TO: CHAIRS AND MEMBERS – PLANNING COMMITTEE

FROM: R. W. PANZER
GENERAL MANAGER OF PLANNING AND DEVELOPMENT

SUBJECT: APPLICATION BY: LONGWOOD OAKS INC.
WEST SIDE OF WHITE OAK ROAD, SOUTH OF SOUTHDALE ROAD E
PUBLIC PARTICIPATION MEETING ON
July 26, 2004 7:45 PM

RECOMMENDATION

That, on the recommendation of the General Manager of Planning and Development, the following actions be taken with respect to the application of Longwood Oaks Inc. relating to the property located on the west side of White Oak Road, and south side of Southdale Road E:

(a) on the advice of the Administrative Planning Advisory Group, the Approval Authority BE REQUESTED to approve the draft plan of residential subdivision, as submitted by Longwood Oaks Inc. (File No. 39T-03517), prepared by J. Andrew Smith (Drawing No. CAD.HALL.drftpln.10/03, dated October 20, 2003), which shows 150 single detached lots, 1 multi-family medium density residential block, 1 associated shopping commercial block, 3 service commercial blocks, 1 park block, and 1 future parkland block, served by 4 local roads, 2 collector roads and Southdale Road E, SUBJECT TO the conditions contained in the attached Appendix "39T-03517-1";

(b) on the advice of the Administrative Planning Advisory Group, the Draft Approval of the residential plan of subdivision as submitted by Longwood Oaks Inc. (File No. 39T-03517) BE APPROVED, SUBJECT TO the Municipal requirements contained in the attached Appendix "39T-03517-2";

(c) a by-law BE INTRODUCED at the Municipal Council meeting on August 3, 2004 to amend Zoning By-law No. By-law No. 2000 in accordance with the attached enacting clause to delete the (Westminster) Rural Holding (A2), Buffer Agricultural (A3) Zone, and Light Industrial (M1) Zone from the subject property;

(d) the request to amend Zoning By-law No. Z.-1 to change the zoning of the subject property to a Residential R1 (R1-3) Zone, Residential R1 Special Provision (R1-3(7)) Zone, Residential R6 (R6-5/R8-4) Zone, Associated Shopping Area Commercial (ASA6) Zone, Restricted Service Commercial Special Provision (RSC1/RSC4( )/RSC5( )), and Open Space (OS1) BE REFUSED; and

(e) a by-law BE INTRODUCED at the Municipal Council meeting on August 3, 2004 to amend Zoning By-law No. Z.-1 in accordance with the attached enacting clause (in conformity with the Official Plan) to change the zoning of the subject property to apply the following zones:

- Residential R1 Special Provision (R1-3(7)) Zone to permit single detached dwellings with a minimum lot frontage of 11 metres (36 feet) and a minimum lot area of 300 square metres (3229 square feet).

- Residential R1 (R1-3) to permit single detached dwellings with a minimum lot frontage of 10 metres (32.8 feet) and a minimum lot area of 300 square metres (3239 square feet).
- Residential Special Provision R8/R8 (R6-5 ( )/R8-4) Zone to permit cluster housing in the form of single detached, semi-detached, duplex, triplex, townhouse, stacked townhouse and apartment buildings with an increase in minimum lot frontage from 10 metres (32.8 feet) to 20 metres (65.6 feet), a minimum lot area of 850 square metres (9149 square feet), and a maximum height of 12 metres (39.4 feet); and apartment buildings, stacked townhouses, lodging houses, and special population’s accommodations with a minimum lot frontage of 30 metres (98 feet), and a minimum lot area of 1000 square metres (10764 square feet), and a maximum height of 13 metres (43 feet).

- Associated Shopping Area Commercial Special Provision (ASA8( )) Zone to permit a limited range of service, office and retail uses such as convenience service establishments, financial institutions, grocery stores and supermarkets, restaurants, retail stores, pharmacies, service and repair establishments, and video rental establishments with a maximum gross floor area of 6000 square metres (64,585 square feet), and a maximum gross floor area for grocery stores of 4645 square metres (50,000 square feet).

- Restricted Service Commercial Special Provision (RSC1( )/RSC4( )/RSC5( )) Zone to permit a limited range of service commercial uses excluding sensitive land uses for any building or amenity area such as, animal hospitals, kennels, bake shops, day care centres, restaurants, bakeries, and bulk sales establishments; and to restrict the preparation of food in convenience service establishments and convenience stores.

- Open Space (OS1) Zone to permit public and private open space uses and conservation lands and works for flood and erosion control.

- by adding two secondary collector roads to Section 4.21, Road Allowance Requirements – Specific Roads.

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

<table>
<thead>
<tr>
<th>Estimated Revenue</th>
<th>Estimated Claims</th>
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<tbody>
<tr>
<td><strong>Urban Works Reserve Fund</strong></td>
<td></td>
</tr>
<tr>
<td>Claim (excluding SWM)</td>
<td>N/A</td>
</tr>
<tr>
<td>SWM claim (including land)</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Development &amp; LDCSB Charges Reserve Fund</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td>$ 2,014,270</td>
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<tr>
<td><strong>Total</strong></td>
<td>$ 3,490,672</td>
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Note: (1) ESTIMATED REVENUES FROM DEVELOPMENT, LONDON DISTRICT CATHOLIC SCHOOL BOARD (LDCSB) AND URBAN WORKS CHARGES ARE BASED ON CURRENT RATES IN ACCORDANCE WITH BY-LAWS C.P.-1413-214 AND 1414-215.

(2) THIS INFORMATION IS REPORTED IN ACCORDANCE WITH THE DEVELOPMENT CHARGES AND URBAN WORKS FUNDS BY-LAWS (IE. C.P.-1413-214 & 1414-215), AND ANY AMENDMENTS THERETO. ANY CLAIM PAYMENT FROM THE URBAN WORKS RESERVE FUND WILL BE IN ACCORDANCE WITH BY-LAW NO. C.P.-1414-215 AND AS APPROVED BY THE CITY ENGINEER.
RATIONALE

APPROVAL of the draft plan of subdivision, as red-line amended and the Zoning By-law amendment is recommended because:

1. The draft plan is consistent with the adopted North Longwoods Area Plan, and Official Plan policies.
   1. The draft plan as, red-line amended, can be accommodated on the subject lands and can be integrated with adjacent surrounding lands.
   2. The recommended Zoning By-law amendment is consistent with the draft plan, as red-line amended.
   3. The recommended zoning conforms to, and will implement the Official Plan.

REFUSAL of the requested Zoning By-law amendment is recommended because:

1. ASA8 Zone would allow for unlimited gross floor area and diminish the dominance the Community Shopping Area designation of lands on the north side of Southdale Road E.
2. R6/R8(R6-5/R8-4) could permit a minimum lot frontage of 10 metres for cluster housing and is not considered a suitable lot frontage for this location.
3. RSCI/RSC4( )/RSC5( ) would permit uses such as animal hospitals, kennels, and restaurant uses that can be considered sensitive in close proximity to an adjacent Class III industrial use, and food preparation in convenience commercial uses is not supported.
Subject Site: Southdale Road E/White Oak Road
Applicant: Longwood Oaks Ltd.
Roll Number: 080050222000000
File Number: 39T-03517 Z-6603

Location Map

Planner: HMcN
Created By: HMcN
Date: 1/19/2004
Scale: 1:7500

Legend
- Subject Site
- Water
- Buildings
- Draft Approved Plans

Corporation of the City of London
Prepared By: Planning & Development Department
BACKGROUND

Date Application Accepted: December 8, 2003 and revised on January 5, 2004 and June 11, 2004
Agent: Z Group (Don Riley)

REQUESTED ACTION:
Consideration of a plan of residential subdivision which shows 150 single detached lots, 1 multi-family medium density residential block, 1 associated shopping commercial block, 3 service commercial blocks, a park block, served by 4 local roads, 2 collector roads and Southdale Road E.

