

FINAL PROPOSAL REPORT

LEGALLY KNOWN AS LONDON CONCESSION 6 S PART LOT 24

PREPARED BY



October 29, 2021

Contents

1.0	INTRODUCTION	3
2.0	SUBDIVISION DESIGN	5
3.0	ZONING BY-LAW (CONCURRENT APPLICATION)	9
4.0	PROVINCIAL POLICY STATEMENT 2020 (PPS)	13
5.0	OFFICIAL PLAN	14
6.0	AREA STUDIES	19
7.0	EXISTING CONDITIONS	20
7.1	Environmental Conditions	21
7.2	Site Contamination.....	21
7.3	Archaeological/Built Heritage Concerns.....	22
7.4	Existing Services.....	22
7.4.1	Sanitary Drainage.....	22
7.4.2	Water Supply.....	22
7.4.3	Storm Drainage	23
8.0	SANITARY SERVICING	23
8.1	Proposed Sanitary Sewershed.....	23
8.2	Sanitary Sewer Servicing Strategy.....	23
8.3	Sanitary Outlets.....	24
9.0	WATER SERVICING	25
9.1	Water Servicing Strategy	25
9.2	Existing Water Network.....	26
10.0	STORMWATER MANAGEMENT (SWM)	26
10.1	Stormwater Assumptions	26
10.1.1	Storm Sewer Servicing Strategy & Storm Outlet.....	27
10.2	Proposed Strategy for Stormwater	27
11.0	TRANSPORTATION	28
11.1	Transportation Background Studies.....	28
11.2	Internal Road Network	29
11.3	External Road Network	29
11.4	Bicycle and Pedestrian Considerations.....	29
12.0	NATURAL HERITAGE / PARKS	30
12.1	Natural Heritage System	30
12.2	Parks and Open Space	30
13.0	FINANCIAL IMPLICATIONS	30
13.1	Summary of Revenues.....	31

13.2	Summary of Claimable Works.....	31
14.0	MISCELLANEOUS	32

1.0 INTRODUCTION

Zelinka Priamo Ltd., on behalf of Auburn Developments, is pleased to submit this Final Proposal Report (FPR) for the property located on the northeast corner of the intersection of Sunningdale Road and Hyde Park Road, known municipally as 2631 Hyde Park Road & 1521 Sunningdale

Road West, legally known as London Concession 6 S Part Lot 24 (the “subject lands”). This FPR is in support of a Draft Plan of Subdivision application and Zoning By-Law Amendment application, noting that an Official Plan Amendment application is currently being processed by the City of London. At this time, Council endorsed the concept of the proposed development at the September 27th, 2021 Planning and Environment Committee, however no formal decision on the Official Plan Amendment has been made.

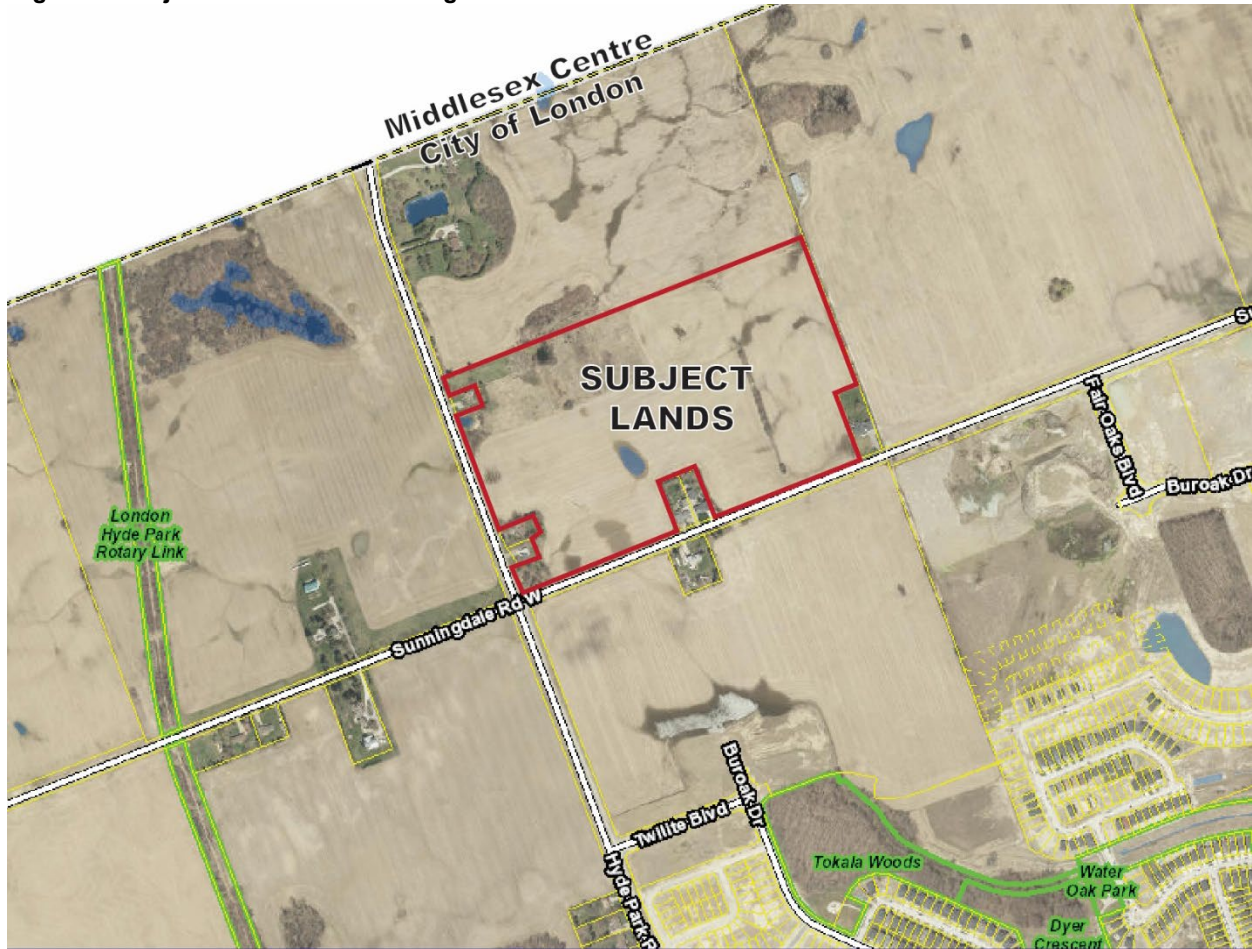
The subject lands have an area of approximately 20.5ha (51.4ac), a total frontage of approximately 512m (1680ft) (two sections being 265m and 247m each) on Sunningdale Road West and a total frontage of approximately 269m (883ft) (three sections being 28m, 195m, and 46m each) on Hyde Park Road. The overall depth of the subject lands is approximately 400m (1,312ft) north to south. Six rural residential lots have been severed from the original parcel of the subject lands (three fronting onto each road), resulting in an irregular shape and broken frontages along both arterial roads.

The subject lands are within the City of London Urban Growth Boundary (UGB) and designated “Open Space” in the 1989 Official Plan; are designated “Green Space” in the new Official Plan (The London Plan); and are zoned “Open Space (h-5*h-21*OS3)” and “Residential 1 (R1-17)” in the City of London Z.-1 Zoning By-Law. The R1-17 zone applies only to a small, 0.19ha (0.5ac) square area at the corner of Sunningdale Road West and Hyde Park Road. A small portion of the northerly side of the subject lands is within the Upper Thames River Conservation Authority (UTRCA) regulated area. On behalf of Auburn Developments, our office submitted an Official Plan Amendment application, received by the City of London on March 10th, 2020 (File No. O-9190), to re-designate the lands to “Low Density Residential” land use designation and “Neighbourhoods” place type in order to permit a range of low-density forms of housing and other compatible secondary uses. To date, a decision has not yet been made on the Official Plan Amendment application. As such, this FPR assumes that the lands will be re-designated to the “Neighbourhoods” Place Type in the London Plan.

Land uses adjacent to the subject lands consist of agricultural lands outside of the UGB to the north, east, and west; and planned low- and medium-density residential uses to the south

(currently under development). The lands have previously been severed to create the resulting 6 single-family lots which are not included within the subject lands for the purpose of this application.

