# Kilally South Area Plan Update

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June 2003
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City of London Planning Division

June 2003
1.0 INTRODUCTION

This area plan represents an update to the Kilally Road Area Study, previously prepared by the City’s Planning Division in the early 1990’s. It has been prepared for lands located in the northeast part of the City of London bounded by the North Branch of the Thames River on the north, the Huron Heights Community to the south, Fanshawe Conservation Area to the east, and Webster Street to the west.

This plan has been prepared through a comprehensive area planning process which has included several public meetings and the preparation of background studies and plans. The background studies and the consultant’s recommended area plan have been compiled in a three-ring binder for convenient reference. The document is referred to as the “Kilally South Area Plan - Update” and includes the following component studies:

- Land Needs & Land Use Allocation Study, Community Facilities Study, Plan Development Studies, and Recommended Area Plan (Kirkness Consulting Inc. and Development Engineering (London) Ltd., May 2003);
- Archaeological/Built Heritage Resources Study (Archaeologix Inc., August 2001);
- Geotechnical and Hydrogeological Study (Law Engineering (London) Ltd., May 2003).
- Ecological Inventory and Analysis and Natural Heritage Strategy (BioLogic, December 2002)
- Servicing Study (Development Engineering (London) Ltd., October 2002)
- Master Drainage Plan (McCormick Rankin Corp., November 2002)
- Transportation and Traffic Planning Study (F.R. Berry & Associates, November 2002)

The consultants who prepared these studies were retained by Drewlo Holding Inc., the lead developer and land owner. The studies have been prepared in consultation with the City of London, the Province, school boards, and other public agencies, boards and commissions. Public input was also sought and considered in the process, particularly in the development of land use and transportation alternatives, and the final land use plan. These documents provide the background information and analysis which have been used to complete this final Area Plan.

This Plan serves as a guideline document under section 19.2.1. of the City of London Official Plan and as such will guide the review and approval of all development and planning applications (e.g. Official Plan amendments, zoning amendments, applications for subdivision, etc.). This plan should be carefully consulted to ensure that the intentions of the Area Plan are maintained over time.

In addition, the Area Plan lays out the plan for land use, road networks, infrastructure and servicing, community facilities, recreational amenities and natural heritage preservation. This plan will be implemented through Official Plan amendments and associated zoning. The detailed development of the lands will ultimately be implemented through future privately initiated subdivision and site planning processes.

1.1 Background

The Kilally South study area originates from that part of the ‘Kilally East Planning Area’ south of the Thames River, as shown on Schedule D of the City of London Official Plan. The location and boundaries of the planning area are shown on Figure 1. The boundaries are defined by the North Branch of the Thames River on the north, Fanshawe Conservation Area on the east, the Huron Heights Community (also known as the Huron Grove and Hampstead Neighbourhoods) on the south, and Webster Street on the west. The Kilally South lands west of Clarke Road were annexed by the City of London from the Township of London in 1989.

The Kilally South lands east of Clarke Road were part of the 1993 annexation under the London-Middlesex Act 1992. This legislation required the City to prepare a new Official Plan in order to incorporate the substantial land area annexed to the City. As a result of the annexation legislation and an outdated Official Plan (1971) that did not adequately address current land use issues, the City began a process known as Vision ’96 in order to develop the new Official Plan. This process included a series of background studies to address the existing and future servicing, environmental, transportation, population, and housing conditions. The findings of these
background reports were then incorporated into the policy framework for the new Official Plan for the City of London (Official Plan Amendment #88).

One of the Vision '96 background studies (i.e. Land Needs Study) identified the amount of land the City would require for industrial and community growth over a 20 year planning period (1996-2016). This study was used to establish the limits for urban growth and the delineation of an urban growth boundary. The Kilally South study area lies within the area identified for urban growth. Portions of the northerly and easterly boundary of the study area correspond with the Urban Growth Boundary.

The majority of lands within the Kilally South study area were designated in the new Official Plan (OPA #88) as Urban Reserve – Community Growth. In accordance with Official Plan policy, the Urban Reserve designation typically requires the completion of an area plan study in order to comprehensively plan and coordinate the design and development of large vacant landholdings.

Area Studies may be used to assist in the implementation and refinement of the Official Plan. In addition, Section 19.2.1. of the Official Plan provides details of the purpose, content and status of an Area Study and outlines the provisions for public participation. These policies have been followed in the preparation of the Study.

The purpose of the Kilally South Area Plan Update is to assign land use designations to property within the Study Area, and through the development of area-specific policies, address key issues that affect these lands and the surrounding communities. This Study provides supporting documentation for the Area Plan Update, and the basis for amendments to the City's Official Plan. The Area Plan for Kilally South provides a detailed land use planning framework for community development, primarily through the subdivision planning process.

This area planning study builds on previous documents, namely:

a) **Kilally Road Area Study** – prepared by the Department of Planning and Development, 1990 and approved on December 3rd, 1990 by City Council as follows:

1. Adopted the Area Study insofar as it applies to the development of the west half of the subject area including all of the lands west of Webster Street and a northerly extension thereof; and

2. Deferred approval “of the Area Study insofar as it applies to the east half of the subject area, including all of the lands east of Webster Street.....pending further study of arterial and collector road alignments and school and park allocations within this area”.

Work on the eastern portion of the Kilally Area plan ceased shortly after the December 1990 Council resolution due to financial difficulties of the lead developer - Matthews Group Ltd. The lands west of Highbury Avenue have been subdivided and are largely developed, while construction of services has commenced on lands east of Highbury and west of Webster Street, primarily for residential development. Therefore, the boundaries of the Kilally South Planning Area have changed from the 1990 original study and these were reflected in the Terms of Reference.

b) **Terms of Reference, Kilally South Area Plan Update**, was prepared by Development Engineering (London) Limited, July 2001 and the City of London, and was adopted by City Council on September 4, 2001. The term "update" is used to ensure recognition of the extensive work that has already been undertaken over the last 13 years.
2.0 BACKGROUND AND PLANNING CONTEXT

2.1 Subject Lands

The Kilally South Planning Area is located in the north-east part of the City of London (see Figure 1). It is bounded by the North Branch of the Thames River on the north, Fanshawe Conservation Area on the east, the Huron Heights Community (also known as the Huron Grove and Hampstead Neighbourhoods) on the south, and Webster Street on the west. The original surveyed lots are described as parts of lots 4, 5, 6, 7, and 8 Concessions III and IV, formerly in the Township of London and now in the City of London as annexed in 1989 and 1993. The subject lands total approximately 270 hectares (667 acres).

2.2. Land Ownership

The distribution of land ownership is provided in Table 1 below (extract from the Land Needs & Land Use Allocation Study prepared by Kirkness Consulting Inc. and Development Engineering (London) Ltd., May 2003), and in Figure 2 - Land Ownership Map which follows.

<table>
<thead>
<tr>
<th>OWNER</th>
<th>HECTARES</th>
<th>ACRES</th>
<th>% OF TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drewlo Holdings</td>
<td>111.1</td>
<td>274.5</td>
<td>39.6</td>
</tr>
<tr>
<td>Finn</td>
<td>20.0</td>
<td>49.4</td>
<td>7.4</td>
</tr>
<tr>
<td>Tackabury</td>
<td>20.1</td>
<td>49.7</td>
<td>6.0</td>
</tr>
<tr>
<td>Archie Leach and</td>
<td>17.7</td>
<td>43.7</td>
<td>8.0</td>
</tr>
<tr>
<td>474073 Ont. Ltd.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Agriculture Canada</td>
<td>25.2</td>
<td>62.2</td>
<td>9.0</td>
</tr>
<tr>
<td>Johnson</td>
<td>19.6</td>
<td>48.4</td>
<td>7.0</td>
</tr>
<tr>
<td>Lapcevich</td>
<td>10.3</td>
<td>25.5</td>
<td>3.7</td>
</tr>
<tr>
<td>Radoicic</td>
<td>9.7</td>
<td>24.0</td>
<td>3.4</td>
</tr>
<tr>
<td>Bertsch</td>
<td>9.4</td>
<td>23.1</td>
<td>3.3</td>
</tr>
<tr>
<td>UTRCA</td>
<td>14.5</td>
<td>35.8</td>
<td>5.2</td>
</tr>
<tr>
<td>City of London</td>
<td>5.2</td>
<td>12.9</td>
<td>1.9</td>
</tr>
<tr>
<td>Liston</td>
<td>2.3</td>
<td>5.7</td>
<td>0.8</td>
</tr>
<tr>
<td>Mathews</td>
<td>1.3</td>
<td>3.2</td>
<td>0.4</td>
</tr>
<tr>
<td>Others – less than 1.6 h = 4 acres</td>
<td>3.4</td>
<td>8.4</td>
<td>1.2</td>
</tr>
<tr>
<td>TOTAL</td>
<td>269.8</td>
<td>666.6</td>
<td>96%</td>
</tr>
</tbody>
</table>

* - existing roads = 10.2 hectares
figure 2
KILALLY SOUTH AREA PLAN
PROPERTY OWNERSHIP

SOUTH AREA

FANSHawe
Conservation Area

L CITY OF LONDON

DREWLO HLDGS
474073 ONT LTD

TACKABURY

AGRICULTURE CANADA

UPSON

SANDFORD ST

CITY OF LONDON

UTRICA

CRISP

BERTSON

JOHNSON

RADOVICH
2.3 Existing Land Uses

The dominant land use is agriculture on the table lands, and floodplain in the river valley corridor. There are several rural residential and estate type residential uses fronting Kilally Road. Agriculture Canada operates a food/crop research facility on approximately 25 hectares (62 acres) of land in the southwest corner of the planning area.

The floodplain of the Thames River valley is wooded and consists of a series of terraces separated by slopes that run parallel to the River. On some of the terraces, wetland areas with associated vegetation have evolved in the topographic depressions.

The table land north of Kilally Road is undulating, in part caused by mined out and abandoned gravel pits. South of Kilally Road, the lands are mainly flat to gently undulating, facilitating agricultural use. Three large ponds located east of Sandford Street are the result of abandoned gravel pits.

2.4 Surrounding Land Uses

a) to the north – the Thames River Valley lands, areas of previous aggregate extraction, and rural residential uses along Fanshawe Park Road. Also fronting Fanshawe Park Road there is a garden centre and nursery, a par 3 golf course, a funeral home, as well as a large church and cemetery. Along the east part of the northerly boundary is the Urban Growth Boundary defined in the Official Plan and the River Valley. Lands beyond are occupied largely by aggregate resource operations and a YMCA summer camp.

b) to the east – are the U.T.R.C.A. and Fanshawe Conservation Area lands, including the Fanshawe Lake reservoir, constructed in the early 1950s for flood control and water course flow augmentation.

c) to the south - are the Huron Heights communities of Hampstead (1990’s) and Huron Grove (1970’s) which are residential neighbourhoods, mostly of single detached residences with some semi-detached dwellings, townhouses and low rise apartment buildings.

d) to the west – being west of Webster Street, the dominant land use is rural residential with a mix of highway commercial uses along Highbury Avenue. The lands north of Kilally and west of Webster are now serviced for single detached residential development. Kilally West is located west of Highbury Avenue and is a major single detached community undergoing construction.

Figure 3 shows the existing land uses in the surrounding community.

2.5 Scope of the Area Study

Recognizing the extensive amount of work and substantial process that has already been undertaken, the Kilally South Area Plan was prepared under a scoped version of the process that has been applied to other community/area plans in London over the past five years. While still requiring a substantial amount of study and public input, the process to be undertaken in this instance is described as an “update” to the previously prepared Area Plan.