The original requested amendment to the Zoning By-law to change the zoning of the subject property to a Residential Special Provision R2 (R2-1(8)) Zone, Residential R6 (R6-5) Zone, Associated Shopping Area Commercial (ASA8) Zone, Restricted Service Commercial Special Provision (RSC1/RSC4/) Zone, and Open Space (OS1).

On June 11, 2004 the applicant submitted a revision to the original Zoning amendment request as a result of discussions with Planning staff. The revised amendment to the Zoning By-law is to change the zoning of the subject property to a Residential R1 (R1-3) Zone, a Residential Special Provision R1 (R1-3) Zone, Residential R6/R8 (R6-5/R8-4) Zone, Associated Shopping Area Commercial (ASA8) Zone, Restricted Service Commercial Special Provision (RSC1/RSC4/) Zone, and Open Space (OS1).

SITE CHARACTERISTICS:
- Current Land Use – agricultural field
- Frontage – Southdale Road E 147.6 m (484.2 feet)
- Depth – 593 m (1945 feet)
- Area – 20.154 hectares (49.8 acres)
- Shape - irregular

SURROUNDING LAND USES:
- North - Commercial
- South – Stormwater management facility, agricultural field and industrial
- East – agricultural field, residential and industrial
- West – draft approved plan of subdivision (Legend Developments Ltd. 39T-02502), commercial

OFFICIAL PLAN DESIGNATION: refer to Official Plan map.

Low Density Residential; Multi-family, Medium Density Residential; Restricted Service Commercial and Associated Shopping Area Commercial

- Rural Holding (A2), Buffer Agricultural (A3), and Light Industrial (M1)

PLANNING HISTORY

On July 7, 2003, Municipal Council adopted the North Longwoods Area Plan, encompassing the lands bounded by Southdale Road E, White Oak Road, Bradley Avenue extension and Wharncliffe Road S. Given the demand for development in the area, a comprehensive review of the area was necessary to address broader community issues such as, parks, road connections, traffic, servicing studies, land use compatibility prior to consideration and approval of development applications in the area. The corresponding Official Plan Amendment (OPA 290) was adopted by Council on July 7, 2003. No appeals were filed with the City within the prescribed appeal period for the Official Plan amendment.

Subsequently, on July 9, 2003, a revised draft plan of subdivision and Zoning By-law amendment was accepted for the Legend Development Ltd property (39T-02502) for the lands immediately west of the subject site. Draft plan approval for the plan of subdivision was granted on November 7, 2003 and the Zoning By-law amendment was passed by Council on October 20, 2003.

The Longwood Oaks Inc. application (39T-03517) was accepted by the City on December 3, 2003, and a revised plan was subsequently accepted on January 5, 2004. The revised plan was submitted in response to some issues identified at an Administrative Planning Advisory Group (APAG) concerning the lot frontages of the lots on the secondary collector road, and concerns with the frontage width of Block 161. There was an overall reduction in single detached dwelling lots from the first plan showing 153 lots down to 150 lots on the revised plan.

SIGNIFICANT DEPARTMENT/AGENCY COMMENTS

Environmental and Engineering Services Department:

Sanitary –
"This proposed subdivision is located in the Greenway Pollution Control Plant sewerage shed. The sanitary outlet for the Associated Shopping Area commercial block (Block 162) is the existing 200mm sewer on Southdale Road East. The sanitary outlet for the remainder of the proposed plan of subdivision is the existing sanitary sewer on White Oak Road."

Storm and Stormwater –
"The storm/drainage and for the majority of the subject lands will discharge to the existing Regional SWMF #2 for stormwater quality control, and to proposed SWMF #4 which will provide quantity control as identified in the White Oak Area Stormwater Management Class Environmental Assessment. A small north eastern portion of the subject lands will outlet to the White Oak Channel east of White Oak Road via an open watercourse east of the site."

Water –
"The water supply available for this subdivision is the existing 600 mm (24") diameter water main(s) on White Oak Road and/or Southdale Road respectively."

Revisions are required to the draft plan as follows:
- 0.3m reserves at the easterly limit of Street 'A' and at the west limit of Street 'A'.
- 0.3m reserves along the White Oak Road frontages of Block 156 and Block 157.
- Minimum center line radius of Street 'A'.
THIS IS AN EXCERPT FROM THE PLANNING DIVISION'S WORKING CONSOLIDATION OF SCHEDULE A TO THE CITY OF LONDON OFFICIAL PLAN, WITH ADDED NOTATIONS.
COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:
M1, A2, A3 [former Westminster Twp]

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 - SENIOR'S HOUSING
R8 - MEDIUM DENSITY/LOW RISE APPTS.
R9 - MEDIUM TO HIGH DENSITY APPTS.
R10 - HIGH DENSITY APARTMENTS
R11 - LODGING HOUSE

DA - DOWNTOWN AREA
RSA - REGIONAL SHOPPING AREA
CSA - COMMUNITY SHOPPING AREA
NSA - NEIGHBOURHOOD SHOPPING AREA
BDC - BUSINESS DISTRICT COMMERCIAL
AC - ARTERIAL COMMERCIAL
HS - HIGHWAY SERVICE COMMERCIAL
RSO - RESTRICTED SERVICE COMMERCIAL
CC - CONVENIENCE COMMERCIAL
SS - AUTOMOBILE SERVICE STATION
ASA - ASSOCIATED SHOPPING AREA COMMERCIAL

FOR TOWNSHIP ZONES PLEASE SEE THE RELEVANT
ZONING BY-LAW FOR A DESCRIPTION OF REGULATIONS

CITY OF LONDON
DEPARTMENT OF PLANNING AND DEVELOPMENT

ZONING
BY-LAW NO. Z-1

SCHEDULE A

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

FILE NO:
391-03517 z-6603 JL

MAP PREPARED:
2004 June 4 CMH

1:7500

0 100 100 Meters
road widening block on White Oak Road.
road widening block on Southdale Road E.

London Transit Commission:

"Street A is planned as a future transit route, with service planned to operate clockwise (westbound /southbound). As a municipal condition of draft approval, we request that the developer agree to meet LTC requirements with respect to the construction and installation of future bus stop locations within the subdivision. These include:

i) marking proposed stop locations on the appropriate engineering drawings;
ii) installation of advance signage indicating "Possible Future Transit Stop Area" in the approximate stop locations; and
iii) installation of concrete pads at the stop locations as the adjacent sidewalks are built; generally a 1.5 metre wide connector pad between the curb and the City sidewalk.

The exact stop locations can be field located at the curbs as the development is built, at which time the developer should install the signpost and sign (to be provided by LTC). The potential future transit stop locations are as follows:

1. Westbound "Street A", at the entrance to Block 161 (medium density residential block), near lot 148;
2. Southbound "Street A", before the traffic calming circle at lot 119.

Any traffic calming measures, if warranted, should consider the impact on planned transit routes and stops, including:

i) avoiding the use of horizontal and/or vertical deflections (i.e. speed humps);
ii) where transit stop locations are impacted by traffic calming measures such as curb extensions, designing the stop area to the relevant City of London design specifications; and
iii) constructing traffic circles to the city design standard, as a minimum."

London Hydro:

"London Hydro has no objection to the proposed application. Servicing this proposal should present no foreseeable problems; however, London Hydro will prepare an electrical layout and submit our requirements for the Developer’s approval as a condition of servicing and site plan approval. Note: transformation lead times are 8 to 10 weeks."

Canada Post Corporation:

"This subdivision will receive mail service to centralized mail facilities provided through our Community Mailbox program.

The owner shall complete to the satisfaction of the City Engineer of the City of London and Canada Post:

a) include 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 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.

      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.*

PUBLIC LIAISON:

  On January 20, 2004, 40
  liaison letters were sent to
  nearby property owners,
  and notice was given in
  Living in the City on

  One reply to the public liaison has
  been received as of the date this
  report was prepared

Responses: Request by the agent of the abutting subdivision to the west (39T-02502
Legend Developments) to circulate notice of subdivision public meeting.