Figure 1: Subject Lands & Surroundings



2.0 SUBDIVISION DESIGN

Low-density and medium-density residential development is proposed on the subject lands through a variety of housing forms (Figures 2a and 2b). The number of connections to future development to the north and east is sufficient for the size of the proposed development. Pedestrian sidewalks are proposed within the proposed subdivision, along the north side of Sunningdale Road and along the east side of Hyde Park Road adjacent to the medium density blocks. Table 1 outlines the proposed zone for each block along with the permitted uses respective to the proposed zones.

Figure 2a: Proposed Draft Plan of Subdivision (excerpt)

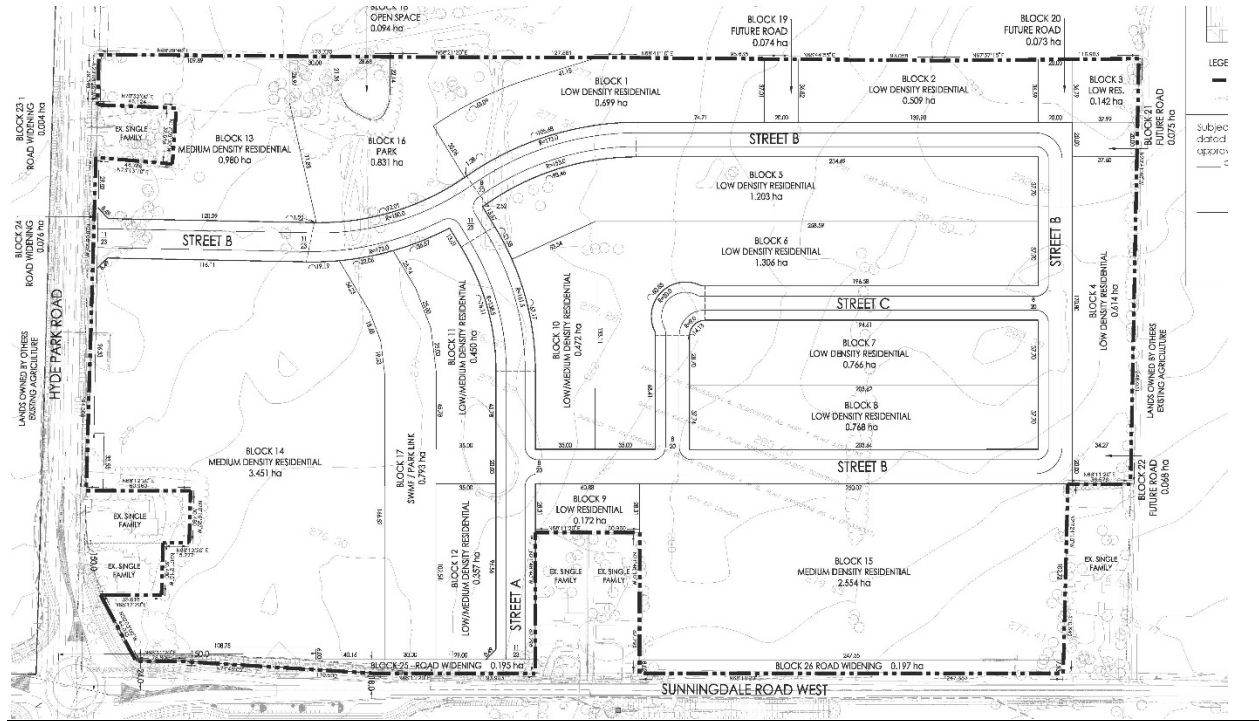


Figure 2b: Schedule of Land Use (excerpt from Draft Plan of Subdivision)

SCHEDULE OF LAND USE

LOW DENSITY RESIDENTIAL	- BLOCKS 1 - 9	6.179 ha
LOW/MEDIUM DENSITY RESIDENTIAL	- BLOCKS 10 - 12	1.279 ha
MEDIUM DENSITY RESIDENTIAL	- BLOCKS 13 - 15	6.985 ha
PARK	- BLOCKS 16	0.831 ha
SWMF / PARK LINK	- BLOCK 17	0.793 ha
OPEN SPACE	- BLOCK 18	0.094 ha
FUTURE ROAD	- BLOCK 19 - 22	0.290 ha
ROAD WIDENING	- BLOCK 23 - 26	0.472 ha
ROADS		<u>3.403 ha</u>
	TOTAL	<u>20.326 ha</u>

The proposed Draft Plan of Subdivision blocks have been sized to accommodate required setbacks along the property lines and will be of an appropriate size in relation to established development standards in the area. The proposed subdivision is intended to contain smaller lots in response to the current market conditions. Proposed zones are discussed in detail below (additional information can be found in the *Urban Design Brief* submitted with this FPR):

Block 1-9 (R1-3 Zone)

The proposed “R1-3” zone applies to low-density areas (Block 1-9), located primarily along “Local Streets” (Street ‘B’ and Street ‘C’) in the eastern portion of the subject lands. Areas within the proposed “R1-3” zone will be developed exclusively for single-detached dwellings as no other uses are permitted.

Detached houses located within the proposed subdivision will generally have a minimum lot frontage of 36ft (11m), supporting the efficient use of land, active transportation usage, and a sense of community. The proposed lot widths will also provide adequate space to accommodate garages, driveways, and required interior side yard setbacks without resulting in undesirable built form.

Single-detached dwellings in the “R1-3” zone will also be built to the standard regulation for front yard setbacks (4.5m) wherever possible in order to establish a strong relationship between the sidewalk and the main building (specifically front porches and/or places of entry) and ensuring streetscapes provide a sense of enclosure. The standard regulation for building height (9.0m) will also be adhered to. Individual lots within Blocks 1-9 will be created through Part Lot Control.

Block 10-12 (Compound R1-3/R4-6 Zone)

The proposed compound “R1-3/R4-6” zone applies to low/medium-density areas (Block 10-12), located along a “Neighbourhood Collector” (Street ‘A’) which serves as a gateway to the proposed subdivision. These blocks will be developed for a combination of single-detached dwellings (“R1-3”) and street townhouses (“R4-6”) in order to provide visual interest and prevent a homogenous appearance. Notably, these low/medium-density zones are located within easy walking distance of the proposed neighbourhood park space (Block 16) and a potential park link (Block 17), providing valuable outdoor amenity space for higher-density housing typologies.

Detached dwellings located on Block 10-12 will be designed to the standard regulations of the “R1-3” zone described above (Block 1-9) while street townhouses will be designed to the standard regulations of the “R4-6” zone. The “R4-6” zone generally provides for a denser form of

development, with a lower minimum lot area (145m²) and minimum lot frontage (5.5m/18ft per unit) than the other variations of the “R4” parent zone. Street townhouses may have heights of up to 12m, establishing a strong street wall and sense of enclosure along a “*Neighbourhood Collector*” street, and emphasizing its importance and function as a gateway. Depending on ownership types, individual lots within Blocks 10-12 may be created through Part Lot Control.

Block 13 (Compound R4-6/R5-4/R6-5/R7/R8-4 Zones)

The proposed compound “R4-6/R5-4/R6-5/R7/R8-4” zone applies to medium-density areas located along the Hyde Park Road frontage and accessed from a “*Neighbourhood Collector*” (Street ‘B’).

Given the size of each medium-density block and the lack of any preliminary development concepts, this report considers a multitude of potential development outcomes based on the standard regulations of the requested zones. In general, Auburn Developments Inc. has identified an opportunity for higher-density forms of development to be located near major intersections and at entrances to the subdivision along “*Neighbourhood Connector*” streets. While no full-turns vehicular access to/from Hyde Park Road or Sunningdale Road West is anticipated, these blocks may seek right-in-right-out vehicular accesses.

Block 14 (Compound R4-6/R5-4/R6-5/R7/R8-4 and RO/RO1/RO2/RO3 Zones)

Portions of Block 14 are located toward the interior of the subject lands and with direct access to proposed Street ‘B’ which may be developed for lower-density uses, such as townhouses. Overall, this structure will contribute to the development of a strong community node, in terms of both form and function, while serving as a gateway and landmark and supporting a sense of place. The proposed “*Restricted Office (RO/RO1/RO2/RO3) Zone*” supports a variety of small-scale office and commercial uses which can serve the needs of future residents of the proposed subdivision and proximate existing residential areas to the south.

Block 15 (Compound R1-3, R4-6, R5-4, R6-5)

The proposed compound “R1-3/R4-6/R5-4/R6-5” zone will apply to medium density Block 15, located along the Sunningdale Road West frontage and accessed internally from the portion of Street ‘B’ designed as a “*Local Street*”. This block is to be developed for cluster housing which is modest in form compared to Block 13 and 14, however will address Sunningdale Road West in a way which is architecturally appealing.

