That, on the recommendation of the General Manager of Planning and Development, the following actions be taken with respect to the application of 1640209 Ontario Limited relating to the property located at 1959 Wharncliffe Road South:

(a) the proposed by-law attached hereto as Appendix "A BE INTRODUCED at the Municipal Council meeting on January 24th, 2011 to amend the Official Plan by changing the designation on Schedule "A", Land Use, FROM Urban Reserve - Community Growth TO Low Density Residential, to allow single detached, semi-detached and duplex dwellings as well as multiple-attached dwellings at a density of up to 30 units per hectare and secondary permitted uses; and, extending Savoy Street as a Secondary Collector Road on Schedule "C" Transportation;

(b) the Approval Authority BE REQUESTED to approve the draft plan of residential subdivision, as submitted by 1640209 Ontario Limited (File No. 39T-07507) prepared by AGM Surveying & Engineering, certified by Bruce S. Baker, Ontario Land Surveyor, (Drawing No. 1106-10, dated September 04, 2007), as red line amended, which shows 52 single detached lots and 1 walkway block, served by 2 new local streets and 3 street extensions (Westpoint Heights, Savoy Street and Westwick Walk), SUBJECT TO the conditions contained in the attached Appendix "39T-07507-1";

(c) the Approval Authority BE REQUESTED to withdraw draft approval pursuant to Section 51(44) of the Planning Act, if the Owner has not had an allocation by the City Engineer for sewage treatment capacity within 18 months of draft approval;

(d) the proposed by-law attached hereto as Appendix "B" BE INTRODUCED at the Municipal Council meeting on January 24th, 2011 to amend Zoning By-law No. Z-1 (in conformity with the Official Plan, as amended in part (a) above) to change the zoning of the subject property FROM an Urban Reserve (UR4) Zone, which permits uses such as existing dwellings, restricted agricultural uses, managed woodlots and kennels TO a Holding Residential R1 (h*R1-4) Zone to permit single detached dwellings with a minimum lot frontage of 12 metres and a minimum lot area of 360 square metres;

(e) the applicant BE ADVISED that the General Manager of Environmental & Engineering Services & City Engineer has projected the following claims and revenues information:

<table>
<thead>
<tr>
<th>Estimated Costs – This Agreement – Developer Built</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban Works Reserve Fund – General</td>
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<tr>
<td>$18,000</td>
</tr>
</tbody>
</table>
URBAN WORKS RESERVE FUND - STORMWATER MANAGEMENT

<table>
<thead>
<tr>
<th></th>
<th>Capital Expense</th>
<th>Other</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban Works Reserve Fund - Stormwater Management</td>
<td>$45,300</td>
<td>Nil</td>
<td>$45,300</td>
</tr>
<tr>
<td>Estimated Revenues This Agreement</td>
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<tr>
<td>IWRF</td>
<td>$1,020,760</td>
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</tbody>
</table>

PREVIOUS REPORTS PERTINENT TO THIS MATTER

May 7, 2007 - Report to Planning Committee recommending refusal of a plan of subdivision comprising 353 single detached residential lots, eight residential blocks and one commercial block.

September 22, 2008 - Report to Planning Committee recommending refusal of a plan of subdivision comprising 60 single detached residential lots.

October 19, 2009 - Information Report to Planning Committee from the General Manager of Environmental and Engineering Services and City Engineer on potential residual sewage treatment capacity in the Southland Pollution Control Plant.

December 7, 2009 - Information Report to Planning Committee from the General Manager of Environmental and Engineering Services and City Engineer on the status of discussions with stakeholders on residual sewage treatment capacity in the Southland Pollution Control Plant.

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

May 10, 2010 - Report to Planning Committee recommending approval of a Zoning By-law Amendment to expand the range of permitted commercial uses within the Phase I area at 3989 Savoy Street.

July 19, 2010 - Report to Planning Committee from the General Manager of Environmental and Engineering Services and City Engineer on the status of servicing capacity upgrades at the Southland Pollution Control Plant.

PURPOSE AND EFFECT OF RECOMMENDED ACTION

The recommended amendments will have the effect of redesignating and rezoning lands at 1959 Wharncliffe Road South, and approve a residential plan of subdivision comprised of 52 single detached residential lots served by two new local streets. The recommended conditions of Draft Approval include a requirement for the applicant to enter into an agreement with the City of London, which will ensure that the Southland Sewage Treatment Plant is upgraded to include sufficient treatment capacity for the recommended plan of subdivision.
RATIONALE

1. The recommended Official Plan amendment is supported on the basis that the proposed subdivision represents a logical extension of the established land use pattern and road network in the area, which can proceed on a limited scale without an area plan;

2. The proposed plan of subdivision, as red line amended, will be compatible with existing development in the area without compromising the future land use pattern to the north.

3. The agreement endorsed by City Council and required to be executed in draft plan Condition #19, will ensure that development of the subdivision only proceeds on full municipal services and only if required upgrades have been undertaken to the Southland Pollution Control Plant, to the satisfaction of the City;

4. The recommended action is consistent with Council’s intent that a portion of application 39T-07507 be approved notwithstanding the recommendation of administration, if sewage servicing capacity could be made available to service a portion of the submitted draft plan of subdivision.

BACKGROUND

Date Application Accepted: September 17, 2007  Owner: 1640209 Ontario Limited

- Current Land Use - agricultural/vacant
- Frontage - approx. 90 metres on Westpoint Heights
- Depth - irregular
- Area - 4.932 hectares
- Topography - variable, with a general downward slope moving from north to south.
- Natural Features - There are no natural features or vegetation within the subject site. A woodland patch (patch 10070) is located approximately 100 metres north of the subdivision boundary and a tributary of the Thormicroft Drain is located approximately 45 metres west of the subdivision boundary.

SURROUNDING LAND USES:
OFFICIAL PLAN DESIGNATION: (refer to map on page 7)

- Urban Reserve – Community Growth on the Land Use Map - Schedule "A"

EXISTING ZONING: (refer to map on page 8)

- Urban Reserve (UR4)

PLANNING HISTORY

Terms-of-Reference for the North-East Lambeth Area Study, which included a conceptual land use plan for the area bounded by the former Lambeth Urban Area Boundary on the north, Wharncliffe Road and Main Street on the South, Bostwick Road on the east and Col. Talbot Road on the west, were received by Council on February 7th, 2000. At this meeting, Council resolved that an Official Plan Amendment for the planning area would be restricted to the area capable of being fully serviced based on supporting land use, servicing and environmental studies.

The Lambeth Meadows subdivision, located to the south/west of the subject property, was registered on October 11, 2000 (Plan 33M-403), providing for the development 114 single detached dwelling lots, two (2) stormwater management blocks and one (1) park access block.

In January 2001, an application was received for Official Plan Amendment, Zoning and Draft Approval on the southern portion of the subject property (Phase 1). The application was placed on hold until sanitary sewer capacity for the subdivision could be confirmed, and was subsequently brought forward to Planning Committee for consideration in July of 2004. The Foxwood Crossing Phase 1 area, comprising 65 single detached residential lots, one (1) commercial block, one (1) multi-family block and one (1) stormwater management block was registered on April 27, 2006 as Plan 33M-546.

Consistent with the direction of Council, plan 33M-546 was the only portion of the original parcel that could be serviced. The available sanitary sewer servicing allocation was for only a total of 65 single detached dwelling lots and a restricted amount for the commercial block. A holding provision was applied to the multi-family block to require adequate sewage treatment capacity prior to development.

All of the 65 single detached dwelling lots in Phase 1 have been developed. In May of 2010 a Zoning By-law amendment was approved on the commercial block (Block 79) to permit an expanded range of uses, based on an agreement by the applicant to purchase excess sewage treatment capacity at the Southland PCP (equivalent to 30 residential units) from the developers of the Lambeth Meadows subdivision. The undeveloped multi-family block, Block 80, can accommodate 45 multi-family units but currently there is sewage treatment capacity available for only 22 units.

The draft Southwest London Area Plan was presented to Planning Committee on April 26th, 2010. This Area Plan, which is currently under review, provides a comprehensive land use plan, servicing requirements and a phasing strategy for future development within the Urban Growth Area south of Southdale Road, east of Dingman Creek and north of the Highway 401/402 corridor. The Area Plan is expected to be completed over the next several months and adopted by Council during the first half of 2011.