ANALYSIS

Existing Uses:
The 20 hectare (50 acre) parcel of land is generally located south of Southdale Road E, and west
of White Oak Road. A portion of the proposed residential lots/block abuts an existing commercial
operation at 9 to 21 Southdale Road E and 940 and 956 Wharncliffe Road.

The subject site is relatively flat, but gently slopes from the north to the south. The applicant has
indicated that the subject site has been used for agricultural - field crop farm uses. Although the
south portion of the subject lands is presently within an industrial zone, the applicant has
confirmed that the previous known use is agriculture. Further, the applicant confirmed that the
site has no reason to believe that the site may have been contaminated by former uses on the
site.

A sanitary sewage force main easement is located on the east and north boundary of the
commercial block on Southdale Road E (Block 162). It does not appear that the easement will
have any impact on the proposed development and can be integrated in the site plan design for
the commercial block.

The subject site is located within an area of archaeological potential. As such, a condition has
been included under the conditions of draft approval to address the archaeological requirements.

North Longwoods Area Plan:

In June 2003, an Area Plan was prepared for the lands comprising 106 hectares (262 acres)
bounded by Wharncliffe Road S, Southdale Road E, White Oaks Road and the future Bradley
Avenue extension. The North Longwoods Area Plan was adopted by Municipal Council on July 7,
2003. Approximately 84 hectares (208 acres) of developable land exist within the study area that
will accommodate a mix of residential, commercial and industrial uses, and community
infrastructure such as streets, a stormwater management facility and park uses. The adopted
land use concept for the Longwood Oaks Inc. lands allow low density and medium density
residential uses, a park facility, an associated shopping area commercial uses on Southdale Road E and Restricted Service Commercial uses on White Oak Road, at the south-east portion of the plan, served by two secondary collector roads. The draft plan of subdivision as submitted is in conformity with the North Longwoods Area Plan.

A community plan issue that relates to the subject draft plan is the potential impacts between the existing commercial uses and the future residential uses. The applicant for new development is required to provide for an appropriate interface between the commercial and residential uses. The Area Plan states that buffering and mitigation measures can be addressed through conditions of draft plan approval and subdivision agreement for new residential development adjacent to existing commercial development.

On March 25, 2004, a noise impact study was prepared by a qualified consultant to investigate the extent to which noise from the adjacent commercial operations will impact on the proposed residential development. The recommendations of the accepted noise report are to be included as a provision or set of provisions in the subdivision agreement for the subdivision. Also, it is expected a warning clause will be required to be included in the agreement to be registered on title and in subsequent offers of purchase and sale for the affected lots advising of potential impacts from the adjacent commercial operations. Mitigation from potential light impacts is also to be considered in a similar matter.

Mitigation measures to address potential impacts identified in the Area Plan include the possible installation of a sound barrier to separate the two uses, increased lot depths of the residential lots, and the incorporation of a landscaped buffer. A condition of draft plan approval has been included requiring that the recommendations of an approved noise impact study be implemented to provide mitigation measures from the existing abutting commercial operations.

Another Area Plan issue that relates to the draft plan is the alignment of the secondary collector road access to White Oak Road. Municipal Council has adopted the alignment of a secondary collector road to access White Oak Road in two locations. The proposed plan of subdivision implements the south leg alignment of the secondary collector road accessing White Oak Road.

Official Plan:

An Official Plan Amendment for the North Longwoods Area Plan (OPA 290) was approved by Municipal Council on July 7, 2003 and came into force on August 10, 2003. The recent amendment designates the north portion of the subject site with frontage and access to Southdale Road E as Associated Shopping Area (ASA) commercial. A Multi-family Medium Density Residential (MFMDR) designation is located south of the ASA commercial designation, and a Restricted Service Commercial (RSC) designation is located on the south-east portion of the subject site adjacent to White Oak Road. The balance of the subject site is designated Low Density Residential (LDR). The proposed collector roads as shown on the draft plan are consistent with the approved secondary collector road system (Street A and Street F) in the Official Plan.

During the Area Plan and OPA 290 review a compatibility issue was identified between an existing Class III industrial use and the proposed residential land uses on the west side of White Oak Road. A distance of 300 metres from the building limit of the source was identified as the potential influence area, consistent with the Ministry guidelines, to prohibit sensitive land uses from being permitted uses for future rezonings of the lands within the 300 metres of the adjacent paint manufacturing business. This area on the Longwood Oak lands comprises the blocks proposed for restricted service commercial uses. It is intended that the buffer should also allow the normal functioning of the two incompatible land uses without conflict.

On March 25, 2004, the applicant submitted an Air and Odour study, prepared by URS, dated March 15, 2004. The report identifies that concentrations of the air emission chemical could be potentially detected at the south-east corner of the Longwood Oaks property and confirmed that the levels of concentration could exceed the MOE's ambient air criteria for 24-hour exposure. The study concluded that individuals who use the site for long-term occupancy, such as
residences, hotels, motels, and senior homes could be adversely impacted. However, the report also concluded that such uses as convenience stores, duplicating shops, automobile repair shops or video rental establishments as permitted in the Restricted Service Commercial designation would not be impacted to any greater degree as commercial establishments currently located near and adjacent to the existing paint manufacturing business.

The Official Plan policy to prohibit sensitive land uses from developing within the potential area of influence is has been taken into account with the URS Air and Odour study. However, given the 24 hour exposure to concentration of chemicals staff has concern with the recommended convenience commercial type uses that could be permitted. Notwithstanding that convenience commercial uses can operate for a 24 hour period, given the use generates short on-site wait times the requested convenience commercial use is acceptable. However, because some convenience commercial businesses prepare and serve food on their premises, it is recommended that the Zoning include a special provision prohibiting the on-site preparation of food.

The intent of the buffer setback is to minimize or prevent adverse effect associated with the contaminant source. As such, the use of the word "prohibit" clearly defines the intended uses in future applications that cannot develop for the lands that fall within the area of influence. The conclusion regarding the concentration of the chemicals that could exceed the MOE ambient air criteria for 24-hour exposure, and potential safety concerns is used as the basis for the staff recommendation for the requested Zoning, below, for the restricted service commercial blocks.

The residential and commercial policies in the Official Plan support the proposed development and the draft plan of subdivision. The subject plan is compatible with existing and proposed adjacent uses. A condition of draft approval has been included for Longwood Oaks Inc. to address mitigation measures between the proposed residential development and existing commercial uses.

Plan of Subdivision:

Major elements of the land use pattern proposed in the submitted plan of subdivision include 150 single detached dwelling lots, a multi-family medium density residential block, an associated shopping area commercial block, 3 restricted service commercial blocks, a park block, all served by 4 local streets and 2 secondary collector roads, and Southdale Road E. The land use pattern of the draft plan is consistent with the approved North Longwoods Area Plan and Official Plan. The submitted draft plan of subdivision adequately integrates future residential development of lands located to the east and west with the extension of the proposed roads and lotting pattern.

Small Lot Design Guidelines:

In April 2000, Council adopted Small Lot Design Guidelines. The Guidelines are to be used by Applicants when preparing, and Planning Staff when evaluating, small lot subdivision of fifty lots or more. The proposed revised plan contains 150 single detached dwelling lots, of which only 40 lots have frontages of 12 metres or greater. As such, the proposed plan is to be evaluated against the Small Lot Design Guidelines.

The Small Lot Guidelines contains three Goals and recommends numerous best practice methods to achieve these Goals. The three Goals are:

1. To promote a range of housing opportunities and public amenities in appropriate locations.
2. To achieve a functional and visually appealing streetscape and which reduces the visual dominance of the garage on a small lot streetscape.
3. To ensure that homes with double car garages on small lots are located in a manner that minimizes the cumulative visual impact of the garage on the streetscape.
With the exception of corner lots, the revised draft plan provides a good mix of 10 metre, 11 metre and 12 metre lot sizes. Several best practice methods recommended by the Small Lot Design Guideline can be incorporated into the plan to fulfill the goal of promoting a range of housing opportunities in appropriate locations.