The earlier Area Plan resulted in land use designations for the properties east and west of Highbury Avenue, with most of the west side being built out during the past 5-10 years. Approvals for development have been slower for the lands on the east side of Highbury Avenue. The exception is the ‘Agathos’ lands, located north of Kilally Road between Highbury Ave and Webster street, which have proceeded through draft plan of subdivision approval and registration of part thereof. A privately initiated land use study was prepared for lands on the north side of the Thames River, from Highbury Avenue east to the Urban Growth Boundary, an area referred to as ‘Kilally North’. The City is currently receiving and processing applications for Official Plan amendment and draft plan approval in this area.
2.6 Component Studies

For the Kilally South Area Plan Update, the Study focuses on issues that were outstanding at the time that Council deferred parts of the earlier Plan in 1990. The Study also focuses on issues that require further study and information to update the plan. The Component Studies are:

1. Environmental/natural heritage issues -by BioLogic Aquatic and Terrestrial Ecosystem Planners and McCormick Rankin Engineering Ltd- to be addressed on a sub-watershed basis and building on the existing inventory of the Kilally Area.

2. Aggregate resources -by Law Engineering (London) Inc- to confirm depleted pits and existing resource opportunities.

3. Transportation -by F.R. Berry and Associates Ltd-, to confirm with the Transportation Division that Kilally Road will not need to be realigned; that the ultimate extension of Airport Road to Clarke Road will not conflict with the intersection of Kilally Road and Clarke Road; and that the transportation system proposed in the 1990 Area Study for the lands east of Highbury Avenue is acceptable.

4. Land ownership -by Development Engineering (London) Limited- to identify changes in ownership; confirm participation by a majority of the land owners and determine how project costs will be shared; and Agriculture Canada's short and long-term intentions for their lands.

5. Geotechnical investigation -by Law Engineering (London) Inc.- to be carried out for some areas along the Thames riverbank slopes to establish the limit of development opportunity through slope stability analysis.

6. Parkland -by Kirkness Consulting Inc., Urban and Regional Planning and Development Engineering (London) Limited- to apply current park standards and determine the need for park amenities in this area. This study will from part of the Community Facilities Study.

7. Schools -by Kirkness Consulting Inc., Urban and Regional Planning and Development Engineering (London) Limited- assess the need for school sites and their possible locations within the community. This study will from part of the Community Facilities Study.

8. Servicing -by Development Engineering (London) Limited and McCormick Rankin Corporation- to assess and report on the need and means for providing sanitary, storm water and water services; and,

9. Archaeological resources -by Archaeologix Inc.- to assess and report on archaeological resources and heritage features and appropriate mitigating measures, if necessary.

2.7 Existing Official Plan

On Schedule A, Land Use of the Official Plan for the City of London, adopted by Council in 1996 and final approval granted by the Ontario Municipal Board in 1999, designated the Kilally South lands as 'Urban Reserve - Community Growth' on the table lands, including an 'Open Space' designation on the U.T.R.C.A. lands and entrance/access drive from Clarke Road; and 'Open Space' and 'Environmental Review' in the valley lands of the North Branch of the Thames River.

Section 9.4 sets out policies for the Urban Reserve - Community Growth designated areas. These areas are intended to be composed of predominantly residential uses, but will include commercial, institutional and open space uses that are supportive of the community as well as employment opportunities. Section 9.4.6 iii) is a "specific policy" that arose from the OPA #88 OMB hearings. It states:
"Within the Urban Reserve area bounded by the Thames River on the north, Fanshawe Conservation Area on the east and the former City Boundary on the south, it is anticipated that the long term land use for the area will be a mix of residential, commercial and open space. Future consideration will be given to amending the land use designations of the area to allow an appropriate mix of these uses."

The general intent of the Urban Reserve – Community Growth designation and the objective of the specific policy above is essentially the same. Reference is made to Section 19.2 - Area Studies and Guideline Documents and the purpose of area planning studies. These studies may be required to implement the Official Plan for several reasons, including a coordinated approach to subdivision development, the expectation of substantial change as a result of major development, or the area is identified for preparation of an Area Study as shown on Schedule 'D' of the Official Plan.

On Schedule D, Proposed Planning Areas, the Kilally South Planning Area is that part of the "Kilally East Planning Area" applying to the lands south of the Thames River. The reason for separating Kilally South from the remainder of the proposed planning area north of the Thames River was addressed in previous sections.

On Schedule B, Environmental Features, the Kilally South Planning Area shows Environmentally Significant Areas (ESA's), Vegetation Patches, Groundwater Recharge Areas, and Aggregate Resource Area designations.

On Schedule C, Transportation Corridors, the Kilally South Planning Area shows Kilally Road, Highbury Avenue and Clarke Road as being designated 'Arterial Roads'. Sandford is shown as a 'Primary Collector' designated road. A northerly extension of Airport Road is shown as a 'Proposed Expressway' and curves north and west to meet Clark Road within the study area.

3.0 COMPONENT STUDIES

3.1 Land Needs and Land Use Allocation
The purpose of the land needs and land use allocation study was to identify the range and mix of housing units, and other supportive land uses, to be permitted by the proposed land use designations within the Kilally South Planning Area. The following specific study objectives are addressed, partly in this section and partly in Section 4 Recommended Land Use Plan:

i) Population, housing and residential density targets for the study area with reference to the projected population/household growth rates and housing demand for the City;

ii) A choice of dwelling unit types that will contribute to the efficient utilization of land and services;

iii) Opportunities for affordable housing;

iv) Land allocation to meet the demand for commercial and small-scale offices;

v) Land allocation to meet the demand for community facilities, institutions and open space.

As a Community Growth area, the lands are predominantly intended for residential purposes. A mix of housing types and densities will be required in order to meet the City's demand and needs related to housing type, tenure and affordability. The desired housing mix must also provide flexibility for developers in order to respond to changing market conditions as well as providing opportunities for consumer choice in this area of the City.

3.1.1 Housing/Unit Population Projection
Within the City's Vision'96 Planning Program, future residential needs were established and a general framework for housing in the urban expansion areas was determined. It has been determined that approximately 70% of the dwelling units will be Low Density Residential with 30% of the dwelling units being a mix of Medium and High Density Residential forms. The net residential densities established in Vision '96 are as follows:

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- Low Density Residential – 20 units per hectare (single and semi-detached dwellings).
- Medium Density Residential – 30 units per hectare (townhousing and small-scale apartments).
- High Density Residential – 125 units per hectare (medium and large scale apartment buildings).

There is intended to be a high degree of flexibility with each of the above categories so as to enable and facilitate market opportunity. However, the demand for higher densities is not expected nearly as much as lower density “at-grade” related forms and types of housing. This finding is typical of other completed Area/Community Plans throughout London.

Originally, two alternative land use plans were prepared and these are described and illustrated in more detail in the consultant’s background study. Alternative Land Use Concept #1 produced 3,829 dwelling units bearing a population of 11,497, in a primarily single detached residential community. Alternative Land Use Concept #2 contained an office business park on the easterly lands, reducing the amount of residential lands. The number of dwelling units was projected at 2,890 with a population of 8,694.

From the alternative land use plans, a ‘Preferred Land Use Plan’ was prepared reducing the amount of designated lands for Medium Density Housing and abandoning the Office Business Park designation. The number of dwelling units yielded 3,164 with a population of 9,661. Further revisions and refinements were made based on the responses to the circulation of the preferred land use plan to arrive at the ‘Recommended Area Plan’.

Ultimately, the Kilally South community of approximately 174 hectares (gross area designated for community development) will be a predominantly residential community of some 3,200 dwelling units and 9,700 people. It will be mostly of single detached and townhouse living accommodation set amongst a well-planned hierarchical network of collector and local roads. Planning of the Kilally South Community will take advantage of the gently undulating terrain of the tablelands and the very scenic wooded river valley lands. Housing choice and affordability will be available subject to market demands. Generally, more affordable housing will be located in the south areas and the more “up-scale” housing will develop north of Kilally Road. Medium densities will prevail along the arterial and collector roads. Low densities will prevail in the interior areas, as well as along collector and arterial roads. The proposed land use pattern accommodates transit supportive development and compact urban form, two specific objectives of the City’s Official Plan.

Two elementary schools are proposed to be located within a “neighbourhood park-school campus”, centrally located within Kilally South. All residents will have easy public access to the multi-use trail and parkway system in the river valley of the North Branch of the Thames River. These facilities are an integral part of the residential land use allocation, and are discussed in more detail in the Community Facilities Study.

3.1.2 Commercial

Commercial development will be small-scale and serve a neighbourhood function only. In other Area Plans throughout the City, the general guideline of 3.7 square metres (40 sq.ft.) of commercial space per capita for all types of commercial development is used. However, there are existing and planned major commercial shopping areas only 2 kilometres to the south and west at Highbury Avenue and Huron Street, and to the north and west at Highbury Avenue and Fanshawe Park Road. The former comprises two major food stores, a department store, a cinema complex, and major general retail uses. Therefore, the 3.7 square metre per capita standard is not very realistic and would suggest much more commercial development than needed – approximately 36,000 square metres.

As a result, it is expected that only small-scale and daily convenience commercial facilities will be needed by the resident population. These small-scale neighbourhood and convenience commercial uses would be contained in small plazas of 1000 square metres or less. These centres could be located at the intersection of Kilally Road and Sandford Street, and/or at other collector road intersections. The City’s Official Plan permits convenience commercial uses within any of the three residential land use designations. The recommended area plan shows an ‘overlay’ convenience commercial land use designation of potential nodes of development, should the market warrant same in later stages of land development approval.
3.1.3 Industrial / Employment

Industrial land uses are not proposed for Kilally South, but the area is located in close proximity to industries and employment generators along Clarke Road and the 10 km long 'Airport Road' industrial corridor. This corridor is one of the largest, growing industrial areas within the City of London, extending south to Highway 401.

3.2 Community Facilities

Community facilities represent the various institutional, open space and recreational / leisure uses that may be required to support the projected population of the community. They are essentially the common or public elements that provide opportunities for healthy lifestyle choices and through strategic planning and design can help foster a greater sense of community. This section of the report addresses the provision of schools, parks, recreation facilities, library and protective services, such as police and fire.

3.2.1 Schools

The Thames Valley District School Board and the London District Catholic School Board require similar location and features of school sites, namely:

a) centralized locations within community;
b) generally flat topography;
c) local or secondary collector road access;
d) site size of 3.2 h (8 ac.) for elementary schools for 400 to 600 students;
e) site size of 10 h (25 ac.) for secondary schools for 1200 to 1600 students;
f) fairly square shaped site with sufficient frontage for ample bus storage;

There is general preference to site these schools centrally in a large, joint campus setting combined with a neighbourhood park. The advantage of consolidating these school blocks with a park block is to integrate facilities, such as parking and recreational/sportsfields, in order to maximize utility and to provide for cost sharing opportunities.

3.2.1.1. Public Elementary and Secondary Schools

The Kilally South recommended area plan proposes a population of 9700. The table below tabulates the students to be generated at 1332. There are a number of schools in the area including Chippewa Public School located in the Huron Grove Community, less than 0.5 km to the south along Chippewa Drive. Chippewa School has a capacity of 571, a current enrolment of 576, with a fairly stable and similar future projection based on the Kilally South area developing over the next 20 years.

