

Final Proposal Report

Neighbourhoods of Sunningdale - "Sunningdale North"

Part of Lot 12, R.C.P. 1028,
City of London, County of Middlesex

Sunningdale Golf & Country Club Ltd. – Owner

Corlon Properties Inc. – Applicant

April 6, 2023

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1.0 Introduction

The applicant / developer of "Sunningdale North" is Corlon Properties Inc. on behalf of its sister company and landowner, Sunningdale Golf & Country Club Ltd.

The development of "Sunningdale North" is proposed to occupy a ~~51.032~~ 51.077 hectare parcel of land located immediately north of Sunningdale Road West, between Richmond Street North and Wonderland Road North. The City of London's municipal boundary is the northern limit of the subject lands.



The lands immediately east of Wonderland Road North are presently designated as "Neighbourhoods" "Multi-Family Medium Density, Residential" on Map 1 (Place Types) Schedule 'A' (Land Use) of the The London Plan, the City of London's ~~1989~~ Official Plan, while the vast majority of the subject lands are designated as "Open Space" enjoy the "Green Space" Place Type, to reflect their present use as part of Sunningdale Golf & Country Club's existing golf operations. ~~These same lands are designated as "Neighbourhoods" and "Green Space" Place Types within The London Plan~~ (excerpts enclosed in Appendix A). The proposed development of "Sunningdale North" will require an Official Plan Amendment to change the developable portion of the existing golf course from ~~"Open Space" (1989 Official Plan)~~ "Green Space" (London Plan), which presently recognizes and permits their use as

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private open space lands which form part of the golf course, to other appropriate land use designations / place types.

The Medway Valley Heritage Forest is the predominant environmental feature of the immediate area and is located to the east of the subject lands. To a lesser extent, the Axford Drain / Wonderland Road Tributary and its associated online (golf landscape) ponds characterize the area as it runs through "Sunningdale North" from Wonderland Road before turning south towards Sunningdale Road West.

All features of the City's Natural Heritage System and various Natural Hazards which may influence the development of the subject lands are depicted on ~~Schedule 'B1' (Natural Heritage Features) and 'B2' (Natural Resources and Hazards) of the City of London's 1989 Official Plan as well as~~ Map 5 (Natural Heritage) and Map 6 (Hazards and Natural Resources) of The London Plan (excerpt enclosed in Appendix B).

Sunningdale Road West and Wonderland Road North are both classified ~~as "Arterials" on Schedule 'C' (Transportation Corridors) of the City of London's 1989 Official Plan, while the London Plan classifies these streets~~ as a "Civic Boulevard" and a "Urban Thoroughfare" ~~respectively~~ on Map 3 (Street Classifications) ~~respectively~~ of The London Plan (excerpt enclosed in Appendix C). Access to "Sunningdale North" will be provided from Sunningdale Road West via a new intersection and roadway, opposite Street 'A' ("Robbie's Way") of 39T-18501 / 33M-827 ("Sunningdale Court"), and from Wonderland Road West via a new intersection and roadway. In addition, it is anticipated that a portion of "Sunningdale North", lying south and west of the Axford Drain / Wonderland Road Tributary, will be serviced with restricted access intersections (right-ins & right-outs only) to Sunningdale Road and Wonderland Road. These restricted access intersections, coupled with the existing roundabout at the intersection of Sunningdale Road / Wonderland Road, will enable future residents to have full access to this portion of "Sunningdale North" when planning their daily trips.

The lands are highly characterized by their use as part of Sunningdale Golf & Country Club's golf facilities. The Axford Drain / Wonderland Road Tributary will be re-aligned / re-constructed, and its associated online golf landscape ponds will be removed. This will enable the creation of a complete corridor which will provide opportunities to greatly enhance the existing natural heritage features and functions of this drain / tributary. By including additional lands to mitigate / compensate for other small satellite natural features, a much larger corridor will be created that can also integrate stormwater management and passive recreational (multi-use path) opportunities. This entire rehabilitated corridor will be designated as ~~"Open Space" (1989 Official Plan) /~~ "Greenspace" (London Plan), will be appropriately zoned to restrict development and will be ultimately dedicated to the City of London. This new complete corridor will service as the centerpiece of "Sunningdale North".

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The proposed stormwater management approach is to integrate the stormwater management facility (referred to as SWMF 6C in the Sunningdale Area Storm Drainage & Stormwater Servicing for Undeveloped Land Environmental Assessment) into the new complete corridor as two dry pond cells with ephemeral wetland plantings, located on either side of the realigned Axford Drain within the Axford Drain ~~open-space~~ green space corridor. These pond cells will primarily provide erosion control with some peak flow attenuation while water quality objectives will be fulfilled by oil and grit (OGS) separators (located on the adjacent tablelands) which will outlet to these cells. In addition, the northern most half of "Sunningdale North" will be directed to a wet pond in predominantly the same location envisioned for SWMF 10 within the Sunningdale SWM EA. This pond will be located on lands retained by Sunningdale Golf Club as they will use the water to meet the irrigation needs of their golf course. Larger storm events will be conveyed overland via the proposed local street network within "Sunningdale North" and across the golf course by way of a proposed ~~4650~~ 1800 mm storm sewer.

Sanitary sewage flows from the development of "Sunningdale North" will be directed through "Sunningdale Court" (39T-18501) to the existing Medway Sanitary Trunk Sewer (MSTS) located within the Medway Valley, south of Sunningdale Road. This 450 mm sewer was designed with capacity to service the lands situated to the north and west of the Sunningdale Road / Wonderland Road intersection as well as lands situated to the east of Wonderland Road, including the "Sunningdale North" lands which presently form part of Sunningdale Golf Club's existing operation. In addition, the blocks located within the development area bounded by the Axford Drain, Wonderland Road and Sunningdale Road are anticipated to be serviced via an extension of the Wallingford Avenue sanitary sewer. This sewer is expected to be extended to the east from Wallingford Avenue to Street 'L' in a municipal easement paralleling and immediately adjacent to Sunningdale Road.

Water supply mains will be looped from the existing 900 mm watermain located within the right-of-way of Sunningdale Road West and the 1200 mm watermain which will be constructed (City Project No. EW3692) within the Wonderland Road right-of-way, from Sunningdale Road to the City limit in 2024. Alternatively, a watermain would be extended from the 450 mm watermain on Wonderland Road in the event that the City decides not to build the 1200 mm watermain. Ultimately, as the development is proposed to be more than eighty (80) units, multiple connections to the municipal drinking water system will be required in order to provide lopping of the internal watermain system.

2.0 The Planning Act & Provincial Policy Statement (PPS)

Subsection 51(17) of the Planning Act, R.S.O. 1990, c. P.13, as amended, specifies the information and material (the "contents") which an applicant shall provide to the approval authority for consideration and approval of a plan of subdivision. Specifically, this subsection sets out twelve (12) requirements (a to l) for prescribed information and material. As

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required, these requirements will be satisfied, as appropriate, on the face of the proposed draft plan of subdivision.

In addition to the above, Ontario Regulation 544/06 specifies additional information and material to be provided by an applicant for approval of a plan of subdivision, for the purposes of subsection 51(17) of the Act. These requirements are set out in Schedule 1. O.Reg. 544/06, s. 2. For purposes of convenience, the following information is numbered in reference to the requirements set out in Schedule 1.

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1. *The name, address, telephone number and, if applicable, the e-mail address of the owner of the subject land, and of the agent if the applicant is the owner's authorized agent.*

Owner: Sunningdale Golf & Country Club Ltd.
200 Villagewalk Boulevard, Suite 400
London, Ontario N6G 0W8
(519) 660-6200 ext. 2

Applicant: Corlon Properties Inc.
200 Villagewalk Boulevard, Suite 400
London, Ontario N6G 0W8
Tel. (519) 660-6200 ext. 2
c/o
David R. Schmidt, Development Manager
dschmidt@sunningdalegolf.com

2. *The date of the application.*

To be determined.

3. *A description of the subject land, including such information as the municipality, or the geographic township in unorganized territory, concession and lot numbers, reference plan and part numbers, and street names and numbers.*

Part of Lot 12, R.C.P. 1028, City of London, County of Middlesex

4. *Whether there are any easements or restrictive covenants affecting the subject land.*

Sun-Canadian Oil Pipeline Easement & Imperial Oil Pipeline Easement

5. *If the answer to section 4 is yes, a description of each easement or covenant and its effect.*

The Sun-Canadian Oil Pipeline Easement varies between 6.097 and 7.620 metres in width and is located immediately adjacent to and parallel to the northern limit (municipal boundary between City of London the Municipality of Middlesex Centre) of the subject lands. This easement is more particularly described in registered Instrument Nos. 115,260, 408633, and LY69184.

The Imperial Oil Pipeline Easement is 3.048 metre in width registered as Instrument No. 60010LY. This easement runs in southeasterly direction across lands which will be retained by

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Sunningdale Golf & Country Club Ltd., from their northern limit to the limits of "Sunninglea" (33M-771).

6. *If known,*

(a) *whether the subject land was ever the subject of an application for approval of a plan of subdivision under section 51 of the Act, for a consent under section 53 of the Act, for a minor variance, for approval of a site plan, or for an amendment to an official plan, a zoning by-law or a Minister's zoning order; and*

No

(b) *if the answer to clause (a) is yes, the file number and status of the application.*

Not Applicable

7. *The total number of lots or blocks shown on the draft plan, and the number of lots or blocks shown on the draft plan for each of the following uses:*

To be determined based upon outcome of File Manager Consultation process and City review of the ~~Initial~~Final Proposal Report.

8. *The total number of units or dwellings shown on the draft plan, and the number of units or dwellings shown on the draft plan for each of the uses listed in section 7, except the uses described in paragraphs 11 and 12 of that section.*

To be determined based upon outcome of File Manager Consultation process and City review of the ~~Initial~~Final Proposal Report.

9. *In hectares, the total area of land shown on the draft plan, and the area of land shown on the draft plan for each of the uses listed in section 7.*

To be determined based upon outcome of File Manager Consultation process and City review of the ~~Initial~~Final Proposal Report.