Best practice methods listed in the Guideline to fulfill the goal of creating visually appealing streetscapes depends greatly on the developer. For example, best practices which can be exercised by the developer with his builders recommend including a range of housing designs on each street and additional architectural and landscape treatments on corner lots. These practices however cannot be controlled at the draft plan or zoning stage. However, the best practices recommended of shorter block lengths, (approx 250 m), larger lots on the corners and mixing the zoning regulations can be implemented at this stage and such techniques have been employed in the draft plan to encourage a visually appealing streetscape. The requested Residential Special Provision R1 (R1-3(7)) Zone along the secondary collector road street frontage for this subdivision could permit single detached

The last goal of the Guidelines is to ensure homes with double car garages are located in a manner which minimizes the impact on the streetscape. The applicant has not indicated the location of lots proposed to have double driveways. Double driveways on 9m lots require a special provision in the zoning by-law to increase the maximum driveway width from 53% of the lot frontage to 60%. Double driveways are generally not permitted on more that 20% of the lots because it limits the amount of on-street parking, reduces the dominance of garages and provides opportunities to locate utilities and boulevard tree.

A Parking and Building Envelope Plan is required to show possible on-street parking locations through the pairing of driveways to provide at least 170 on-street parking spaces. The Small Lot Design Guidelines suggests 1 parking space per 2 units is sufficient to meet the needs of future residents. Based on the number of units within the draft plan, 75 spaces need to be provided.

Based on the above and in conjunction with the conditions of draft plan approval, the revised proposed draft plan is considered appropriate for small lot development. The standard small lot design conditions of draft approval have been included to be consistent with the Small Lot Design Guidelines.

Tree Retention:

Treed areas are shown on the draft plan. On March 25, 2005, the applicant submitted a vegetation analysis, prepared by Ron Koudys Landscape Architect Inc., dated March 2004. Planning staff have reviewed the submission and found the analysis acceptable. Two areas of preservation were identified – south-west corner of the park block (Block 154, and on the north-east corner of the restricted service commercial block (Block 157). A condition of draft approval has been included for the owner to implement the recommendations of the vegetation analysis.

Red-line Changes to Draft Plan:

To provide suitable connectivity for future residential development east of Street E, it is recommended that a 3 metre walkway block be incorporated between lots 96 and 97, and 80 and 81. The walkway will provide a direct access for future residents on Street D and east of Street E to the collector road network in the North Longwoods community, and to the proposed public school in the Bostwick East area plan. The addition of a walkway block should not result in a loss of lots, but will require lot adjustment and narrowing of a few of the lots along proposed Street D, and lots 96 and 97 on Street A.

The park block as shown on the plan submitted by the applicant exceeds the 5 percent parkland dedication requirement. As such, it is recommended the plan be red-lined to show 5 percent for the west portion of the block (revised Block 154), and the east portion of the block is recommended to be red-lined to be shown as a future park block (Block 158). The City will be required to purchase the additional lands for park purposes beyond the required 5% dedication within two years after Block 154 is registered as part of a plan of subdivision. A condition of draft
Agenda Item # 16

H. McNeely

approval will require the developer to register the whole park area within one plan to facilitate the grading and seeding of the park at one time.

Other red-line changes to the plan are identified as follows:

- add label to secondary collector, located west of traffic calming circle - Street F
- add 0.3m reserves at the easterly limit of Street 'F' and at the west limit of Street 'A'.
- add 0.3m reserves along the White Oak Road frontages of Block 156 and Block 157.
- show road widening block on White Oak Road.
- show road widening block on Southdale Road E.
- widen the frontage of Block 161 to show a minimum lot frontage of 30 metres to be consistent with the R8-4 Zone regulations, which will also result in lot adjustment to the lots on the north side of Street A for compliance with the recommended R1-3(7) Zone.

Zoning:

Areas designated Associated Shopping Area Commercial are intended to be developed for a limited range of retail, service and office uses which are complimentary to the function of designated Regional and Community Shopping Areas. The existing businesses in the plaza, located to the west of the subject site (9 to 21 Southdale Road E), are primarily a mix of retail and service uses and zoned as Associated Shopping Area (ASA1/ASA3/ASA4/ASA5) Zone. The gross leasable floor area of the buildings located at 9 to 21 Southdale Road E is 3,473 m² (37,381 ft²). It is the intent that the Associated Shopping Area zones proposed for the subject property to allow commercial uses which would compliment and not diminish the dominance the Community Shopping Area (CSA) designation of lands to the north.

The requested ASA8 Zone for the Longwood Oaks plan is proposed to have an unlimited gross floor area. As such, the requested ASA8 on the subject property would diminish the dominance of the CSA designation on the north side of Southdale Road E. The applicant has indicated that they are specifically requesting a grocery store not exceeding 4645 square metres (50,000 square feet). Based on the applicant's intent to develop the site with a grocery store with a specific size as indicated above, it is recommended that the ASA1/ASA2 Zone be applied because it will satisfy the applicant's intended development on Block 162. The recommended ASA1/ASA2 Zone would permit the same uses under the requested ASA8, including grocery stores, and the requested size of grocery store would comply with the maximum gross floor area regulations of the ASA1/ASA2 Zone. Development under an ASA1/ASA2 Zone will compliment the existing plaza located to the west, and the other existing and proposed surrounding commercial and residential uses.

The requested R6-5 Zone for proposed cluster housing uses on Block 161, would permit a minimum lot frontage of 10 metres (32.8 ft). Notwithstanding the zone classification permits a small lot frontage, it is recommended that a 20 metre minimum be recommended as a special provision to the requested Zone. The increase in minimum lot frontage would accommodate a more suitable lot frontage. The recommended special provision was discussed with the applicant, and the minimum frontage was not an issue. The applicant had specifically requested the R6-5 Zone because it permits stacked townhouses, a use that is being considered by the applicant for future development on Block 161. In addition, the applicant revised their application to include a Residential R8 (R8-4) Zone on Block 161 to accommodate the possibility of apartment buildings. Given the R8-4 Zone requires a minimum lot frontage of 30 metres, it is recommended that the lot frontage of Block 161 on the plan will be required to be red-lined to 30 metres to be consistent with the requested R8 Zone.

Upon the review of the performance of an air and odour study, prepared by URS Canada Inc. dated March 15, 2004, planning staff are satisfied that due diligence has been taken to address the potential impacts of a neighbouring Class 3 industrial operation (3300 White Oak Road). The report supports the requested restricted service commercial uses and identified that based
on meteorological data the wind blows from the odour source over the south-east portion of Blocks 155, 156 and 157 less than 18 percent of the time. Given the actual concentrations of the identified chemical (diethylene glycol monobutylether) at the south-east corner of the site could exceed the Ministry of Environment's ambient air criteria for 24 hour exposure, the following uses normally permitted under the requested RSC1/RSC4/RSC5 are recommended as prohibited uses. The prohibited uses are animal hospitals, kennels, bake shops, day care centres, bakeries, bulk sales establishments, and food preparation in association with convenience service establishments and convenience stores. The rationale for prohibiting these uses is because they are considered sensitive uses based on the Provincial Policy Statement, and/or a need to restrict food preparation in close proximity to an identified chemical. The prohibited uses were discussed with the applicant and they are in agreement with them.

As a technical requirement, it is recommended that the second (Street F as red-line amended) secondary collector road also be included in the Zoning By-law under Section 4.21, Road Allowance Requirements – Specific Roads.

The revised request for the Residential Special Provision R1(R1-3(7)) and Residential R1 (R1-3) for the proposed single detached dwelling development is consistent with the approved residential subdivision to the west (Legend Development 39T-02502).

The recommended zoning conforms to, and will implement the Official Plan, and the zones are consistent with the draft plan, as red-line amended.