<table>
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<th>Housing</th>
<th>Housing Units</th>
<th>Pupils per Dwelling Unit from the TVB</th>
<th>Total Pupils</th>
</tr>
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<tbody>
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<td>Low Density</td>
<td>2066</td>
<td>0.46</td>
<td>951</td>
</tr>
<tr>
<td>Medium Density</td>
<td>1086</td>
<td>0.35</td>
<td>381</td>
</tr>
<tr>
<td>Total</td>
<td>3152</td>
<td></td>
<td>1332</td>
</tr>
</tbody>
</table>

The Thames Valley Board of Education (TVB) requests one elementary school site of 2.4 h within a centrally located park-school campus. The specific designated school site in the recommended area plan is at the southeast corner of Kilally Road and Sandford Street. School site location and site features criteria cited above have been met, and the site as shown on the recommended area plan is acceptable to the Board. The specific details with respect to the site configuration and size will be finalized at the time a plan of subdivision is considered for the area. The proposed public elementary school site is expected to provide educational facilities for 'Kilally West', (west of Highbury Avenue) and possibly 'Kilally North' (north of the Thames River).

Secondary School facilities are provided at Montcalm Secondary School located about 1 km to the south and west at Highbury Ave. N. and Jensen Road. Montcalm Secondary has a current enrolment of approximately 900 and a capacity rating of approximately 1200. Board planning staff advised that projected student enrolments could be accommodated well into the future according to their projections. There is no need for public secondary school sites to be located in Kilally South.
3.2.1.2 Catholic Elementary and Secondary Schools

The London District Catholic School Board advised that the current elementary school area for Kilally South is St. Anne’s School located on the north side of Huron Street east of Highbury Avenue North. Capacity is currently “stretched” and 8 portable classrooms are being used. St. Anne’s School has a capacity of 253, a current enrolment of 400, and a future projection that maintains the high enrolment. This is partly due to the expectation of the Kilally South area developing over the next 20 years.

Table 3 - Catholic Elementary School Enrolment Projections for Recommended Area Plan

<table>
<thead>
<tr>
<th>Housing</th>
<th>Housing Units</th>
<th>Pupils per Dwelling Unit from the TVB</th>
<th>Total Pupils</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low Density</td>
<td>2066</td>
<td>0.16</td>
<td>331</td>
</tr>
<tr>
<td>Medium Density</td>
<td>1086</td>
<td>0.13</td>
<td>142</td>
</tr>
<tr>
<td>Total</td>
<td>3152</td>
<td></td>
<td>473</td>
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</tbody>
</table>

The Catholic School Board advises that the closest secondary school for Kilally South is Jean Paul II, located at Highbury Ave. N. and Oxford Street East, approximately 3.5 km to the south. The new Mother Theresa Secondary School located on Sunningdale Road, east of Adelaide Street North, will also serve this area, it being 5 km north and west. There is no need for an additional Catholic secondary school within this area plan.

The current French Secondary School is Mgr. Bruyere and Gabriël-Dumont, located at Huron Street and Barker Street, approximately 3.5 km to the south and west.

The Catholic School Board requests one elementary school site of 2.4 ha within a centrally located park-school campus. The specific designated school site in the recommended area plan is along the north side of the east – west collector road extending east from Sandford Street. School site location and site features criteria cited above has been met.

3.2.1.3 Fanshawe Community College of Applied Arts and Technology

Also, important to note is one of Ontario’s largest Community Colleges, Fanshawe College of Applied Arts and Technology, being located only 2 km to the south at Oxford Street East and Second Street. The current day time enrolment is approximately 10,000 and the continuing education component is approximately 15,000.

3.2.2 Public Parks and Community Recreation Facilities

The document “Planning Standards: A Guideline and Support of the Community Planning Process”, (Department of Planning and Development, April 1997) was used to assist in providing the analysis and recommendations regarding the provision of parks and recreation facilities.

For Kilally South, the community parks and recreation facility focus is on the centrally located public neighbourhood park which is part of the school-park campus. More passive community recreation is to be provided along the Thames River valley, and the multi-use Thames Trail. The school-park campus conserves land and provides for more effective and functional park space.

The desired Neighbourhood Park space standard and requirement is 1 hectare per 1000 population. The proposed population of 9700 would require 9.7 ha (23.9 Ac.) Assuming all of the 174 hectare (approximate) developable land area of Kilally South is developed by plan of subdivision, the potential land area for dedicated parkland at 5% would be approximately 9 hectares. These two standards produce park land requirements that are very similar.

The recommended area plan brought forward by the consultants shows:
- a 3.0 ha. centrally located Neighbourhood Park;
- a 3.0 ha. open space along the Thames River valley to widen the ESA on the Drewlo Holdings lands;
- green arrows to the existing Ted Early Park and to the Thames River Valley representing opportunities for linkages to existing parks and open space to be completed at the more detailed subdivision design stage;
The total amount of public park space is 6 hectares (14.8 ac.), comprising 3 hectares within the central neighbourhood park and approximately 3 hectares along the Thames River Valley table lands enabling the enlargement of the ESA. In addition, two small neighbourhood park blocks have been recommended by Planning staff; one to provide an extension of Cayuga Park and Ted Early sports fields, and one in conjunction with the northwest SWM facility to provide a neighbourhood park amenity and access to the ESA.

Part of the research toward this area plan update revealed an agreement between the City and a former land owner and subdivider, namely, Mathews Group. Park land credits were given to Mathews Group for larger public park dedications in the Kilally area west of Highbury along the Thames River. The result of the credits is that there is no further public park land dedication requirement of Drewlo Holdings. Therefore, the City will have to purchase the designated Neighbourhood Park lands with "cash in lieu of parkland dedication" by other land owners and developers within Kilally South.

There are additional parks and recreation opportunities nearby. At the extreme southeast corner of the Kilally South planning area is the existing District Park -- Ted Early sports complex with several outdoor sports play fields. There is Stronach Park, another District Park, located at Sandford Street between Cheapside Street and Huron Street, only 1.5 to 2 km to the south. Stronach District Park has several professional, lighted ball diamonds, an ice arena, swimming pool with diving well, and a gymnasium.

Fanshawe Conservation Area is immediately to the east, with very significant water-based and land-based recreational resources. There are also close existing Neighbourhood Parks within the planned Hampstead and Huron Grove Neighbourhoods to the south, with Huronview Park and Pawnee Park, respectively.

In conclusion, the proposed Neighbourhood Park, the Open Space lands along the Thames River across the north of the area plan, and the adjacent existing parks, such as 'Ted Early' and the Conservation Area, all combine to provide excellent opportunity for the full range of recreation activities, both formal and informal, and both passive and active.

3.2.3 Recreational Facilities

Recreational facilities, such as basketball courts, tennis courts, playground structures and ice pads etc. are the responsibility of the City and will be planned, budgeted, constructed and provided well after the approvals of the area plan have been obtained. The table below provides the needed recreational facilities based on City standards also provided in the table. These are based on the ultimate population being 9700 people - as part of the Recommended Land Use Plan.

Table 4 - Projected Recreation Facilities Requirements based on a KSA population of 9700

<table>
<thead>
<tr>
<th>Recreational facility</th>
<th>City standard</th>
<th>Facility requirement for Kilally South Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Community pools</td>
<td>1 -25 m pool per 50,000 population</td>
<td>None. Facilities provided at Stronach District Park.</td>
</tr>
<tr>
<td>Ice Pads</td>
<td>1 per 20,000 population</td>
<td>None. Ice pads provided at Stronach District Park.</td>
</tr>
<tr>
<td>Ball Diamonds – including baseball, softball, adult and youth</td>
<td>1 per 8000 population</td>
<td>1 or 2 required and can be put in the proposed central Neighbourhood Park – School campus.</td>
</tr>
<tr>
<td>Soccer Fields</td>
<td>1 per 2400 population</td>
<td>4 required and can be put in the proposed central Neighbourhood Park – School campus.</td>
</tr>
<tr>
<td>Tennis Courts – indoor and outdoor</td>
<td>1 per 3500 population</td>
<td>3 required and can be put in the proposed central Neighbourhood Park – School campus.</td>
</tr>
</tbody>
</table>
Community Centres | 1 per 25,000 population | None because location requirements will likely provide this facility at Stronach Park.

Basketball Courts – indoor and outdoor | 1 per 1500 population | 7 required and can be put in the proposed central Neighbourhood Park – School campus

The recently completed Recreational Master Plan, prepared by Monteith Planning Consultants Ltd. for the City of London, may adjust these standards and principles.

3.2.4 Open Space and Trail System
The Thames River Valley open space system has been described above. The existing Thames Valley Trail is already established, and is part of a long term City Park land acquisition program to have a major continuous multi-use trail and walkway system throughout the entire City (and region). It is expected that existing and future 'City Parks' improvement plans will conserve and enhance the natural ecology of the system. The dedication of River Valley lands and recognition of the ESA (with enlargement of the Open Space designation) is indicative of this plan’s intent to preserve natural heritage. The Kilally South Area Plan Update also provides selective public access points (symbolized by arrows on the Recommended Area Plan) along the Valley for the future residents. The access connections into the Valley lands from Kilally Road may be by way of public roads and walkways and are to be planned as part of comprehensive subdivision design.

Additional connections and linkages of the overall park system can use the Chippewa collector street to join Ted Early Park to the proposed park-school campus in the centre of the Kilally South area. Sandford and Kilally Road can provide on-street connections to the Thames Valley lands.

3.2.5 Library Facilities
The existing Beacock Branch Library, located west of the intersection of Huron Street and Highbury Ave. N., approximately 3 km away will serve future residents of Kilally South. The Northridge Branch Library located within the Northridge community at Glenora Drive and Killamey Road, some 2.5 km away to the west, could also assist in providing for the library needs of Kilally South residents. Alternatives also exist to create joint facilities with elementary schools in the two designated school sites within the Kilally South planning area. No specific library branch sites are being proposed for the area as the need has not been identified by the London Public Library Board.

3.2.6 Police and Fire Protection
The nearest Fire Hall is Fire Station #7, located on Highbury Ave. N. mid-way between Huron Street and Cheapside Street, about 3 km to the south. No future fire stations are intended for the Kilally South planning area, although any of the land uses designations could permit it, according to the Official Plan.

The London Police patrol and coverage will operate out of their headquarters in downtown London at Adelaide Street and Dundas Street. This is the same for all other area plans to date, and therefore no site or lands have been set aside for such purpose. The same planning policy applies as for Fire Stations in that all of the land uses designations permit police station facilities should they wish to be accommodated in the future.

3.3 Archaeological Resources and Built Heritage
A Stage 1 "archaeological overview/background study" was conducted as part of this Plan between February and August 2001. Previous archaeological assessments and research surveys have demonstrated that the northeastern corner of the City of London was moderately utilized by Aboriginal peoples. The Stage 1 assessment indicated there are no registered archaeological resources located within the limits of the study area, although there are seven known sites within one kilometer. The Stage 1 process referred to the archaeological potential mapping of the City of London which identifies areas of moderate to high archaeological potential within the study area. As a result, additional archaeological assessment will be required and letters of clearance issued as a condition of future development approval.

City of London Planning Division
June 2003
Built heritage resources were also addressed under the “archaeological overview/background study”. There are seven properties of substantial heritage significance within the limits of the study area. The recommendations of this assessment are:

1) **1745 Kilally Road** – Currently listed in the City’s Inventory of Heritage Resources under its former address, 1515 Kilally Road, with a Priority 2 rating; it should be upgraded to a Priority 1.

2) **1782 Kilally Road** – Listed under its former address, 1516 Kilally Road, with a correctly designated Priority 1 rating.