10. *The total number of units or dwellings shown on the draft plan per hectare, and the number of units or dwellings shown on the draft plan per hectare for each of the uses listed in section 7, except the uses described in paragraphs 11 and 12 of that section.*

To be determined based upon outcome of File Manager Consultation process and City review of ~~Initial~~Final Proposal Report.

11. *The total number of parking spaces shown on the draft plan, and the number of parking spaces shown on the draft plan for each of the uses listed in section 7, except the uses described in paragraphs 1, 2, 11 and 12 of that section.*

Not Applicable

12. *If the application is for approval of a condominium description, the number of parking spaces shown on the draft plan for detached and semi-detached residential use.*

Not Applicable

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13. *If one of the uses referred to under section 7, 8, 9, 10 or 11 is identified as "other residential", "institutional" or "other", a description of the use.*

Not Applicable

14. *The current designation of the subject land in the applicable official plan.*

The lands immediately adjacent to Wonderland Road North are presently designated with a "Neighbourhoods" Place Type on Schedule 'A' (Land Use) Map 1 of The London Plan, the City of London's 1989-Official Plan, while the vast majority of the subject lands are designated with a "Green Space" Place Type "Open Space" to reflect their present use as part of Sunningdale Golf & Country Club's existing golf operations. ~~These same lands are designated as "Neighbourhoods" and "Green Space" Place Types of The London Plan~~ (excerpts enclosed in Appendix A).

15. *Whether access to the subject land will be,*

- (a) *by a provincial highway, a municipal road that is maintained all year or seasonally, another public road or a right of way; or*

Municipal road right-of-way, maintained all year

- (b) *by water.*

Not applicable

16. *If access to the subject land will be by water only, the parking and docking facilities to be used and the approximate distance of these facilities from the subject land and the nearest public road.*

Not applicable

17. *Whether water will be provided to the subject land by a publicly owned and operated piped water system, a privately owned and operated individual or communal well, a lake or other water body or other means.*

Publicly owned and operated piped water system

18. *If the plan would permit development of more than five lots or units on privately owned and operated individual or communal wells,*

Not applicable

19. *Whether sewage disposal will be provided to the subject land by a publicly owned and operated sanitary sewage system, a privately owned and operated individual or communal septic system or other means.*

Publicly owned and operated sanitary sewage system

20. *If the plan would permit development of five or more lots or units on privately owned and operated individual or communal septic systems,*

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Not applicable

21. *If the plan would permit development of fewer than five lots or units on privately owned and operated individual or communal septic systems, and more than 4500 litres of effluent would be produced per day as a result of the development being completed,*

Not applicable

22. *If the plan would permit development of fewer than five lots or units on privately owned and operated individual or communal septic systems, and 4500 litres of effluent or less would be produced per day as a result of the development being completed, a hydrogeological report.*

Not applicable

23. *Whether the subject land contains any areas of archaeological potential.*

Considering that a substantial portion of "Sunningdale North" is presently occupied by an active golf course, it is not possible to complete an Archaeological Assessment for the subject lands and secure the necessary clearance of the Ministry of Heritage, Sport, Tourism, and Culture Industries (MHSTCI), in advance of writing this ~~Initial~~ Final Proposal Report and / or submitting the required applications, pursuant to the Planning Act. As such, it is acknowledged that an appropriate condition of draft approval will be required to ensure that subsequent archaeological assessments will be completed, as appropriate, to ensure that all archaeological concerns, under the *Planning Act*, have been fully addressed to the satisfaction of the MHSTCI, prior to any site alteration / development taking place on the subject lands. Notwithstanding the above, a Stage 1 Archaeological Assessment has been completed for the subject lands and submitted in concert with this Final Proposal Report, as part of the complete applications package for "Sunningdale North".

24. *If the plan would permit development on land that contains known archaeological resources or areas of archaeological potential.*

Please refer to No. 23 above.

25. *Whether storm drainage will be provided by sewers, ditches, swales or other means.*

Municipal Storm Sewer

26. *If the application is for approval of a condominium description.*

Not applicable

27. *Whether the plan is consistent with policy statements issued under section 3 (1) of the Act.*

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario's policy-led planning system, the PPS sets the policy foundation for regulating the development and use of land. It also supports the provincial goal to enhance the quality of life for the citizens of Ontario.

The PPS provides for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural environment. The PPS supports

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improved land use planning and management, which contributes to a more effective and efficient land use planning system.

The policies of the PPS are complemented by, among other things, municipal official plans. As a result, the PPS and [The London Plan](#) (the City of London's Official Plan) together provide a framework for comprehensive, integrated, and long-term planning that supports and integrates the principles of strong communities, a clean and healthy environment and economic growth, over the long term.

The PPS contains clear, overall policy directions on matters of provincial interest related to land use planning and development. The "shall be consistent with" rule means that the approval authority is obliged to consider the application of a specific policy statement when carrying out its planning responsibility. It is expected that the approval authority will implement the PPS in the context of other planning objectives and local circumstances.

The PPS promotes a policy-led system which recognizes that there are complex inter-relationships among environmental, economic, and social factors in land use planning. It contains three major policy areas:

- Managing change and promoting efficient, cost-effective development and land use patterns which stimulate economic growth and protect the environment and public health to promote communities which are economically and environmentally sound, meet the full range of needs of current and future residents, and avoid the need for costly remedial measures to correct problems;
- Protecting resources for their economic use and / or environmental benefits; and
- Deals with the wise use and protection of the province's resources - agricultural land, mineral resources, natural heritage resources, ground and surface water and cultural heritage resources for their economic, environmental, and social benefits in order to reduce the potential for public cost or risk to Ontario's residents by directing development away from areas where there is a risk to public health or safety, or of property damage.

The subject lands which are proposed for development as part of this ~~Initial~~ Final Proposal Report are located within the City's Urban Growth Boundary and a portion is identified by the City of London's Official Plan ~~(1989) and the, The~~ The London Plan as lands intended for residential uses. As previously mentioned, the vast majority of the subject lands are designated ~~"Open Space" (1989 Official Plan) /~~ "Green Space" ~~(as per The~~ as per The London Plan), to recognize their existing use and development as part of Sunningdale Golf & Country Club's active golf operations. The lands immediately east of Wonderland Road North are presently designated ~~"Multi-Family Medium Density, Residential" on Schedule 'A' (Land Use) /~~ "Neighbourhoods" within The London Plan.

The applications that will be necessary to eventually develop the subject lands have been considered for consistency with the entire 2020 Provincial Policy Statement. Through a review and consideration of the three main sections of the PPS (1.0 Building Strong Healthy Communities; 2.0 Wise Use and Management of Resources; 3.0 Protecting Public Health and Safety) the proposed development is deemed to conform with and support the PPS as follows:

Building Strong Healthy Communities

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"Sunningdale North" represents an efficient development and implements a land use pattern which accommodates an appropriate range and mix of residential, recreational, and open space uses which assist in meeting the long-term needs of the immediate community as well as those of the City of London. The proposed plan ensures the long-term preservation of natural heritage features and will not cause any environmental, public health or safety concerns while facilitating the efficient expansion of the City's settlement area as it represents the logical progression of development within the Sunningdale Area.

The proposed development, as part of the larger Sunningdale Community Planning Area, will assist in providing an appropriate range of housing types and densities to assist the regional market in meeting the projected needs / requirements of current and future residents.

Engaging and sustaining an active and healthy lifestyle was one of the goals of the Sunningdale Community Plan. "Sunningdale North" will continue to implement this objective through the provision of well-planned public infrastructure that will provide for the needs of the cycling and pedestrian public in a safe and accessible manner which promotes connectivity. The planned infrastructure will include a network of sidewalks and multi-use trail connections, which will facilitate non-motorized movements to and from future developments to the west and the network of existing trails within the Medway Valley Heritage Forest Environmentally Significant Area, to the south ~~east~~. A full range of publicly accessible built and natural settings for recreation have been equitably distributed through the larger area / community master planning process.

Through the Sunningdale Community Plan process and the City's own master plan servicing studies (Transportation, Sanitary, Storm, Water) and the Growth Management Implementation Study, infrastructure and public service facilities are provided in a coordinated, efficient, and cost-effective manner. The proposed plan implements this layered approach and will construct the necessary services to meet all regulatory requirements while protecting human health and the natural environment. The transportation infrastructure planned as part of the proposed development is predominantly "local" in nature. Meaning that it will provide for the safe and efficient movement of future residents, of the proposed development, to and from existing infrastructure while providing for missing segments / connections for non-motorized travelers. The proposed plan provides for the necessary land dedications to accommodate the future right-of-way needs (widening) of Sunningdale Road West and Wonderland Road North, including the southerly re-alignment of Sunningdale Road, as per Policy ~~10.1.3 cxii of the City of London's 1989 Official Plan~~ / Policy 1752 of the London Plan.

Wise Use and Management of Resources

The Medway Valley Heritage Forest Environmentally Significant Area is the predominant natural heritage feature within the immediate area. ~~W~~, while the Axford Drain / Wonderland Road Tributary is a smaller feature which helps to define the subject lands. An Environmental Impact Study and Geotechnical Slope Stability Assessment have been completed to ensure that the development of "Sunningdale North" will have no negative impacts on its natural features or ecological functions. As previously mentioned, the Axford Drain / Wonderland Road Tributary will be re-aligned / re-constructed, and its associated online golf landscape ponds will be removed. This will enable the creation of a complete corridor which will provide opportunities to greatly enhance the existing natural heritage features and functions of this drain / tributary. By including additional lands to mitigate / compensate for other small satellite natural features, a much larger corridor will be created that can also integrate stormwater management and passive recreational (multi-use path) opportunities.

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As previously mentioned, Archaeological Assessments will be completed for the subject lands and submitted to the MHSTCI for their review and approval, prior to any site alteration / development taking place on the subject lands. Notwithstanding the above, a Stage 1 Archaeological Assessment has been completed for the subject lands, as submitted in concert with this Final Proposal Report, as part of the complete applications package for "Sunningdale North".