**Issues:**

**1. Park Land Compensation**

Consistent with the North Longwoods Area Plan, the subdivider has shown a park block in the preferred location. The provision of the park block (Block 154) combined with a future park block on adjacent lands to the west (39T-02502) will satisfy the requirement for parkland for the North Longwoods community. It is recognized that the park block shown on the Longwood Oaks draft plan exceeds the 5 percent park land dedication for the subject site. To address the larger park block in this subdivision, it is recommended that Block 154 be red-line amended to include the 5 percent area available from this plan only, and the excess parkland identified on the plan be shown as a separate block (future parkland) to be acquired by the City through the purchase or land exchange from other developments within the developable area comprising the North Longwoods Area Plan.

The subdivider will be required to grade and seed the entire park area (Block 154 and Future Parkland Block) pursuant to City park development standards. Public use of the entire park area will be permitted once the City acquires the full park site.

**2. Noise attenuation / mitigation from existing commercial properties at the south-east corner of Southdale Road E and Wharncliffe Road S**

Based on the area plan, appropriate buffering and mitigation is required to address potential impacts, including noise impacts between the existing commercial uses and the proposed residential uses. As such, an accepted noise impact study is to address potential noise levels from the existing commercial operations, and identify appropriate mitigation measures. There are other commercial developments in the area surrounding the subject residential subdivision that may have some impact, but given the close proximity of the Hully Gully operations and Larlyn commercial plaza located on the south-east corner of Southdale Road E and Wharncliffe Road S, they are considered to have the most impact on the proposed residential uses in the Longwood Oaks subdivision. As the other surrounding commercial properties re-develop or expand their uses after the residential development is established, mitigation measures between the two uses will be required for the commercial development as part of the approval process for their
commercial expansion. Given the potential noise and nuisance impacts identified for the Longwood Oaks draft plan, a condition of draft approval has been included to address mitigation measures between the proposed residential development and existing commercial uses.

3. Phasing

Until a second public road access is provided to the subject property, registration limited to 80 lots should be permitted. The 80 lot limit is consistent with the requirement to loop water service for the subject plan and is consistent with the practice used in several other subdivisions where water service and/or access to a second public road for emergency service providers is not available. A condition of draft approval requires the subdivision to be registered in phases acceptable to both the General Managers of Planning and Development and Engineering and Environmental Services. Phasing arrangements will be resolved at the time of registration of the various phases of the subdivision.

4. Public Comments

Although there were no significant public comments received specific to this application, comments had been raised as part of the area plan review regarding mitigation measures along the interface of the existing commercial development and the proposed residential development. The owner of an existing commercial development (Hully Gully Ltd.) would like to expand their operation and expressed concern with possible residential uses impacting their future expansion.

Consistent with the Official Plan policies and the criteria identified in the North Longwoods Area Plan, noise attenuation measures will be applied as part of the approval for residential development. As a condition of draft approval, the owner is required to have a qualified acoustical consultant prepare a noise study concerning the noise impact from adjacent commercial operations. In addition to a noise attenuation wall, alternative noise abatement measures can also be applied in accordance with Ministry of Environment requirements. The owner shall also be required to implement the recommendations of the final study which may include warning clauses, increased lot depths of lots, or any other recommended action. The recommendations of the study will be implemented prior to final approval of the plan of subdivision as possible revisions to the draft plan and/or as requirements of the subdivision agreement.
The proposed draft plan of subdivision, as red-line amended, is recommended for draft approval. The draft plan is consistent with the North Longwoods Area Plan and City Official Plan. Appropriate conditions have been included in the Conditions of draft approval and Requirements to be included in the subdivision agreement. The recommended Zoning By-law Amendment is in conformity with the Official Plan. The proposed land uses are compatible with the existing surrounding land uses, and a condition of draft approval has been included requiring the subdivider to implement an accepted noise impact study, such as mitigation/buffering measures between the existing commercial operations and the proposed residential development.

<table>
<thead>
<tr>
<th>PREPARED BY:</th>
<th>SUBMITTED BY:</th>
</tr>
</thead>
<tbody>
<tr>
<td>H. McNeely</td>
<td>D. N. Stanlake</td>
</tr>
<tr>
<td>SENIOR PLANNER</td>
<td>MANAGER OF</td>
</tr>
<tr>
<td></td>
<td>SUBDIVISIONS &amp; SPECIAL PROJECTS</td>
</tr>
</tbody>
</table>

RECOMMENDED BY:

R. W. Panzer
GENERAL MANAGER OF PLANNING AND DEVELOPMENT

July 9, 2004
HMcN/
"Attach."
Responses to Public Liaison Letter and Publication in "Living in the City"

<table>
<thead>
<tr>
<th>Telephone</th>
<th>Written</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ric Knutson, Knutson Planning Inc. for Legend Developments Ltd 828 Crestly Place London ON N6K 4W1 Requested notice of subdivision public meeting</td>
<td>None received.</td>
</tr>
</tbody>
</table>
ENACTING CLAUSE

BY-LAW NO. Z.-1

CITY OF LONDON ZONING BY-LAW
BY-LAW NO. Z.-1 AMENDMENT

1) Section 10 of the Residential R6 (R6-5) Zone to By-law No. Z.-1 is amended by adding the following Special Provision:

Section No. 10 Zone R6-5 ( )

a) Regulations:
   i) Lot Frontage - 20 m (65.6 ft.)

2) Section 28 of the Restricted Service Commercial (RSC) Zone to By-law No. Z.-1 is amended by adding the following Special Provision:

Section No. 28 Zone RSC1 ( )

a) Prohibited Uses:
   i) animal hospitals;
   ii) kennels.

3) Section 28 of the Restricted Service Commercial (RSC) Zone to By-law No. Z.-1 is amended by adding the following Special Provision:

Section No. 28 Zone RSC4 ( )

a) Prohibited Uses:
   i) bake shops;
   ii) areas devoted to on-site food preparation associated with convenience service establishments;
   iii) areas devoted to on-site food preparation associated with convenience stores;
   iv) day care centres;
   v) restaurants.

4) Section 28 of the Restricted Service Commercial (RSC) Zone to By-law No. Z.-1 is amended by adding the following Special Provision:

Section No. 28 Zone RSC5 ( )

a) Prohibited Uses
   i) bakeries;
   ii) bulk sales establishments.

5) Section 4.21 of the Road Allowance Requirements – Specific Roads to By-law Z.-1 is amended by adding new roads as follows:

<table>
<thead>
<tr>
<th>Street From</th>
<th>To</th>
<th>Street Classification</th>
<th>Limit of Road</th>
</tr>
</thead>
</table>
Street A  White Oak Road  White Oak Road  Secondary Collector  10.75 m (35.3 ft.)
(39T-03517) (south leg) (north leg)

Street F  Bradley Avenue  Street A  Secondary Collector  10.75 m (35.3 ft.)
(39T-03517)

Legendary Drive  Wharncliffe Road S  Street F  Secondary Collector  10.75 m (35.3’ ft.)
CITY OF LONDON ZONING BY-LAW
BY-LAW NO. Z-1 ________________ AMENDMENT

Anne Marie DeCicco
MAYOR

Kevin Bain
CITY CLERK

Schedule "A" to By-law No. 2000 is amended by deleting the Rural Holding (A2), Buffer Agricultural (A3) Zone, and Light Industrial (MI) Zone applicable to lands located on the south side of Southdale Road E, and west of White Oak Road, as shown on the map below comprising part of Key Map No. 7 and removing this site from the By-law.

AMENDMENT TO SCHEDULE "A"

File Number: 39T-03517 z-6603
Planner: HMcN
Date Prepared: 2004 June 4
Technician: CMH

SCALE 1:6000

100 0 100 Meters
Schedule "A" to By-law No. Z-1 is amended by changing the zoning applicable to lands located on the south side of Southdale Road E, west of White Oak Road, as shown on the map below comprising part of Key Map No. 143, and to apply a Residential R (R1-3(7)) Zone, Residential R1 (R1-3) Zone, Residential Special Provision R6/R8 (R6-5 ( )/R8-4) Zone, Associated Shopping Area Commercial (ASA1/ASA2) Zone, Restricted Service Commercial Special Provision (RSC1( )/RSC4( )/RSC5( )) Zone, and Open Space (OS1) Zone.