3) **1395 Sandford Street** – Listed, with a correctly designated Priority 2 rating.

4) **“The Spinney,” 1880 Kilally Road** – Unlisted; should be listed with a Priority 1 rating.

5) **1511 Clarke Road** – Unlisted; should be listed with a Priority 2 rating.

6) **1588 Clarke Road** – Listed, with a correctly designated Priority 2 rating.

7) **2304 Kilally Road** – Unlisted; should be listed with Priority 1 rating.

The Archaeological and Built Heritage Assessment provides a detailed account of the architectural significance and history of each of these properties. In keeping with City policy regarding the Inventory of Heritage Resources, substantial efforts should be made to preserve buildings with a Priority rating of 1, and owners of buildings with a Priority rating of 2 should be strongly urged to retain the buildings. The Ministry of Tourism, Culture and Recreation – Heritage Operations Branch indicated in their response to the study that “All these built heritage features are recommended for protection from development impact, as is the retention and recovery of heritage street names. The consultant also reports that much of the area is determined by the City of London Master Plan to have archaeological potential. This Ministry concurs with the consultants recommendations.”

### 3.4 Geotechnical and Hydrogeological

The geotechnical and hydrogeological study components included:

1) Desktop study to collect and summarize existing geotechnical and hydrogeological data.

2) Additional field work to supplement the existing geotechnical and hydrogeological data.

3) Final Report to provide recommendations on:
   - aggregate resources
   - slope stability concerns
   - hydrogeological evaluation of effects of development and input for Stormwater Management (SWM) strategies.

The updated data collection and borehole testing indicates there is limited aggregate resources available. Revised calculations of aggregate resources reveal that there is potential for aggregate resources present within a portion of the north half of the Lapcevich, Radioicic, and Johnson properties. A generous estimate of 12 hectares with an approximately 4 metre thick layer of extractable aggregate resources would mean a total of approximately 1 million tones of aggregate of variable quality. Part of the estimated quantity of remaining aggregate resources could be below the groundwater table or within the 1 metre depth buffer above the groundwater table. The geotechnical consultant’s study concludes that there are significantly less aggregate resources present than reported in the 1990 Kilally Road Area Study report.

The Ministry of Natural Resources has reviewed the revised quantities of aggregate resources and advised the City of London that they agree with consultant’s conclusion there is not a sufficient quantity of mineral aggregate in the Kilally South area to warrant continued protection and future extraction.

A preliminary slope stability evaluation was carried out on the study area to define the slope stability constraints for proposed residential development. Slope stability constraint lines are used to provide guidance on establishing lot lines adjacent to the top-of-bank of slopes. Reference should be made to the analysis and stable slope constraint mapping in Section 2.4.2 of the Geotechnical and Hydrogeological Report, Kilally Area Study Update prepared by LAW.
Engineering (London) Inc. Detailed slope stability evaluations will be required on a site specific basis depending on the proposed development configuration.

3.5 Natural Heritage

The Natural Heritage component was completed in two parts:
1. Ecological Inventory and Analysis Report (I.& A.)
2. Natural Heritage Strategy Report (N.H.S.)

The I. & A. study provides the results of the ecological field work and data collection. It provides a description of landforms, physical features, and vegetation communities; biological population inventories; identification of presence of rare, endangered, or threatened species; significant aquatic and terrestrial functions and features; and applies the criteria for the evaluation of Environmentally Significant Areas to identify lands that warrant ESA status.

The Natural Heritage Strategy builds on the ecological inventory and analysis to provide a conceptual plan for the study area depicting opportunities for the retention, modification or alteration of natural heritage system components. These features have been categorized according to their sensitivity to human use, and how they can be integrated with urban development. The NHS was also applied in the development of a stormwater management strategy, in identifying opportunities to integrate recreational areas with the natural heritage setting, and in identifying the requirements for subsequent scoped environmental impact studies in future subdivision plans and site plans.

The dominant feature within the study area is the north branch of the Thames River, which has been designated a heritage river by the federal government. Fanshawe Conservation Area and Fanshawe Lake are located upstream at the eastern end of the study area. Downstream to the west of the study area is the Kilally Meadows Environmentally Significant Area. The study area forms a connection approximately 2.5 km long between the Conservation Area and the Kilally Meadows ESA. The landscape north of the river consists of wetlands, floodplain, and south facing vegetated riparian slopes enclosing the floodplain. This landscape, however, is dominated mostly by extensive areas of licensed and abandoned gravel pits.

The planning area south of the river consists of:
- wetlands, floodplain and some north-facing vegetated riparian slopes enclosing the floodplain
- seepage slopes
- hardwood and softwood plantations associated with estate residential uses
- active agricultural lands

Like the landscape north of the river, the planning area contains extensive tracts of land affected by aggregate extraction. Some are abandoned gravel pits in natural succession; others have been rehabilitated and are dominated by non-native species or agricultural uses. These lands also contain several open water ponds, many of which were created through the aggregate extraction process.

3.6 Servicing

A review of the major servicing requirements (as outlined in the Development Engineering (London) Ltd. servicing report) for sanitary servicing, water supply, and stormwater management follows.

3.6.1 Sanitary

The sanitary sewer servicing study was undertaken to confirm projected flows from the existing sewerage system, and to identify deficiencies and required upgrading (if necessary). The trunk sewer outlet for the Kilally South and North subwatersheds is an existing 1050 mm sewer stub on the east side of Highbury Avenue, opposite Edgevalley Road. The capacity and depth of the existing trunk sanitary sewer at Highbury Avenue is adequate to serve all of the study area. With respect to the Kilally - South Subwatershed, the “City of London Sanitary Sewerage Servicing Study” (L.S.S.S.S.) identified some potential downstream capacity concerns including additional downstream works on Windermere Road between the Thames River and Adelaide Street, and the Adelaide Sewage Treatment Plant trunk and inlet works.

City of London Planning Division

June 2003
The potential downstream capacity concerns are addressed as follows:

- The inlet to the Adelaide STP has been upgraded
- The City of London has initiated an EA for the expansion of the Adelaide STP
- While the lengths of downstream 900 mm trunk sanitary sewer on Windermere Road may eventually have to be replaced, such action, if ever, does not have to be addressed for nearly 50 years.

The conceptual plan for trunk sanitary sewers has been identified in the Development Engineering (London) Ltd. sanitary sewage study (Figure 2.6.1 U). It is assumed that the sewer alignments will be modified so that the main and sub-trunk sewers will be constructed along subdivision roadways. The actual road and sewer alignment will be determined at the draft plan of subdivision stage. The response by the City's Environmental Services Department - Wastewater Engineering Division generally concurs with the findings presented in the report. All final sanitary sewer design plans are to be approved by the Wastewater Engineering Division once development in this area proceeds.

3.6.2 Water

The existing watermains adjacent to the study area consist of:

- 1200 mm watermain on Clarke Road
- 400 mm watermain on Highbury Avenue
- 250 mm watermain on Jensen Road
- 150 mm watermain on Webster Street
- 150 mm watermain on Sandford Street
- 150 mm watermain on Chippewa Drive

In addition, a 300 mm watermain was recently constructed on Kilally Road from Highbury Avenue easterly to the Agothos subdivision, located on the north side of Kilally Road, west of Webster Street. The water servicing component of the servicing study recommends that the 300 mm watermain on Kilally Road be extended, in phases, easterly to Clarke Road. No watermains larger than 300 mm are required within the Kilally South area. The conceptual plan showing existing and proposed watermains have been identified in the Development Engineering (London) Ltd. study (Figure 2.6.2).

3.6.3 Existing Standby Wells

East of Highbury Avenue and south of the north branch of the Thames River are three City of London water wells. These wells are connected to the 400 mm watermain on Highbury Avenue by 250 mm and 400 mm watermains as shown on Figure 2.6.2 in the Development Engineering (London) Ltd. servicing study. Presently these wells are not being used but are held in reserve should there be a failure of the trunk watermain from Lake Huron.

There has been a series of studies commissioned by the City of London regarding the status of all of their standby wells. The Kilally South servicing study referenced a study prepared by Dillon Consulting Ltd. which examined the wells east of Highbury Avenue. The report indicated that Standby Well #3 (the one closest to Highbury Avenue) is or should be abandoned therefore development setbacks around the well head would not be required. An update provided by the City’s Environmental Services Department confirms Well #3 was previously abandoned. ESD also reports that Standby Well #1 (the well closest to the Thames River) will be abandoned in the future, but will not continue in use, and so will require no development setbacks.

Standby Well #2 (also referred to as Highbury Well #2) within the Kilally South Planning Area will continue in use as part of the City of London’s Emergency Backup System. A design brief and implementation plan has been prepared by Earth Tech (Canada) Inc. consulting engineers for upgrades to this well. Sufficient allocation of land to accommodate the well house for Highbury Well #2 and the chlorination building is required.

As the watermain from Highbury Well #2 to the chlorination building supplies raw water to be treated/chlorinated, this must remain segregated from the water distribution network for the future subdivisions in this area. The watermain from the chlorination building to Highbury Avenue would also need to remain segregated from the water distribution network for the subdivision.
3.6.4 Stormwater Management (SWM)

The stormwater management component of the servicing study has been integrated with the Natural Heritage Study and the Master Drainage Plan. These studies are intended to be read together to gain a full understanding of the proposed strategy for managing stormwater runoff generated from future development in the Kilally South area.

The lands within the Kilally South planning area generally slope from south to north towards the north branch of the Thames River. The majority of the lands drain as overland flow or along a number of small watercourses northerly to the north branch of the Thames River. The exception to this pattern is the south-west corner of the study area which drains westerly to an existing watercourse being Meander Creek, a tributary to the North Thames River.

The study area is divided into two drainage areas indicated on Figure 2.6.3 U of the Development Engineering (London) Ltd. Servicing Study. The stormwater management strategy proposes the construction of two water quality management ponds to serve the Kilally South Area Plan; one pond serving the west half and one serving the east half. Both ponds would discharge into the North Thames River. The location of the SWM ponds are shown conceptually on the Kilally South recommended area plan. A third basin has been identified on the Agriculture Canada lands should these lands ever be redeveloped in the future.

The location and feasibility of the West Basin was the subject of considerable study in this area plan process. The consultants undertook a Stormwater Management Site Alternatives evaluation of seven SWM options, including different SWM pond locations/configurations within the floodplain and potential ESA lands; and on the tablelands outside the ESA. The study has been reviewed, and input provided by the City, U.T.R.C.A., Province (MOE & MNR), and EEPAC. The consultant's full report is attached to the Kilally South servicing study, and a summary of the seven SWM options is provided later in this report. In addition, a Schedule B Class Environmental Assessment for the west catchment drainage area was conducted concurrent with the preparation of the final recommended Kilally South area plan.

3.7 Transportation

The Transportation and Traffic Planning Study included lands within the Kilally South study area, as well as lands outside the study area towards Highbury Avenue which are designated for medium and high density residential development. These lands were included in the traffic planning study because traffic generated in this area will affect the future requirements for Highbury Avenue and Kilally Road. The City of London Official Plan Schedule "C" - Transportation Corridors map currently shows the alignment of a future secondary collector road through this area. The road is shown to extend from Webster Street north of Kilally Road, and then westerly to Highbury Avenue and the intersection of Edgevalley Road.