Protecting Public Health and Safety

The entire Medway Valley has been identified as a natural hazard due to its identification as flood plain and its steep erosion prone slopes. The health and social well-being of future residents has been protected by ensuring that no development is permitted within the Medway Valley. Additionally, a Geotechnical Slope Stability Assessment has been completed to ensure that no development occurs within areas that are susceptible to unstable slopes. In addition, the re-alignment / re-constriction of the Axford Drain / Wonderland Road Tributary provides for the appropriate amount of land in order to accommodate the 250-year flood hazard limit and associated buffers. No human made hazards exist or will be created through the development of "Sunningdale North".

While the PPS is to be read in its entirety it is recognized that only relevant policies are to be applied to each situation and that land use planning is only one tool for implementing provincial interests. The above takes this into consideration when evaluating the proposed development in the context of the PPS. Accordingly, considering all the above, it is the writer's opinion that the proposed draft plan of subdivision is consistent with policy statements issued under Section 3 of the Planning Act.

28. *Whether the subject land is within an area of land designated under any provincial plan or plans.*

Not applicable

29. *If the answer to section 28 is yes, whether the plan conforms to or does not conflict with the applicable provincial plan or plans.*

Not applicable

30. *If the applicant is not the owner of the subject land, the owner's written authorization to the applicant to make the application.*

Acknowledged, owner's authorization will be provided as part of the City of London Subdivision Application Form.

31. *An affidavit or sworn declaration by the applicant that the information required under this Schedule and provided by the applicant is accurate.*

Acknowledged, owner's authorization will be provided as part of the City of London Subdivision Application Form.

Additionally, Section 51(24) of the Planning act provides municipalities with criteria which must be considered prior to approval of a draft plan of subdivision. The Act notes that in addition to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality, regard shall be had for:

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- (a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in Section 2;
- (b) whether the proposed subdivision is premature or in the public interest;
- (c) whether the plan conforms to the Official Plan and adjacent plans of subdivision, if any;
- (d) the suitability of the land for the purposes for which it is to be subdivided;
(d.1) if any affordable housing units are proposed, the suitability of the proposed units for affordable housing;
- (e) the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;
- (f) the dimensions and shapes of the proposed lots;
- (g) the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;
- (h) conservation of natural resources and flood control;
- (i) the adequacy of utilities and municipal services;
- (j) the adequacy of school sites;
- (k) the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;
- (l) the extent to which the plan's design optimizes the available supply, means of supplying efficient use and conservation of energy; and
- (m) the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the lands if the land is also located within a site plan control area.

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As previously noted, it is the writer's opinion that the proposed draft plan of subdivision is consistent with the Provincial Policy Statement. The proposed development is not premature given the infrastructure that exists or that is planned for the area. The proposed plan conforms to the City's Official Plan, ~~the "The London Plan.~~ In addition, the Initial Proposal Review Meeting Summary & Record of Consultation, identified many specific London Plan policies and requested a more fulsome analysis of these policies. This additional analysis can be located within the "Annotated "Proposal Review Meeting Summary & Record of Consultation" contained within Appendix K of this Final Proposal Report.

The Sunningdale Community Plan and Sunningdale North Area Plan, which were prepared for this area and a portion of the subject lands, identified this as a suitable area for residential development. The existing transportation infrastructure can accommodate this development. Improvements to the surrounding arterial roads will be carried out as part this development, as appropriate, to ensure that it provides for convenient and safe access to this community.

An Official Plan Amendment will be necessary to change the existing land use designations from ~~"Multi-Family Medium Density, Residential" and "Open Space" Neighbourhoods~~ and ~~"Green Space~~ (which reflects their present use as part of Sunningdale Golf & Country Club's existing golf operations) ~~on Schedule 'A' (Land Use) of the City of London's 1989 Official~~

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~~Plan to "Neighbourhoods" and "Green Space"~~ on Map 1 (Place Types) of The London Plan, as appropriate.

The proposed zoning will implement the proposed "Neighbourhoods" and "Green Space" place types (The London Plan). The zones requested will implement the "Neighbourhoods" place type policies of the City's Official Plan (The London Plan), as they relate to permitted uses, intensity and form and will be consistent with the provisions of the City's Z.-1 Zoning By-law. Any lands within the UTRCA regulated area will require the Owner to obtain necessary permits prior to any soil disturbance, as appropriate. Utilities and services will be constructed within this subdivision to allow for its development.

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Based upon the above analysis, the proposed draft plan is consistent with all the relevant criteria within Section 51(24) of the Planning Act.

3.0 Official Plan (OP)

The subject lands, immediately adjacent to Wonderland Road North, are presently designated ~~"Multi-Family Medium Density, Residential" on Schedule 'A' (Land Use) of the City of London's 1989 Official Plan with a "Neighbourhoods" Place Type on Map 1 of the London Plan~~, while the vast majority of the subject lands are designated and ~~"Open Space" "Green Space" to reflect their present use as part of Sunningdale Golf & Country Club's existing golf operations. These same lands are designated as "Neighbourhoods" and "Green Space" Place Types of The London Plan~~ (excerpts enclosed in Appendix A). The following analysis will address the general land use policies associated with the proposed place types.

Neighbourhoods (The London Plan):

The Neighbourhoods Place Type is distributed throughout the City to support neighbourhoods that include a broad range of residential uses. The intensity of development and range of uses that may be permitted varies, depending upon the street classification that a property fronts onto, in addition to several other factors.

Green Space (The London Plan):

"Green Space" is a city-wide place type that is applied to public and private lands which are part of the City of London's Natural Heritage System, parks and recreational / open space system, hazard lands and natural resources. Permitted uses on lands with the Green Space place type are dependent upon the natural heritage features, hazards, and resources to be protected and the recreational amenities to be provided.

As previously mentioned, full municipal services are either already available or have been comprehensively planned to facilitate the development of the subject lands. These services can accommodate the proposed use. The existing and planned arterial road network,

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immediately adjacent to the subject lands should serve the proposed use well, with no impacts anticipated. Based upon an assessment of potential demand, the London Transit Commission has planned ("London Transit Commission, Transit Network, Rapid Transit Integration Framework, Final Report" Dillon Consulting Limits, August 2016) transit services (New – "Sunningdale Route) for the immediate area including specific route design, level of transit service and timing of service implementation for 2027. This new route will service the immediate area and connect to the proposed BRT Transit Village at Masonville Mall.

In considering the proposed development, the proposed single-family lots are generally located to north and east of the (proposed) re-aligned / re-constructed Axford Drain / Wonderland Road Tributary complete corridor. While the lands immediately adjacent to Sunningdale Road West and Wonderland Road North, north and east of the Axford Drain / Wonderland Road Tributary, are proposed to be developed as residential blocks which provide opportunities for other housing forms with heights and densities consistent with the proposed place type and zones. Block 165, located within the northwest corner of the subject lands adjacent to Wonderland Road North, has been planned to accommodate a combined elementary / secondary school joint campus. The lands to the immediate northeast of the intersection of Sunningdale Road West (classified as a "Civic Boulevard" on Map 3 of the London Plan) and Wonderland Road North (classified as a "Urban Thoroughfare" on Map 3 of the London Plan), south and west of the Axford Drain / Wonderland Road Tributary, are proposed to accommodate additional residential development to a height and density consistent with the classification of these streets / this intersection (as per the London Plan). The proposed Zoning By-law Amendment for these lands / blocks, will ensure an intensity of development (height and density) that is appropriate to the neighbourhood context.

To the west and north of the subject lands the predominant use continues to be agricultural in nature. It is anticipated that this will remain the case to the north, well into the foreseeable future, as this land is located within the Municipality of Middlesex Centre. Notwithstanding this, it is anticipated that the lands to the west will provide for future residential development once the Urban Growth Boundary is adjusted / expanded. Lands to the east of "Sunningdale North" will continue to be the home of Sunningdale Golf & Country Club, while lands beyond this (further to the east and south) already provide for various forms of residential housing. Low Density and Medium Density forms of housing already exist or have been approved south of the subject lands, on the south side of Sunningdale Road. Considering this, there are no concerns with compatibility between the proposed residential forms of development proposed within "Sunningdale North" and the existing / planned surrounding land uses and / or developments.

4.0 Zoning / By-law

The vast majority of the subject lands are presently zoned Open Space 1 (OS1) in recognition of their use as part of Sunningdale Golf & Country Club's golf facilities. Portions of the existing Axford Drain / Wonderland Road Tributary are zoned Environmental Review (ER)

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and Open Space 5 (OS5) in consideration of the potential or known environmental features / functions and hazards that exist, while recognizing their use as part of Sunningdale's active golf operations, at the time that these zones were established.

Open Space 1 (OS1) Zone:

The Open Space 1 (OS1) zone variation is typically applied to areas located outside of conservation lands (hazard lands, floodplain, and steep slopes) and areas that are not environmentally significant. The OS1 zone is applied to municipal parks / recreation open spaces and private recreation amenities with limited structures such as golf course and campgrounds.

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Open Space 5 (OS5) Zone:

The Open Space 5 (OS5) zone variation is most restrictive open space zone variation and is applied to lands which have physical and/or environmental constraints to development. The zone is typically applied to important natural features and functions that have been identified as components of the City's Natural Heritage System. These include Environmentally Significant Areas; Significant Woodlands; Locally Significant Wetlands; Significant Wildlife Habitat; Habitat of Vulnerable Species; River, Stream and Ravine Corridors; Upland Corridors; and Fish Habitat and Naturalization Areas. To protect the identified features and functions, permitted activities are limited to a range of low impact uses that are recreational in nature. Development and site alteration are only permitted if it has been demonstrated through an appropriate study that there will be no negative impacts on the features and functions for which the area has been identified.