Block 16 & 18 (OS1, OS4)

Block 16 is divided into two zones, the proposed OS4 zone is on the unevaluated wetlands in order to provide a zone which does not permit structures and protects the integrity of this natural heritage feature. The proposed OS1 zone protects the park feature on Block 16 through maintaining the natural feature while providing a less restrictive Open Space zone. The park and open space feature are co-located for the benefit of the community to provide a natural park feature and protects the natural environment.

Block 17 (SWMF / Park Link)

Block 17 has been delineated as a stormwater management facility and park link which connect Sunningdale Road West and Block 16 and 18 Open Space/Park. This link provides separation between the higher density Block 14 and the less intense single family lots of Block 11 and 12. It provides for passive recreation with the potential for a multiuse trail for further pedestrian scale linkages through the subdivision.

The existing single-family homes which border the subject lands are not part of the subject lands and therefore no changes to those lands are proposed.

3.0 ZONING BY-LAW (CONCURRENT APPLICATION)

The subject lands are zoned "*Open Space (h-5*h-21*OS3)*" and "*Residential 1 (R1-17)*" within the City of London Zoning By-law. The OS3 zone, which was applied to permit the intended cemetery use, applies to the majority of the property while the R1-17 zone applies to the southwesterly corner, at the intersection. A concurrent Zoning By-Law Amendment application to re-zone the subject lands has been submitted in order to permit the proposed range of residential dwelling types.

Table 1 (following page) provides an outline of Block numbers, proposed zones and respective permitted uses. Figure 3 provides preliminary implementing zones for each of the proposed blocks based on the proposed housing form and density proposed (proposed zones are also discussed in Section 2.0 of this report).

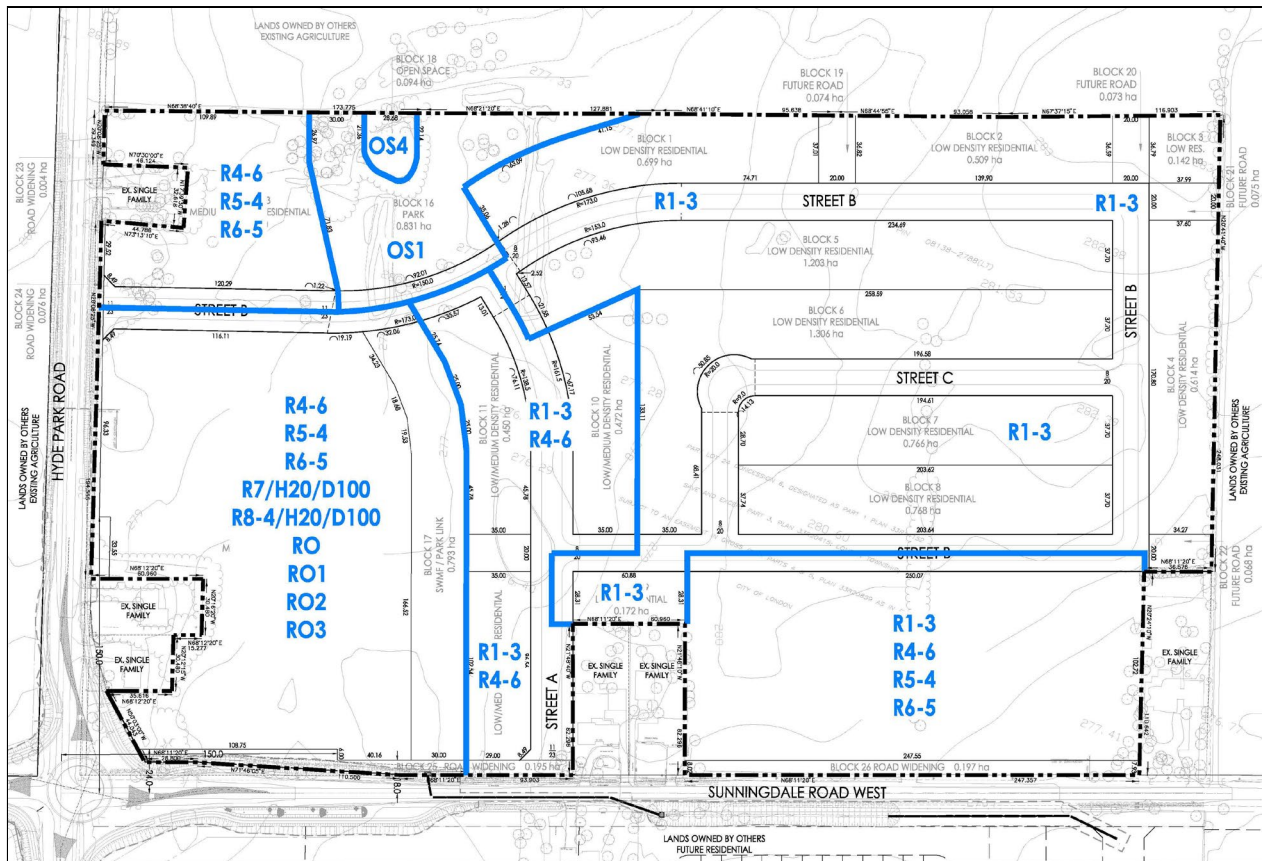
Table 1:

Block Number	Proposed Zone	Permitted Uses
1,2,3,4,5,6,7,8,9, 19-22	R1-3	Single-detached dwelling <i>Minimum Lot Frontage = 10.0 m</i> <i>Minimum Lot Area = 300 m²</i>
10,11,12	R1-3, R4-6	Single-detached dwelling; Street townhouse dwellings
13	R4-6, R5-4, R6-5,	Street townhouse dwellings; Cluster townhouses; Cluster stacked townhouses; Single-detached dwelling; Semi-detached dwelling; Duplex dwelling; Triplex dwelling; Townhouse dwelling; Stacked Townhouse dwelling; Apartment buildings; Fourplex dwelling.
14, 17	R4-6, R5-4, R6-5, R7/H20/D100 R8-4/H20/D100 RO/RO1/RO2/RO3	Street townhouse dwellings; Cluster townhouses; Cluster stacked townhouses; Single-detached dwelling; Semi-detached dwelling; Duplex dwelling; Triplex dwelling; Townhouse dwelling; Stacked Townhouse dwelling; Apartment buildings; Fourplex dwelling; Senior citizen apartment buildings; Handicapped persons apartment buildings; Nursing homes; Retirement lodges; Continuum-of-care facilities; Emergency care establishments; Lodging house class 2;

		<p>Offices, professional; Medical/dental offices; Offices; Clinics; Medical/dental laboratories; Business service establishments; Day care centres; Emergency care establishments; Personal service establishments; Restaurants eat-in; Retail stores; Studios; Financial institutions.</p>
15	R1-3, R4-6, R5-4, R6-5	<p>Single-detached dwelling; Street townhouse dwellings; Cluster townhouses; Cluster stacked townhouses; Semi-detached dwelling; Duplex dwelling; Triplex dwelling; Townhouse dwelling; Stacked Townhouse dwelling; Apartment buildings; Fourplex dwelling;</p>
16, 18	OS1, OS4	<p>Conservation lands; Conservation works; Cultivation of land for agricultural/horticultural purposes; Golf courses; Private Parks; Public Parks; Recreational golf courses; Recreational buildings associated with conservation lands and public Campground; Managed forest;</p>

		Golf courses without structures; Private parks without structures; Public parks without structures; Recreational golf courses without structures; Sports fields without structures
--	--	---

Figure 3: Proposed Zone Implementation



4.0 PROVINCIAL POLICY STATEMENT 2020 (PPS)

The proposed low density residential subdivision is within the City of London's Urban Growth Boundary. The subject lands have full access to municipal services on Sunningdale Road and Hyde Park Road. The proposed development is consistent the PPS (2020) as follows:

- The proposed range of low and medium density housing types are to be developed in order to help meet long-term housing needs (Section 1.1.1);
- Development of the lands for urban-scale residential uses would represent cost effective development and minimize land consumption and servicing costs (Section 1.1.1);
- It is appropriate to consider the lands for residential uses given the high demand for housing and the need for housing affordability. Adding the subject lands to the vacant land inventory would help accommodate growth over the planning horizon (Section 1.1.2);
- The subject lands are within a settlement area, and are specifically identified as being within the City of London UGB (Section 1.1.3.1);
- The subject lands may be developed for a wide range of appropriate densities under the policies of both the 1989 Official Plan "*Low Density Residential*" designation and The London Plan's "*Neighbourhoods*" place type (Section 1.1.3.2);
- Development of the subject lands would implement existing zoning standards to facilitate appropriate, compact forms of development, (Section 1.1.3.4)
- The subject lands are located adjacent to the north of future planned development on the south side of Sunningdale Road West (Foxwood draft approved subdivision 39T-11503) (Section 1.1.3.6);
- A coordinated, integrated and comprehensive approach is used, including:
 - a) managing and/or promoting growth and development that is integrated with infrastructure planning;
 - c) managing natural heritage, water, agricultural, mineral, and cultural heritage and archaeological resources;
 - g) population, housing and employment projections, based on regional market areas (Section 1.2.1);

- The subdivision proposes a range of dwelling types and lot sizes (Section 1.4);
- The subject lands can be appropriately serviced by limited extensions of services planned for the subdivision abutting to the south (Section 1.4.3);
- The proposed subdivision promotes healthy, active communities through the planning of future public streets, spaces and facilities safe for pedestrians; it will foster social interaction and facilitate active transportation and community connectivity. The proposed subdivision is to provide a full range of publicly-accessible built and natural settings for recreation, including amenity area and pedestrian connections (Section 1.5.1);
- Any development of the subject lands would make use of full municipal services (Section 1.6.6.1);
- Any natural heritage features will be evaluated through the application process and addressed as necessary (Section 2.1); and,
- Cultural heritage matters have been satisfied through a stage 1-2 Archaeological Assessment, and that the subject lands are not of cultural heritage significance. The site is currently listed on the City's heritage inventory, but was only done so as the lands were proposed to be used as a cemetery. The lands are to be removed from the register. (Section 2.6).

5.0 OFFICIAL PLAN

The subject lands are proposed to be re-designated from its current "*Open Space*" designation (1989 Official Plan) and "*Green Space*" Place Type (The London Plan) to a more appropriate "*Low Density Residential*" designation (1989 Official Plan) and "*Neighbourhoods*" Place Type (The London Plan). No change to the City of London Urban Growth Boundary (UGB) is required as the subject lands are already within the boundary. As previously noted, this Official Plan Amendment to re-designate the subject lands is currently before the City of London.

It is important to note that development of the subject lands for their previously planned function, a cemetery, is not feasible due to a high water table, and the subject lands require re-designation to a more appropriate urban land use.

The proposed Official Plan Amendment represents an opportunity for the City of London to add to its vacant residential land supply without modifying the UGB and the requirement for a comprehensive review. The proposed "*Low Density Residential*" designation and

“Neighbourhoods” Place Type would provide policies for future low density development which contemplates the proposed Plan of Subdivision. The Official Plan also encourages development on municipal services. Specific sections of the current Official Plan which apply to the proposed subdivision are noted as follows:

Section 19.6.1

- i) The Draft Plan of Subdivision is consistent with the objectives and policies of the Official Plan, and Foxhollow Area Plan based on the proposed Official Plan Amendment submitted for the subject lands;
- ii) The Draft Plan of Subdivision can be serviced with available uncommitted population-equivalent reserve capacity in the water and sewage treatment systems, and without requiring an undue financial commitment from the City as per the attached servicing report completed by Stantec;
- iii) The Draft Plan of Subdivision can be adequately serviced with, and makes suitable provision for municipal services including, but not limited to, public streets (Hyde Park Road and Sunningdale Road), water, storm and sanitary sewers, waste collection and disposal, public utilities, fire and police protection, parks, schools, and other community facilities;
- iv) The proposed subdivision will not normally be exposed to excessive noise levels or other significant adverse impacts associated with nearby industrial activities or airport operations. It is anticipated that a noise study will be required at the Site Plan Approval stage for blocks abutting Sunningdale Road West and/or Hyde Park Road;
- v) The Draft Plan of subdivision is designed to reduce any negative impact on surrounding land uses and the transportation network through public road and pedestrian access to the subject lands and through the proposed subdivision;
- vi) The proposed subdivision is designed to be integrated with adjacent lands through future road connections as shown to the north and east of the subject lands. Notably, multiple potential road connections are provided, being two (2) connections each to the north and east;
- vii) The proposed subdivision incorporates Placemaking design principles identified in the City of London Placemaking Guidelines as evident in the mix of housing forms and residential densities, convenient pedestrian access within the community boundary;
- viii) The Draft Plan of Subdivision is designed to support optimization of the available supply, means of supplying, efficient use and conservation of energy;

ix) The proposed subdivision is designed to consider the need for tree preservation reports, and trees that have been identified for protection; and,

x) Specific components of the Natural Heritage System will be evaluated and protected, where necessary, from any negative impacts associated with the Draft Plan of Subdivision.

Based on the above criteria, the proposed Plan of Subdivision is consistent with the current 1989 Official Plan as proposed to be amended for the subject lands.

Specific sections of the London Plan which apply to the proposed subdivision are noted as follows:

55_ Direction #1 Plan strategically for a prosperous city

The proposed subdivision creates a strong civic image by creating development potential for future neighbourhoods. The proposed future subdivision makes appropriate and efficient use of vacant lands within the urban boundary, and the proposal offers an increase in the housing supply for this area of London.

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

The proposed development plans for low- and medium-density residential forms of development to take advantage of existing services and facilities. The proposed future subdivision aims to support aging in place; build quality public spaces and pedestrian environments that support walking; and, use of the Urban Growth Boundary to support infill and intensification. Notably, higher intensity forms of development, such as apartment buildings, are proposed at the corner of Sunningdale Road West and Hyde Park Road.

60_ Direction #6 Place a new emphasis on creating attractive mobility choices

The proposed block plan and transportation plan are integrated and mutually supportive and utilize a modified grid system of streets which maximize connectivity and ease of mobility. The proposed development has a strong network of transportation corridors that promote connection and mobility to the surrounding neighbourhood and major arterial roads. It is noted that there are no collector roads that extend through the site. Rather, collector roads are anticipated to be a component of future development further to the north and east.

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

The proposed development plans for healthy neighbourhoods that promote active living, provide healthy housing options, offer social connectedness, afford safe environments; and, aims to meet the needs of people of all ages, incomes and abilities, allowing for aging in place. The development is intended to implement “placemaking” by promoting a subdivision design that creates safe, diverse, walkable, healthy, and connected communities, creating a sense of place and character. The proposed internal street network provides connectedness throughout the proposed subdivision, making it safe and walkable. The proposed development is to have crosswalk across the new round-about, providing for pedestrian connection to the future development to the south along Sunningdale Road West.

62_ Direction #8 Make wise planning decisions

The proposed subdivision provides housing for future residents of London during a period of very high housing demand. The proposed subdivision can be developed without comprehensive planning for lands outside of the UGB, nor is a secondary plan required.

City Building Policies

189_ The design of the City of London is shaped by both its natural setting and its built form. The built form includes elements such as streets, streetscapes, public spaces, landscapes and buildings. The proposed subdivision proposes a built form which creates a positive relationship between these elements, which influence how we navigate and experience the City. For additional information on built form and urban design, please refer to the *Urban Design Brief* submitted together with this FPR.

201_ New neighbourhoods should be designed with consideration for the character of existing landscapes and topography. The proposed street network and civic infrastructure will be established in consideration of this goal. Street A is designed far enough away from the intersection of Sunningdale Road West and Hyde Park Road and the street ends at Block 16 which provides a visual of the proposed park block. Street B is also proposed far enough away from the major intersection and meanders around Block 16 in order to maintain the open space feature.

202_ Medium density blocks are located at key entry points along Hyde Park Rod at Street B and along Sunningdale Road West at Street A. These blocks help to establish the proposed neighbourhood’s character and identity through development which is intended to be pedestrian scaled, well-designed and built to fit within the surrounding neighbourhood to the south.

212_ The configuration of the proposed internal streets was planned using a modified grid pattern. Cul-de-sacs and dead-ends were avoided in order better connect to future surrounding development. The proposed subdivision also has multiple direct connections to the main external street networks, being Sunningdale Road West and Hype Park Road.

220_ The proposed subdivision is designed with a diversity of lot patterns and block sizes to support a range of housing choices, mix of uses and to accommodate a variety of ages and abilities. Due to the size of many of the blocks, a wide range of development scenarios are possible, all of which are subject to Site Plan Approval.