Highbury Avenue, Kilally Road, Clarke Road and Huron Street are classified as arterial roads in the City's Official Plan. Sandford Street is classified as a primary collector, while Webster Street, Chippewa Drive and Oakville Ave are secondary collectors. Sandford Street and Webster Street currently extend through the study area to connect to Kilally Road. These two streets are expected to carry a significant volume of traffic generated by development in the Kilally South area. Chippewa Drive extends to the south limit of the study area and will be linked to the future collector road system.

The Transportation and Traffic Planning Study estimated the potential vehicle trips generated by future development, and assesses their impact on the existing and proposed street network. The study recommends measures to ensure adequate capacity and traffic control on the street network. Traffic calming measures are addressed and potential future public transit routes are identified.

Based on the review by the City's Transportation Division, one of main transportation issues raised through the area planning process has to do with future access to Clarke Road and the Airport Road extension. Those concerns stem from London Long Term Transportation Corridor Protection Study, and the need to protect the corridor as outlined in Option 3, as amended and adopted by City Council (Fall 2001). Based on the Corridor Study recommendations, the intersection of Clarke Road at Kilally Road is anticipated to be grade separated in the future, and additional road widening at Airport Road and Clarke Road is required to accommodate a future, re-aligned intersection and freeway-standard interchange.
The corridor protection policies have significant implications for land uses adjacent to the future freeway corridor, and for access to lands east of Clarke Road. The consultant study proposes a special policy apply to lands in the easterly area as shown on the final recommended area plan. Finalization of the land use designations and major road intersection alignments in this area would be deferred pending the completion of the City's 2003 Transportation Master Plan Review, and completion of the next stage in the corridor protection implementation process involving amendments to Schedule "C" Transportation Corridors in the Official Plan. These transportation initiatives are expected to be ongoing through 2003 - 2004.

4.0 RECOMMENDED LAND USE PLAN

The background studies on natural heritage, servicing, transportation, community facilities and land needs provide the basis upon which to develop a land use plan for Kilally South. In addition to the background studies, the constraints and opportunities to development in Kilally South were identified and considered in the preparation of the land use alternatives, preferred land use plan, and the final recommended area plan. The following section provides a brief summary of development constraints and opportunities, followed by an overview of each of the main components making up the final recommended area plan.

4.1 Development Constraints and Opportunities

4.1.1 Natural Environment

There is a significant natural environment within the river valley corridor which extends well beyond the Open Space designation and ESA boundary in place at the time this area plan update was prepared. The natural heritage features and functions represent a constraint and the area planning process has recognized the importance of preserving these lands and protecting them from development. The Natural Heritage Strategy and management objective for the future is to maintain the existing ecological functions of the Kilally riparian corridor in the post-development setting.

In terms of opportunities for development, it is the physical characteristics and amenities of this area which are appealing. The undulating terrain, cleared and open expanses of tableland, river valley lands, and the wooded ravines, all contribute to the excellent scenic potential of land development for residential purposes.

4.1.2 Cultural Environment

The large size of the major land holdings and the existing roads are conducive to land development. Heritage building resources are prevalent and will help to enhance the uniqueness of the future Kilally South community. Existing secondary collector roads, such as Chippewa Drive, can be extended to link different neighbourhoods that have developed, and will develop over different periods of time.

4.1.2 Area Facilities

Nearby facilities such as public libraries, secondary schools, and shopping centres are only minutes away by automobile; and some are within a convenient walking distance. Other area facilities are very significant to the city and region. For example, Fanshawe College and Fanshawe Conservation Area are readily accessible either by automobile, public transit, or within walking distance for some people.

4.2 Low and Medium Density Residential

The table below provides a summary of population, land use and housing unit yield calculations. Ultimately, the Kilally South Community of approximately 174 hectares will be a predominantly residential community of approximately 3150 dwelling units and 9700 people. It will consist of single detached and townhouse living accommodation set amongst a well-planned hierarchical network of collector and local roads. The planning of the Kilally South Community will take advantage of the gently undulating terrain of the tablelands and the very scenic wooded river valley lands. Housing choice and affordability will be available.

It is expected that more affordable housing will be located in the south areas and more “upscale” housing will develop north of Kilally Road, along the Thames River valley open space corridor. Medium densities will prevail along the arterial and collector roads. Low densities will prevail in the interior areas, as well as along collector and arterial roads. High density housing is not included in
this area plan. There is a sufficient allocation of lands for high-rise, high density development further to the west along Highbury Avenue. These lands were originally planned for that purpose through the Kilally Road Area Study, and are currently designated in the Official Plan as Multi-family, High Density Residential.

The plan maintains a Low Density Residential designation at the interface with the existing single family subdivisions in the Huron Heights community and the dwellings existing along Webster Street. The exception is the Agriculture Canada lands which will be designated "Regional Facility" to recognize the existing research facility. The proposed land use pattern accommodates transit supportive development and compact urban form, two specific objectives of the City’s Official Plan.

### Kilally South Area Plan

#### Recommended Land Use Plan

#### Population and Unit Yield Table

<table>
<thead>
<tr>
<th>Recommended</th>
<th>Gross Area (Ha)</th>
<th>Net Area (Ha)</th>
<th>Net Density Yield (units/ha)</th>
<th>%</th>
<th>Population</th>
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</tbody>
</table>

Population: Net Area = Gross Area - 20% for Roads

Low Density Residential = 20 units/ha

Medium Density Residential = 30 units/ha

4.3 Parkland

The recommended area plan shows:

- a 3.0 ha. centrally located neighbourhood park within a school/park campus;
- a 3.0 ha. open space along the Thames River valley to widen the ESA on the Drewlo Holdings lands;
- two small neighbourhood park blocks; one to provide an extension of Cayuga Park and Ted Early sports fields, and one in conjunction with the northwest SWM facility to provide a neighbourhood park amenity and access to the ESA. Both of these parks will have appropriate street frontage and will provide a gateway feature to the adjacent park and natural heritage features. These parks have been shown conceptually on the recommended land use plan by a letter symbol "P" to represent their general location. Their size and exact location will be determined at the subdivision approval stage and will be consistent with the above-stated objectives.
- arrows to Cayuga/Ted Early Parks and to the Thames River Valley to symbolize a linkage to parks and open space to be completed at the detailed subdivision design stage;

The large central neighbourhood park south of Kilally Road, and the extension of Cayuga Park in the southeast corner of the Kilally South Planning Area should provide adequate, active parkland opportunities. Specific recreational facilities to be constructed within the central park will be determined in conjunction with school block development.

The Thames Valley Parkway is conceptually shown along the south side of the river. The parkway trail is planned to link under Highbury Avenue and travel eastward at the top-of-bank within an open space block similar in width to the lands just west of Highbury Avenue (approx. 20-30 metres above the top of bank). The TVP trail will travel through the SWM facility (shown on the recommended plan as Alt-6) and could be combined with access roads to the facility and to the outfall structure, and then lead down into the valley. From there, it will roughly follow the existing trail to Clarke Road where it will come up the embankment of Clarke Road to Kilally Road. The location of additional access points along the TVP will require site inspections and further studies to select suitable routes. The Natural Heritage Strategy recommends a scoped environmental
impact study (EIS) to evaluate any potential impacts associated with the trail on the natural heritage components of the ESA.

4.4 Schools

Further discussions with the school boards and the landowner (Drewlo Holdings Inc.) led to improvements to school site locations. The site size, centrality and 'campus' combination criteria had been met in the preferred land use plan. The recommended land use plan shows the campus of schools separated by a neighbourhood park, sized and shaped to enable appropriate multi-family residential blocks and/or more efficient lotting of single detached residential development on adjacent lands. The proper spacing of school sites is better for ingress and egress purposes and minimizes potential traffic congestion. The school and park blocks not only achieve centrality within the Kilally South area, they also provide an activity and community focal point.

4.5 Commercial

The Preferred Land Use Plan included text statements on the need for additional commercial facilities, resulting in a need to provide options for potential convenience commercial development to serve the daily needs of the Kilally South residents. The recommended area plan provides an "overlay" land use designation for convenience commercial land use to further encourage this type of development such that daily commercial needs could be provided within ½ to 1 km of all residents. The provision of nearby convenience commercial uses, such as; variety stores and personal services, encourage walking and cycling modes of travel and reduce the community reliance on automobiles. The overlay designation pattern is to encourage 'nodal' locations, as opposed to 'strips' and linear commercial land use patterns. The overlay designations suggest the preferred locations for convenience commercial development, although it is expected that only one of the convenience commercial sites will be developed. These designations are intended to be in conformity with the convenience commercial policies of Section 3.6.5. of the City's Official Plan. An Official Plan Amendment, to amend Appendix 1 - Convenience Commercial and Service Stations location map, will be required concurrent with a rezoning to identify more precisely the location of the future convenience commercial site.

4.6 Natural Heritage

The Natural Heritage Strategy sets out the objectives for the natural heritage component, and prepares the way for proposed amendments to the Official Plan Schedule "B" – Floodplain and Environmental Features. The stated primary management goal in this strategy is to maintain the existing ecological functions of the Kilally riparian corridor in the post-development setting.

The lands within the planning area have been assigned one of three different designations based on the desired natural heritage objectives for each area:

1) Natural Heritage Objective: Retention
2) Natural Heritage Objective: Modification
3) Natural Heritage Objective: Alteration.

Lands designated under the third heading, Natural Heritage Objective: Alteration, have been divided further into three sub-categories:

Category 1: Alteration without an EIS;
Category 2: Alteration with an EIS, based on existing data;
Category 3: Potential Alteration with an EIS and additional data.

It is noteworthy that the first objective, Natural Heritage Objective: Retention, will result in a significant expansion of the ESA boundary and widening of the Open Space designation in the river valley corridor by approximately 200 to 220 metres on the north Drewlo lands, north of Kilally Road. The riparian corridor exhibits a high degree of biological diversity and plays an important ecological function of integrating riparian (river-edge) vegetative units that link upland habitat with water sources. The Thames River Corridor serves an important linkage function within the municipal natural heritage system especially with respect to the spring and fall migration for water birds and passerines and plays a significant role in providing habitat for activities such as resting, feeding and shelter. As much as possible, the continuity of the corridor adjacent to the river should be maintained within the planning area.

The second objective, Natural Heritage Objective: Modification, applies to communities located south of narrow, naturally-succeeding vegetation communities along the Thames River. These lands are located south of the narrow stretch of Open Space and ESA that extends from the study area west to Highbury Avenue. This designation has been applied to habitat units that are in
agricultural use, or are in an early state of vegetation community succession. The natural heritage objective calls for the modification of these lands for the purposes of creating a transition zone between the existing natural heritage system along the riparian corridor and lands that are to be developed for urban purposes. These units will serve as a buffer, protecting more biotically diverse communities from the impact of adjacent land use. In certain instances these areas will also accommodate the Thames Valley trail corridor, alleviating impacts that could be exerted on more sensitive communities adjacent to the Thames River.

The third objective, Natural Heritage Objective: Alteration, deals with landscape units outside of the proposed ESA and Open Space designation which are planned for urban development and will undergo alteration. It categorizes those lands that may be altered without an EIS, alteration with an EIS based on existing data, and land uses which may possibly be altered subject to additional data collection prior to development approval. According to Section 15.5.1 ii) of the City of London Official Plan, “The City will require that an Environmental Impact Study be completed to its satisfaction, in consultation with the relevant public agencies prior to the approval of an Official Plan amendment, Zoning By-Law amendment, subdivision application, or site plan application, where development is proposed entirely or partially within the distances adjacent to Natural Heritage System components set out in Table 15-1.” (e.g. Within 50 metres of an Environmentally Significant Area). A summary of the Natural Heritage Objectives, scoped EIS requirements, and corresponding OPA Schedule “B” designations, is provided in the following table extracts from the NHS report.