Environmental Review (ER) Zone:

This zone applies to areas which are intended to remain in a natural condition until their significance is determined through the completion of detailed environmental studies. To protect the potentially significant features and functions of Environmental Review areas, permitted activity is limited to a range of uses associated with passive recreation, conservation, and sustainable forest management. The use of this area as part of Sunningdale's active golf operations, predates the implementation of this ER zone. Notwithstanding this, all natural features and functions have been evaluated with the completion of a comprehensive Environmental Impact Study (EIS) of the subject lands.

Existing Zones which surround the subject property include: Agricultural 1 (AG1) Zone to the west (across Wonderland Road North, on the other side of the Urban Growth Boundary), Agricultural – No Residences (A3) Zone to the north (on the other side of the municipal boundary in the Municipality of Middlesex Centre), Open Space (OS1) to the east (Sunningdale Golf & Country Club Ltd.) and Residential R5-4 / R6-4, R1-9, and R4-4(5) Zones to the south, immediately south of Sunningdale Road West.

To eventually develop the subject lands, a Zoning By-law Amendment, pursuant to the Planning Act will be required. This amendment will seek to re-zone the existing Open Space zone variations and the Environmental Review (ER) zone (based upon the findings / recommendations of the EIS) to appropriate zones, in order to implement the proposed "Neighbourhood" and "Greenspace" place types. The zones requested will implement the "Neighbourhood" place type policies of the City's Official Plan (The London Plan), as they relate to permitted uses, intensity and form and will be consistent with the provisions of the City's Z.-1 Zoning By-law. A Zoning By-law Amendment to permit the proposed development has been prepared ~~and will accompany the application for draft plan of subdivision and submitted for the subject lands as submitted in concert with this Final Proposal Report, as part of the complete applications package for "Sunningdale North".~~

5.0 Sunningdale Community Plan / Sunningdale North Area Study

The Sunningdale Community Plan was adopted by Municipal Council on June 22, 1998, pursuant to Section 19.2.1 of the City's Official Plan (1989). Subsequently, the Sunningdale North Area Plan was also adopted. As guideline documents, these Plans (also more recently referred to as Secondary Plans) provided assistance in the review of subsequent planning and development applications, the planning of municipal services, and served as the basis for amendments to the Official Plan and Zoning By-law.

Typically, a Community Plan / Area Plan / Secondary Plan have been undertaken where there is a need to elaborate on parent policies of the City's Official Plan. These Plans also provided an opportunity to coordinate planning and development among multiple landowners and provide direction for:

- the delineation, protection and management of natural heritage features and natural hazards;
- the location and size of parks;
- municipal services;
- pedestrian and bicycle routes;
- local (Neighbourhood Street) road access points to Secondary Collector (Neighbourhood Connector) Roads and Arterial Roadways (Urban Thoroughfare / Civic Boulevards);
- the designation of more specific land uses / place types;
- the identification of Secondary Collector / Neighbourhood Connector roads.

Specifically, the objectives for the Sunningdale Community Plan were:

- promote the identity of the Sunningdale Community and the development potential of the area;
 - identify and protect significant features of the Medway Valley;
 - develop a land use pattern that is efficient and environmentally responsible;
-

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- ensure compatibility with existing and future surrounding land uses;
- promote an attractive community in which to live, work and play; and
- develop a Plan that is acceptable to the Sunningdale landowners, their neighbours, the public, the City of London, and the Province of Ontario.

The Sunningdale Community Plan proposed residential uses on most of its lands and recommended preserving the Medway Valley as Open Space. While the Sunningdale North Area Plan, did not specifically include the lands occupied by Sunningdale Golf & Country Club, the lands surplus to the golf operation along Wonderland Road (between Sunningdale Road and the municipal boundary) were proposed to accommodate "Multi-Family, Medium Density Residential" development (now designated with the "Neighbourhoods" place type within The London Plan. These proposed uses were all consistent with the eventual Official Plan Amendments (OPA) which provided for these specific land use designations on Schedule 'A' – Land Use, of the City's Official Plan (excerpt enclosed within Appendix A) and eventually amended as per Map 1 – Place Types, within the City's London Plan.

The community character for the entire Sunningdale area was envisioned within these previous Community Plan / Area Plan processes. It was recognized that the presence of the Medway Valley would provide a unique living environment for future residents of north London through the provision of natural and recreational amenities unlike any other community in the City. While the Medway Valley essentially bisects the Sunningdale area, neighbourhoods could ultimately be connected through a system of walkways and trails.

The Sunningdale Community Plan / Sunningdale North Area Study facilitated the ultimate planning and development of these specific areas, amongst multiple landowners. Notwithstanding this, pursuant to various (1989) Official Plan / London Plan policies, it became evident to Sunningdale Golf & Country Club Ltd. and Corlon Properties Inc. that a Secondary Plan was not required / warranted to appropriately plan for the future development of the golf club's "Sunningdale North" lands, considering:

- the size of the subject lands;
- the subject lands are entirely owned by one entity (Sunningdale Golf & Country Club Ltd.) and no other landowners are affected;
- the vast majority of municipal services, necessary to develop the subject lands, are either already in place or have been planned;
- the lands are bounded by arterial (Civic Boulevard / Urban Thoroughfare) roads to the west (Wonderland Road North) and south (Sunningdale Road West), the municipal boundary to the north and Sunningdale's active golf lands to the east;
- that the predominant use would be residential in nature;

The City's File Manager Subdivision Approval Complete Application Process in concert with the appropriate / necessary background studies, in support of specific Planning Act applications, will ensure that the "Sunningdale North" lands are comprehensively planned.

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The proposed design for the "Sunningdale North" lands continues to implement the community character originally envisioned within the Sunningdale Community Plan / Sunningdale North Area Study. While the entire Sunningdale Area is highly characterized by the presence of the Medway Valley, the planning and development of the "Sunningdale North" lands will be highly influenced by the complete Open Space corridor of the re-aligned / re-constructed Axford Drain / Wonderland Road Tributary. This corridor will traverse the "Sunningdale North" lands, from Wonderland Road to Sunningdale Road, and will provide opportunities through its realignment / reconstruction to greatly enhance the existing natural heritage features and functions of this drain / tributary. With the removal of the existing online golf landscape ponds and the inclusion of additional lands to mitigate / compensate for other small satellite natural features, a much larger comprehensive corridor will be created that will integrate stormwater management and passive recreational (multi-use path) opportunities.

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Secondary Collector / Neighborhood Connector roadways will be necessary to serve the Neighbourhood lands of "Sunningdale North" both north and south of the re-constructed Axford Drain / Wonderland Road Tributary. New intersections with Wonderland Road and Sunningdale Road, to the north and east of the Greenspace (Open Space) Corridor, will also be necessary to service "Sunningdale North". These intersections are proposed to be full access. Additionally, it is anticipated that a portion of "Sunningdale North", lying south and west of the Axford Drain / Wonderland Road Tributary, will be serviced with restricted access intersections (right-ins & right-outs only) to Sunningdale Road and Wonderland Road. These restricted access intersections, coupled with the existing roundabout at the intersection of Sunningdale Road / Wonderland Road, will enable future residents to have full access to this portion of "Sunningdale North" when planning their daily trips.

The design of the proposed plan of subdivision for "Sunningdale North" will conform with the land use designations / place types and transportation / mobility requirements identified within the ~~Official Plan / London Plan~~ and as ~~included on Schedules 'A' and 'C' of the Official Plan (1989)~~ Map 1 (Place Types) and Map 3 (Street Classifications) of the London Plan. The proposed plan of subdivision also integrates stormwater management facilities, as envisioned by the "Sunningdale Area Storm Drainage & Stormwater Management Servicing for Undeveloped Lands Environmental Assessment, provides for all multi-use trail (cycling and walking routes) contemplated by Parks Planning, and fulfills all parkland dedication requirements, pursuant to the Planning Act.

6.0 Existing Conditions

The subject lands have historically accommodated several golf holes, as part of Sunningdale Golf & Country Club. The defining feature of the immediate area is the Medway Valley, located to the east and south of the golf club's "Sunningdale North" lands. The Axford

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Drain / Wonderland Road Tributary bisects the "Sunningdale North" lands, from Wonderland Road to Sunningdale Road.

6.1. Environmental Conditions

The proximity of the subject lands to vegetative slopes of the Medway Valley will require the completion of various studies to determine the extent to which development will be permitted in adjacent areas.

~~The Maximum Hazard Line represents the general extent of combined natural hazards associated with the flood plain, areas of unstable or organic soils and steep slopes, including steep slopes outside of the Riverine Erosion Hazard Limit and is delineated on Schedule "B1" — Natural Heritage Features, of the City's (1989) Official Plan (excerpt enclosed within Appendix B).~~ Within the London Plan, the Maximum Hazard Line represents the outer limit of combined natural hazards including flood plains and areas of unstable or steep slopes. These lands are all regulated by the Upper Thames River Conservation Authority and as such are identified as "Conservation Authority Regulation Limit" on Map 5 (excerpt enclosed within Appendix B)

The Riverine Erosion Hazard Limit identifies the erosion hazard associated with slopes along the City's river and stream corridors. These features are identified on ~~Schedule "B2" — Natural Resources and Natural Hazards of the City's (1989) Official Plan as well as~~ Map 6 (Hazards and Natural Resources) of The London Plan (excerpt enclosed within Appendix B).

Considering Sunningdale North's proximity to the adjacent Medway Valley Heritage Forest Environmentally Significant Area, a review of ~~Schedules "B1" and "B2" of the City's (1989) Official Plan and~~ Maps 5 and 6 of The London Plan, confirms the adjacent Max Hazard Line, Riverine Erosion Hazard, as well as the Conservation Authority Regulation Limit.