In 2006, application was made for amendments to the Official Plan & Zoning By-law, and Draft Approval on a large parcel of land, including the lands that are the subject of this application. The proposed plan of subdivision, referred to as "Foxwood Crossing", included 353 single
COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:

1) LEGEND FOR ZONING BY-LAW Z-1

- R1: SINGLE DETACHED DWELLINGS
- R2: SINGLE AND TWO UNIT DWELLINGS
- R3: SINGLE TO FOUR UNIT DWELLINGS
- R4: STREET TOWNHOUSE
- R5: CLUSTER TOWNHOUSE
- R6: CLUSTER HOUSING ALL FORMS
- R7: SENIORS HOUSING
- R8: MEDIUM DENSITY LOW RISEAPTS.
- R9: MEDIUM TO HIGH DENSITY APTS.
- R10: HIGH DENSITY APARTMENTS
- R11: LODGING HOUSE

- DA: DOWNTOWN AREA
- RDA: REGIONAL SHOPPING AREA
- RSA: COMMUNITY SHOPPING AREA
- NSA: NEIGHBOURHOOD SHOPPING AREA

- BDC: BUSINESS DISTRICT COMMERCIAL
- AC: ARTERIAL COMMERCIAL
- HS: HIGHWAY SERVICE COMMERCIAL
- RSC: RESTRICTED SERVICE COMMERCIAL

- ASA: AUTOMOBILE SERVICE STATION

- OR: OFFICE RESIDENTIAL
- OC: OFFICE CONVERSION
- RO: RESTRICTED OFFICE
- OF: OFFICE

- RF: REGIONAL FACILITY
- CF: COMMUNITY FACILITY
- NF: NEIGHBOURHOOD FACILITY

- HER: HERITAGE
- DC: DAY CARE

- OS: OPEN SPACE
- CR: COMMERCIAL RECREATION
- ER: ENVIRONMENTAL REVIEW

- OB: OFFICE BUSINESS PARK
- LI: LIGHT INDUSTRIAL
- GI: GENERAL INDUSTRIAL

- HI: HEAVY INDUSTRIAL
- EX: RESOURCE EXTRACTIVE

- UR: URBAN RESERVE

- AG: AGRICULTURAL
- AGC: AGRICULTURAL COMMERCIAL

- RRC: RURAL SETTLEMENT COMMERCIAL

- TGS: TEMPORARY GARDEN SUITE

- FT: RAIL TRANSPORTATION

- FH: HOLDING SYMBOL

- D: DENSITY SYMBOL

- H: HEIGHT SYMBOL

- B: BONUS SYMBOL

2) ANNEXED AREAS APPEALED AREAS

FILE NO: OZ-7455

MAP PREPARED: 2010/11/26

MC
Agenda

Item #

Page #

39T-07507/OZ-7455

T. Grawey

detached dwelling lots, one (1) medium density residential block and one (1) commercial block. The application (39T-05509) was refused in June of 2007 on the basis of prematurity and insufficient servicing capacity. The current application (Foxwood Crossing - Phase 2) represents a small phase on the southern edge of the original subdivision area.

The application (39T-07507) was revised in 2007 to allow for the development of a reduced subdivision area, comprising 60 single detached lots and a walkway block served by two (2) new local streets and three (3) street extensions (Westpoint Heights, Westwick Walk and Savoy Street. A report was presented to the Planning Committee meeting of September 22, 2008, recommending that the application be refused, since there is no area plan in effect and treatment capacity at the Southland Sewage Treatment Plant had not been confirmed. The following resolution was approved by Municipal Council at its session held on September 29, 2008:

"22. That, notwithstanding the recommendation of the General Manager of Planning and Development, the following actions be taken with respect to the application of Foxwood Crossing (Ali Soufan - 1640209 Ontario Limited) relating to property located at 1959 Wharncliffe Road South:

(a) the application BE REFERRED back to staff and the applicant BE REQUESTED to undertake a Feasibility Study with respect to their proposal to refurbish the Southland Pollution Control Plant within its rated capacity to allow for capacity for the servicing of the proposed subdivision as well as an adjacent school block; it being noted staff will report back with respect to their analysis of the Study and the acceptable area (or lots) which could proceed without an Area Plan and if necessary, a Legal opinion to proceed with an expansion of the Southland STP at a future meeting of the Planning Committee;

(b) staff BE REQUESTED to review and address the matter of construction truck traffic and parking in this area; and

(c) staff BE REQUESTED to review and address the matter of construction debris on streets in the area;

it being pointed out that at the public participation meeting associated with this matter, the following individuals made an oral submission in connection therewith:

- J. Davis, Jack E. Davis Holdings Ltd. - representing the applicant and providing the attached correspondence dated September 22, 2008 relating to this matter: noting that the applicant has offered to pay for upgrades required for the Southland Sewage Treatment Plant and will allow the A. E. Duffield School, Thames Valley District School Board to connect to the servicing at no cost and requesting a deferral of the application to allow for discussion of this matter.

- A. Soufan, Applicant - responding to the public's concerns with respect to the stormwater management pond in Phase 1 of this development noting that the overflow issues relating to this pond were a result of vandalism on one occasion and interference by wildlife on another.

- D. White, 6518 Beattie Street - expressing concerns with respect to the stormwater management pond located in Phase 1 of this development as it does not drain properly on occasion and should be reviewed to eliminate drainage issues, and also asking that concerns relating to standing water be addressed before Phase 2 is initiated.

- R. Wallace, 2090 Westwick Walk - requesting a review of the overflow problems with the stormwater management pond located in Phase 1 of this development, noting that construction truck traffic and parking is a safety issue in this neighbourhood, that there is an ongoing problem with nails from construction damaging cars and that the streets should be cleared more frequently as they are in other neighbourhoods undergoing construction. (2008-D1 1-07) (AS AMENDED)"

The current application, 39T-07507, is referred to as Foxwood Crossing - Phase 2. This area,
and the adjacent multi-family block (Block 80 in Plan 33M-546), have been the subject of previous discussions and proposals to increase the servicing capacity of the area through an upgrade to the Southland Pollution Control Plant. A tentative agreement was reached whereby the owner of 1640209 Ontario Limited would upgrade the Southland Plant in order to proceed with the development of Foxwood Crossing - Phase 2 and Block 80 in Plan 33M-546.

A report from the General Manager of Environmental and Engineering Services and City Engineer was presented to Planning Committee on July 19, 2010, providing the terms of a draft agreement between the City and the applicant for upgrades to the Southland Pollution Control Plant. The following resolution was approved by Municipal Council at its session held on July 26, 2010:

"4. That, on the recommendation of the General Manager of Environmental and Engineering Services and City Engineer, the following actions be taken with respect to the application of Ali Soufan (1640209 Ontario Ltd.) relating to the property located at 1959 Wharncliffe Road South, Foxwood Crossing Phase 2:

(a) the attached Subdivision Agreement between the Corporation of the City of London and 1640209 Ontario Ltd. for the capacity upgrades at the Southland Pollution Control Plant BE APPROVED in principle; and

(b) the Mayor and City Clerk BE AUTHORIZED to execute this Agreement and all documents required to fulfill its conditions, upon Draft Approval of 39T-07507.

It being noted the Planning Committee received and noted a communication dated July 17, 2010 from A. Soufan, President, York Developments with respect to this matter. (2010-D11-07) (4/20/PC)"

The works proposed for the Southland Plant will allow development of up to 75 equivalent units, subject to the final outcome of the capacity upgrades. The proposed agreement has been reviewed and accepted in principle by the applicant. The agreement is limited to the allocation of treatment capacity for 52 units in Foxwood Crossing Phase 2 and 23 units in Block 80 in Plan 33M-546. The City has made no commitment to the applicant regarding the allocation of sanitary treatment capacity for the adjacent Foxwood Crossing Phase 3 area, which potentially includes 193 additional single detached residential lots and a 1.2 hectare multi-family development. It is clearly noted in the report from the General Manager of Environmental and Engineering Services and City Engineer, that treatment capacity for the Phase 3 area will not be considered until after the Southwest Area Plan has been completed.

The following updated comments were provided in response to the November 2007 Notice of Application (39T-07507/OZ-7455) on the revised proposal for Official Plan and Zoning By-laws amendments and a Draft Approval for plan of subdivision showing 60 single detached dwelling lots and one (1) walkway block, served by two (2) new local streets and three (3) street extensions:

Upper Thames River Conservation Authority (UTRCA):

"We wish to advise that the woodland feature that is located on the property has been identified as being significant in the Middlesex Natural Heritage Study (MNHS), July 2003. The MNHS assessed woodland patches across the County of Middlesex to determine criteria that could be utilized as indicators of significance. The study concluded that those patches which met one criterion are potentially significant woodland patches on the Middlesex landscape and recommended that those patches be protected as key elements of the natural heritage framework. The subject woodland meets 3 criteria for significance.

Given that the portion of 1959 Wharncliffe Road South which is the subject of these applications is not affected by the Regulation Limit, the UTRCA has no objections. We request a copy of the
EIS that is noted in the circulation please be forwarded to our office for review."

(Staff comment: It should be noted that the Middlesex Natural Heritage Study has not status within the City of London and the City of London Official Plan is the governing policy with respect to woodlands)

Bell Canada:

"The following paragraph(s) are to be included as Conditions of Draft Plan of Subdivision Approval:

1. The Developer is hereby advised that prior to commencing any work within the Plan, the Developer must confirm that sufficient wire-line communication/telecommunication infrastructure is currently available within the proposed development to provide communication/telecommunication service to the proposed development. In the event that such infrastructure is not available, the Developer is hereby advised that the Developer may be required to pay for the connection to and/or extension of the existing communication/telecommunication infrastructure. If the Developer elects not to pay for such connection to and/or extension of the existing communication/telecommunication infrastructure, the Developer shall be required to demonstrate to the municipality that sufficient alternative communication/telecommunication facilities are available within the proposed development to enable, at a minimum, the effective delivery of communication/telecommunication services for emergency management services (i.e., 911 Emergency Services)."