252_ The site layout of new development should be designed to respond to its context and the existing and planned character of the surrounding area. The proposed subdivision integrates the existing Urban Thoroughfares which connect the proposed development to other areas of the City.

268_ Sites shall be designed to provide a direct, comfortable and safe connection from the principle building entrance to the public sidewalk. Specific connections will be denoted on a detailed design plans for road networks (such as engineering and roads plans), while connections from individual blocks will be provided upon their individual development.

Neighbourhoods Place Type

Vision

The proposed subdivision will create a strong neighbourhood character, sense of place and identity through its variety of built forms proposed, the relationship of the neighbourhood to the intersection of Hyde Park Road and Sunningdale Road West, as well as its accessibility to the rest of the surrounding area. While not “affordable” under the definition of the Provincial Policy Statement, the proposed development aims to provide a mixture of housing which is affordable for this area of London.

How will we realize our vision?

The proposed subdivision plans for a diversity and mix of different housing types, intensities, and forms which are to be compatible with the surrounding Hyde Park Neighbourhoods. Street networks within the proposed subdivision will be designed to be pedestrian, cycling and transit friendly. This area of London is primarily auto-oriented; however, regard will be given to active forms of transportation through the use of sidewalks, crosswalks and traffic calming measures.

The proposed future subdivision is also designed to protect the Natural Heritage System by conserving the unevaluated wetland area, while providing the necessary forms of housing to support London's growing population.

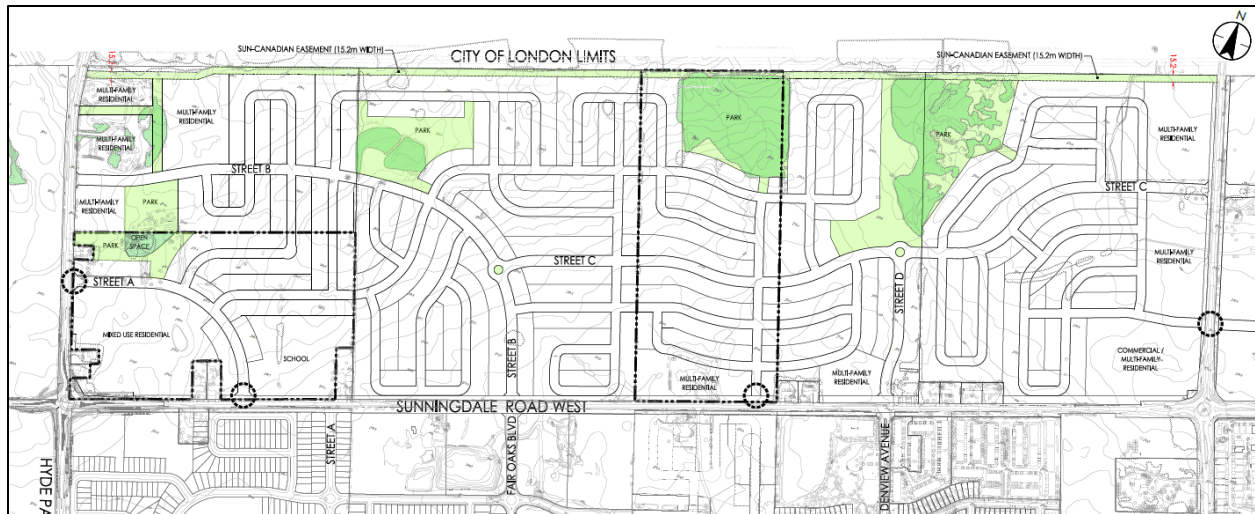
Secondary Plans

Through the multiple applications required for these lands, we are of the opinion that this property has been extensively review through the Planning Justification Report, follow up letters with staff, Initial Proposal Report and subsequently through the Final Proposal Report. The proposed land use and subdivision is a viable option for the underutilized lot and does not encumber the future development of abutting lands (147_). The proposed subdivision is located at an important intersection which provides access to two Urban Thoroughfares. Future development of these lands are to provide active streetscapes along these streets in order to provide for integration of active and vehicular transportation. Based on the applicable policies, letters provided to City staff and staff support in a recommendation to proceed with the planning process without the need for a Secondary Plan, the proposed subdivision conforms to the general intent and purpose of the London Plan.

6.0 AREA STUDIES

The subject lands are within the Fox Hollow Community Plan, and although these lands weren't contemplated for residential uses in the past, they are being contemplated for them now and the analysis provided in the already submitted OPA supports this proposal. As no higher-order roads are proposed, no amendment to any transportation schedules is required. In the absence of a Secondary Plan, a conceptual transportation network and linkage plan for the development of the surrounding lands has been provided (Figure 4).

Figure 4: Excerpt of Conceptual Transportation and Linkage Plan



The lands are separated from existing development by two Urban Thoroughfares; however, this intersection and the Hyde Park neighbourhoods are expanding and new forms of development are necessary for the growing population in London. While the lands are at the furthest edge of the Urban Growth Boundary it is delineated as being within the Urban Growth Boundary, which supports residential development. The subject lands have the potential to be a future large neighbourhood north of Sunningdale Road West. While these lands are not currently developed, they have the potential to be a part of the growth boundary in the future. It should be noted that the subject lands have never been reviewed through a land needs study to determine if they are appropriate for future community growth, however, based on their location at the intersection of two Urban Thoroughfares, a form of residential development could be supported through the City's Official Plans.

The proposed development could support future road connections (as shown in Figure 2) that have regard for a potential future vision of growth.

7.0 EXISTING CONDITIONS

The subject lands are currently vacant and contain a potential environmental feature, being an unevaluated wetland feature. The topography of the subject lands is generally flat. There are no significant development constraints on the subject lands. The subject lands have an area of approximately 20.5ha (51.4ac), a total frontage of approximately 512m (1680ft) (two sections being 265m and 247m each) on Sunningdale Road West and a total frontage of approximately 269m (883ft) (three sections being 28m, 195m, and 46m each) on Hyde Park Road. The overall depth of the subject lands is approximately 400m (1,312ft) north to south.

The vast majority of the subject lands are cultivated fields, with a small portion in the northwest corner to the rear of 2611 Hyde Park Road left as vacant land, including a small pond. Land uses abutting the subject lands consist of single detached dwellings (fronting on to Hyde Park Road and Sunningdale Road), and cultivated fields in all directions. Lands to the south are planned for future residential development while lands in all other directions are outside of the UGB and are anticipated to be used for agricultural uses for the foreseeable future.

7.1 ENVIRONMENTAL CONDITIONS

There are no known environmental conditions on the property that would restrict the proposed development. Any related environmental conditions would be addressed through the draft plan approval review process. The high water table may require consideration for reduced foundation depths.

A Hydrogeological Assessment was completed by EXP Services Inc. on May 7th, 2021 which concluded that, in summary, during construction, “short term dewatering of shallow groundwater may be necessary, where excavations crossing the shallow groundwater require construction dewatering, particularly near the south edge of the site where groundwater is found closest to surface”. In addition, “water balance calculations are provided in this [EXP] report, however as the development plan for the site has not been finalized, the water balance calculations only represent a preliminary evaluation of the runoff and infiltration conditions expected under post development conditions. Once the development plan has been finalized, the water balance is to be re-evaluated and considered to assist with storm water management and the requirement for secondary infiltration and Low Impact Design (LID) techniques”.

A scoped Environmental Impact Study (EIS) was completed by MTE Consultants on July 28th, 2021. Conclusions that resulted from this study consist of potential Milksnake habitat encounters during construction, which are to be mitigated. A movement/foraging habitat is to be provided around the retained ephemeral pond within the parkland. This EIS has set out recommendations to protect the adjacent significant natural heritage features from indirect impacts. Provided these are met, the EIS supports the proposed development.

7.2 SITE CONTAMINATION

The subject lands are currently, and have historically been, used for cultivation. As such, there are no concerns related to site contamination anticipated.

7.3 ARCHAEOLOGICAL/BUILT HERITAGE CONCERNS

No previous development has taken place on the subject lands, however the lands have been identified as having archaeological potential in the City of London's Archaeological Master Plan. A Stage 1-2 Archaeological Assessment was completed by Lincoln Environmental Consulting in June 2020 which concluded that no archaeological sites were identified during the Stage 2 Assessment and no further work is required.