As part of the Subwatershed Study and the Sunningdale Community Plan a large body of research has been assembled with respect to the stability of the slopes within the Medway Creek Valley system. Past assessments included information on the physical characteristics and stability of the slopes associated with the Medway Creek and its small tributaries. These reports provided a basis for determining limits of development and appropriate setbacks for structures to ensure that erosion and slope stability hazards could be safely addressed. Considering the above and consistent with policies contained within ~~Chapter 15 (Environmental) of the City's (1989) Official Plan and~~ Part 6 (Environmental Policies) of The London Plan, a geotechnical assessment entitled "Geotechnical Report, Sunningdale North, 465 Sunningdale Road West, London, Ontario" was completed by LDS Consultants Inc. (project No. GE-00160) on March 22, 2019. In addition, a report entitled "Slope Assessment, Sunningdale Golf, & Country Club, 465 Sunningdale Road West, London" was also completed LDS Consultants Inc. (project No. GE-00104) on March 2, 2018. A digital copy and one hard copy of this report were circulated to the Upper Thames

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River Conservation Authority (UTRCA) on March 8, 2018 (Attn: Christine Creighton) for review, comment, and approval.

Following the receipt of review comments from the UTRCA on June 7, 2018, LDS Consultants Inc. provided a written response (dated June 25, 2018) to the UTRCA. A subsequent conversation occurred between Rebecca Walker of LDS and Imtiaz Shaw of the UTRCA. The nature of this conversation was outlined within an email from Mr. Shaw to Ms. Walker on October 1, 2018, followed by a response from Mr. Shaw on October 3, 2018. At the request of the UTRCA, a formal response was provided to Mr. Shaw, within a letter entitled "Geotechnical Comments, Slope Review for 465 Sunningdale Road, London" by LDS Consultants Inc, dated October 4, 2018. As a result of these efforts, the UTRCA provided "Sign-off – Slope Assessment – Sunningdale Golf & Country Club, 465 Sunningdale Road West, London, Ontario" on November 15, 2018.

Additionally, the subject lands are highly characterized by their proximity to the adjacent natural heritage feature and hazards within the Medway Valley Heritage Forest and the Wonderland Road Tributary (Axford Drain). ~~Section 15.5 of the City's (1989) Official Plan and Policy~~ 1432 of The London Plan, establishes the purpose of an Environmental Impact Study (EIS), where an EIS will be required, and its contents. Considering this ~~it is~~ was understood that an EIS will be required to support the development of "Sunningdale North".

In anticipation of the need to complete various studies associated with the proposed development of Sunningdale North, a meeting was scheduled on September 10, 2018 to review the scope of the Subject Land Status Report / EIS, hydrogeological investigation, stormwater management strategy, and natural channel design. A draft "Issues Summary Checklist Report", prepared by Ecosystem Recovery Inc. (ERI) and dated June 26, 2018, was circulated to all in advance of the meeting. The meeting on September 10, 2018 was attended by Mark Snowsell, Christine Creighton, Linda Nicks, and Imtiaz Shah on behalf of the UTRCA and Jeff Hachey, Shawna Chambers, Bruce Page, and James Mackay on behalf of the City of London. Representative from Corlon Properties, LDS Consultants Inc. and Ecosystem Recovery Inc. were also in attendance.

Subsequently, at our request, Lou Pompilii (the City's identified "lead" on this project) arranged a following up meeting for April 25, 2019, to bring the group together to discuss progress since the September 10, 2018, meeting, which included the completion of a draft subject lands status report (SLSR), fluvial geomorphology opportunities and constraints report, and geotechnical report. In advance of this meeting draft versions of the Subject Land Status Report, Geomorphic Assessment, and Geotechnical Report were forwarded to the City of London (Lou Pompilii, James MacKay, Matt Feldberg, Shawna Chambers, Paul Yeoman, Jeff Hachey and Bruce Page) and the UTRCA (Mark Snowsell). The purpose of this next meeting was to present the findings to date and review the next steps for completion of the Environmental Impact Study (EIS). At this meeting, numerous individuals, from both the City and the UTRCA, expressed a desire for a site visit so that they could

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better understand site conditions and the lay of the land, specifically in relation to the Axford Drain. As such, a site walk was scheduled for June 4, 2019, with Jeff Hachey, Shawna Chambers, James MacKay, Lou Pompilli, Brent Verscheure, and Tara Tchir in attendance from the City and the UTRCA.

On August 28, 2019, the UTRCA (Christine Creighton) provided written comments associated with their review of Subject Land Status Report, Geomorphic Assessment, and Geotechnical Report. A brief response (dated Aug. 30/19) was prepared by ERI to address UTRCA's comments and provide some additional clarity, as requested. On October 11, 2019, review comments were received from the City of London (James MacKay) on the SLSR. A follow-up meeting was scheduled for November 26, 2019 (Christine Creighton, Brent Verscheure, Tara Tchir, Linda Nicks, Lou Pompilli, Jeff Hachey, Shawna Chambers, James MacKay, Bruce Page and Paul Titus in attendance for the UTRCA and the City) to discuss the approach, to address SLSR review comments, provide a general project update and facilitate an interdisciplinary discussion on the proposed Axford Drain complete corridor concept plan with respect to stormwater management, natural heritage, parks planning, and hydrogeology. Meeting minutes (dated November 29, 2019) were circulated to all attendees on January 31, 2020, by ERI. The main takeaways from this meeting, as per the minutes were as follows:

- The contents of the SLSR will be incorporated in the EIS and all comments received from the City and UTRCA from their SLSR review will be appropriately addressed and incorporated into the EIS;
- ERI / LDS are developing the stormwater management concept that is in conformance with the Sunningdale Stormwater EA (AECOM, 2009). The stormwater management concept proposes to integrate SWM6C into a reconstructed / realigned Axford Drain complete corridor in two dry cells, on either side of the channel, with ephemeral wetland plantings;
- The pond cells will primarily provide erosion control, with some coincidental peak flow attenuation occurring in larger storm events. The cells will have a drawdown time between 24 and 48 hours to achieve erosion control objectives and will therefore be periodically wet;
- The water quality control component will be accomplished with oil and grit separator (OGS) units on the tablelands which will be easily accessed from the public ROW to remove sediments, therefore, minimal maintenance and disturbance will be required for the pond cells within the corridor;
- Desire to incorporate a multi-use pathway into the complete corridor concept while respecting buffers from a natural heritage / erosion access standpoint;
- One potential parkland dedication location could be a small parkette (to accommodate an age-appropriate play structure) adjacent to the "bend" (east side) of the corridor that could connect to a linear corridor connecting to the Oil Pipeline long the municipal boundary;

- Axford Drain complete corridor would be appropriately sized to accommodate / incorporate all stormwater management requirements, 250-year flood conveyance and appropriate buffers. General acceptance by the City and UTRCA to the proposed mitigation approach and net-benefit philosophy to the complete corridor concept with respect to natural heritage mitigation for the removal of other features located elsewhere on the subject lands.

Since January 31, 2020, efforts have proceeded to complete all necessary fieldwork, finalize the EIS and all other supporting documents, and develop the proposed draft plan of subdivision based upon all of the above.

6.2. Site Contamination

As previously mentioned, most of the subject lands have historically accommodated numerous golf holes, as part of Sunningdale Golf & Country Club. As such, there is no information or knowledge that would suggest that there is any history of spills on the subject lands, that the lands were ever used for landfill purposes or that the lands were ever the home of an industrial use or gas station. It is our understanding that a Record of Site Condition has never been completed for these lands and there is no reason to suspect and / or suggest that one would be necessary. To the best of our knowledge the lands are not contaminated and do not abut any other lands which are.

As a condition of approval for subdividing land, the Planning Act provides that a planning approval authority may impose "such conditions to the approval...as in the opinion of the approval authority are reasonable". In the case of a property that is contaminated or potentially contaminated, the planning approval authority may request that a property owner confirm the environmental condition of the property and whether it is suitable for the proposed use. An environmental site assessment may be carried out for this purpose to obtain approval from a municipality for a land use change. Under Part XV.1 of Ontario's Environmental Protection Act (EPA), as an environmental assessment is required to file a Record of Site Condition (RSC) in Ontario's Site Registry. Section 168.3.1 of the EPA and Ontario regulation 153/04 require that an RSC must be filed before a change in use is allowed when there is a change from an "industrial", "commercial" or "community property" use to "residential", "institutional", "parkland" or "agricultural".

Considering all the above, there is no documented history or use on the subject site or surrounding area that would suggest that the need for an environmental site assessment would be warranted or would be a reasonable condition of draft approval. Notwithstanding this, the changes in use associated with the proposed development would not require the filing of an RSC pursuant to the EPA, as the subject lands have never been used for "industrial", "commercial" or "community property" type uses. Accordingly, there is no need to complete a Record of Site Condition in association with the proposed development of the subject property.

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6.3. Archaeological / Built Heritage Concerns

Considering that a substantial portion of "Sunningdale North" is presently occupied by an active golf course, as previously mentioned, it is not possible to complete an Archaeological Assessment for the subject lands and secure the necessary clearance from the Ministry of Heritage, Sport, Tourism, and Culture Industries (MHSTCI), in advance of writing this ~~Initial~~Final Proposal Report and / or submitting the required applications, pursuant to the Planning Act. As such, it is acknowledged that an appropriate condition of draft approval will be required to ensure that subsequent archaeological assessments will be completed, as appropriate, to ensure that all archaeological concerns, under the Planning Act, have been fully addressed to the satisfaction of the MHSTCI, prior to any site alteration / development taking place on the subject lands. Notwithstanding the above, a Stage 1 Archaeological Assessment has been completed for the subject lands and submitted in concert with this Final Proposal Report, as part of the complete applications package for "Sunningdale North".

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6.4. Existing Background Studies

The following table identifies the background studies that have either been prepared to date or are underway.