(Staff comment: No condition has been included as it is the standard policy of the City of London that wire line infrastructure be constructed)

Canada Post Corporation:

"The owner shall complete to the satisfaction of the Director of Engineering of the City of London and Canada Post:

a) include on all offers of purchase and sale, a statement that advises the prospective purchaser:
   i) that the home/business mail delivery will be from a designated Centralized Mail Box.
   ii) that the developers/owners be responsible for officially notifying the purchasers of the exact Centralized Mail Box locations prior to the closing of any home sales.

b) the owner further agrees to:
   i) work with Canada Post to determine and provide temporary suitable Centralized Mail Box locations which may be utilized by Canada Post until the curbs, boulevards and sidewalks are in place in the remainder of the subdivision.
   ii) install a concrete pad in accordance with the requirements of, and in locations to be approved by, Canada Post to facilitate the placement of Community Mail Boxes.
   iii) identify the pads above on the engineering servicing drawings. Said pads are to be poured at the time of the sidewalk and/or curb installation within each phase of the plan of subdivision.
   iv) determine the location of all centralized mail receiving facilities in co-operation with Canada Post and to indicate the location of the centralized mail facilities on appropriate maps, information boards and plans. Maps are also to be prominently displayed in the sales office(s), showing specific Centralized Mail Facility locations.

c) Canada Post's multi-unit policy, which requires that the owner/developer provide the centralized mail facility at their own expense, will be in effect; for buildings and complexes with a common lobby, common indoor or sheltered space."

London Hydro:

"London Hydro has adequate distribution along Westwick Walk for this development. The
property will be serviced at 27.6kV. The applicant will be responsible for the cost associated with the relocation of any existing infrastructure as a result of this development. The internal servicing of the development should present no foreseeable problems. The applicant will be responsible for the cost associated with the underground system expansion within the development, but may receive rebates from London Hydro based on connected load over a five year connection window. The servicing of this development should be phased from Westwick Walk or Westpoint Heights. London Hydro has no objection to the zoning amendment."

**The following updated comments were provided in response to the Owner's request for a red-line amendment to exclude seven (7) lots from the northern limit of the draft plan:**

**Environmental and Engineering Services Department (EESD):**

"The recommendations in this letter are based on the revised draft plan for this application which was received by this department on May 6, 2010. The received plan was too small to identify the exact locations of the reserves on Street 'B' and the revised red-line limits of the plan. Should any further changes be made to this draft plan, an updated revised plan is to be resubmitted for our review prior to any approvals.

The proposed subdivision is located in the Southland Pollution Control Plant sewershed and there is currently no treatment capacity available at this Pollution Control Plant. In accordance with the previous Council Resolution of September 29, 2008, the applicant has provided a Feasibility Study with respect to their proposal to refurbish the Southland Pollution Control Plant within its rated capacity to allow capacity for the servicing of the proposed subdivision. The study has been reviewed and is acceptable to the Environmental and Engineering Services Department subject to the applicant entering into a subdivision agreement with the City. The agreement would outline the conditions under which the upgrade would occur. The Environmental and Engineering Services Department (Wastewater and Drainage Division) is recommending the proposed terms of this agreement to the Development Approvals Business Unit for inclusion in their report related to the subject draft plan in separate correspondence. It should be noted that the recommendation for the City to enter into this agreement will be subject to Council approval. If Council approval is granted, the attached draft plan conditions are recommended.

The Environmental and Engineering Services Department would prefer that development proceed with the benefit of area planning in place. The Southwest Area Study has not yet been completed. The process of establishing a Community plan would identify the collector road network required to serve the proposed land uses and the appropriate location for collector road intersections along the nearby arterial road network. This process would also indicate for all modes of travel how the existing and future transportation needs of the community would be addressed in accordance with the goals and objectives of the Official Plan and the transportation policies and strategies detailed in the Transportation Master Plan.

The EESD advises that there will be increased operating and maintenance costs for works being assumed by the City. The Environmental and Engineering Services Department has no objection to the proposed Zoning By-law Amendment for the proposed draft plan of subdivision provided a holding provision is implemented with respect to servicing, including sanitary, stormwater and the entering of a subdivision agreement."

(Note: the response from EESD also included a list of specific municipal servicing requirements, which have been included as Conditions of Draft Approval; and estimated Cost and Revenues information, which has been identified in recommendation clause (e) above)
On November 15, 2007, 84 letters were sent to landowners within 120 metres of the property boundary. Living in the City notice was given on November 3, 2007. Notice was also given to the Lambeth Community Association. An updated Notice of Application was published in Living in the City on September 25th, and sent to area landowners on September 27th, 2010.

Two (2) responses were received to the 2007 liaison. To date, five (5) responses have been received to the 2010 liaison.

Responses to the 2007 Public Liaison Notice: Both responses to the initial (2007) public liaison notice expressed objections to the proposed development. One inquiry expressed surprise that sanitary servicing capacity is available, especially given the discussion at the public meeting on the previous application (39T-06509) identified there was no available sanitary servicing capacity. The second inquiry was from a landowner who indicated he had an interest in capacity that he paid for at the Southland Sewage Treatment Plant; and that he should be compensated for this capacity.

September 22, 2008 Public Participation Meeting: As noted above, four persons made representations at the previous public participation meeting held on September 22, 2008. Two area residents expressed concerns about the stormwater management pond located in the Phase 1 area and problems associated with ponding and poor drainage in the neighbourhood. Concern was also expressed about construction activity in the area, including truck traffic, nails and debris on roadways.

The Applicant and the Applicant’s agent addressed the issue of servicing, confirming that the applicant has agreed to pay for upgrades to the Southland Sewage Treatment Plant. The owner also noted that the overflow issues relating to standing water were vandalism related and will be addressed before Phase 2 is initiated.

Responses to the 2010 liaison included one telephone call, three e-mails and a submission comprised of text, photos and a 75 name petition. The majority of concerns expressed by area residents, were with the state of the existing Foxwood Crossing Phase 1 subdivision. Specific concerns that were cited include:

- The streets in Phase 1 are in terrible condition and the final coat of asphalt has not yet been completed, even though virtually all the lots have been developed. York Developments previously promised that the streets would be completed by the end of summer 2010.
- Several residents have experienced flat tires from screws and nails left on the streets.
- A trucking firm (Wind Rose Logistics) is creating traffic problems by continually parking and servicing trucks along the side of Wharncliffe Road, just east of the Savoy Street entrance to the subdivision and the traffic hazard will increase if Phase 2 is developed.
- Many residents have made numerous calls in the past to York Developments but calls have not been returned.
- Construction traffic is continuing to use Beattie Street, Westwick Walk and Westpoint Heights when they are supposed to be using the access road leading to the Phase 2 area.
- The Phase 2 area has not been maintained – the area is collecting trash and 6 ft. weeds have been allowed to grow.
- There is an issue with grading, and water ponding behind Westpoint Heights.
- The Phase 2 development will have a negative impact on wildlife in the area.
- It is difficult to turn left off Savoy when trying to get out of the subdivision during peak hours.
- The developer has been contacted numerous times to undertake road cleaning and snow clearing. The developer has never cleared the sidewalks of snow. The developer rarely responds to calls from area residents.
- After the final home is completed, the developer should have 60 days to completely fulfill his responsibilities under the subdivision agreement for Phase 1.
- The petition requested that the City not approve any current and future applications from the developer until all outstanding requirements for Phase 1 have been completed.
- The residents are requesting a reduction in property taxes retroactive to their date of possession, to offset damage to vehicles and other property.

**ANALYSIS**
Conformity with the Official Plan:

The lands that are the subject of this application are currently designated Urban Reserve - Community Growth in the Official Plan. This designation provides a general indication of future land use and anticipates that specific development will be permitted through the Official Plan amendment process. While the preferred approach to redesignating "Urban Reserve" areas is through the Area Plan process Section 9.4.4. of the Plan also provides that Council may review and adopt site specific Official Plan Amendments for designated "Urban Reserve" lands provided such amendments will not negatively affect or compromise the community planning process on surrounding lands.

The initial application (39T-06509), which included 353 single detached dwelling lots, one (1) medium density residential block and one (1) commercial block, was recommended for refusal, based on inadequate services and prematurity, since an area plan had not been completed to show how long-term development could proceed within an overall land use context for the area. The revised application (39T-07507) is for a substantially reduced area, which forms a logical extension of the adjacent land use and road pattern. It was recognized that a small phase of the subdivision could proceed in advance of an area plan and at its meeting on September 29, 2008, Council directed staff to report back on the acceptable area (or lots) which could proceed without an area plan.

The recommended Official Plan Amendment, changes the land use designation on Schedule "A" of the Official Plan from Urban Reserve Community Growth to Low Density Residential. This change in designation is limited to the revised Phase 2 area, which is limited to 52 single detached residential lots fronting on two (2) new local streets and three (3) street extensions. This amendment is considered to be in keeping with the intent of the Official Plan since it is limited in scope to a minor extension of the existing road and lotting pattern, and it will not compromise the outcome of the community planning process for the surrounding area.

A related amendment is being recommended to Schedule "C" of the Official Plan (Transportation Corridors), by extending the Secondary Collector road (Savoy Street) in a northerly direction, along the western boundary of the subdivision. This future corridor alignment is consistent with the Transportation Phasing Strategy for the Southwest Area Plan. No changes are required to Schedule "B1" (Natural Heritage Features) or Schedule "B2" (Natural Resources and Natural Hazards).

Southwest Area Plan:

The subject property is located within the boundaries of the Southwest Area Plan (SWAP), which was initiated by City Council in 2009 to provide a long range planning framework for the allocation of land uses and servicing infrastructure, and the phasing of future development within the Urban Growth Boundary. The draft report and background studies on SWAP were released in May of 2010 for public review and comment. A follow up report on public feedback was presented to the September 13th 2010 Planning Committee meeting and over the next several weeks, staff will be considering the issues that have been identified with the draft area plan. An Official Plan Amendment and recommended Area Plan will be brought forward for consideration in 2011.