AMENDMENT TO SCHEDULE "A"

File Number: 39t-03517 z-6603
Planner: HMcN
Date Prepared: 2004/07/07
Technician: CK

Zoning as of 2004/05/25

SCALE 1:6500
THE CORPORATION OF THE CITY OF LONDON’S CONDITIONS AND AMENDMENTS TO FINAL APPROVAL FOR THE REGISTRATION OF THIS SUBDIVISION, FILE NUMBER 39T-03517 ARE AS FOLLOWS:

NO. CONDITIONS

1. That at this approval applies to the draft plan, as red-line amended, submitted by Longwood Oaks Inc, prepared by Don Riley., certified by J.A. Smith, File No. 39T-03517, drawing no. CAD.HAL.drfptln.10/03 which shows a total of 150 single detached lots, a multi-family medium density residential block, 1 associated shopping area commercial block, 3 restricted service commercial blocks, a park block, and a future parkland block, all served by 2 secondary collector roads and 4 local streets, and Southdale Road E.

2. That this approval of the draft plan applies until (insert date - 3 years from draft plan approval date), 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. That the road allowances included in this draft plan shall be shown and dedicated as public highways.

4. That the street(s) shall be named to the satisfaction of the General Manager of Planning and Development.

5. That the municipal address shall be assigned to the satisfaction of the General Manager of Planning and Development.

6. That the owner, prior to final approval, 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. That prior to final approval, the Approval Authority is to be advised by the City Clerk of the City of London that appropriate zoning is in effect for this proposed subdivision.

8. That the subdivision agreement between the owner and the City of London be registered against the lands to which it applies.

9. That the owner grant to the appropriate authorities such easements as may be required for utility or drainage purposes.

10. That the subdivision agreement between the owner and the municipality contain phasing arrangements to the satisfaction of the General Manager of Planning and Development and the City Engineer.

11. The owner agrees to implement the requirements of the City of London concerning sedimentation and erosion control measures during all phases of construction. The owner’s consulting engineer shall have these requirements established and approved by the City Engineer, prior to any work on the site.

13. That no construction or installations of any kind (eg. Clearing or servicing of land) involved with this plan shall be undertaken 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 General Manager of Planning and Development in writing; (eg. MOE certificates; City/Ministry/Agency permits: Approved Works, water connection, water-taking, navigable waterways; approvals: UTRCA, MNR, MOE, City; etc; etc.)

14. Prior to the submission of engineering drawings, 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 the site. Should any remedial works be recommended in the report, the owner agrees to complete these works to the satisfaction of the City, at no cost to the City.

15. That the owner convey up to 5% of the land included in the plan to the municipality for park purposes. Block 154 (as amended) shall be included as the 5% parkland dedication for park purposes.

16. Prior to final approval, the owner agrees that the future parkland block (Block 168) will be acquired by the City through purchase no later than 2 years after registration of the first phase of the subject draft plan and use as a park at a cost mutually acceptable to the City and the owner.

17. That the owner shall agree to grade and seed the entire park block (Block 154 (as amended) and future parkland block (Block 168) pursuant to current City park development standards.

18. The owner shall agree to implement the vegetation analysis prepared by Ron Koudys Landscape Architect Inc, dated March 2004 for the identified areas of required preservation on Blocks 154 and 157 in any grading plans and any future site plan applications.

19. That the owner agrees that at the time of development, the owner shall install signage as the streets are constructed, indicating “Possible Future Transit Stop Area” in the approximate stop locations. The exact stop locations shall be field located as the adjacent sites are built, at which time the developer shall install a 1.5 metre wide concrete pad between the curb and the boulevard, at the finalized stop locations.

20. That prior to final approval of this plan and subject to the satisfaction of the London District Catholic School Board, the owner shall agree in the subdivision agreement to include a suitable warning clause advising future purchasers that this area may be accommodated in temporary facilities and/or bused outside in the neighbourhood for their education.

21. That prior to final approval of this plan and subject to the satisfaction of the Thames Valley District School Board, the Board may require the owner to agree in the subdivision agreement to include a suitable clause to advise future purchasers that this area has been designated a “Holding Zone” for school accommodation purposes and students will be accommodated at a “Holding School”.

22. That the owner shall carry out an archaeological survey and rescue excavation of any significant archaeological remains found on the site to the satisfaction of the Southwestern Regional Archaeologist of the Ministry of Culture; and that 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.

23. That the owner agrees to permanently cap any abandoned water wells located on the property, in accordance with the Ontario Water Resources Act and the Ministry of
Environment guidelines. It is the responsibility of the subdivider to determine if any abandoned wells exist in this plan.

24. Prior to final approval, the subdivider shall make the necessary arrangements with the affected property owner(s) for the construction of any portion of the outlet sewers extending to this subdivision and situation on private lands outside this plan, and to provide satisfactory easements over the sewers as necessary, all to the specifications of the City Engineer.

25. Approval from the London Fire Department is required should any burning of materials on-site be contemplated.

26. Prior to final approval of any phase, the owner shall implement an approved noise study, prepared by a certified consultant, concerning the impact of noise generated from adjacent commercial operations to the proposed residential development which considers, in addition to a noise attenuation wall, alternative noise abatement measures that may be applied in accordance with the requirements of the M.O.E.; and shall implement results of the study including, but not limited to the construction of a noise wall, warning clauses on title, increased depth of lots backing on to existing commercial operations, to the satisfaction of the General Manager of Planning and Development. As a minimum, a tight board privacy fence shall be required along the westerly property line where there is an interface with lands zoned for commercial use.

27. The owner agrees that "looping" of the water main system will be required, all to the specifications of the City Engineer, when there are more than eighty (80) units proposed for construction in this subdivision.

28. Prior to the submission of servicing drawings, in order to address the issue of on-street parking within small lot developments, the owner agrees to design and implement an on-street parking plan, whereby one on-street parking space for each two dwelling units is to be used as the basis for the design, to the satisfaction of the General Manager of Planning and Development. A parking plan is required for each registered phase of development and it will form part of the subdivision agreement for the registered plan. Where deemed necessary to ensure long term on-street parking, barrier curbs will be required.

29. The owner agrees that a roundabout be constructed at the intersection of Streets "A" and Paulpeel Avenue to the satisfaction of the City Engineer.

30. The owner agrees to develop the future residential development blocks (Blocks 151, 152, and 153) with adjacent lands to the west.

31. The registration is limited to up to 80 lots until such time as a second public access is available to the development.

32. The owner shall pay the connection charges attributed to the lands under the White Oaks Sewer Area Rating By-law on first registration of any phase of the subject plan.

33. The owner agrees not to submit building permits (except no connect permits), until the a 1.5 metre chain link fence is installed along the south interior side yard of lot 109 and the west interior side yard of Block 155.

34. That all lots adjacent to open space areas to be assumed by the City will be monumented to the satisfaction of the Manager of Parks Planning and Design. Any fencing arrangements shall be to the satisfaction of the Manager of Parks Planning and Design.

35. That the north limit of Street A, the west limit of Street F and the east limit of Blocks 156 and 157, shall be terminated in 0.3 metre reserves to be conveyed to the City of London.
A. SEWERS & WATER MAINS

1. Sanitary:
   a) The subdivider agrees the sanitary outlet for Block 162 is the existing 200mm sewer on Southdale Road East. The sanitary outlet for the remainder of the proposed plan of subdivision is the existing sanitary sewer on White Oak Road.

   b) This proposed subdivision is located in the Greenway Pollution Control Plant sewerage shed. The subdivider agrees that registration of the plan and subsequent development is subject to the availability of sewage treatment capacity at that treatment plant for this subdivision.