Study / Report Title:	Sunningdale Community Plan
Prepared For:	Sunningdale Landowners Group – Including but not limited to: Sunningdale Golf & Country Club Ltd. & Corlon Properties Inc.
Date:	April 1998
Author:	C.E. Knutson & Associates Inc; ESG International; Stanley Consulting Group Ltd.
Status:	Complete
Key Findings:	<ul style="list-style-type: none">• Established basis for existing land uses;• Established municipal servicing schemes;• Established Secondary Collector Road locations and access point to Sunningdale Road;• Defined limits of ESA and establishes buffer requirements
Study / Report Title:	Sunningdale North Area Plan Study
Prepared For:	Auburn Developments Inc.
Date:	September 2004
Author:	MHBA Planning Ltd; Stantec Consulting Ltd.
Status:	Complete
Key Findings:	<ul style="list-style-type: none">• Established basis for existing land uses;• Established municipal servicing scheme;

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Study / Report Title:	Sunningdale Area Storm Drainage and Stormwater Management Servicing for Undeveloped Lands (EA)
Prepared For:	City of London / Corlon Properties Inc.
Date:	April 2009
Author:	Earthtech / AECOM
Status:	Complete
Key Findings:	<ul style="list-style-type: none">• The Class EA recommended nine stormwater management facilities as "end-of-pipe" stormwater management controls that are supplemented with onsite controls in some locations;• The Sunningdale North development is proposed to be serviced by SWMF 10, SWMF 6C, SWMF 8/E2, and on-site Controls.• Recommends channel conveyance improvements to the western tributary (Axford Drain) from Wonderland Road to Sunningdale Road

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Study / Report Title:	Draft Sunningdale North Subject Lands Status Report (SLSR)
Prepared For:	Corlon Properties Inc.
Date:	March 1, 2019
Author:	Ecosystem Recovery Inc.
Status:	Complete
Key Findings:	<ul style="list-style-type: none">• July 6/18 – Environmental Study Impact Scoping / "Issues Summary Checklist report" (dated 07/06/18) prepared by Ecosystem Recovery Inc. and circulated to the City / UTRCA;• Sept. 14/18 - Ecosystem Recovery Inc. issues "Sept. 10/18 meeting minutes". Move forward with a stand-alone subject land status report (SLSR) ahead of the Environmental Impact Study (EIS)• Apr. 22/19 –digital copy of SLSR forwarded to City / UTRCA;• Aug. 28/19 - UTRCA review comments received;• Aug. 30/19 – written response to UTRCA from Ecosystem Recovery Inc.• Oct. 10/19 – City of London (James MacKay) review comments received;• Jan. 31/20 – Ecosystem Recovery Inc. issues "Nov. 26/19 meeting minutes". The contents of the SLSR will be incorporated in the EIS and all comments received from the City and UTRCA from their SLSR review will be appropriately addressed and incorporated into the EIS.

Study / Report Title:	Geotechnical Report, Sunningdale North, 465 Sunningdale Road West, London, Ontario
Prepared For:	Corlon Properties Inc.
Date:	April 23, 2019
Author:	LDS Consultants Inc.
Status:	Complete
Key Findings:	<ul style="list-style-type: none">• Apr. 22/19 –digital copy forwarded to City / UTRCA;• Aug. 28/19 UTRCA review comments received;• June 7/18 - UTRCA review comments received;• June 25/18 – written response to UTRCA from LDS Consultants Inc;

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- Oct. 1/18 – UTRCA review comments received;
- Oct. 4/18 - written response to UTRCA from LDS Consultants Inc;
- Nov. 15/18 – UTRCA "Sign-off – Slope Assessment – Sunningdale Golf & Country Club, 465 Sunningdale Road West, London, Ontario" received

Study / Report Title: Sunningdale North: Geomorphic Assessment

Prepared For: Corlon Properties Inc.

Date: April 2019

Author: Ecosystem Recovery Inc.

Status: Complete

- Key Findings:
- Apr. 22/19 –digital copy forwarded to City / UTRCA;
 - Aug. 28/19 UTRCA review comments received;
 - Aug. 30/19 – written response to UTRCA from Ecosystem Recovery Inc.

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Study / Report Title: Slope Assessment, Sunningdale Golf & Country Club. 465 Sunningdale Road West, London

Prepared For: Corlon Properties Inc.

Date: March 2, 2018

Author: LDS Consultants Inc.

Status: Complete

- Key Findings:
- Identified development limit / erosion hazard limit of lands adjacent to the Medway Valley based upon toe erosion allowance (where applicable), stable slope and emergency access allowance;
 - Supplemental information submitted to the UTRCA on June 25, 2018, and October 4, 2018;
 - November 15, 2018 – UTRCA sign-off received

Study / Report Title: Sunningdale North Environmental Impact Study

Prepared For: Corlon Properties Inc.

Date: ~~To be Determined February 2023~~

Author: Ecosystem Recovery Inc. / Matrix Solutions Inc.

Status: ~~Final Report write up underway~~ Complete

- Key Findings:
- July 6/18 – Environmental Study Impact Scoping / "Issues Summary Checklist report" (dated 07/06/18) prepared by Ecosystem Recovery Inc. and circulated to the City / UTRCA;
 - Sept. 14/18 - Ecosystem Recovery Inc. issues "Sept. 10/18 meeting minutes". Move forward with a stand-alone subject land status report (SLSR) ahead of the Environmental Impact Study (EIS). The contents of the SLSR (previously circulated to the City and the UTRCA) will be incorporated into the EIS and all comments received from the City and UTRCA from their SLSR review will be appropriately addressed and incorporated into the EIS;
 - Nov. 26/19 - Ecosystem Recovery Inc. presents complete corridor concept for a reconstructed / rehabilitated Axford Drain to the City / UTRCA;

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- Describes the existing natural heritage conditions within the Study Area as delineated through a combination of field investigations and review of available background information;
- identifies vegetation communities, plants, wildlife, and natural heritage features;
- provides an assessment of significance and evaluation based on federal, provincial, and municipal criteria for the delineated natural heritage features;
- provides an assessment of potential impacts on natural heritage features and functions;
- provides specific environmental recommendations to protect natural heritage features, where feasible, including recommended mitigation measures to reduce or avoid risk of impacts on natural features, compensation for loss of vegetation, and the restoration of degraded habitats within the Study Area;
- the Sunningdale North Development will result in the loss of habitat of low ecological value given its disturbed and anthropogenically influenced setting and will not result in a net negative impact. The loss of habitat and vegetation communities can be mitigated through the planting of native trees, shrubs and herbaceous species along the Axford Drain corridor maintaining the overall habitat coverage and ecological function for any resident wildlife. With the implementation of the proposed mitigation and the realignment/naturalization of the Axford Drain corridor, a net environmental benefit is anticipated as a result of the proposed works;
- Future design plans should adhere to the recommendations of the EIS

Study / Report Title:	Hydrogeological Report, Sunningdale North, 465 Sunningdale Road North, London, Ontario
Prepared For:	Corlon Properties Inc.
Date:	To be Determined <u>February 28, 2023</u>
Author:	LDS Consultants Inc.
Status:	Final Report write up underway <u>Complete</u>
Key Findings:	<ul style="list-style-type: none">• July 6/18 – Environmental Study Impact Scoping / “Issues Summary Checklist report” (dated 07/06/18) prepared by Ecosystem Recovery Inc. and circulated to the City / UTRCA complete with other background environmental info. related to the Sunningdale Area Storm Drainage & Stormwater Management (SWM) Servicing Works for Undeveloped Lands Municipal Class Environmental Assessment “Schedule B” (Class EA);• Sept. 14/18 - Ecosystem Recovery Inc. issues “Sept. 10/18 meeting minutes” outlines subwatershed / EA criteria and introduces potential SWM strategy;<ul style="list-style-type: none">• Initial field program presented including location of boreholes and monitoring wells. Noting that the field program was completed during the active golf season, it will be possible, if necessary, to expand the program in the winter when course is closed for golf and the soils is frozen.• Preliminary findings indicate a sandy water bearing layer is present a few meters below ground level on the flood plains to the east of the study area. The area proposed to be developed includes till, with limited to no water bearing layers to significant depths.• Borehole information to be collated and circulated to UTRCA and City staff• City indicated that understanding potential groundwater behavior along the proposed corridor will be critical to the design. Additional monitoring wells

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may be required to develop this understanding as well as to determine groundwater direction.

- City and UTRCA staff to review field program and provide comment on any additional elements (if any) that may be required.
- Project timing is expected to allow for a full four-season period of data collection. It is noted that monitoring is to capture at a minimum the entire spring period.
- Oct. 18/18 - Borehole and Monitoring Well info provided to the City of London (Jeff Hachey) from LDS Consultants Inc.
- Oct. 31/18 – review comments from the City of London (Jeff Hachey) to LDS Consultants Inc. – there may be some value in adding three additional monitoring wells along the existing drain/proposed naturalized channel and in the southeasterly section of the proposed development limits. Additional wells were subsequently installed

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Study / Report Title:	Sunningdale North Conceptual Stormwater Management Report, Sunningdale North (London, Ontario) Sunningdale North Stormwater Management and Axford Drain Restoration / Sunningdale North Conceptual SWM Facility No. 10 Design
Prepared For:	Corlon Properties Inc.
Date:	
Author:	To be Determined March 2023 / February 9, 2023
Status:	Ecosystem Recovery Inc. / Matrix Solutions Inc. and LDS Consultants Inc.
Key Findings:	Final Report write-up underway Complete <ul style="list-style-type: none">• July 6/18 – Environmental Study Impact Scoping / “Issues Summary Checklist report” (dated 07/06/18) prepared by Ecosystem Recovery Inc. and circulated to the City / UTRCA complete with other background environmental info;• Sept. 14/18 - Ecosystem Recovery Inc. issues “Sept. 10/18 meeting minutes” outlines subwatershed / EA criteria and introduces potential SWM strategy;• Jan. 31/20 – Ecosystem Recovery Inc. issues “Nov. 26/19 meeting minutes”.<ul style="list-style-type: none">• ERI is developing the stormwater management concept that is in conformance with the Sunningdale Stormwater EA (AECOM, 2009). The stormwater management concept is proposed to be integrated into the complete corridor design;• The proposed stormwater management approach is to integrate the stormwater management facility (referred to as SWM 6C) into the corridor in two cells, one on either side of the channel;• The pond cells will be dry ponds with ephemeral wetland plantings to enhance the habitat within the corridor. The ponds will primarily provide erosion control, with some coincidental peak flow attenuation occurring in larger storm events. The ponds will have a drawdown time between 24 and 48 hours to achieve erosion control objectives and will therefore be periodically wet;• The water quality control component will be accomplished with oil and grit separator (OGS) units on the tablelands which will be easily accessed from the public ROW to remove sediments, therefore, minimal maintenance and disturbance will be required for the pond cells within the corridor.