The revised application for the Foxwood Crossings Phase 2 subdivision was received by the City on September 17, 2007 - prior to initiation of the Southwest Area Plan. The Phase 2 area is identified in SWAP as being a plan of subdivision under review. The subject lands are identified as Low Density Residential and Medium Density Residential in the draft "Preferred Land Use Plan", and within Phase 2B of the draft Phasing Concept. If the Phase 2 subdivision application is draft approved as is being recommended, the land use concept, road pattern and phasing plan should be updated in the final Southwest Area Plan so that it accurately reflects the approved subdivision land use and local road pattern.

While it is acknowledged that the Phase 2 subdivision can proceed at this time without compromising the final outcome of the Southwest Area Plan, future subdivision phases should
not proceed unless they are consistent with the final land use, road alignment and phasing plan that are enacted for the Southwest Area Plan, and any associated sub-area plan for this area.

Environmental Considerations:

An Environmental Impact Study (EIS) was submitted in conjunction with the previous application for draft plan of subdivision approval for all of the lands owned by the applicant (39T-06509), which included 353 single detached residential lots, several residential development blocks and a commercial block. The EIS was not fully reviewed or accepted and the subdivision application was refused by the City of London Approval Authority on June 18, 2007. The current application for Phase 2 comprises a much smaller development area and is removed from proximity to any natural heritage features.

The Phase 2 subdivision area consists of former croplands and has experienced some site disturbance associated with the Phase 1 development. Within the Phase 2 area there are no Natural Heritage features identified on Schedule "BI" of the Official Plan and no portion of the subject site is affected by the regulatory jurisdiction of the Upper Thames River Conservation Authority. Two Natural Heritage features are located in the general vicinity of the Phase 2 subdivision:

1. Vegetation Patch 10070 - This vegetation patch is designated Environmental Review and identified as an "Un Evaluated Vegetation Patch" on Schedule "BI" of the Official Plan. The patch is located 100 metres or more to the edge of the Phase 2 subdivision area and an Environmental Impact Study is not required for this development.

2. An Unevaluated Corridor - (drainage tributary of the Thornicroft Drain) is identified on Schedule "BI" of the Official Plan to the west of the Phase 2 area. The drainage course consists of a farm swale and is located more than 50 metres from the edge of the subject site. The area immediately adjacent to Phase 2 was approved and developed as a stormwater management block for the Phase 1 subdivision and Zoned Open Space (OS1).

While an Environmental Impact Study is not required for the Phase 2 subdivision, future applications to extend the development lands to the northwest will trigger the requirement for an EIS pursuant to the policies in Section 15.5 of the Official Plan. It is anticipated that when future applications are received to further extend the subdivision, there will be additional information available from the Southwest Area Plan on the status of woodland patch 10070 and the unevaluated corridor west of Phase 2. An EIS will also be required with the development application.

Recommended Official Plan Amendment:

An Official Plan Amendment is being recommended in conjunction with the application for draft plan of subdivision approval. An amendment is required to change the land use designation from Urban Reserve - Community Growth to Low Density Residential on Schedule "A (Land Use Map). A change is also required to extend the "Secondary Collector" status of Savoy Street on Schedule "C" (Transportation Corridors Map) approximately 90 metres from its existing terminus.

Section 9.4.3. of the Official Plan indicates that "Urban Reserve - Community Growth areas will be composed of predominantly residential uses as well as some associated uses, and that lands may be redesignated by Council through the are planning process and a resulting amendment to the Plan. Site specific amendments are provided for in Section 9.4.4. of the Plan, which provides for the option of as follows: "The preferred approach to planning areas designated "Urban Reserve" is through the Secondary Plan process as described in Section 19.2. Council may, however, review and adopt site specific Official Plan Amendments for lands designated "Urban Reserve" provided it does not negatively affect the community planning process on surrounding lands."

The Foxwood Crossing Phase 2 subdivision application represents a logical extension to the land use and road pattern that has been established in the initial phase of the subdivision. The
extent of development is strictly limited by the servicing capacity restrictions that were recently approved by Council and no further development is contemplated in the short term. While the limited size and road pattern in Phase 2 will not compromise plans for future phases to the north/west, any development beyond the Phase 2 area should only be permitted to proceed through the completion of a comprehensive sub-area plan and this would be conditional upon the prior completion of the Southwest Area Plan.

The adoption of a site specific Official Plan Amendment is consistent with the Council direction of September 29th, 2008, requesting staff to report back on the acceptable area (or lots) which could proceed without an area plan. The extent of the serviceable area for Phase 2 (52 single detached dwelling lots) was confirmed in the report from the City Engineer to the July 19, 2010 Planning Committee meeting and the City Council resolution of July 26th authorized the execution of an agreement for upgrades to the Southland Plant upon draft plan approval of the Phase 2 area.

Recommended Zoning:

The Phase 2 subdivision application included a request for a change from the current Urban Reserve (UR4) Zoning to Residential (R1-4), to permit single detached dwellings with a minimum lot frontage of 12 metres (40 ft.) and a minimum lot area of 360 square metres (3,875 sq. ft.). The requested zoning will provide for a form of development that is compatible with the adjacent Phase 1 area, which is also zoned R1-4. The Phase 2 area, as red line revised, would consist of 52 single detached residential lots and the R1-4 Zoning is appropriate for the entire area.

It is also recommended that the "h" holding provision be applied to the R1-4 Zoning, as is standard practice for subdivisions that are draft approved. This mechanism will ensure that prior to any development proceeding on the site, all municipal conditions and servicing requirements have been addressed in accordance with the Conditions of Draft Approval. The "h" provision will be lifted as soon as the applicant has entered into a subdivision agreement with the City of London.

Municipal Servicing Infrastructure:

There have been no issues identified with respect to the provision of water services to the Phase 2 subdivision. The owner is required to connect to the existing 200mm (8") diameter municipal watermain on Westpoint Heights and the existing 300 mm (12") diameter municipal watermain on Savoy Street. Stormwater flows from the subdivision will be directed to the existing 600 mm (24") diameter storm sewer on Westwick Walk to existing or planned facilities in the area. Stormwater from these facilities outlets via the Baker Drain and Thomicroft Drain to the Dingman Creek. Conditions of draft approval have been recommended to address a number of standard stormwater management requirements.

The proposed subdivision will be served by 2 new local streets and 3 street extensions (Westpoint Heights, Savoy Street and Westwick Walk). An amendment is being recommended to the Official Plan to recognize the extension of Savoy Street as a secondary collector road on Schedule 'C' (Transportation Corridors Map). One pedestrian walkway is proposed to allow for direct access between Street 'A' and the adjacent stormwater management & park blocks to the west. In addition to the walkway block, sidewalks are required to be constructed on both sides of Savoy Street, and on one side of Westpoint Heights, Westwick Walk and Street 'A'.

As has been discussed in the background section, the Phase 2 subdivision is proceeding in accordance with Council's resolution of September 29, 2008 and on the basis of an agreement that has been tentatively reached between the applicant and the City, to provide for sewage treatment capacity upgrades at the Southland Pollution Control Plant. These capacity upgrades, to be undertaken by the applicant, will accommodate development up to a maximum of 75 equivalent units comprised of 52 single family units in the Foxwood Phase 2 subdivision and 23 multi-family (townhouse) units at the corner of Savoy Street and Wharncliffe Rd. South
The terms and conditions of the agreement address design requirements for the upgrading project and states that the developer is solely responsible for the financing of the design and construction of the project. The City is responsible for administration of the project, including review/acceptance of design and construction plans and on-site supervision.

Conditions of draft approval are being recommended to ensure that the terms and conditions of the servicing agreement (including all required upgrades to the Southland plant) are implemented in a timely manner and prior to final plan of subdivision approval. If, for any reason, the servicing agreement with the City is not executed or the provisions of the agreement are not complied with, the draft approval status can be withdrawn by the Approval Authority. The Conditions of Draft Approval have been reviewed with the City Engineer's office and City Solicitor to ensure they accurately reflect the intent of the servicing agreement.

Parkland and Open Space:

There are no parks proposed in this phase of Foxwood Crossing. The neighbourhood park that serves this area is Block 83, Plan 33M-546 (located approximately 120 metres to the west), which was dedicated to the City as a condition of draft approval for Foxwood Crossing Phase 1. Block 83 of Plan 33M-546 provided an over-dedication of parkland (0.591 ha.) to be applied to future phases of the Foxwood Crossing subdivision. This over-dedication will be applied to the current application. Approximately 0.246 hectares of parkland dedication is required for this phase under Section 51 of the Planning Act. The reduction to over-dedication account would result in a balance of 0.345 ha. to be applied to future phases.

To facilitate pedestrian access between the Phase 2 area and the park block to the west, a condition of draft approval is being recommended which requires the connection of walkway in Phase 2 (Block 61) with existing pathways in the adjacent stormwater management (SWM) block. The developer is also required to monument the boundaries of residential lots adjacent to the SWM block.

Subdivision Design:

The original application comprised a total of 60 single detached residential lots and one walkway block served by 2 new local streets and 3 street extensions (Westpoint Heights, Savoy Street and Westwick Walk). The proposed road pattern represents an extension of the roads in the adjacent Phase 1 subdivision with the exception of Street 'B', which is a dead-end cul-de-sac serving ten lots. A red line revision is being recommended to the plan which will remove the cul-de-sac bulb and eight (8) lots. This revision is recommended for the following reasons:

1. A reduction in the number of lots from 60 to 52 will achieve the maximum overall servicing capacity threshold that has been identified for the subdivision by the City Engineer.