(NOTE: reference should be made to the Final Natural Heritage Strategy Report, prepared by BioLogic, for full explanation, analysis, and identification/mapping of the various natural heritage components and their assigned designations)

4.6.1 Wetlands South of Kilally Road and East of Sandford Street

The landscape south of Kilally Road and east of Sandford Street consists of a former aggregate extraction site. Large surface depressions were created about 10 metres deep where the aggregate was removed. Cultural wetland features have developed within the former gravel pit depressions. They are identified as C7 (Meadow Marsh) and C8 (Thicket Swamp) in the Natural Heritage Strategy study and assigned a Category 1 - Alteration without an EIS. These lands are also identified in the Kilally South recommended area plan for a neighbourhood park, schools, low density and medium density residential uses. The wetlands are 350 metres south of the proposed boundary of the ESA.

An addendum report was prepared for the Natural Heritage Strategy component (prepared by BioLogic dated June 2, 2003) to demonstrate that functions served by these wetlands south of Kilally Road could be accommodated in other locations associated with sites proposed for stormwater management facilities for the west catchment area. They were identified as SWM Alternative 6 and SWM Alternative 7 in the Class Environmental Assessment conducted concurrent with this area plan update.

The hydrogeological function of the wetland features south of Kilally Road is questionable. Although the wetland location has been identified as a groundwater recharge area on Schedule “B” of the Official Plan, the extensive aggregate extraction in this area has altered the normal groundwater regime. The consultant’s report indicates the cultural wetland does not perform any groundwater recharge function nor does it serve a water quality improvement function. The wetland is recognized as providing some waterfowl habitat as a seasonal stopover for migratory ducks.

The addendum report indicates it is possible to replicate the wetland function through the creation of a meadow marsh type community at or near the proposed SWM facility (SWM Site #6) and adjacent to the riparian corridor. There are many positive benefits to locating this feature adjacent to the riparian corridor (eg. reinforces the function and features of the corridor, provides for revegetation and widening of the corridor, and provides opportunities for a trail system access point to the corridor).

City Planning staff have reviewed the various SWM options considered throughout this area plan process, including the benefits and impacts to the natural heritage system. Staff strongly supports SWM Site #6 versus a location in the floodplain and ESA. It will create minimal loss of potentially developable land (2.2 ha), and the SWM pond will result in no loss (2.2 ha) of lands determined to qualify as ESA. The Thames Valley Trail network is intended to be incorporated as part of the development of SWM Site #6. A small park block shown on the final recommended land use plan will be required adjacent to the SWM facility to provide both a neighbourhood park amenity and an access to the ESA and Open Space trail system.
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Preliminary Natural Heritage Strategy
BioLogie
Kilally South Lands
Figure 4: Natural Heritage Objectives

NOTE: Original in colour. Please refer to Fig. 5 in the Natural Heritage Strategy Report prepared by BioLogic.
4.7 Stormwater Management

As indicated earlier, there was an extensive evaluation of seven SWM options for the west drainage catchment area. The following provides a summary of the alternatives for the West Basin:

Alternative 1: Basin to be located in the flood plain of the Thames River. In accordance with the policies of the U.T.R.C.A., the basin will be flooded, on average, no more than once every 25 years. The forebay will be flooded less frequently. The basin will serve the west half of Kilally South including the Agriculture Canada lands that currently drain westerly.

Alternative 2: Similar to Alternative 1, although the forebay will be located in the terrace above the Regulatory (250-year) floodplain.

Alternative 3: Basin to be located on the terrace, above the Regulatory floodplain; but below the top of the valley.

Alternative 4: Basin to be located on the tablelands, setback from the top of the valley embankment

Alternative 5: Two basins to be located on the tablelands, setback from the top of the valley embankment.

Alternative 6: Similar to Alternative 4, but the basin is shifted westerly to a lower elevation.

Alternative 7: Similar to Alternative 1, but a second basin (Southwest Basin) will serve the Agriculture Canada lands.

The proposed location of the SWM facility for the West Basin (west half of Kilally South Area) in the lower terrace of the Thames River Valley and within the expanded ESA, did not gain the support of all public environmental groups. A supplemental report dated January 2003, prepared by the consultant team, studied 7 alternative locations for the SWM facility (see Section 2.6.4 Kilally South Servicing Study background report). The earlier proposed location became "alternative site 7"; and although it was recommended in the Report, it did not satisfy the City Planning Division, Upper Thames River Conservation Authority, the Ministry of the Environment, the Ministry of Natural Resources and the Environmental and Ecological Planning Advisory Committee.

An alternative location in the westerly extremity of the Kilally South area became the preferred location, and this became known as "alternative site 6". The other SWM sites #1 through #5 have been screened out through further study. In addition, as meetings and discussion progressed it became clear that a Class Environmental Assessment should be done on the SWM facility to offer more detailed investigation and study, as well as to add more 'certainty' for subsequent development applications and approval processes.

The SWM Site Alternatives report is being used as a screening report in the EA study. Drewlo Holdings Inc. is carrying out the Class EA in parallel with the finalization of the Kilally South Area Plan Update. The new alternative location of the SWM facility at Site 6 is shown on the recommended area plan. A conceptual SWM facility has also been shown on the Agriculture Canada lands. There has been in-depth study and analysis of SWM facilities for the west basin and Site 6 is favoured by the review agencies. However, it has not had the benefit of a full Class Environmental Assessment Study. The Class EA documentation is under separate cover to the Kilally South Area Plan Update document.

It should be clear that Planning staff, having reviewed the SWM location issue in accordance with the Official Plan and Provincial Policy Statement, indicated support for SWM Alt. 6 (located on the table land south of the ESA) as it is proven to provide a reasonable alternative to locating the stormwater management facility within the ESA and floodplain.

With respect to the easterly drainage catchment area, the east SWM basin is proposed to be located on the tablelands adjacent to the southerly edge of the ESA. A series of trunk storm sewers will direct runoff to the basin. Again, this basin will only serve as a water quality facility, accepting runoff from the storm sewer system. The east SWM facility will serve future
development phases, and the need for an additional Class Environment Assessment will be
determined at that time.

Separately for the east and west catchment areas, the following shall be completed in support of
future draft plans of subdivision:

1. Confirm basin details, and provide additional details regarding catchment areas, access routes,
   grading, landscaping, block size, inlets, and outlets;

2. Evaluate the need for, and feasibility, of at-source recharge facilities;

3. If at-source facilities are determined to be both necessary and feasible, then complete a Water
   Balance for the catchment area and identify the specific measures that shall be implemented;

4. Identify the overland flow routes and outfalls, and prepare conceptual designs to illustrate how
   the overland flows will be conveyed to the North Thames River without violating current on-road
   overland flow guidelines of the City of London, and without increasing erosion and flood risk for the
   adjacent lands; and,

5. Document all of the above in a comprehensive Stormwater Management Report that shall be
   prepared for each basin and the lands draining to it.

4.8 Transportation Plan

The Environmental Services Department of the City expressed concern with the eastern area of
the Preferred Land Use Plan, along Clarke Road because it did not satisfy conclusions of the Long
Term Transportation Corridor Protection Study (as amended and adopted by Council in October
2001). Although the Preferred Land Use Plan had always recognized the alignment of the
northerly Airport Road extension from Huron to Clarke Road, there was a need expressed to
include provision for the proposed interchange at Airport Road and Clarke Road and the grade
separated intersection at Kilally Road. The City is taking further initiatives with respect to the Long
Term Corridor Protection Study and therefore it is recommended that implementation of the Kilally
South Area Plan be deferred as it applies to the easterly portion of the planning area.

In the eastern portion of the Kilally South area, identified on the recommended area plan as
Transportation Corridor Policy - Deferred Area, the finalization of the land use designations and
major road-intersection alignments would be deferred. It is intended that these lands would remain
designated Urban Reserve – Community Growth until such time as the City has completed the
Phase III amendments to Schedule “C” of the Official Plan to implement the Long Term
Transportation Corridor Protection Study, as well as completion of the City’s 2003 review of the
Transportation Master Plan.

The westerly portion of the Kilally South planning area would be able to proceed in accordance
with the recommended area plan. Development in this area will be adequately serviced by the
existing road network and by the proposed secondary collector roads, as shown on the
recommended area plan. The proposed collector roads include the northerly extension of
Chippewa Drive and a secondary collector extending east from Webster Street, intersecting with
Sandford Street, and continuing east and then north to intersect with Kilally Road.

Traveling within the community will be convenient by car, bicycle, walking or transit. Pedestrian
movement will be accommodated along the public street network. The recommended area plan
provides for at least five points of access to the Thames Valley Parkway trail and open space
system. Ultimately, the TVP trail will be a multi-use asphalt pathway approximately 3 metres wide
designed to accommodate all populations (including challenged sectors) for activities such as
walking, strolling, cycling and roller-blading. There is also the possibility of maintaining a natural
pathway hiking trail as an alternative to walking on multi-use trails. The alternatives to surfaced
pathways will be reviewed by the City, at the future detailed planning stages of trail development, in
consultation with the Thames Valley Trail Association.

4.8.1 Traffic Calming

Traffic circles will be used to calm traffic flow along the internal secondary collector road at the
intersections of Sandford Street and the extension of Chippewa Drive, as shown on the
recommended area plan. Many concerns were expressed by residents during the community
consultation sessions regarding the impacts of cut-through traffic on Webster Street. Therefore, traffic calming measures are also recommended at the intersection of the east-west secondary collector road and Webster Street at such time as the road is extended between Webster Street and Sandford Streets to service new development. Alternative approaches to calming traffic flow on Webster Street exist. The specific type of traffic calming at the future proposed intersection will be determined at the draft plan of subdivision stage.

If Kilally Road is redesignated from Arterial to Primary Collector, then traffic circles could be used on Kilally Road at the intersections with Webster Street, Sandford Street and the internal secondary collector. The study report indicated that signalization was not required at any of these intersections. However, the report indicates signalization will be required at the intersection of Huron Street and Oakville Avenue. Sorrel Road intersects Huron Street less than 100 metres west of Oakville Avenue. It would be necessary, therefore, to incorporate this intersection into the signalization design.

4.8.2 Edgevalley Road
The road alignment running north from the intersection of Webster Street and Kilally Road to Edgevalley Road, is proposed to be a secondary collector road. The alignment would be modified slightly to form a circuitous “loop” rather than a “T” intersection, as currently shown on Schedule “C” – Transportation Corridors. The easterly extension of a secondary collector road through the lands north of Kilally Road will not be necessary. Future residential development north of Kilally Road will be served by local streets.

The ‘Agathos’ subdivision, mentioned earlier in this study, and other future residential developments north of Kilally Road, between Highbury Ave and Webster Street, will require public road access to the future northerly extension of Webster Street.

4.8.3 Public Transit
Transit routes providing service directly to the Kilally South planning area are the #21 Huron Heights Route and #25 Kilally Route. London Transit advises that the #21 Route would most likely be extended north along Chippewa Drive, following the future secondary collector road system to Kilally Road. It would then follow Kilally Road west to Sandford Street, and then south along Sandford to Huron Street. The #25 route was designed to operate through the Kilally South community via Kilally Road and Sandford Street south to Fanshawe College.

4.9 Area Plan Considerations

4.9.1 Community Design
Community Design policies have been added to give further direction to more specific physical site design at the subsequent stages of land development and planning approvals. It is paramount to recognize that the form and function of the Community enhances the 'sense of community', 'the sense of place', community pride and ownership amongst the future residents. It also works toward the desirable goal of 'sustainable development'.