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Study / Report Title: Geotechnical Report, Sunningdale North, 465 Sunningdale Road West, London, Ontario

Prepared For: Corlon Properties Inc.

Date: February 3, 2023

Author: LDS Consultants Inc.

Status: Complete

Study / Report Title: Stage 1 Archaeological Assessment of the Sunningdale North Property

Prepared For: Corlon Properties Inc.

Date: January 2023

Author: Lincoln Environmental Group

Status: Complete

Key Findings: A Stage 2 Archaeological Assessment is required for the subject lands.

Study / Report Title: Sunningdale North Residential Development, London, Ontario – Traffic Impact Study

Prepared For: Corlon Properties Inc.

Date: February 2023

Author: RC Spencer Associates Inc. Consulting Engineers

Status: Complete

Key Findings:

- The westbound approach, at Street B at Wonderland Road North, should be comprised of dedicated left and right turn lanes, with a left turn lane providing at least 15 metres of storage;
- The proposed right-in / right-out tee intersection at Street L and Wonderland Road is anticipated to sufficiently accommodate the anticipated peak hour traffic demand;
- The road authority is encouraged to monitor and widen the southbound approach to the roundabout at Wonderland Road North at Sunningdale Road West, within a ten-year horizon, as the level of service, control delay, and queuing is expected to progressively worsen due to the existing geometric constraint (single approach lane);
- Satisfactory levels of services are expected at Street L and Sunningdale Road West, once the Sunningdale Road widening occurs;
- Satisfactory levels of services are expected at Street A / Robbie's Way at Sunningdale Road West, for northbound and southbound, once the Sunningdale Road widening occurs;
- Geometric improvements are required for the signalized intersection of Sunningdale Road West at Richmond Street;

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- The geometric improvements recommended by the Sunningdale Road EA, for the signalized intersection of Sunningdale Road West at Richmond Street, will not be sufficient for the northbound left turn lane;
- The road authority should consider signalizing the proposed intersection of Street A / Robbie's Way at Sunningdale Road West, as part of the widening of Sunningdale Road West, in order to benefit active transportation connectivity across the Sunningdale Road West corridor and the unsatisfactory level of service projected for the northbound and southbound approaches would be vastly improved;
- There is sufficient sight distance for safe egress from all proposed site accesses;
- The roadway classifications denoted on the proposed draft plan of subdivision are consistent with the City's classification system and are satisfactory;
- There is no need for traffic calming measures;
- The Street B trail crossing should be treated with a "Level 2, Type C" pedestrian crossover (PXO) and Street F trail crossing should be treated with a "Level 2, Type D" PXO

Study / Report Title:	Neighbourhoods of Sunningdale / Sunningdale North – Urban Design Brief
Prepared For:	Corlon Properties Inc.
Date:	January 16, 2023
Author:	[siv-ik] Planning / Design
Status:	Complete
Key Findings:	<ul style="list-style-type: none">▪ provides conceptual site plan design for each multi-family block, consistent with urban design policies of The London Plan;▪ proposes site (block) specific Zoning By-law Amendment provisions, in order to appropriately implement the Place Type policies contained within The London Plan

7.0 Subdivision Design

The proposed plan of subdivision (see enclosed map pocket in the back of this document) consists of 244 156 single detached residential lots, ~~six (6)~~ seven (7) multi-family residential blocks (Block Nos. ~~245 to 250~~ 157 to 163, inclusive), one (1) future residential lot / road right-of-way (Block No. 164), one (1) school block (Block No. 165) and ~~four (4)~~ five (5) Green Space (Open Space) blocks (Nos. ~~251 to 254~~ 167 to 170, inclusive). Block ~~254~~ 166 is a 5.031 hectare Green Space (Open Space) block, which will accommodate the reconstructed / realigned Axford Drain complete corridor. This block / corridor traverses the site from Wonderland Road to Sunningdale Road. A reconstructed / realigned Axford Drain is envisioned to accommodate many different needs and considering its size and location, will serve as the defining feature of the proposed subdivision. Primarily, a rehabilitated Axford Drain will serve to replace the existing drain which is highly degraded and bisected as a result of past anthropogenic activities associated with its historic integration into the existing golf course as well as past farming practices within its watershed. The ultimate realigned

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channel for the Axford Drain will be much wider and deeper than existing, in order to appropriately convey regulatory storm events associated with the development of its tributary lands. In addition, two dry pond cells (referred to as SWMF 6C in the Sunningdale Area Storm Drainage & Stormwater Servicing for Undeveloped Land Environmental Assessment) with ephemeral wetland plantings will be integrated into Block [254166](#) / the Axford Drain, which will provide (for specific drainage areas) erosion control with some peak flow attenuation while water quality objectives will be fulfilled by oil and grit (OGS) separators which will outlet to these cells.

Immediately adjacent to Block [254166](#), two (2) additional Green Space (Open Space) blocks (Nos. [252167](#) and part of [253168](#)) will provide for a 3.0 metre wide multi-use trail (as per SPO-1.2). While located in ~~a~~ separate adjacent Blocks, visually, this multi-use trail will be part of the expansive realigned Axford Drain corridor. The trail will follow the drain from Wonderland Road (future opportunity to connect it to the communities west of Wonderland) easterly, where it will cross over the drain (via a bridge) in order connect to a Neighbourhood Park (within the balance of Block [253168](#)), before turning south, along the drain to Sunningdale Road. At Sunningdale Road, the trail will connect to a multi-use trail which will be constructed along its north boulevard, as part of the road widening in 2023. This connection will provide a direct link, for the residents of "Sunningdale North", to the Medway Valley, as it heads east. In concert with the Axford Drain, the adjacent Neighbourhood Park (within the balance of Block [253168](#)) will serve as the focal point of the neighbourhood. This park is designed to serve the needs of the local neighbourhood residents and is easily accessed from Street's 'B', 'C' and 'E', upon which it enjoys frontage, in addition to its connections / linkages offered by the integrated multi-use trail. Lastly, the multi-use trail continues north from the park, through Block [254169 and 170](#), where it then turns west to Wonderland Road. Block [254170](#) is located to coincide with Sun-Canadian's Oil Pipeline Easement. As such this multi-use trail will serve to provide access to the pipeline, while the dedication of the Block serves to protect the pipeline. As this pipeline continues to the west, opportunities exist to connect this trail through the School Block (No. 165) on an easement along the pipeline, to the communities west of Wonderland, as they develop in the future. The specific location of the multi-use trail easement would be confirmed as part of future site plan approvals associated with Block 165. As such, the Owner would support a condition of draft plan approval that recognizes the requirement for a multi-use pathway / pedestrian easement over Block 165 in order to connect Block 170 to Wonderland Road North.

The design of the proposed subdivision presented some unique challenges. The proposed street pattern needed to provide for a complete subdivision, that respected appropriate safety setbacks associated with the adjacent golf course, while providing opportunities to extend these streets in the future, in the event that the remaining golf lands should ever develop. As such, the cul-de-sacs proposed at the end of Streets 'D', 'H', 'J' and 'K', along with the stubs at the easterly limits of Streets 'B' and "F" all enable these streets to all form part of a cohesive walkable community, while preserving the ability to extend these streets in the future, with the removal of the cul-de-sacs.

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The subdivision plan integrates in a cohesive manner with surrounding development on many levels, as follows:

- provides for a new intersection and access route, for the subject lands to Sunningdale Road West, opposite Robbie's Way ("Sunningdale Court" 39T-18501);
- provides for a new intersection and access route, for the subject lands to Wonderland Road North, to connect to the future neighbourhood to the west of Wonderland Road;
- provides for the connection of a multi-use recreational pathway to Sunningdale Road, providing access to the existing neighborhoods to the east and south, via the Medway Valley multi-use trail system. This pathway runs through "Sunningdale North" as part of the Axford Drain complete corridor, to the future neighbourhood to the west of Wonderland Road. In addition, this pathway connects to a neighborhood park, at the centre of "Sunningdale North" and continues north to an existing oil pipeline, which traverses the City's northern municipal boundary, providing an additional opportunity for this pathway to connect to the future neighbourhood to the west of Wonderland Road. The integrated multi-use trail system and park encourages neighbourhood interaction.

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7.1. Urban Design Analysis

The following land uses surround the subject lands:

- South - ~~"Low Density Residential" and "Multi-Family Medium Density Residential" (1989 Official Plan)~~ / "Neighbourhood" (London Plan), within Sunningdale West Phases I (33M-593) and II (33M-782);
- West - ~~"Agricultural" (1989 Official Plan)~~ / "Farmland" (London Plan), west of Wonderland Road, these lands are presently located outside of the Urban Growth Boundary;
- North - "Agriculture", as per Schedule 'A' - Land Use Plan of the Official Plan of the Municipality of Middlesex Centre;
- East - ~~"Open Space" (1989 Official Plan)~~ / "Green Space" (London Plan), to recognize the historic use of the lands as part of Sunningdale Golf & Country Club Ltd.

The broader community context within the immediate vicinity of the subject site provides for what is primarily low-density residential development with a mix of medium and high density uses. Land uses within the immediate vicinity are primarily residential in nature and are predominantly designated ~~"low density residential"~~ / "neighbourhood" as per the ~~Official Plan (1989)~~ / London Plan. Notwithstanding this, higher density forms of housing have typically

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been developed adjacent to the areas arterial (civic boulevard / urban thoroughfare) road network. These housing forms have provided alternatives to the single-family dwelling, within the ~~Multi-Family Medium Density Residential~~ (1989 Official Plan) / "Neighbourhood" (London Plan) ~~land use designation~~ / place type. Larger residential buildings (10 stories and up) exist and are presently under construction on lands east of Medway Valley, in proximity to the planned commercial / shopping area lands at the intersection of Sunningdale Road West and Richmond Street North. Community facilities located in the vicinity include St. Catherine of Siena Catholic School, Jack Chambers Public School, Masonville Public School, Sir Arthur Currie Public School, Mother Teresa Catholic Secondary School, and Medway High School. Trooper Mark Wilson Park, Plane Tree Park, Valley Run Park, Pebblecreek Park (east, west, north and south) and Village Commons are located in the neighbourhoods to the south and east and will be accessible to the future residents of "Sunningdale North" upon completion of the multi-use trails within this proposed neighbourhood.