The property is currently LISTED on the City's Register as having potential heritage significance due to its once, anticipated future use as a cemetery. Due to its LISTED status, as a condition of Draft Plan of Subdivision approval, the property is to be removed from the City's registrar.

7.4 EXISTING SERVICES

Comments and responses in this section of the report are referred from accompanying servicing reports and plans.

7.4.1 Sanitary Drainage

There is currently no municipal sanitary sewer fronting or in close proximity to these lands. The lands are within the Greenway/Adelaide WTP sewershed. The sanitary outlet for external lands north of Sunningdale Road is the 450mm diameter trunk sanitary sewer within the Foxhollow SWMF3. The planned outlet available for these lands is the existing 375mm sanitary sewer at Tokala Trail and Bridgehaven Drive which discharges to the 450mm diameter trunk sanitary sewer within the Foxhollow SWMF3 which will ultimately outlets to the 600mm diameter sanitary trunk at Medway Crescent.

As per the ECA approved external sanitary area plan as set out by City Project #ES3020-FH3 as part of Fox Hollow Community SWM System Contract the Fox Hollow Sanitary Trunk has capacity allocated to the subject site.

7.4.2 Water Supply

The existing water infrastructure in the area around these lands includes a 900mm diameter watermain within the north side of the Sunningdale Road right-of-way fronting the proposed development. The nearest high-level existing infrastructure is located at Fair Oaks boulevard. The connection point to the 300mm watermain on Fair Oaks Boulevard would need to be on the south side (HL) of the check valve chamber.

7.4.3 Storm Drainage

Stormwater management quantity and quality control for this development is anticipated based on development runoff coefficient which will increase beyond SWMF 1N allocation for these lands such that on-site controls will be required. A combined park/SWM facility could be located proximate to the northeast corner of the site, adjacent to a potential wetland feature.

8.0 SANITARY SERVICING

8.1 PROPOSED SANITARY SEWERSHED

Since this subject site is at the limit of the City of London development boundary, external works will be required to bring services to this future development. Sanitary treatment for this area is anticipated to be provided by the Greenway/Adelaide Pollution Control Plant. Flows will be directed to Greenway/Adelaide treatment plant likely by external CSRF (City Services Reserve Fund) sewers. The allocation available is 66.1 people/hectare. As a result, the Fox Hollow Sanitary trunk once extended by future developments to south-east can service the 20.54ha subject site for population up to 1358 (equivalent to approximately 453 single family lots).

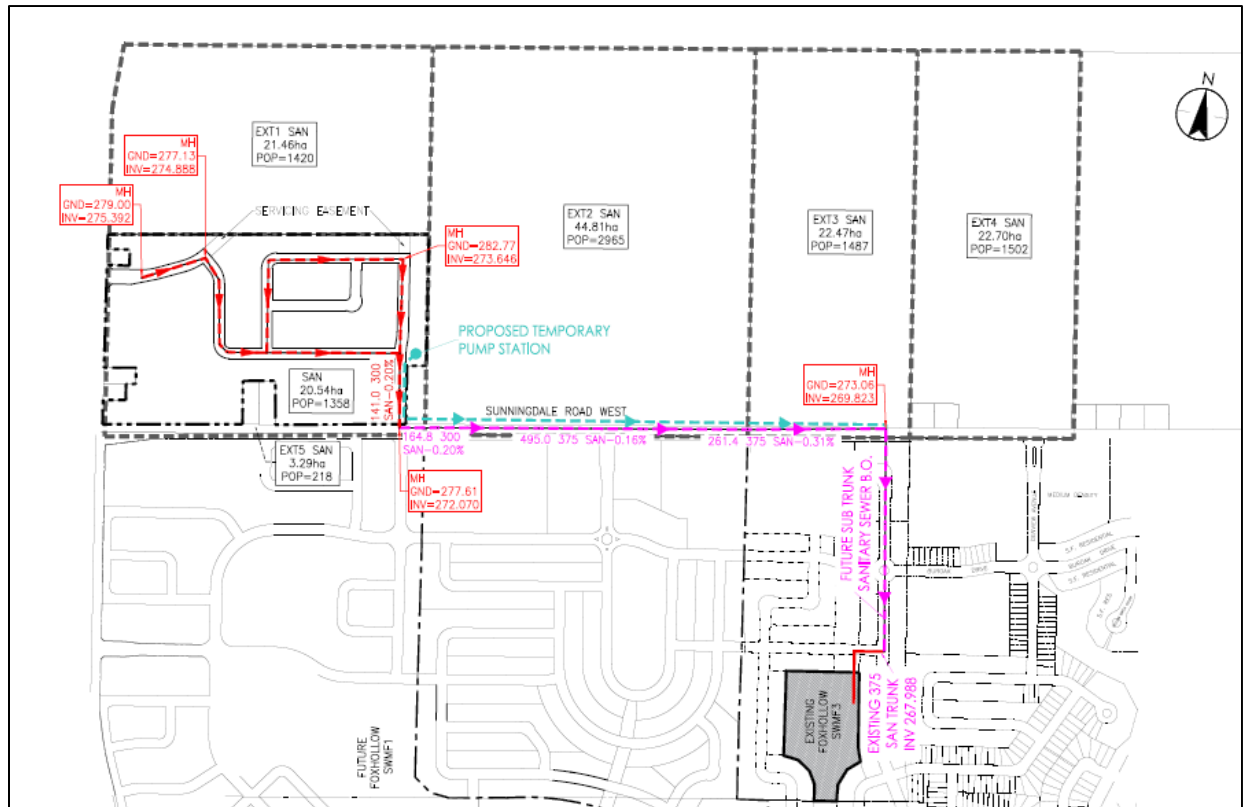
Given the distance to this outlet from the site and undevelopable lands surrounding the subject site, a temporary connection strategy is under consideration being the installation of approximately 1070m of sanitary forcemain from subject site going east along Sunningdale Road. The future extension of the 375mm diameter sanitary sewer within Creekview Subdivision going north is expected to be by way of a future CSRF oversizing claimed sanitary sewer. The onsite temporary pump station would be in operation until such time as CSRF sewer is extended by developers to the east at which times the flows would be rerouted via gravity.

8.2 SANITARY SEWER SERVICING STRATEGY

All lots will be serviced by a local sanitary sewer to be installed within the subdivision roadway. In accordance with City of London Standards, the sanitary sewer routing alignments and depths are shown in Sanitary Routing Figure (Figure 5) demonstrating how the lands can ultimately flow by way of gravity sewer to the future 375mm oversized sanitary sewer and ultimately the existing 450mm diameter sanitary trunk sewer in the Foxhollow SWM3. In the interim temporary servicing measures are required until City Services Reserve Fund oversized gravity sewers are extended by the undeveloped lands to the north of Sunningdale Road and east of the subject land's tributary to the future 375mm oversized sanitary sewer. The temporary measures required include the installation of a sanitary forcemain along north side of the Sunningdale Road and installation of

temporary sanitary pump station within subject lands. The temporary measures would be decommissioned once the gravity outlet becomes available in the immediate vicinity of the subject lands and the local sanitary sewer will be designed to allow for transition to gravity outlet at the location of the temporary pump station.

Figure 5: Sanitary Servicing Routing Area Plan (prepared by Stantec) (excerpt)



8.3 SANITARY OUTLETS

There are currently no municipal sewers fronting or in close proximity to these lands. As planned the outlet available for these lands is the existing 375mm sanitary sewer at Tokala Trail and Bridgehaven Drive which discharges to the 450mm diameter trunk sanitary sewer within the Foxhollow SWMF3 which will ultimately outlet to the 600mm diameter sanitary trunk at Medway Crescent. The future extension of the 375mm diameter sanitary sewer within Creekview Subdivision going north is expected to be by way of a future oversizing claimed sanitary sewer.

Sanitary treatment for this area is anticipated to be provided by the Greenway/Adelaide Pollution Control Plant via the Medway Sanitary Pump Station. Given the gravity sanitary outlet in close proximity to these lands is not immediately available, and the timing is likely subject to

development of neighboring undeveloped lands the proposed alternative is the installation of a sanitary pump station and forcemain to direct flows to the existing outlet at Creekview subdivision while minimizing disturbance of Sunningdale Road right-of-way.

The additional flows from the proposed development of subject lands are not anticipated to exceed downstream trunk sanitary sewer capacity or treatment capacity.