4.9.1.1 Neighbourhood Structure
The specific neighbourhood design elements will ultimately be implemented at the plan of subdivision stage; however, the Community plan's direction can help lay the groundwork for the general built form and quality of the environment.

- The 'edge' of the neighbourhoods are well defined with major physical features such as the Thames River Valley, major roads and existing development;
- Existing residential enclaves have been included within the neighbourhoods;
- The 'focus' of the community is based on a composite of neighbourhoods located along Kilally Road between Sandford Street and the proposed secondary collector to the east. The centre will comprise two elementary schools and a neighbourhood park planned as a campus, and possible convenience commercial development;

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June 2003
Three neighbourhoods are defined, namely: Neighbourhood #1 between Webster and Sandford Streets, Neighbourhood #2 between Sandford and Clarke Road and neighbourhood #3 being located east of Clark Road.

As Kilally Road forms the east-west axis upon which the community focal point is located, and as future neighbourhoods north and south of Kilally Road are intended to be integrated as a community; the intent of this plan is to discourage rear lotting and noise attenuation walls along Kilally Road where it abuts the Low Density Residential designation west of Sandford Street and west of Clarke Road (north side).

4.9.1.2 Roads and Transportation

The street pattern and open space system provide necessary linkage within the Community and is a major component of the public realm. The function and aesthetics of the secondary collector road systems should provide the basis of:

- Local street connections to open space, transit routes and the centre of the KSA;
- Traffic circles to slow traffic and reduce cut through traffic, as well as provide an opportunity for community identifying ornamentation;
- Alignments and intersections that take advantage of interesting vistas and views of the natural environment or building location;
- Gateway collector roads having centerline raised planted medians for a distance of 30 to 60 metres from arterial road entry;
- Pedestrian circulation shall be a combination of sidewalks on public streets and multi-use trails through the open space system.
- Kilally Road future traffic projections reflect that it should be only designated a Primary Collector.

4.9.1.3 Housing

An excellent balance of low and medium density housing is provided for in the recommended Kilally South Area Plan Update:

- Housing choice and affordability are sought;
- Private small parks are encouraged within medium housing development;
- Single lot development should have a variety of lot sizes;
- Street fronting garages should not dominate the streetscape;
- Housing along arterial roads shall ensure an aesthetic interface.

4.9.2 Heritage Preservation

It is important that every effort be made to encourage new development in the Kilally South Planning Area to respect and conserve the significant heritage resources of the area. The built heritage assessment study identified seven properties of substantial heritage significance within the limits of the Kilally South planning area (see Section 3.3), and recommends that all seven be listed on the City's Inventory of Heritage Resources. These properties are listed below followed by an excerpt taken from heritage assessment study which provides a brief account to illustrate the importance of the local history of this area.

1. 1745 Kilally Road
2. 1782 Kilally Road
3. 1395 Sandford Street
4. 1880 Kilally Road ("The Spinney")
5. 1511 Clarke Road
6. 1588 Clarke Road
7. 2304 Kilally Road

"All but the last building on this list have affiliations with nineteenth-century farming in the area, with both 1745 Kilally Road and 1588 Clarke Road associated with the Wexford-Wicklow Irish contingent that settled the area prior to 1820 and were largely responsible for the community known as The Grove. Two of the properties, "The Spinney," and 2304 Kilally Road, are important examples of the family resorts that represented summer vacation destinations for prominent Londoners in the late nineteenth- and early twentieth-centuries. The river setting is important to the
building history of the district not only because it encouraged the construction of summer cottages, but also because it provided the ready supply of river stone used in erecting three of the very early farmhouses in the district, at 1745, 1782, and 1880 Kilally Road. Each of these three buildings predates 1861; the remarkably elegant and well-preserved house at 1745 Kilally Road probably predates 1836, and may be the earliest house still intact in what is now the City of London. The houses at 1395 Sandford St., 1511 Clarke Rd., and 1588 Clarke Rd. exemplify typical brick Ontario farmhouses of the last half of the nineteenth-century; the house at 1511 Clarke Road is a particularly good example of the popular local type, and it is in a good state of preservation. It is fortunate that the current owner of 1395 Sandford Street, Agriculture Canada, has already assumed responsibility for the preservation of the house.

Section 2.3.7 – Stage 1 Archaeological & Built Heritage Assessment Kilally South Area Plan, Archaeoligix Inc., August 2001

It would be highly desirable that all of the structures mentioned above be preserved, as all reflect unique and significant aspects of the history of the area. Recommendations will be made to City Council to request the London Advisory Committee on Heritage (LACH) carefully review the recommendations of the Stage 1 Archaeological and Built Heritage Assessment for the Kilally South Planning Area with the intent of effecting the changes to the priority ratings of those properties within this area listed on the Inventory of Heritage Resources, and adding those properties identified as having substantial heritage significance and not listed on the inventory.

In keeping with City policy regarding the Inventory of Heritage Resources, substantial efforts should be made to preserve buildings with a priority rating of 1, and owners of buildings with a priority rating of 2 should be strongly urged to retain the buildings. It is strongly recommended that these structures be designated under the Ontario Heritage Act.

5.0 IMPLEMENTATION

5.1 Official Plan Amendment

Based upon the recommended land use plan, an Official Plan Amendment can be enacted for Kilally South to identify urban land use designations, identify the ESA and significant components of the natural heritage/open space system, and the secondary collector road network.

Official Plan (Schedule A – Land Use Map) can be amended to replace the current ‘Urban Reserve – Community Growth’ and ‘Environmental Review’ designations with ‘Low Density Residential’, ‘Multi-Family, Medium Density Residential’, ‘Open Space’ and ‘Regional Facility’ designations; and to change the current designation on Schedule “A” – Land Use as it affects lands outside the westerly boundary of the Kilally South study area from Low Density Residential to Multi-Family, Medium Density Residential.

Official Plan (Schedule B – Floodplain and Environmental Features) can be amended to revise and designate Environmentally Significant Areas (ESA’s) and natural heritage features in accordance with the Kilally South Natural Heritage Strategy Study; to add vegetation patches outside ESA’s and wetlands; to add Potential ESA’s; and to delete the Aggregate Resource Areas identified on Schedule “B” – Flood Plain and Environmental Features.

Official Plan (Schedule C – Transportation Corridors) can be amended to designate the collector road network in accordance with the Kilally South Recommended Land Use Plan and Transportation and Traffic Planning Study.

5.2 Plans of Subdivision

The Kilally South Area Plan Update will be implemented through detailed plans of subdivision by the creation of new local streets, residential building lots / blocks, and lands required for public facilities such as schools, parks and stormwater management facilities. Convenience commercial blocks may be identified under the direction provided in this Plan.

The detailed plans will be submitted by the individual land developers and will be reviewed by City departments and outside agencies to ensure proper implementation of this Area Plan and consistency with City/Provincial policies, standards and regulations. Prior to approval of development applications within the Kilally South Planning Area, the necessary Schedule “B” Municipal Class EA for storm/drainage and the stormwater management system, shall be

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completed and accepted according to the provisions of the Environmental Assessment Act. The development timeframes of the different landowners vary. The western portion of the study area, particularly the Drewlo lands, are expected to be developed in the short term (1-5 years) while the eastern portion of the study area will be developed in the longer term due to timing of servicing.

Environmental Impact Studies (EIS’s) will be required as part of the development approval process for those lands adjacent to lands designated as ESA as directed by the Official Plan policies. It is recognized that some of the lands (ie. Drewlo lands) have been studied at a greater level of detail. More specific direction for the completion of the EIS’s is outlined in the Natural Heritage Strategy Study.

5.3 Zoning
The City of London’s comprehensive Zoning Bylaw No. Z-1 zones the tablelands of the Kilally South area “Urban Reserve (UR)” and the river valley lands as “Open Space (OS5)”.

The zoning of the lands east of Clarke Road is ‘Holding’ and ‘Open Space’ under the former Township of London By-law 5000. The City has initiated the ‘Annexed Area Zoning Bylaw Project’ to rezone all lands that were annexed in 1993 and to implement the Vision ’96 Official Plan (reviewed and consolidated in 2001). The Kilally South lands east of Clarke Road are affected by this project in that the lands are proposed to be zoned Open Space along the River valley lands and Urban Reserve (UR4) on the table lands. These two zones are very similar to the existing zoning that implements the Official Plan. The zoning will have to be amended to permit urban development and this will likely be carried out through submission of rezoning applications concurrently with applications for draft plan of subdivision on a land holding by land holding basis.

5.4 Site Plan Approval
The preparation of site plans will be required for multi-unit housing developments greater than three units, commercial developments and public buildings. These plans will be reviewed and approved by the City to ensure that buildings, parking areas and access points are properly located for the proper functioning and integration with adjacent land uses, streets and facilities and consistency with this Area Plan. The site plan process also provides for landscaping plans and fundamental building elements to be reviewed.
6.0 SUMMARY

This Area Study document provides a basis and guidance for future developments within the Kilally South planning area. The recommended area plan delineates lands for future development of low and medium density housing, elementary schools, parks, and identifies suitable locations for convenience commercial uses. The plan delineates a significantly expanded Open Space designation and ESA along the Thames River Valley corridor, in keeping with the primary management goal to maintain the existing ecological functions of the riparian corridor. The proposed secondary collector road will be well connected with the existing road network and provide access to schools and adjacent communities. The collector road has been aligned in a manner so as to discourage cut-through traffic. Other measures have been incorporated, including traffic circles at intersections, to minimize the impact of vehicular movement through existing and future residential neighbourhoods.

It is appropriate to defer the area plan as it applies to the easterly portion of the Kilally South study area pending the completion of initiatives the City is taking to implement the London Long Term Transportation Corridor Protection Study (as adopted and amended by Council in October 2001). There are significant implications for the final land use and transportation plans as Clarke Road and the Airport Road extension have been identified as part of the future peripheral freeway corridor. In the next phase (Phase III) of the Corridor Protection Study implementation strategy, the City will be initiating a series of amendments to the Official Plan Schedule ‘C’ – Transportation Corridors to designate the proposed freeway corridor and location of interchanges in the Official Plan.

In the eastern portion of the Kilally South area, consisting of all the lands east of Clarke Road and lands lying approximately 120 metres west of Clarke Road and the future Airport Road extension, shown on the recommended area plan as “Transportation Corridor Policy – Deferred Area”, the finalization of the land use designations and major road-intersection alignments would be deferred. It is intended that these lands would remain designated Urban Reserve – Community Growth until such time as the City has completed the Phase III amendments to Schedule “C” of the Official Plan to implement the Long Term Transportation Corridor Protection Study, as well as completion of the City’s 2003 review of the Transportation Master Plan. The Transportation Master Plan is a comprehensive, long range planning study presently being conducted and expected to be ongoing through 2003-2004.