2. The recommended red-line revision will replace the cul-de-sac with a stub road at the northerly boundary of Lot 47. This revised configuration will provide for greater flexibility in planning for future development to the north, since the road extension could be in the form of either a through street or a cul-de-sac. The final determination will be made when the area plan is completed for the balance of undeveloped lands to the north.

While the Phase 2 subdivision is limited in size, the adjacent lands owned by the applicant include a large area designated Urban Reserve - Community Growth, as well as unevaluated woodland patch and corridor lands designated Environmental Review. The initial application from the applicant (File 39T-06509) included a road network and lotting pattern for all of the lands up to the northern property boundary.

Based on its limited size and road pattern, the Phase 2 area can be easily integrated with future development phases. The plan that is proposed, as red line revised, will allow for future integration and road alignment connections with future development phases to the north and
west. It is expected that the Southwest Area Plan and sub-area plan will be completed before consideration is given to any additional development beyond the limits of the Phase 2 area.

Several red-line revisions are being recommended which will address the identified sanitary servicing limitations, and ensure that the plan meets the technical specifications for roadway dimensions and reserve blocks. The recommended revisions, identified on page 18, include:

1. Deletion of Lots 49-55 inclusive, and Lt4 27, reducing the overall number of lots from 60 to 52, in accordance with sanitary servicing limitations;
2. Deletion of the cul-de-sac bulb on Street ‘B’;
3. Addition of 0.3 m reserve block on the north side of Street ‘A’, between Lot 60 & Block 63;
4. Addition of 0.3 m reserve block on the east side of Street ‘A’, between Lt4 43 & Block 62;
5. Addition of 0.3 m reserve block at the terminus of Street ‘B’ (northerly boundary of Lot 48);
6. Addition of 0.3m reserve block at the north limit of Savoy Street;
7. Establish 19 m right-of-way on Street ‘B’ to accommodate potential/future connector street;
8. Revise limits of draft plan to reflect deleted lots.

Response to Public Comments:

Most of the concerns expressed by area residents were with the current condition of the adjacent Foxwood Crossing Phase 1 subdivision, which has not yet been assumed by the City. Specific concerns that were cited include:

- The condition of roads within Phase 1 which has not yet been treated with the final coat of pavement; nails, screws and other construction debris on the streets have resulted in damage to the tires of residents;
- Garbage has been allowed to collect and there are weeds growing in the adjacent area owned by the applicant;
- Traffic hazards have been experienced at the Savoy/Wharncliffe Road intersection, largely due to trucks being parked along the side of Wharncliffe Road; concerns have also been expressed about the zoning status of the trucking operation (Wind Rose Logistics) located at 2006 Wharncliffe Road South;
- Construction traffic has been allowed to use the local streets without restriction, interfering with residential traffic in the area;

The concerns with parking along Wharncliffe Road and operation of Wind Rose Logistics at 2006 Wharncliffe Road South have been referred to the City’s By-law Enforcement Division. A preliminary comment from By-law indicated that there are currently no parking restrictions along Wharncliffe Road South near the intersection with Savoy Street. The City is not able to issue any tickets to vehicles that are parked along the side of the road unless a no parking zone is imposed and signed along this corridor. This issue may be pursued by the residents through a request to EESD - Roads & Transportation. The zoning status of Wind Rose Logistics is being investigated by the By-law Enforcement Division.

Concerns with the condition of roads in the Phase 1 subdivision have been addressed, in part, since the complaints were received earlier this year. The second coat of asphalt has been completed and the condition of roads is substantially improved in the last three months. A recent inspection report on the outstanding matters to be addressed for assumption identified some deficiencies but confirmed that the roads, sidewalks and curbs have been completed in accordance with the approved plans and specifications. Snow clearing will start to be undertaken by the City this season and it is anticipated that the outstanding works in Phase 1 are likely to be completed over the next few weeks.

The problems associated with construction traffic on residential streets was also identified as an issue by several residents. The recommended conditions of draft approval for the Phase 2 subdivision include a requirement for a Traffic Management Plan to be prepared by the owner, to address the impacts of construction traffic and associated disruptions on the public roads in the area. The owner will also be required to construct a temporary access road from the northerly terminus of Savoy Street easterly to Bostwick Road, to the satisfaction of the City Engineer, and provide an easement on this temporary road for public use. All construction
traffic associated with this draft plan of subdivision will be required to utilize routes that are designated by the City Engineer, including the temporary access road that is constructed from Bostwick Road.

Conformity with the Provincial Policy Statement:

The draft plan of subdivision is within the approved Urban Growth Area boundary and the recommended Official Plan amendment is consistent with the policies for Settlement Areas in Section 1.1.3 of the PPS. The proposed subject area is contiguous with existing urban development and the subdivision will be developed on the basis of full municipal services. The recommended conditions of draft approval will ensure that infrastructure and public service facilities are consistent with the requirements in Section 1.6 of the PPS.

There are no natural heritage features within or adjacent to the subject property, and the proposed development is not affected by any constraints associated with natural hazards or human made hazards, as outlined in Section 3 of the PPS.

CONCLUSION

December 6, 2010
TGI
Responses to Public Liaison Letter and Publication in “Living in the City”

<table>
<thead>
<tr>
<th>Telephone</th>
<th>Written</th>
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| Teresa Maguire  
1078 Westpoint Heights  
London ON, N6P 0A2  
Requested clarification of application.  
Attended public meeting on 39T-16509 application expresses same concerns. Southland is at capacity for additional 60 lots. How can this development be supported given the existing infrastructure?  
Requested Notice of Decision. | Lambeth Meadows Partnership (c/o Ben Lansink)  
507 Colborne Street  
London ON, N6B 2T6  
Expressed objection to the proposed application given concerns with compensation for sanitary treatment capacity of the Southland STP.  
Requested Notice of Decision. |
| Dan White  
518 Beattie Street  
London, ON, N6P 1C7  
Concerns that existing development is in poor condition and not yet assumed snow removal is inadequate. Final coat of pavement is required and curbing needs to be replaced in several locations. | Darlene Leiska (e-mail)  
(no mailing address provided)  
- Concerned about the potential impacts on wildlife and rodents in the area.  
- Builders are not maintaining roads in the area.  
- Concerns about grading and water ponding behind Westpoint Heights.  
- Traffic hazard turning left off of Savoy when trying to get out of the subdivision during peak hours. |
| Maria Klir (sent by e-mail - no mailing address provided)  
- Concerns about the condition of the roads, the lack of snow clearing, tall weeds and garbage in the fields.  
- The developer has not been co-operative with area residents.  
- Car tires have had to be replaced as a result of nails and debris in the roads. | Rick Wallace & Sheila Tofflemire  
2090 Westwick Walk  
London, ON, N6P 0A2  
- Concerns about trucks parking on the side of Wharncliffe Road, at Savoy Street, and the traffic hazard for residents of Phasel, which will be compounded if Phase 2 is developed.  
- Concerns about the state of roads in the Phase 1 subdivision, including concerns about nails, screws and resulting damage to tires.  
- Final coat of asphalt has not yet been installed in Phase 1 despite promises it would be completed in the summer 2010.  
- Construction traffic is continuing to use streets in the Phase 1 subdivision.  
- Weeds are growing in area adjacent to Phase 1.  
- If Phase 2 is approved, an access road should be developed from Bostwick Road to Phase 2, to divert construction traffic away from the Phase 1 area.  
(Note: this submission also included a 75 name petition from area residents, advocating the completion of outstanding work in the Foxwood Crossing Phase 1) |
Reference Documents:

- Application for Draft Plan of Subdivision from 1640209 Ontario Limited, August 2007
- Official Plan Amendment and Zoning By-law Amendment from 1640209 Ontario Limited, October 2007
- Draft Plan of Subdivision prepared by AGM Surveying & Engineering, September 2007
- Contents of file 39T-07507
- Applications and materials in File 39T-06509
- Report to May 7, 2007 Planning Committee recommending refusal of a plan of subdivision comprising 353 single detached residential lots, 8 residential blocks and 1 commercial block.
- Report to September 22, 2008 Planning Committee recommending refusal of a plan of subdivision comprising 60 single detached residential lots.
- Report to October 19, 2009 Planning Committee from the General Manager of Environmental and Engineering Services and City Engineer on potential residual sewage treatment capacity in the Southland Pollution Control Plant.
- Report to December 7, 2009 Planning Committee from the General Manager of Environmental and Engineering Services and City Engineer on the status of discussions with stakeholders on residual sewage treatment capacity in the Southland Pollution Control Plant.
- Report to April 26, 2010 Planning Committee to present the draft Southwest Area Plan and associated background studies.
- Report to July 19, 2010 Planning Committee from the General Manager of Environmental and Engineering Services and City Engineer on the status of servicing capacity upgrades at the Southland Pollution Control Plant.
- City of London Official Plan, June 19, 1989, as amended
- City of London Zoning By-law No. Z-1, May 21, 1991, as amended
- Ontario Provincial Policy Statement, 2005

Agency and Public Responses:

- November 21, 2007 correspondence from Union Gas
- November 23, 2007 correspondence from London Hydro
- November 23 & November 30, 2007 correspondence from Bell Canada
- December 13, 2007 correspondence from UTRCA
- December 18, 2007 e-mail memo from Parks Planning & Design
- February 4, 2008 correspondence from Canada Post
- February 13, 2008 memo from Parks Planning & Design (A. Macpherson)
- March 25, 2008 e-mail from Environmental Services Engineer (P. Lupton)
- April 16, 2008 correspondence from Mgr. Subdivisions & Special Projects (L. Burgess)
- September 16, 2008 correspondence from London Hydro
- March 28, 2008 correspondence from AGM Engineering
- May 21, 2008 correspondence from Patton Cormier & Associates
- September 22, 2008 e-mail from Manager of Subdivisions & Special Projects
- September 22, 2008 correspondence from York Developments
- November 12, 2008 correspondence from Manager of Subdivisions & Special Projects
- December 1, 2008 e-mail from file Agent (J. Davis) to H. McNeely
- May 5, 2010 Notice of Application (Re-activate Application)
- June 3, 2010 correspondence from Manager, Engineering Review Division
- September 27, 2010 Updated Notice of Application from Development Approvals Unit
- Dan White, 6518 Beattie Street, London ON N6P 1C7 (telephone)
- Maria Klr, 2087 Westpoint Heights, London ON N6P 0A2 (e-mail)
- Darlene Leiska, 2052 Westpoint Heights, London ON N6P 0A3
- Rick Wallace & Sheila Tofflemire, 2090 Westwick Walk, London ON N6P 0A2 (including petition signed by Foxwood Crossing Phase 1 residents)
APPENDIX “A”

Bill No. (number to be inserted by City Clerks Office)
2008

By-law No. C.P.-1284-__________

A by-law to amend the Official Plan for the City of London, 1989 relating to 1959 Wharncliffe Road South.