   The subdivider acknowledges that, if treatment capacity is available at the said treatment plant at the time the subdivision agreement is prepared, then capacity for this subdivision will be reserved at that time by the City Engineer on the condition that registration of the subdivision agreement and the plan of subdivision occur within one (1) year of the date specified in the subdivision agreement.

   Failure to register the agreement and register the plan within the specified time may result in the subdivider forfeiting the allotted treatment capacity and, also, the loss of his right to connect into the outlet sanitary sewer, as determined by the City Engineer. In the event of the capacity being forfeited, the subdivider must reapply to the City to have reserved sewage treatment capacity reassigned to the subdivision.

   c) The subdivider agrees to pay applicable charges as determined by the White Oak Road Sanitary Sewer and Water Service Rate By-Law (By-Law WM 11) and the Wastewater Engineering Division. The charges are to be paid as a lump sum payment to the City prior to registration of the plan.

2. Storm / Stormwater Management:
   a) The subdivider agrees that the storm/drainage and for the majority of the subject lands will discharge to the existing Regional SWMF #2 which will provide quality control and to proposed SWMF #4 which will provide quantity control as identified in the White Oak Area Stormwater Management Class Environmental Assessment. A small north eastern portion of the subject lands will outlet to the White Oak Channel east of White Oak Road via an open watercourse east of the site. SWM controls for the block located within this north east portion will be addressed at site plan stage.

   b) The subdivider agrees to have a consulting professional engineer design and construct the proposed storm/drainage system for the subject lands, all to the satisfaction of the City Engineer and according to the requirements of the following:

      i) The SWM targets and criteria for the Dingman Creek Subwatershed Study.
      iii) The City's Drainage By-Law and lot grading standards, policies, requirements and practices.
v) Applicable Acts, Policies, Guidelines, Standards and Requirements of all relevant SWM agencies.

c) The subdivider shall have its Professional Engineer identify the major storm flow routes for the said catchment area to the satisfaction of the City Engineer.

d) The subdivider agrees that the building permits for the subject site shall be issued upon the regional SWMF #4 being constructed and operational, and all related storm/drainage services are completed and operational, and all to the satisfaction of the City Engineer.

e) The subdivider agrees to provide adequate easements, if required, at no cost to the City, in relation to stormwater/drainage servicing of the subject lands.

f) The subdivider agrees to promote the implementation of SWM soft 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.

g) The subdivider shall ensure that increased and accelerated stormwater runoff from this subdivision shall not cause damage to downstream lands, properties or structures beyond the limits of this subdivision and notwithstanding anything to the contrary of any requirements of the City or any approval given by the City Engineer, the indemnity provided shall apply to 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.

3. Water Mains:

a) The water supply available for this subdivision is the existing 600 mm (24") diameter water main(s) on White Oak Road and/or Southdale Road respectively.

b) The subdivider will be required to "loop" the water system, externally, when 80 or more units are built, all to the specifications of the City Engineer.

c) The subdivider's professional engineer will be required as part of the submission of engineering drawings to 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.
5. **General:**

a) The subdivider will be required to connect the sewers and water mains to be constructed in this subdivision to the existing outlets and water main(s) to the specifications of the City Engineer.

b) Prior to final approval, the subdivider will be required to make arrangements with the affected property owner(s) for the construction of any portions of the outlet sewers situated on private lands outside this plan, and to provide satisfactory easements over the sewers as necessary, all to the specifications of the City Engineer.

c) The subdivider agrees that once construction of any private services, ie: water, storm or sanitary, to service the lots or blocks in this plan is completed and any proposed relotting of the plan is undertaken, all the previously installed services must be reconstructed in standard location, in accordance with the approved final lotting and approved revised servicing drawings, all to the specifications of the City Engineer and at no cost to the City.

d) The subdivider will be required to notify all future developers that sewage control manholes, built to City of London standards, may be required in accordance with Industrial Waste By-law, No. W-982-188.

e) The subdivider agrees that no weeping tile connections will be permitted into the sanitary sewers within this plan.

B. **STREETS, TRANSPORTATION & SURVEYS**

1. **Roadway Alignments and Geometries:**

a) The cul-de-sac on street ‘D’ is to be constructed in accordance with City of London Standard DWG. SR-5.0. (or variation thereof as shown on the draft plan, and as approved by the City Engineer.) The subdivider shall provide a raised, center island (R = 8.0 m) within the cul-de-sac, to the specifications of the City Engineer.

b) All streets with bends of approximately 90 degrees are to have a minimum inside street line radius in accordance with the following City standards:

<table>
<thead>
<tr>
<th>Road Allowance</th>
<th>S/L Radius</th>
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</thead>
<tbody>
<tr>
<td>20 m</td>
<td>9.0 m</td>
</tr>
<tr>
<td>19 m</td>
<td>9.5 m</td>
</tr>
<tr>
<td>18 m</td>
<td>10.0 m</td>
</tr>
</tbody>
</table>

c) At ‘tee’ intersections, the projected road centerline of the intersecting street is to intersect the through street at 90 degrees with a minimum 6 metre (20') tangent being required along the street lines of the intersecting road.

d) **Information:**

A minimum of 5.5 metres (18') will be required along the curb line between the projected property lines of irregular shaped lots around the cul-de-sac on street ‘D’ in the plan of subdivision.
2. **Minimum Centreline of Road Radii:**
   
a) All streets in the subdivision are to have centerline radii which conform to the City of London Standard "Minimum Centerline Radii of Curvature of Roads in Subdivisions".

b) Street 'A' is to be constructed with a minimum centerline radius of 110m in accordance with minimum requirements specified by the City of London Standard "Minimum Centerline Radii of Curvature of Roads in Subdivisions".

3. **Road Widths:**
   
a) Street 'A' is to have a minimum road pavement width (excluding gutters) of 9.5 metres (31.2') with a minimum road allowance of 21.5 metres (70');

b) Streets 'D' and 'E' are to have a minimum road pavement width (excluding gutters) of 8.0 metres (26.2') with a minimum road allowance of 20 metres (66');

c) Streets 'B' and 'C' are to have a minimum road pavement width (excluding gutters) of 7.0 metres (23') with a minimum road allowance of 19 metres (62');

d) Street 'A', from White Oak Road westerly, is to have a minimum road pavement width (excluding gutters) of 11.0 metres (36.1') with a minimum road allowance of 22.5 metres (75') for a minimum storage length of 45m (150') tapered back over a distance of 30m (100'). The widened road on Street 'A' is to be equally aligned from the centerline of the road and tapered back to the 9.5 metres (31.2') of road pavement width (excluding gutters) and 21.5 metres (70') of road allowance for this street with 30 metre (100') tapers on both street lines.

   The costs incurred for providing the additional pavement widening will be claimable from the Urban Works Reserve Fund in accordance with By-law No. C.P.-1414-215.

4. **Sidewalks/Bikeways:**
   
a) The subdivider agrees to construct a 1.5 metre (5') sidewalk on both sides of:
   
i) Street 'A' from White Oak Road to the easterly limit of this plan of subdivision;
   
ii) Street F from the traffic claiming circle on Street 'A' to the west limit of the plan.

b) The subdivider agrees to construct a 1.5 metre (5') sidewalk on one side of the following streets:
   
i) Street 'D' – east boulevard from street 'E' to street 'A'
   
ii) Street 'E' – south boulevard from street 'D' to east subdivision limit
   
iii) Southdale Road E – south boulevard from the existing limit to White Oak Road.
   
iv) White Oak Road – west side abutting the plan.

c) The subdivider agrees to construct any of the sidewalks required as outlined in these conditions within a time-frame as directed by the City Engineer, upon determination by the City Engineer that these sidewalks are needed.
5. **Boundary Road Works:**
   a) The subdivider agrees to modify existing pavement markings on White Oak Road to provide left turn channelization on White Oak Road at Street ‘A’. The left turn channelization should have sufficient storage, parallel and taper to accommodate the traffic demand anticipated as a result of full build out of the north Longwoods Community Plan area.
   b) The subdivider agrees to install traffic signals at the intersection of White Oak Road and Street ‘A’ when determined warranted by the City Engineer.
   c) The subdivider agrees to construct a sidewalk along the Southdale Road frontage and extend this sidewalk, subject to the availability of sufficient right-of-way, easterly to White Oak Road.
   d) The subdivider will be required to make minor boulevard improvements on Southdale Road and White Oak Road adjacent to this plan to the specifications of the City Engineer and at no cost to the City, consisting of clean-up, grading and sodding as necessary.