As a guideline document, this Plan provides guidance and direction to City staff, agencies, Council, the public and landowners in the implementation of the detailed plans. The Plan forms the basis for Official Plan Amendments (detailed herein) to establish new land use designations, a road pattern to serve the community and the identification and retention of natural features.
RECOMMENDED LAND USE
KILALLY SOUTH AREA PLAN
Figure 5
KILALLY SOUTH AREA PLAN UPDATE

Appendix A
Official Plan Schedule Excerpts
LEGEND

- DOWNTOWN AREA
- REGIONAL SHOPPING AREA
- COMMUNITY SHOPPING AREA
- NEIGHBOURHOOD SHOPPING AREA
- ASSOCIATED SHOPPING AREA COMMERCIAL
- BUSINESS DISTRICT
- ARTERIAL MIXED USE DISTRICT
- HIGHWAY SERVICE COMMERCIAL
- RESTRICTED SERVICE COMMERCIAL
- COMMERCIAL POLICY AREA
- MULTI - FAMILY, HIGH DENSITY RESIDENTIAL
- MULTI - FAMILY, MEDIUM DENSITY RESIDENTIAL
- LOW DENSITY RESIDENTIAL

- OFFICE AREA
- OFFICE/RESIDENTIAL
- OFFICE BUSINESS PARK
- GENERAL INDUSTRIAL
- LIGHT INDUSTRIAL
- REGIONAL FACILITY
- COMMUNITY FACILITY
- OPEN SPACE
- URBAN RESERVE - COMMUNITY GROWTH
- URBAN RESERVE - INDUSTRIAL GROWTH
- RURAL SETTLEMENT
- ENVIRONMENTAL REVIEW
- AGRICULTURE
- URBAN GROWTH BOUNDARY

DEFERRED AREAS
AREAS UNDER APPEAL

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

NATURAL HERITAGE SYSTEM

- ESA's
- Potential ESA's
- Vegetation patches outside ESA's and wetlands
- River, stream, and ravine corridors outside of flood plain regulated corridors
- Wetlands Class 1-3
- Wetlands Class 4-7
- Ground water recharge areas
- Woodlands
- Potential naturalization areas and upland corridors

NATURAL RESOURCES

- Extractive industrial
- Aggregate resource areas
- Abandoned oil/gas wells

FLOOD LINES
* NOTE: Flood lines shown on this map are approximations. The precise delineation of flood plain mapping is available from the conservation authority having jurisdiction.

FLOOD FRINGE
* NOTE: Flood Fringe mapping for certain areas of the city is available from the Upper Thames River Conservation Authority.

100 YEAR EROSION LINE

FILL LINES

POTENTIAL SPECIAL POLICY AREAS

DEFERRED AREAS

POTENTIAL SPECIAL POLICY AREAS

Note: This is an excerpt from the Planning Division's Working Consolidation of Schedule B to the City of London Official Plan, with added notations.

SCHEDULE 1
TO OFFICIAL PLAN
AMENDMENT NO.

FILE NO. O-6490

MAP PREPARED: June 16, 2003

SCALE 1:30,000

PREPARED BY: Graphics & Information Services

AML LOCATION: \(\text{c:office\giswork\planning\projects\p_officialplan\workconsol00\amendments\killyd\
south\am\school8x11.aml}\)
LEGEND

ROAD CLASSIFICATION

EXPRESSWAY
FREeways
ARTERIAL
PRIMARY COLLECTOR
SECONDARY COLLECTOR

PROPOSED ROAD CORRIDOR

PROPOSED EXPRESSWAY
PROPOSED FREWAYS
PROPOSED ARTERIAL
PROPOSED PRIMARY COLLECTOR
PROPOSED SECONDARY COLLECTOR

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

FILE NO. O-6490
MAP PREPARED: June 09, 2003

PREPARED BY: Graphic & Information Services
CORRECTED ATTACHMENTS

July 8, 2003

V. A. Coté
General Manager of Planning and Development

I hereby certify that the Municipal Council, at its session held on July 7, 2003 resolved:

16. That, on the recommendation of the General Manager of Planning and Development, based on the review by the City of London relating to lands bounded by the North Branch of the Thames River on the north, the Huron Heights Community to the south, Fanshawe Conservation Area to the east, and Webster Street to the west, the following actions be taken:

(a) the Kilally South Area Plan Update, as attached, BE ADOPTED pursuant to Section 19.2.1 of the Official Plan, as a guideline document for the review of development applications, for the planning of public facilities and services, and as the basis for amendments to the Official Plan and Zoning By-law within the Kilally South area, SUBJECT TO the receipt and acceptance of a revised Geotechnical & Hydrogeological Report to the satisfaction of the General Manager of Environmental Services & City Engineer, it being noted that the Area Plan contains, but is not limited to, the following items:

(i) The recommended locations for residential land uses;

(ii) The recommended locations for school sites;

(iii) The recommended locations for storm water management sites;

(iv) The recommended locations for the collector road system;

(v) The recommended location for neighbourhood parks;

(vi) The recommended Open Space designation related to the preservation of environmental features in the Thames River valley corridor; and

(vii) Planned servicing for the Planning Area;

(b) Official Plan Schedule "A", Land Use, BE AMENDED in accordance with the attached amendment to change the designation of the subject lands FROM Urban Reserve – Community Growth and Environmental Review TO Low Density Residential; Multi Family, Medium Density Residential; Open Space; and Regional Facility; and to change the designation of lands outside the westerly boundary of the Kilally South Planning Area, north of Kilally Road, from Low Density Residential to Multi-Family, Medium Density Residential.

(c) Official Plan Schedule "B", Flood Plain and Environmental Features, BE AMENDED in accordance with the attached amendment to change the “Environmentally Significant Areas” (ESA) designation; add “Vegetation Patches outside ESA’s and Wetlands” and “Potential ESA’s”; and delete Aggregate Resource Areas identified on Schedule "B" within the Kilally South Planning Area;

(d) Official Plan Schedule "C", Transportation Corridors, BE AMENDED in accordance with the attached amendment to reconfigure the Secondary Collector road, as shown on Schedule "C", between Edgewater Road and Webster Street; to show Chippewa Drive between Oakville Avenue and the southerly boundary of the Kilally South Planning Area as a Secondary Collector; and to show the new collector road system to serve the Kilally South Planning Area;
Amendments to Official Plan Schedules “A”, “B”, and “C”, as they apply to lands east of Clarke Road and lands lying approximately 120 metres west of Clarke Road and the future Airport Road extension, as shown on the Kilally South Recommended Area Plan, **BE DEFERRED** pending the completion of Phase III of the London Long Term Transportation Corridor Protection Study implementation strategy, and the completion of the London Transportation Master Plan.

The London Advisory Committee on Heritage (LACH) **BE REQUESTED** to review the recommendations of the Stage 1 Archaeological and Built Heritage Assessment for the Kilally South Planning Area with the intent of effecting the changes to the priority ratings of those properties within this area listed on the Inventory of Heritage Resources, and adding those properties identified as having substantial heritage significance and not listed on the inventory; it being noted that this area is rich in cultural heritage;

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

- Laverne Kirkness, representing applicant Drewlo Holdings - expressing support for the staff recommendation.
- Shawn Harrington - 1471 Webster Street - questioning the alignment of the Edge Valley Road.
- Joe Law of Law Engineering, providing a status on the location of the trunk and sanitary sewer, noting that the hydrogeology must be further investigated before the design is confirmed.

(59.13.1.03) (16/16/PC)

L.M. Rowe
Manager of Legislative Services
/ hw

cc: Drewlo Holdings c/o L. Kirkness, Kirkness Consulting, 427 Regent Street, London ON N5Y 4H1
S. Harrington, 1471 Webster Street, London, ON N5V 3R1
J. Law, 69 Bessemer Road, London, ON N6E 2V6
R. Panzer, Director of Planning
J. M. Fleming, Manager III, Land Use Planning Policy
L. Mottram, Planner II
P. Wilkins-Plouffe, Documentation Clerk
Chair and Members, London Advisory Committee on Heritage
Page 22 of the Kilally South Area Plan:

The existing text as follows:

"Two small neighbourhood park blocks; one to provide an extension of Cayuga Park and Ted Early Sports Fields, and one in conjunction with the northwest SWM facility to provide a neighbourhood park amenity and access to the ESA."

Should be replaced with:

"Two small neighbourhood park blocks; one to provide an extension of Cayuga Park and Ted Early Sports Fields, and one in conjunction with the northwest SWM facility to provide a neighbourhood park amenity and access to the ESA. Both of these parks will have appropriate street frontage and will provide a gateway feature to the adjacent park and natural heritage features. These parks have been shown conceptually on the recommended land use plan by a letter symbol "P" to represent their general location. Their size and exact location will be determined at the subdivision approvals stage and will be consistent with the above-stated objectives."

Page 30 of the Kilally South Area Plan:

The existing text as follows:

"Therefore, a traffic calming circle is also recommended at the intersection of the east-west secondary collector road and Webster Street at such time as the road is extended between Webster Street and Sandford Street to service new development."

Should be replaced with:

"Therefore, traffic calming measures are also recommended at the intersection of the east-west secondary collector road and Webster Street at such time as the road is extended between Webster Street and Sandford Street to service new development. Alternative approaches to calming traffic flow on Webster Street exist. The specific type of traffic calming at the future proposed intersection will be determined at the draft plan of subdivision stage."

Page 32 of the Kilally South Area Plan:

Section 5.2

After the phrase "...City/Provincial policies, standards and regulations." Insert the following:

"Prior to approval of development applications within the Kilally South Planning Area, the necessary Schedule "B" Municipal Class EA for storm/drainage and the stormwater management system, shall be completed and accepted according the provisions of the Environmental Assessment Act."
July 8, 2003

V. A. Coté
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(i) The recommended locations for residential land uses;
(ii) The recommended locations for school sites;
(iii) The recommended locations for storm water management sites;
(iv) The recommended locations for the collector road system;
(v) The recommended location for neighbourhood parks;
(vi) The recommended Open Space designation related to the preservation of environmental features in the Thames River valley corridor; and
(vii) Planned servicing for the Planning Area;

(b) Official Plan Schedule "A", Land Use, BE AMENDED in accordance with the attached amendment to change the designation of the subject lands FROM Urban Reserve – Community Growth and Environmental Review TO Low Density Residential; Multi Family, Medium Density Residential; Open Space; and Regional Facility; and to change the designation of lands outside the westerly boundary of the Kilally South Planning Area, north of Kilally Road, from Low Density Residential to Multi-Family, Medium Density Residential.

(c) Official Plan Schedule "B", Flood Plain and Environmental Features, BE AMENDED in accordance with the attached amendment to change the "Environmentally Significant Areas" (ESA) designation; add "Vegetation Patches outside ESA's and Wetlands" and "Potential ESA's"; and delete Aggregate Resource Areas identified on Schedule "B" within the Kilally South Planning Area;

(d) Official Plan Schedule "C", Transportation Corridors, BE AMENDED in accordance with the attached amendment to reconfigure the Secondary Collector road, as shown on Schedule "C", between Edgevalley Road and Webster Street; to show Chippewa Drive between Oakville Avenue and the southerly boundary of the Kilally South Planning Area as a Secondary Collector; and to show the new collector road system to serve the Kilally South Planning Area;
Amendments to Official Plan Schedules "A", "B", and "C", as they apply to lands east of Clarke Road and lands lying approximately 120 metres west of Clarke Road and the future Airport Road extension, as shown on the Kilally South Recommended Area Plan, BE DEFERRED pending the completion of Phase III of the London Long Term Transportation Corridor Protection Study implementation strategy, and the completion of the London Transportation Master Plan.

The London Advisory Committee on Heritage (LACH) BE REQUESTED to review the recommendations of the Stage 1 Archaeological and Built Heritage Assessment for the Kilally South Planning Area with the intent of effecting the changes to the priority ratings of those properties within this area listed on the Inventory of Heritage Resources, and adding those properties identified as having substantial heritage significance and not listed on the inventory; it being noted that this area is rich in cultural heritage;

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

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