9.0 WATER SERVICING

9.1 WATER SERVICING STRATEGY

There is an opportunity to extend the future watermain anticipated to be available within the future development (Foxwood Subdivision), south of Sunningdale Road and west of the Kent Subdivision. Should this connection be available to service the subject site it would require approximately a 30m extension to cross Sunningdale Road. Otherwise should construction timing of Foxwood Subdivision not align with subject site requirements an easement should be sought after from Foxwood Subdivision with their drawing approval. Alternatively, there is an opportunity to extend the 300mm watermain on Fair Oaks Boulevard within the Kent Subdivision. In order to service the subject site, the watermain would need to be extended by approximately 400m from Fair Oaks Boulevard along Sunningdale Road. The connection point to the 300mm watermain on Fair Oaks Boulevard would need to be on the south side (High-Level) of the check valve chamber. This would provide a single connection to the site.

These watermains are serviced from the Hyde Park Pumping Station which is part of the high level distribution system (HGL of 317.0m) and is thus able to service the entire site.

The subject lands are anticipated to have more than 80 units proposed, resulting in a requirement of two water service connections. The secondary connection is expected with the 900mm diameter watermain within the north side of the Sunningdale Road right-of-way fronting the proposed development via easement through medium density blocks on Sunningdale Road West or alternatively through Street 'B' at Hyde Park Road which would require installing a low-level watermain approximately 300m in length along east side of Hyde Park Road to Street 'B'. This connection would complete a loop between the high- and low-level water system and thus would require a check valve chamber such that the low-level connection would only provide supply under emergency condition (high-level system failure).

9.2 EXISTING WATER NETWORK

This area is currently serviced from the low-level distribution system (HGL of 301.8m). The elevations throughout the subject lands generally fall above the elevation of 273.0 m, thus the subject lands are not anticipated to be serviceable from the low-level system. Connection is anticipated through a 30m extension to the existing service along Sunningdale Road or alternatively the extension to the existing service 300mm watermain on Fair Oaks Boulevard with connection to the south side (High-Level) of the check valve chamber.

10.0 STORMWATER MANAGEMENT (SWM)

10.1 STORMWATER ASSUMPTIONS

The Heard Drain catchment that the proposed development is part of consists of approximately 416 hectares of land north of Fanshawe Park Road that form the headwaters of Snake Creek within the Medway Creek Subwatershed.

The Fox Hollow Stormwater Management System Function Design Report dated April, 2011 by Stantec Consulting Inc. and latest Fox Hollow SWM #1 modifications brief dated September 15, 2015 by Stantec Consulting Inc. was reviewed and determined that the proposed outlet for the subject lands is the north cell of the future Fox Hollow Stormwater Management Facility 1N (SWMF 1N). The flows will be conveyed south across Sunningdale Road overland and through enclosed pipe via Foxwood subdivision where the SWMF 1N is located.

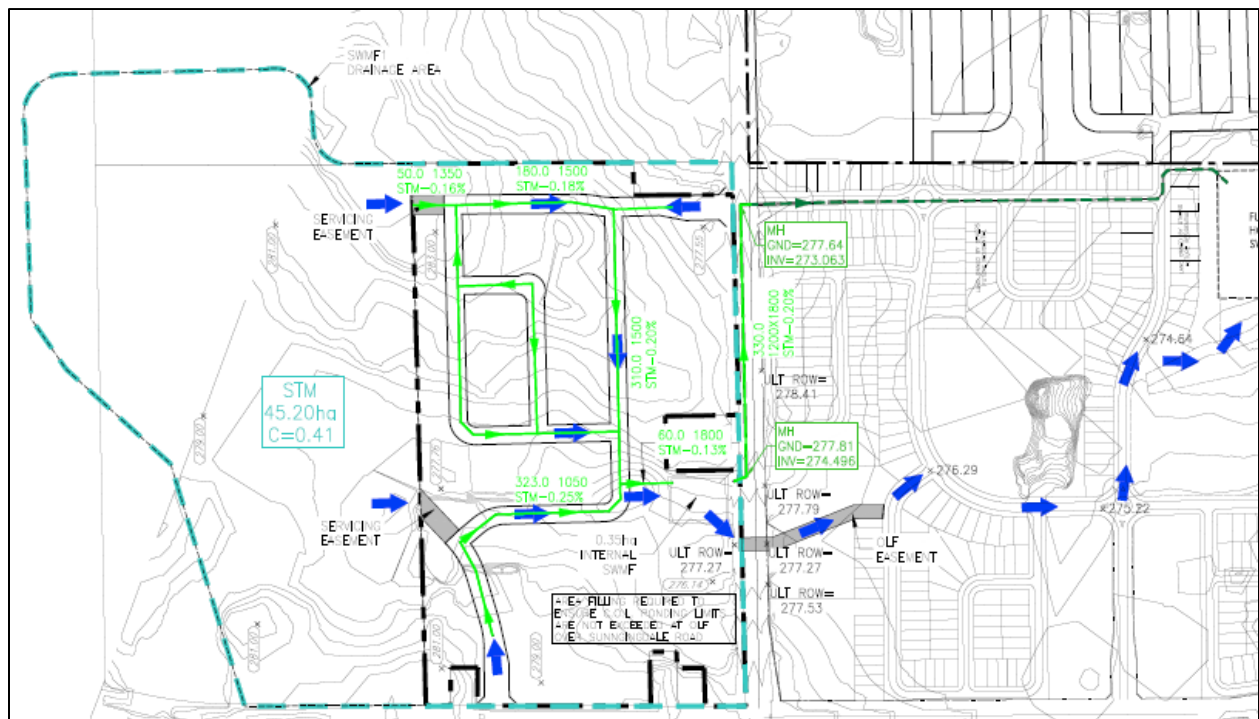
SWMF 1N has been designed such that it will have capacity for providing appropriate quantity and quality control as long as the runoff coefficient for subject site does not exceed 0.41 as allocated for catchment 2011. The subject site is anticipated to have runoff coefficient in exceedance of 0.41 as a result in order not to exceed downstream capacity of sewers, future Foxwood Subdivision right-of-ways and SWMF 1N flows will have to be controlled to offset increased runoff coefficients beyond SWMF 1N design allocation.

Block 17 on the Draft Plan of Subdivision is intended for a SWMF and park link. The block is 0.793 ha in size and located to provide a link from Sunningdale Road West to Block 16 (Park Block). Block 17 is in a central location and abuts the block with the highest proposed density permissions.

10.1.1 Storm Sewer Servicing Strategy & Storm Outlet

The major and minor flows conveyed from the subject site are to be split at Sunningdale Road, with flows up to the 50-year flow routed south to the north cell of SWMF 1 via future storm sewer and larger flows routed to the west cell of SWMF 1N via overland flow along roadways. The 250 year major overland flow conveyance across Sunningdale Road to the Fox Hollow SWM Facility #1 North Cell is anticipated not have any grading constraints inhibiting drainage. Figure 6 is included with conceptual grades (existing and ultimate) that support the 250 year conveyance to the Fox Hollow SWM #1 North Cell facility.

Figure 6: Storm Servicing Routing Plan (prepared by Stantec) (excerpt)



