 1.2, 1.3, 1.4 – STREAM, INTEGRATED CHANNEL & TRAIL

The following items are included under this task.

1. Earthworks related to channel construction
2. Construction of low flow channel including in channel features as per the detailed design drawings.

Design with community in mind

Reference: Colonel Talbot Road Integrated Channel Construction Estimate for Claimable Works

3. Construction of Wetland areas
4. Construction of pathways within the corridor.
5. Landscaping of integrated channel.

Estimate

Sunset Creek – Total = \$5,162,053.00

- 100 Year Flood Plain + Low Flow Channel (Claimable) = \$3,797,908.00
- 250 Year Flood Plain less 100 Year Flood Plain = \$1,174,145.00
- Wetlands = \$146,250.00
- Pathway (Claimable) = \$43,750.00

Hudson Park – Total = \$2,811,040.00

- 100 Year Flood Plain + Low Flow Channel (Claimable) = \$1,891,720.00
- 250 Year Flood Plain less 100 Year Flood Plain = \$705,430.00
- Wetlands = \$193,440.00
- Pathway (Claimable) = \$20,450.00

ITEM 2.1-2.5 – STORM WATER MANAGEMENT FACILITY

The following items are included under this task.

1. Earthworks related SWM pond construction
2. Construction of inlets and outlet structures
3. Construction of access roads/pathways within the pond block
4. Landscaping within the pond blocks.

Estimate

	Total Cost	Sunset Creek	Hudson Park
SWMF1	\$1,129,700.00	\$1,129,700.00	\$0
SWMF2	\$805,200.00	\$805,200.00	\$0

Reference: Colonel Talbot Road Integrated Channel Construction Estimate for Claimable Works

SWMF3	\$646,800.00	\$646,800.00	\$0
SWMF4	\$1,190,200.00	\$964,062.00	\$226,138.00
SWMF5	\$363,000.00	\$0	\$363,000.00
Total	\$4,134,900.00	\$3,545,762.00	\$589,138.00

ITEM 3.1-3.5 – SWM BLOCK LAND COSTS

The following summarizes the land costs for storm water management facilities. The land costs are based on the City's current rate for parkland tablelands of \$457,145/ha (\$185,000/ac) from the current CP.9 by-law.

Estimate

	Total Cost	Sunset Creek	Hudson Park
SWMF1 (1.072 ha)	\$490,059.44	\$490,059.44	\$0
SWMF2 (0.732 ha)	\$334,630.14	\$334,630.14	\$0
SWMF3 (0.588 ha)	\$268,801.26	\$268,801.26	\$0
SWMF4 (1.082 ha)	\$494,630.89	\$400,651.02	\$93,979.87
SWMF5 (0.330 ha)	\$150,857.85	\$0	\$150,857.85
Total (3.804 ha)	\$1,738,979.58	\$1,494,141.86	\$244,837.72

ITEM 4.1 – PEDESTRIAN BRIDGES

The following items are included under this task.

Reference: Colonel Talbot Road Integrated Channel Construction Estimate for Claimable Works

1. Supply and installation of 2 pedestrian bridges across the channel corridor including a steel structure with concrete deck and abutments.

Estimate

Sunset Creek	= \$250,000.00
Hudson Park	= \$250,000.00
Total	= \$500,000.00

ITEM 5.1 & 5.2 – ROAD CROSSING

The following items are included under this task.

1. Supply and installation of precast concrete box culvert under the road crossing of Campbell Street North.

Estimate

Sunset Creek Box Culvert at Campbell Street North	= \$267,200.00
Hudson Park Culvert at Street H	= \$75,000.00
Total	= \$342,200.00

SUMMARY OF ITEM ESTIMATES

The estimated cost for this work, based on our preliminary estimate, is \$17,219,375.50. The cost of the above items can be summarized as follows:

WORK TASKS (Claimable)	COST
ITEM 1.1-1.4 – STREAM, INTEGRATED CHANNEL & Pathway	\$5,753,824.37
ITEM 2.1-2.5 - STORM WATER MANAGEMENT FACILITY	\$4,134,900.00
ITEM 3.1-3.5 - SWM BLOCK LAND COST	\$1,738,979.58
ITEM 4.1 – PEDESTRIAN BRIDGES	\$500,000.00
ITEM 5.1-5.2 - ROAD CROSSING	\$0.00
Subtotal	\$12,127,703.95
20% Contingency	\$2,425,540.79
Total (excluding HST)	\$14,553,244.74

Reference: Colonel Talbot Road Integrated Channel Construction Estimate for Claimable Works

WORK TASKS (Not Claimable)	COST
ITEM 1.1-1.4 – STREAM, INTEGRATED CHANNEL & Pathway	\$1,879,575.63
ITEM 2.1-2.5 - STORM WATER MANAGEMENT FACILITY	\$0.00
ITEM 3.1-3.5 - SWM BLOCK LAND COST	\$0.00
ITEM 4.1 – PEDESTRIAN BRIDGES	\$0.00
ITEM 5.1-5.2 - ROAD CROSSING	\$342,200.00
Subtotal	\$2,221,775.63
20% Contingency	\$444,355.13
Total (excluding HST)	\$2,666,130.76

CLOSING

We trust this provides the preliminary construction and land costing required. Engineering costs are outlined under a separate work plan. If you have any questions, please contact this office.

Regards,

Stantec Consulting Ltd.



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