6. **Road Widening:**
   a) The subdivider will be required to dedicate sufficient land to widen White Oak Road to 18 metres (59.06') from the centerline of the original road allowance.
   b) The subdivider will be required to dedicate sufficient land to widen Southdale Road to 18 metres (59.06') from the centerline of the original road allowance.
   c) The subdivider will be required to dedicate 6.0m x 6.0m “daylighting triangles” at the intersection of Street ‘A’ with White Oak Road in accordance with the Z-1 Zoning By-law, Section 4.24.

7. **Vehicular Access:**
   The subdivider agrees that access to Block 157 and Block 156 will be restricted by a 0.3m reserve. All vehicular access is to be via Street ‘A’.

8. **Traffic Calming:**
   a) The subdivider agrees to construct a roundabout at the intersection of Street ‘A’ and the intersecting secondary collector street from the abutting subdivision to the west;
   b) The subdivider agrees to construct curb extensions along the north, west and south side of Street ‘A’ from the north easterly boundary of the plan of subdivision to the easterly limit of Block 154 (Park area) with the parking bay removed for utilities (fire hydrants) and for transit stop locations as defined by the London Transit Commission;
   c) The subdivider agrees to reduce curb radii (5.0m) on the inbound approach to all local roads intersecting Street ‘A’.

9. **Construction Access/Temporary/Second Access Roads:**
   a) The subdivider agrees to instruct all construction traffic associated with this plan of subdivision to utilize Street ‘A’ from White Oak Road.
   b) Further, the subdivider agrees that, in the event that an emergency access is required for this subdivision, this requirement will be subject to
satisfying the City Engineer with respect to all technical aspects, including adequacy of site lines, adequacy of road geometries and structural design etc.

11. **Street Lighting:**

The subdivider agrees to install street lighting along the west side of White Oak Road from Bradley Avenue to the northerly limit of the plan of subdivision and along the Southdale Road frontage from the existing limit to White Oak Road, all to the specifications of the City Engineer.

12. **General:**

- **a)** The area of all blocks, except street widenings and reserves, shall be shown on the plan to be registered.

- **b)** Blocks for 0.3 m (1') reserves will be required at the following locations:
  1. west limit of Street 'A' where it extends to the proposed plan of subdivision to the west;
  2. east limit of Street 'A', north leg;
  3. east limit of Street 'B';
  4. east limit of Street 'C';
  5. east limit of Street 'E';
  6. along the White Oak Road frontage of Block 157;
  7. along the White Oak Road frontage of Block 156.

- **c)** The subdivider agrees to construct a temporary turning facility for vehicles at the following locations:
  1. east limit of Street 'A', north leg;
  2. east limit of Street 'B';
  3. east limit of Street 'C';
  4. east limit of Street 'E';

  to the specifications and satisfaction of the City Engineer.

  Should a temporary emergency access be connected to any of these streets, a temporary turning facility may not be required on that street.

**C. GENERAL CONDITIONS**

1. The subdivider agrees to have the common property line between this plan and Southdale Road and White Oak Road graded in accordance with the City of London Standard "Subdivision Grading Along Arterial Roads" at no cost to the City, except as permitted otherwise by the Urban Works Reserve Fund by-law.

Further, the grades to be taken as the centerline grades on Southdale Road and White Oak Road are the existing centerline of road elevations. From these, the subdivider's professional engineer is to determine the elevations along the common property line which will blend with the existing road grades.

2. The subdivider agrees to implement the requirements of the City of London concerning sedimentation and erosion control measures during all phases of construction. The subdivider's professional engineer shall have these requirements established and approved by the City Engineer prior to any work on the site.

3. **a)** The subdivider agrees to 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 any connection being made to an unassumed service, the following will apply:

i) The unassumed services must be completed and conditionally accepted by the City;

ii) The subdivider must have a video inspection completed on all affected unassumed sewers;

b) The subdivider further agrees to 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 subdivider is connecting. The above noted proportional share of the cost shall be based on contributing flows for sewers or on storage volume in the case of a SWM facility. The subdivider’s payments to third parties, shall:

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

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

4. With respect to any services and/or facilities constructed in conjunction with this plan, the subdivider agrees to 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.

The connection into and use of the subject services by an outside owner will be conditional upon the outside owner satisfying any requirements set out by the City, and agreement by the outside owner to pay a proportional share of the operational, maintenance and/or monitoring costs of any affected unassumed services and/or facilities.

5. The subdivider agrees to construct all municipal services, including boulevard tree planting, for the subject lands at the sole expense of the subdivider. The details of the services required will be established by the City Engineer after particulars of engineering design are provided by the subdivider, in accordance with the policies and standards of the City prevailing at the time the Subdivision Agreement is approved by City Council. The provisions of all general by-laws, policies and guidelines, as amended from time to time, including those pertaining to development charges and other levies, shall continue to apply to the subject lands and shall not be affected by any subdivision requirements respecting services.

6. The subdivider agrees that 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, these deposits must be reported to the City Engineer/Chief Building Official immediately, and if required by the City Engineer/Chief Building Official, the owner/contractor will, 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/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/Chief Building Official shall be implemented and carried out under the supervision of the professional engineer, to the satisfaction of the City Engineer/Chief Building Official and at the expense of the owner/contractor, 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 subdivider further agrees to 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.

7. The subdivider agrees to provide inspection 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 compliance upon completion in accordance with the plans approved by the City Engineer.

8. The subdivider will be required to install standard barricades/warning signs at the limits of dead end streets within this plan to the specifications of the City Engineer.

9. The subdivider's professional engineer is to determine the need for an Environmental Assessment under the Class EA requirements for the provision of any services related to this plan. No construction involving installation of services requiring an EA is to be undertaken prior to fulfilling the obligations and requirements of the Province of Ontario’s Environmental Assessment Act.

10. Minimum side yard setbacks will be required as specified by the City Engineer for buildings which are adjacent to rear yard catch basin leads which are not covered by an easement on lots in this plan.

11. The subdivider agrees to 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".

12. The subdivider will be required to plant boulevard trees along existing roads abutting this subdivision in accordance with the City’s tree planting guidelines, all at no cost to the City and as specified by the City Engineer.

13. The subdivider will be required to resubmit a revised draft plan for this subdivision to the Environmental and Engineering Services Department (Development Services Division) showing any amendments or revisions made to this plan as a result of any requirements and/or conditions covering the plan, or otherwise (ie. subdivider initiated), prior to final approval being issued.

14. The subdivider agrees that, should this plan be developed in stages, 0.3m reserves will be required at the end of all dead-end road allowances, across future road connections and along any open sides of road allowances.

   Permanent reserves are to be located outside the road allowance, temporary reserves are to be allocated from the road allowance and form part of the design width.

   Reserve blocks should be separated into parts where it is anticipated that it would facilitate future development of abutting lands.

15. The subdivider agrees to 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 subdivider 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 City accepts no responsibility for the well, and makes no assertion, implied or otherwise, about the quantity or quality of water available in the well. Further, the owner of the well accepts all responsibility for protecting the well and the underlying aquifer from any development activity.

16. The subdivider agrees to ensure that the existing sanitary force main from the Dingman Pumping Station which crosses this plan and lands east of this plan, is to be protected during any construction associated with this plan. No work is to be undertaken in the vicinity of this force main without the prior approval of the City Engineer.