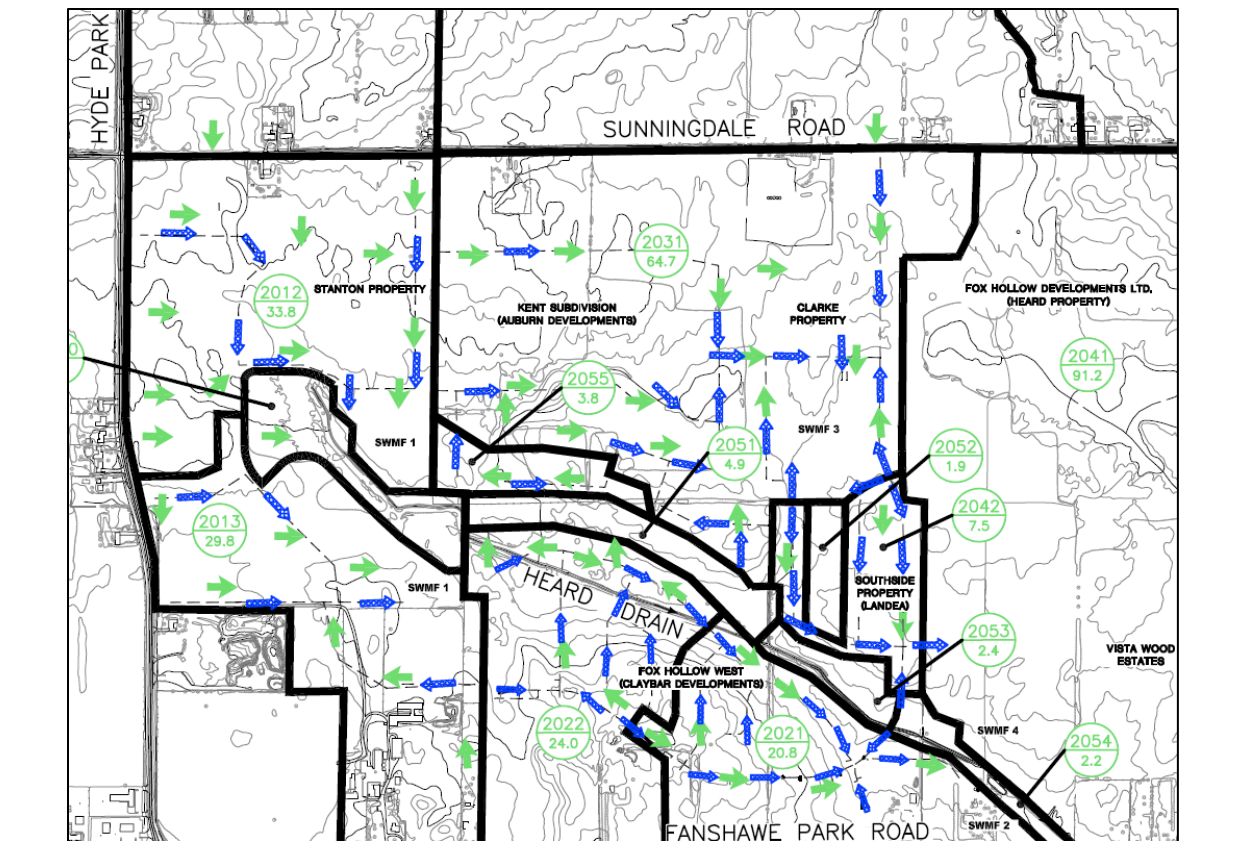
In order to service the site approximately 525m of future storm sewer will be required to be installed within Foxwood Subdivision by others, as a contingency should construction timing not align with subject site requirements an easement should be sought after from Foxwood Subdivision with their drawing approval.

10.2 PROPOSED STRATEGY FOR STORMWATER

Stormwater management quantity and quality control for this development is to be primarily provided by the future Fox Hollow Stormwater Management Facility 1N (SWMF 1N). SWMF 1 has been designed for quality and quantity control. SWMF 1N has been designed such that it will

have capacity for providing appropriate quantity and quality control as long as the runoff coefficient for subject site does not exceed 0.41 as allocated for catchment 2011. A local onsite SWM pond is proposed to offset increased runoff coefficients beyond SWMF 1N design allocation, its location will be in vicinity of the 250 year overland flow route as this will be its emergency spillway as shown in Figure 7.

Figure 7: Post Development Drainage Plan (prepared by Stantec) (excerpt)



11.0 TRANSPORTATION

11.1 TRANSPORTATION BACKGROUND STUDIES

Both Hyde Park Road and Sunningdale Road are Arterial roads, and while traffic will be increased, these roads have the capacity to support the residential increase. A Traffic Impact Assessment was completed by Paradigm in April 2021. This report concluded that the development is appropriate provided that the following auxiliary lanes be implemented:

1. A southbound left-turn lane with 25m of storage on Hyde Park Road at Street B; and,
2. An eastbound left-turn lane with 25m of storage on Sunningdale Road at Street A.

11.2 INTERNAL ROAD NETWORK

The proposed layout of the new public roads within the Draft Plan of Subdivision provides for the efficient use of the subject lands, and does not provide for any dead-end traffic. The new public roads will be designed and constructed to municipal standards, and will integrate into both of the abutting road networks. The proposed single-family lots and medium density blocks will be capable of providing the minimum required number of parking spaces on-site. As such, no significant undue traffic or safety concerns are anticipated. The proposed internal road network is supported by the Traffic Impact Assessment prepared by Paradigm. While it is unlikely that all four road connections to adjacent lands will be required, these blocks (Blocks 19-22) will be held for future road connections until deemed unnecessary, at which time they will be converted to single-family lots.

11.3 EXTERNAL ROAD NETWORK

The proposed development will have access to Hyde Park Road and Sunningdale Road, which are both arterial road networks. Turn lanes will be provided which comply with City standards in order to provide safety and accessibility for future residents of the proposed subdivision. Subject to further discussion with City staff, we believe that future collector road connections to the north and east are viable given the limited locational opportunities for such connections. Generally, a collector road connection to the north would occur approximately mid-way along the depth of the subject lands, and a connection to the east would occur towards the northerly property limit.

11.4 BICYCLE AND PEDESTRIAN CONSIDERATIONS

There is currently no pedestrian sidewalk present along Hyde Park Road or Sunningdale Road at this location. Sidewalks are proposed internal to the proposed development in order to encourage active transportation. However, due to its location, it is anticipated that future residents will use their car as the primary mode of transportation. There are currently no dedicated bicycle lanes on Hyde Park Road or Sunningdale Road at this location. Each future individual residential dwelling will provide secured bicycle parking. The subject lands are not serviced by the London Transit Commission.

The proposed round about at the intersection of Hyde Park Road and Sunningdale Road is to provide a pedestrian crosswalk. As this is a major intersection, future development of Block 14 may have a gateway feature which integrates well this this intersection in order to provide pedestrian and active transportation access to the existing neighbourhood to the south of Hyde

Park Road. Such a gateway feature will be identified through a future Site Plan Approval application.

12.0 NATURAL HERITAGE / PARKS

12.1 NATURAL HERITAGE SYSTEM

There is a small portion of the subject lands which is identified in the London Plan as “*Unevaluated Wetland*”. A portion of the site is within the Upper Thames River Conservation Authority (UTRCA) regulated area and will require a Section 28 permit for in advance of any development. The subject lands are also within the Tree Protection Area and proper permits for the removal of trees on the site will be necessary. The “*Unevaluated Wetland*” area is proposed to be zoned OS4, abutting lands proposed to be used as a community park.

12.2 PARKS AND OPEN SPACE

Parkland dedication will be calculated at 5% of the total site area or 1ha per 300 residential units, whichever is greater. Open Space has been provided as shown on the Draft Plan as Block 16, 17 and 18, with a combined area of approximately 1.71ha. The park/open space blocks are located adjacent to the defined natural heritage feature and associated buffer. The park is proposed to be configured in a manner consistent with the approved City of London Design Manual and would include amenities consistent with a neighbourhood park. The detailed design will continue to be reviewed and refined through the planning process

13.0 FINANCIAL IMPLICATIONS

An estimate of claimable costs and revenues for the proposed development has been completed in accordance with the City of London Estimate of Claimable Works and Revenues Worksheet. Preliminary financial calculations are included in Appendix A of this document.

13.1 SUMMARY OF REVENUES

Based upon the Development Charge rates (effective January 1, 2020) and assuming typical density (uph) and land use as per the Draft Plan of Subdivision concept plan prepared by Stantec, the proposed development will generate the following revenues:

Land Use	Estimated CSRF Revenues
Low Density	\$ 8,953,069
Medium Density	\$13,389,661
Total	\$22,342,730.34

Note: See "Initial Proposal Report (IPR) Claimable Works & DC Revenue Estimate Worksheet" in for additional details.

13.2 SUMMARY OF CLAIMABLE WORKS

A summary of major claimable works associated with the proposed development are as follows:

Description	Estimated CSRF Claims
Channelization on Arterial Road	\$480,000
Road Oversizing	\$13,000
Wastewater Oversizing	\$7,473
Storm Sewer Oversizing	\$1,010,250
Watermain Oversizing	\$44,000
Total	\$1,554,723

Note: See "Initial Proposal Report (IPR) Claimable Works & DC Revenue Estimate Worksheet" for additional details.

14.0 MISCELLANEOUS

An Official Plan Amendment Application was received by staff on March 10th, 2020 for these lands. A decision has not yet been made by the City on the application.

References

Provincial Policy Statement (2020)

1989 City of London Official Plan (June 1989)

The London Plan (December 2016)

City of London Z.1 Zoning By-law (Office Consolidated October 2011)

The Fox Hollow Stormwater Management System Function Design Report (April 2011)

Design Specifications & Requirements Manual (Updated August 2019)