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

1. Amendment No. to the Official Plan for the City of London Planning Area – 1989, as contained in the text attached hereto and forming part of this by-law, is adopted.

2. This by-law shall come into effect in accordance with subsection 17(38) of the Planning Act, R.S.O. 1990,c.P.13.

PASSED in Open Council on January 24,2011.

Joe Fontana
Mayor

Catharine Saunders
City Clerk

First Reading – January 24,2011
Second Reading – January 24,2011
Third Reading - January 24,2011
AMENDMENT NO.

to the

OFFICIAL PLAN FOR THE CITY OF LONDON

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is:

1. To change the designation of certain lands located at 1959 Wharncliffe Road South from Urban Reserve - Community Growth to Low Density Residential on Schedule "A", Land Use, to the Official Plan for the City of London.

2. To extend the Secondary Collector Road classification on Savoy Street, by amending Map Schedule "C" Transportation Corridors, to the Official Plan for the City of London.

B. LOCATION OF THIS AMENDMENT

1. This Amendment applies to lands located at 1959 Wharncliffe Road South in the City of London.

C. BASIS OF THE AMENDMENT

The subject lands comprise the second phase of a single detached residential plan of subdivision within the Urban Reserve - Community Growth Area of the Official Plan. The initial phase of the subdivision has been developed and the additional lands that are now proposed to be developed represent a logical extension of the adjacent roads and lotting pattern. The subdivision will be developed on full municipal services and subject to the completion of upgrades to the Southland Pollution Control Plant. This Official Plan amendment will provide for the implementation of the subdivision by changing the designation of the subject lands to Low Density Residential, and extending the "Secondary Collector" road classification on Savoy Street.

D. THE AMENDMENT

The Official Plan for the City of London is hereby amended as follows:

1. Schedule "A", Land Use, to the Official Plan for the City of London Planning Area is amended by designating those lands located 1959 Wharncliffe Road South in the City of London, as indicated on "Schedule 1" attached hereto from Urban Reserve - Community Growth to Low Density Residential.

2. Schedule "C", Transportation Corridors, to the Official Plan for the City of London Planning Area is amended by adding a "Secondary Collector" road alignment at the north end of Savoy Street, as indicated on Schedule "2" attached.
Legend

ROAD CLASSIFICATION

- Secondary Collector
- Primary Collector
- Arterial
- Freeway
- Expressway

PROPOSED ROAD CORRIDOR

- Proposed Secondary Collector
- Proposed Primary Collector
- Proposed Arterial
- Proposed Freeway
- Proposed Expressway
- Proposed Interchange

THIS IS AN EXCERPT FROM THE PLANNING DIVISION'S WORKING CONSOLIDATION OF SCHEDULE C TO THE CITY OF LONDON OFFICIAL PLAN WITH ADDED NOTATIONS

SCHEDULE 2
TO
OFFICIAL PLAN

AMENDMENT NO. _________

FILE NUMBER 310117327, 02-7455

PLANNER: TG

TECHNICIAN: DT

DATE: 2010/11/29

Scale 1:30,000

Metrics

PROJECT LOCATION: e\planning\projects\p_officialplan\work\consolidation\amendments\310117327\projects\scheduleC_b&w_li1.doc
THE CORPORATION OF THE CITY OF LONDON’S CONDITIONS AND AMENDMENTS TO FINAL APPROVAL FOR THE REGISTRATION OF THIS SUBDIVISION, FILE NUMBER 39T-07507 ARE AS FOLLOWS:

Standard:

1. This draft approval applies to the draft plan submitted by 1640209 Ontario Limited, prepared by AGM Surveys certified by Bruce S. Baker, OLS, File No. 39T-07507, drawing no. DP-3, dated September 4, 2007, as red-line amended, which shows a total of 52 single detached residential lots and 1 walkway block, served by 2 new local streets and 3 street extensions (Westpoint Heights, Savoy Street and Westwick Walk).

2. This approval of the draft plan applies for three years, and if final approval is not given by that date, the draft approval shall lapse, except in the case where an extension has been granted by the Approval Authority.

3. The road allowances included in this draft plan shall be shown on the face of the plan and dedicated as public highways.

4. The street(s) shall be named to the satisfaction of the Director of Development Planning.

5. The municipal addresses shall be assigned to the satisfaction of the Director of Development Planning.

6. Prior to final approval, the Owner shall submit to the Approval Authority a digital file of the plan to be registered in a format compiled to the satisfaction of the City of London and referenced to NAD83UTM horizon control network for the City of London mapping program.

7. Prior to final approval, appropriate zoning shall be in effect for this proposed subdivision.

8. The Owner shall satisfy all the requirements, financial and otherwise, of the City of London in order to implement the conditions of this draft approval.

9. The subdivision agreement between the Owner and the City of London shall be registered against the lands to which it applies.

10. The Owner shall grant to the appropriate authorities such easements and/or land dedications as may be required for utility, road, drainage or other municipal purposes.

11. Phasing of this subdivision (if any) shall be to the satisfaction of the General Manager of Planning and Development and the City Engineer.

12. Prior to Final Approval, all required connections from this plan to municipal services shall be available.

13. Prior to the acceptance of engineering drawings, the Owner shall have its professional engineer confirm that sufficient sewage treatment and conveyance capacity is available to serve the subdivision, to the Satisfaction of the City Engineer.

14. The Owner shall comply with all City of London standards, guidelines and requirements in the design of this draft plan including required engineering drawings. Any deviation to the City’s standards, guidelines, or requirements shall be completed to the satisfaction of the City Engineer and General Manager of Planning and Development.
Prior to final approval, for the purposes of satisfying any of the conditions of draft approval herein contained, the Owner shall file with the Approval Authority a complete submission consisting of all required clearances, fees, and final plans, and to advise the Approval Authority in writing how each of the conditions of draft approval has been, or will be, satisfied. The Owner acknowledges that, in the event that the final approval package does not include the complete information required by the Approval Authority, such submission will be returned to the Owner without detailed review by the City.

For the purpose of satisfying any of the conditions of draft approval herein contained, the Owner shall file, with the City, complete submissions consisting of all required studies, reports, data, information or detailed engineering drawings, all to the satisfaction of the General Manager of Planning and Development and the City Engineer. The Owner acknowledges that, in the event that a submission does not include the complete information required by the General Manager of Planning and Development and the City Engineer, such submission will be returned to the Owner without detailed review by the City.

Prior to final approval the Owner shall pay in full all financial obligations/encumbrances owing to the City on the said lands, including property taxes and local improvement charges.

The Owner shall obtain and submit to the General Manager of Planning and Development prior to any work on the site a letter of archaeological clearance from the Southwestern Regional Archaeologist of the Ministry of Culture. No final approval shall be given, and no grading or other soil disturbance shall take place on the subject property prior to the letter of release from the Ministry of Culture.

Sanitary:

Prior to final approval the Owner shall enter into an agreement with the City which provides that Owner shall pay for the design and construction of the upgrades required to the Southland Pollution Control Plant, to service 52 single detached dwelling lots in Foxwood Crossing (39T-07507) Phase 2 and 23 units in Block 80, Plan 33M-546, all to the specifications and satisfaction of the City Engineer.

Prior to final approval, the Owner shall provide confirmation that there is sufficient capacity in the Southland Pollution Control Plant to service the approved lots in Foxwood Crossing Phase 2 and the approved units in Block 80, Plan 33M-546, to the satisfaction of the City Engineer. The City Engineer shall allocate sanitary servicing for up to a maximum of 75 equivalent units in accordance with the resulting capacity determined by the commissioning of the Southland Pollution Control Plant.

The Owner shall construct sanitary sewers to serve this plan and connect them to the existing municipal sewer system, namely, the 375 mm (15") diameter sanitary sewer on Westpoint Heights for the westerly street, the existing 250 mm (10") diameter sanitary sewer on Savoy Street in Plan 33M-546 and the existing 375 mm (15") diameter sanitary sewer on Westwick Walk for the easterly street.

In conjunction the Design Studies submission, the Owner shall have its professional engineer determine if there is sufficient capacity in the existing downstream sewers to serve the proposed subdivision or identify the downstream improvements which will need to be undertaken to accommodate the increased flow, to the satisfaction of the City Engineer. Any improvements to the downstream conveyance system will be at the cost of the Owner. The capacity study, including a sanitary drainage plan, will be required as part of the design studies submission.

Where trunk sewers are greater than 8 metres in depth and are located within the municipal roadway, the Owner shall construct a local sanitary sewer to provide servicing outlets for private drain connections. The local sanitary sewer will be at the sole cost of
the Owner. Any exception will require the approval of the City Engineer.

24. The Owner shall not allow any weeping tile connections into the sanitary sewers within this plan.

25. Prior to the issuance of any Certificates of Conditional Approval, the Owner shall construct sewers within this plan at an appropriate size and depth to accommodate flows from upstream lands which are tributary to this system and external to this plan.

26. Throughout the duration of construction within this draft plan of subdivision, The Owner shall take measures to control and prevent any inflow and infiltration and silt from being introduced to the sanitary sewer system, all at the Owner's cost. Quality control measures are also required to prevent inflow and infiltration from entering the sanitary sewer system after construction, all satisfactory to the City Engineer an all at no cost to the City.

27. In conjunction with the Design Studies submission, the Owner shall provide an analysis which shall indicate the water table level of lands within the subdivision and an evaluation of additional measures, if any, which need to be undertaken in order to meet allowable inflow and infiltration levels as identified by OPSS 410 and OPSS 407.

**Storm & Stormwater Management:**

28. The Owner shall construct storm sewers to serve this plan and connect them to the existing municipal sewer system, namely, the existing 600 mm (24") diameter storm sewer on Westwick Walk and the proposed inlet to proposed Cell # 2 of Lambeth Meadows Stormwater Management (SWM) Facility # 1, located outside this plan and within the Dingman Creek Subwatershed, to the satisfaction of the City Engineer.

29. In conjunction with the submission of the design studies, the Owner shall have their consulting engineer submit a stormwater servicing report/letter (functional report where facilities are proposed) to include all proposed stormdrainage servicing works and confirm availability of the SWM capacity within the proposed SWM system, satisfactory to the City Engineer. This report shall include identification of the major and minor stormwater overland flow routes for the entire catchment area to the satisfaction of the City Engineer.

30. In conjunction with the Design Studies submission, the Owner shall develop an erosion/sediment control plan that will identify all erosion and sediment control measures for the subject lands in accordance with City of London and Ministry of Environment standards and requirements, all to the satisfaction of the City Engineer. This plan is to include measures to be used during all phases on construction. Prior to any work on the site, the Owner shall submit these measures as a component of the Functional SWM and/or Drainage Servicing Report for these lands and shall implement these measures satisfactory to the City Engineer. The Owner shall correct any deficiencies of the erosion and sediment control measures forthwith.

31. The Owner shall have its consulting professional engineer design and supervise the construction of the stormdrainage and Stormwater Management (SWM) servicing works for the subject lands, to the satisfaction of the City Engineer and according to the recommendations and requirements of the following:

i) The SWM criteria and environmental targets for the Dingman Creek Subwatershed Study Update (2005) and any addendums/amendments;

ii) The approved Functional Stormwater Management Plan for Lambeth Meadows East Subdivision, as revised;

iii) Ontario Water Resource Act Section 53 for Stormwater quality control;

iv) The City’s Waste Discharge and Drainage By-laws, lot grading standards, policies, requirements and practices;
v) The City of London Environmental and Engineering Services Department Design Specifications and Requirements as revised;
vi) The Ministry of the Environment SWM Practices Planning and Design Manual, as revised and;
vii) Applicable Acts, Policies, Guidelines, Standards and Requirements of all required approval agencies.

32. Prior to the issuance of any Certificate of Conditional Approval for lots and blocks in this plan or as otherwise approved by the City Engineer, the Owner shall construct and make operational Cell # 2 of Lambeth SWM Facility # 1 in correlation with the existing Cell # 1 of the Lambeth SWM Facility # 1 (within Plan 33M-546), stormwater quality control measures and all stormdrainage and SWM related works to serve this plan in accordance with the approved design criteria and with the Subdivision Agreement between the City and the subdivision of Plan 33M-546, all to the satisfaction of the City Engineer.

33. Prior to the issuance of any Certificate of Conditional Approval, the Owner shall construct and make operational the major and minor storm flow routes for the subject lands, all to the satisfaction of the City Engineer.

34. Prior to final approval, the Owner's consulting engineer shall certify that increased and accelerated stormwater runoff from this subdivision will not cause damage to downstream lands, properties or structures beyond the limits of this subdivision. Notwithstanding any requirements of the City, or any approval given by the City Engineer, the Owner shall indemnify the City against any damage or claim for damages arising out of or alleged to have arisen out of such increased or accelerated stormwater runoff from this subdivision.

35. In conjunction with the design studies submission, the Owner shall promote the implementation of SWM soil measure Best Management Practices (BMP's) within the plan, where possible, to the satisfaction of the City Engineer. The acceptance of these measures by the City will be subject to the presence of adequate geotechnical conditions within this plan and the approval of the City Engineer.

**Water Mains:**

36. The Owner shall construct watermains to serve this plan and connect them to the existing municipal watermain system, namely, the 200 mm (8") diameter watermain on Westpoint Heights and the existing 300 mm (12") diameter watermain on Savoy Street.

37. In conjunction with the Design Studies submission, the Owner shall have its professional engineer provide a water servicing report which addresses the following:

i) identify external water servicing requirements;
ii) confirm capacity requirements are met;
iii) identify need for the construction of external works;
iv) identify the effect of development on existing water infrastructure/identify potential conflicts;
v) water system area plan(s);
vi) water network analysis/hydraulic calculations for subdivision report;
vii) phasing report;
viii) oversizing of water main/cost sharing agreements.

38. In conjunction with the Design Studies submission, the Owner shall have its professional engineer determine if there is sufficient water turnover to ensure water quality and determine how many homes need to be built and occupied to maintain water quality in the water system. If the water quality cannot be maintained in the short term, the Owner shall install automatic blow offs, where necessary, to the satisfaction of the City.
Engineer, or make suitable arrangements with Water Operations for the maintenance of the system in the interim.

Roadworks:

39. The Owner shall align the centerlines of the following streets in accordance with the requirements as specified below:
   i) Savoy Street in this plan with Savoy Street in Plan 33M-546
   ii) Westpoint Heights in this plan with Westpoint Heights in Plan 33M-546
   iii) Westwick Walk in this plan with Westwick Walk in Plan 33M-546

40. The Owner shall ensure that all streets in the subdivision have centerline radii which conform to the City of London Standard "Minimum Centreline Radii of Curvature of Roads in Subdivisions."

41. The Owner shall have its professional engineer design the roadworks in accordance with the following road widths:
   i) Savoy Street has a minimum road pavement width (excluding gutters) of 9.5 metres (31.2') with a minimum road allowance of 21.5 metres (70').
   ii) Westpoint Heights, Westwick Walk and Street 'A' have a minimum road pavement width (excluding gutters) of 8.0 metres (26.2') with a minimum road allowance of 20 metres (66').
   iii) Street 'B' has a minimum road pavement width (excluding gutters) of 6.0 metres (19.7') with a minimum road allowance of 18 metres (60').

Sidewalks/Bikeways:

42. The Owner shall construct a 1.5 metres (5') sidewalk on both sides of the following streets:
   i) Savoy Street

43. The Owner shall construct a 1.5 metre (5) sidewalk on one side of the following streets:
   i) Westpoint Heights - west boulevard
   ii) Westwick Walk - north boulevard
   iii) Street 'A' - outside boulevard (south and west boulevard)

44. The Owner shall ensure that the pedestrian walkway, Block 61, is to be constructed to the "City Standard for Pedestrian Walkways", in accordance with City requirements and standards.

Traffic Calming:

45. The Owner shall install curb extensions on the east side of Savoy Street with the parking bay removed for utilities (fire hydrants) and transit stop locations as identified by the London Transit Commission, to the satisfaction of the City Engineer, at no cost to the City.

46. The Owner shall install reduced curb radii (7.5 metres) on the inbound approach to Westwick Walk intersecting Savoy Street, to the satisfaction of the City Engineer.

Construction Access/Temporary Access Roads:

47. a) The Owner shall construct a temporary access road from the northerly terminus of Savoy Street easterly to Bostwick Road, satisfactory to the City Engineer and provide an easement for the temporary road for public use:
   b) The Owner shall direct all construction traffic associated with this draft plan of subdivision to utilize routes as designated by the City Engineer. This shall include the temporary access road described in clause a) above.
48. In the event any work is undertaken on an existing street, the Owner shall establish and maintain a Traffic Management Plan (TMP) in conformance with City guidelines and to the satisfaction of the City Engineer for any construction activity that will occur on existing public roadways. The Owner shall have its contractor(s) undertake the work within the prescribed operational constraints of the TMP. The TMP will be submitted in conjunction with the subdivision servicing drawings for this plan of subdivision.

49. The Owner shall construct a temporary turning facility for vehicles at the following locations:
   i) Street 'A' - north limit
   ii) Street 'B' - north limit

50. Temporary turning circles for vehicles shall be provided to the City as required by the City Engineer, complete with any associated easements. When the temporary turning circle(s) are no longer needed, the City will quit claim the easements which are no longer required, at no cost to the City.

Planning, Parks & Open Space:

51. The Owner shall monument all residential lots and blocks adjacent to SWM Block 82 (Lots 38-42) within one year of registration of the plan of subdivision. Property boundary monuments shall be in accordance with current City of London standards to the satisfaction of the Manager of Parks Planning and Design.

52. Walkway Block 61 shall be connected to the existing pathways within the SWM Block 82, Plan 33M-546 to the satisfaction of the General Manager of Planning and Development and the City Engineer.

GENERAL CONDITIONS:

53. The Owner shall provide to Union Gas Limited the necessary easements and/or agreements required for the provision of gas services to this subdivision.

54. Prior to the issuance of a Certificate of Conditional Approval for each construction stage of this subdivision, all servicing works for the stage must be completed and operational, all to the specification and satisfaction of the City Engineer.

55. Prior to final approval, the Owner shall make arrangements with the affected property owner(s) for the construction of any portions of services situated on private lands outside this plan, and shall provide satisfactory easements over the sewers as necessary, all to the specifications and satisfaction of the City Engineer.

56. In the event that relotting of the plan is undertaken, the Owner shall relocate and construct services to standard location, all to the specifications and satisfaction of the City Engineer.

57. The Owner shall connect to all existing services and extend all services to the limits of the draft plan of subdivision, at no cost to the City, all to the specifications and satisfaction of the City Engineer.

58. In the event the draft plan develops in phases, prior to final approval of any phase of this subdivision, the Owner shall provide land and/or easements along the routing of services which are necessary to service upstream lands outside of this draft plan to the limit of the plan.

59. The Owner shall advise the City in writing at least two weeks prior to connecting, either directly or indirectly, into any unassumed services constructed by a third party, and to save the City harmless from any damages that may be caused as a result of the connection of the services from this subdivision into any unassumed services. Prior to
connection being made to an unassumed service, the following will apply:

i) In the event discharge is to unassumed services, the unassumed services must be completed and Conditionally Accepted by the City;

ii) The Owner must provide a video inspection on all affected unassumed sewers;

Any damages caused by the connection to unassumed services shall be the responsibility of the Owner.

60. The Owner shall pay a proportional share of the operational, maintenance and/or monitoring costs of any affected unassumed sewers or SWM facilities (if applicable) to third parties that have constructed the services and/or facilities, to which the Owner is connecting. The above-noted proportional share of the cost shall be based on design flows, to the satisfaction of the City Engineer, for sewers or on storage volume in the case of a SWM facility. The Owner's payments to third parties, shall:

i) commence upon completion of the Owner's service work connections to the existing unassumed services; and

ii) continue until the time of assumption of the affected services by the City.

61. With respect to any services and/or facilities constructed in conjunction with this plan, the Owner shall permit the connection into and use of the subject services and/or facilities by outside owners whose lands are served by the said services and/or facilities, prior to the said services and/or facilities being assumed by the City.

62. If, during the building or constructing of all buildings or works and services within this subdivision, any deposits of organic materials or refuse are encountered, the Owner shall report these deposits to the City Engineer and Chief Building Official immediately, and if required by the City Engineer and Chief Building Official, the Owner shall, at his own expense, retain a professional engineer competent in the field of methane gas to investigate these deposits and submit a full report on them to the City Engineer and Chief Building Official. Should the report indicate the presence of methane gas then all of the recommendations of the engineer contained in any such report submitted to the City Engineer and Chief Building Official shall be implemented and carried out under the supervision of the professional engineer, to the satisfaction of the City Engineer and Chief Building Official and at the expense of the Owner, before any construction progresses in such an instance. The report shall include provision for an ongoing methane gas monitoring program, if required, subject to the approval of the City Engineer and review for the duration of the approval program.

If a permanent venting system or facility is recommended in the report, the Owner shall register a covenant on the title of each affected lot and block to the effect that the Owner of the subject lots and blocks must have the required system or facility designed, constructed and monitored to the specifications of the City Engineer, and that the Owners must maintain the installed system or facilities in perpetuity at no cost to the City. The report shall also include measures to control the migration of any methane gas to abutting lands outside the plan.

63. The Owner's professional engineer shall provide inspection services for all work during construction by its professional engineer for all work to be assumed by the City, and have its professional engineer supply the City with a Certificate of Completion of Works upon completion in accordance with the plans accepted by the City Engineer.

64. In conjunction with the Design Studies submission, the Owner shall have its professional engineer provide an opinion for the need for an Environmental Assessment under the Class EA requirements for the provision of any services related to this plan. All class EA's must be completed prior to the submission of engineering drawings.

65. The Owner shall have its engineer notify existing property owners in writing, regarding the sewer and/or road works proposed to be constructed on existing City streets in conjunction with this subdivision, all in accordance with Council policy for “Guidelines for
Notification to Public for Major Construction Projects

66. The Owner shall not commence construction or installations of any services (eg. clearing or servicing of land) involved with this plan prior to obtaining all necessary permits, approvals and/or certificates that need to be issued in conjunction with the development of the subdivision, unless otherwise approved by the City in writing; (eg. Ministry of the Environment Certificates; City/Ministry/Government permits: Approved Works, water connection, water-taking, crown Land, navigable waterways; approvals: Upper Thames River Conservation Authority, Ministry of Natural Resources, Ministry of Environment, City; etc.)

67. In conjunction with the Design Studies submission, the Owner shall have a report prepared by a qualified consultant, and if necessary, a detailed hydro geological investigation carried out by a qualified consultant, to determine the effects of the construction associated with this subdivision on the existing ground water elevations and domestic or farm wells in the area, to the satisfaction of the City Engineer. If necessary, the report is to also address any contamination impacts that may be anticipated or experienced as a result of the said construction. Any recommendations outlined in the report are to be reviewed and approved by the City Engineer, prior to any work on site. Any remedial works recommended in the report shall be constructed or installed by the Owner, prior to the issuance of a Certificate of Conditional Approval, to the satisfaction of the City, at no cost to the City.

68. If this plan is developed in phases and any temporary measures are required, these temporary measures shall be constructed to the specifications and satisfaction of the City Engineer, at no cost to the City.

69. Prior to any work on site, the Owner shall determine if there are any abandoned wells in this plan and shall decommission and permanently cap any abandoned wells located in this plan, in accordance with current Provincial legislation, regulations and standards. It is the responsibility of the Owner to determine if any abandoned wells exist in this plan. In the event that an existing well in this plan is to be kept in service, the Owner shall protect the well and the underlying aquifer from any development activity.

70. In conjunction with registration of the plan, the Owner shall provide to the appropriate authorities such easements as may be required for road, utility, drainage or stormwater management (SWM) purposes, to the satisfaction of the City Engineer, at no cost to the City.

71. All costs related to the plan of subdivision shall be at the expense of the Owner, unless specifically stated otherwise in this approval.

72. The Owner shall remove any temporary works when no longer required and restore the land, at no cost to the City, to the specifications and satisfaction of the City Engineer.

73. In the event the Owner wishes to phase this plan of subdivision, in conjunction with the Design Studies submission, the Owner shall submit a phasing plan, all to the specifications and satisfaction of the City of London.

74. During construction, the Owner shall preserve the ability of lands to the south (Plan 33M-546) of this draft plan to drain appropriately.

75. The Owner shall advise purchasers that despite the best efforts of the London District Catholic School Board, there is no commitment by the Board to construct permanent educational facilities within the development area at this time. Sufficient pupil accommodation will not be available for all anticipated Catholic students residing within the development area. The London District Catholic School Board reserves the right to accommodate Catholic students in temporary (holding) facilities and/or bus students to
educational facilities outside of the development area, and further, such students may later be transferred to a neighbourhood school should one be constructed.

76. The Owner shall inform all purchasers of residential lots and blocks by including a condition in a purchase agreement stating that there are no plans for the construction of an educational facility by the Thames Valley District School Board to serve the area in the foreseeable future. Educational facilities in the immediate vicinity are presently at capacity. The Board has designated the area a holding zone and students will be assigned to a holding school(s).

77. Rear yard fencing on Lots 38 to 42, adjacent to the stormwater management facility shall be limited to chain link fencing that is consistent in design and subject to approval by the General Manager of Planning and Development.
APPENDIX " B

Bill No.
2008

By-law No. Z.-1-08

A by-law to amend By-law No. 2.-1 to rezone an area of land located at 1959 Wharncliffe Road South.

WHEREAS 1640209 Ontario Limited has applied to rezone an area of land located 1959 Wharncliffe Road South, as shown on the map attached to this by-law, as set out below;

AND WHEREAS upon approval of Official Plan Amendment Number this rezoning will conform to the Official Plan;

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

Schedule " A to By-law No. 2.-1 is amended by changing the zoning applicable to lands located at 1959 Wharncliffe Road South, as shown on the attached map comprising part of Key Map No.106, from an Urban Reserve (UR4) Zone to a Holding Residential (h*R1-4) Zone.

The inclusion in this By-law of imperial measure along with metric measure is for the purpose of convenience only and the metric measure governs in case of any discrepancy between the two measures.

This By-law shall come into force and be deemed to come into force in accordance with subsection 34(21) of the Planning Act, R.S.O. 1990, c. P.13, either upon the date of the passage of this by-law or as otherwise provided by the said subsection.

PASSED in Open Council on January 24, 2011

Joe Fontana
Mayor

Catharine Saunders
City Clerk

First Reading - January 24, 2011
Second Reading - January 24, 2011
Third Reading - January 24, 2011
AMENDMENT TO SCHEDULE "A" (BY-LAW NO. Z.-1)

File Number: 02-7455
Planner: TG
Date Prepared: 2010/11/26
Technician: MC
By-Law No: Z.-1-

SUBJECT SITE

Zoning as of September 30, 2010