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Further to the southeast of the subject site is the Masonville area, which is a highly utilized commercial and retail hub in the City of London. This area includes the Masonville Place Mall which is made up of a variety of retail and service shops, department stores and restaurants. The surrounding area includes a movie theatre, grocery store, retail, commercial, banks, service shops, restaurants, and gas stations. This commercial and retail hub is approximately 3.58 kilometers from the subject lands which is approximately a 3-to-4-minute drive or a 35-to-43-minute walk. Additional retail and commercial uses are planned or under development for the intersection of Richmond and Sunningdale Road. Future residents of "Sunningdale North" will also be able to access the shops and services located at "Sunningdale Village" (the northeast corner of Fanshawe and Wonderland) via the Medway Valley multi-use trail. London Transit Service is planning a new "Sunningdale Route". This route will travel east along Sunningdale Road, from Fox Hollow, and connect to the "Transit Village" being planned as part of the Masonville Secondary Plan.

~~"Residential"~~ / "Neighbourhood" is the proposed ~~land use~~ / place type for the subject lands. As previously discussed herein, a realigned / reconstructed Axford Drain complete with integrated multi-use trails and an adjacent Neighbourhood Park, will serve as the main focal point with these vast Open Space / Green Space lands serving to help forge the identity / vision of the proposed "Sunningdale North" neighbourhood.

Provincial Policy Statement:

As previously mentioned in Section 2.0 of this report, engaging, and sustaining an active healthy lifestyle has been one of the goals of the Sunningdale Community Plan. "Sunningdale North" will continue to implement this objective through the provision of well-planned public infrastructure that will facilitate pedestrian and non-motorized movements in a safe and accessible manner while promoting connectivity.

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"Sunningdale North" will implement its portion of a full range of publicly accessible built and natural settings for recreational uses which have been equitably distributed through the larger Sunningdale community planning area. With its direct access to the existing / planned multi-use trail network, to the west, south, and east, future residents of the proposed development will be able to access the Medway Valley ESA, and through this network of trails within the larger Sunningdale Area, and will have access to additional recreational opportunities within Plane Tree Park, Trooper Mark Wilson Park, Pebblecreek Park and Villagewalk Commons.

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Official Plan / London Plan:

Urban Design Principles included within Chapter 11 of the Official Plan recognized that they will would be utilized primarily for guideline purposes and their implementation will be cooperative in nature and less oriented to a regulatory approach. It also recognizes that the principles address matters that are largely subjective in nature related to the visual character and aesthetics of urban design. An analysis of the proposed development as it relates to the relevant urban design principles (11.1.1 of the Official Plan) promoted by Council, is as follows:

i) Natural Features:

The development proposes to realign and reconstruct the Axford Drain, in order to provide an appropriate overland flow conveyance corridor, as recommended within the Sunningdale SWM EA (AECO, December 2008). This reconstructed / rehabilitated corridor will provide 5.031 ha (Block 249166) of Greenspace / Open Space and will:

- Improve natural riparian habitat along Axford Drain through the installation of large natural buffers including woodland, wetland, and meadow habitat;
- Increase diversity and quality of proposed natural features through the planting of native species of trees, shrubs and seeds that provide benefits to pollinators and other wildlife species;
- Shrub and tree planting with native trees including staghorn sumac, sycamore, red osier dogwood, gray dogwood, willow, sycamore, and red oak, etc. will line the corridor in groupings, leaving areas for meadow habitat;
- Increase wetland footprint to compensate for wetland loss within the existing Axford Drain corridor to provide multiple wetlands of different shapes, sizes, water depths and functions to support breeding amphibian habitat, wildlife use and turtle overwintering habitat;
- Improve wildlife movement and natural habitat linkages between natural habitats outside of the subject lands;
- Enhance breeding bird habitat through the selection of native tree species for nesting, habitat design to include foraging habitat, nest box installation for bird species known to be present within the local area, and plant selection for food sources;

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- Maximize woodland habitat through reforestation using native tree and shrub species, including Carolinian species appropriate for the site conditions;
- Increase diversity within the subject lands through the control and removal of invasive species;
- Create wildlife habitat features to promote use of the natural habitat including snake hibernaculum, turtle basking logs, brush piles, bee boxes and nesting boxes;
- Removal of fish passage barriers and the creation of instream aquatic habitat for fish and SAR habitat and be designed specifically for aquatic species of fish and mussels found within Medway Creek;
- Careful consideration in design for snapping turtle and American bullfrog habitat; and
- During construction, existing phragmites patches will be removed and the entire corridor will be planted with a native seed mix.

ii) Trees:

A tree inventory and preservation plan will be prepared for the proposed development, as a condition of draft plan approval. The preservation plan will, to the extent feasible, identify existing trees that can be retained. In addition, as per i) above, a restoration planting plan will be prepared for the entire Axford Drain corridor (Block No. [249166](#)). Landscape planting plans will be prepared for Blocks ~~251 to 254~~ [166 to 170](#) which will provide numerous opportunities to plant additional native trees. Lastly, a street tree planting plan will be developed, as per City of London requirements, for the proposed development.

iii) Open Views:

In considering this urban design principle, the importance of "open views" is evaluated against the findings and recommendations of the previously mentioned studies / reports, as well as all other City policies and the PPS. The vast Green Space (Open Space) corridor (Block [249166](#)), of the realigned Axford Drain, is the defining feature of the proposed development. Significant open views of this natural feature will be available from Sunningdale Road West and Wonderland Road North. In addition, the proposed plan of subdivision provides for view of the Axford Drain Corridor through the adjacent park (Block [253168](#)) from Street's "B", "C" and "E". Open views will also be afforded to linear Green Space (Open Space) corridors (Block Nos. ~~252 and 253~~ [169 and 170](#)) from Street's "B", "F" and Wonderland Road North, along the proposed multi-use trail easement over Block 165.

vii) Streetscape:

Within the proposed development, consistent with all other phases of the Neighbourhoods of Sunningdale, a coordinated approach to builder selection is employed to ensure a varied and high-quality streetscape. Lots are individually

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selected to ensure that the product line of no one custom builder dominates the streetscape of any street. This enables a streetscape, on an individual lot basis, that is unique and avoids the repetition that is seen in developments where one builder builds on every lot on a given street. Additionally, Corlon Properties Inc. maintains architectural control over every dwelling constructed within its developments. Individual custom homes are submitted, complete with exterior elevations and material and colour selections. This information is reviewed by Corlon in advance of building permit application to ensure that the architectural integrity of the development is maintained. This process ensures that no two homes with similar size, elevation, material and colour are constructed on the same street.

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viii) Pedestrian Traffic:

Pedestrian traffic has been considered through the design of roads, sidewalks, and open space areas throughout the development. As a result, "Sunningdale North" will likely be one of the most accessible and connected neighbourhoods in the city. Sidewalks will be provided consistent with City of London policies and design guidelines along the proposed streets. These sidewalks will provide direct connections to the numerous Green Space (Open Space) corridors within the proposed development. These Green Space (Open Space) corridors will accommodate multi-use trails adjacent to the Axford Drain (Block [254166](#)), within Blocks [252 and 253167 and 168](#), and within Block [254169](#). This myriad of pedestrian connections will provide countless and varied opportunities for residents to access the recreational amenities within Block [253168](#) (Neighbourhood Park) and enjoy the natural beauty of the Axford Drain. As previously discussed, these multi-use trail connections will enable residents to access the Medway Valley and other parks to the east and south, by connecting into the pedestrian linkages along Sunningdale Road (when the road is [widened](#) in 2023) and to the west as these lands develop,

x) Landscaping:

As in our previous developments within the Neighbourhoods of Sunningdale, the proposed development will include numerous "enhanced landscaping features". These enhanced areas will include the gateway / entrance feature at Street 'A' and Sunningdale Road and Street 'B' and Wonderland Road, Green Space Block Nos. [254166 \(Neighbourhood Park\)](#), [252, 253, and 254, 167, 168 \(Neighbourhood Park\)](#), [169 and 170](#) (linear multi-use trail corridors), ~~and the window street (part of Street 'F') boulevard landscaping along Wonderland Road~~. Additionally, consistent with our past practices, all required fencing (i.e. lots backing onto Green Space areas will be upgraded to provide an elevated aesthetic and where necessary to minimize the loss of privacy for adjacent residential properties.

xiv) Privacy:

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As indicated in x) above the fencing of Green Space Blocks beside residential lots will be upgraded (consistent with the approach implemented for the last twenty years in the Sunningdale Community Planning Area) to provide an improved aesthetic while at the same time affording a level of privacy to the adjacent single-family homes not possible through the implementation of the standard fencing requirement.

xviii) Noise Attenuation:

~~The (revised) proposed draft plan of subdivision submitted in concert with this Final Proposal Report, as part of the complete application package for "Sunningdale North", does not include any single family lots in proximity to Wonderland Road North or Sunningdale Road West. The closest remaining single-family lots (Nos. 99 – 116 and 152 - 156, as per the proposed (revised) draft plan of subdivision, are separated from the subject roads by multi-family Block Nos. 162, 163, and 157. Considering this, it is not anticipated that any noise mitigation measures will be requires in association with the proposed single-family lots. "Sunningdale North" has been designed to provide for a window street (part of Street 'F') adjacent to Wonderland Road. This will enable the development of single family homes and eliminate the need for an extensive continuous sound barrier to attenuate noise. Notwithstanding this, as a condition of draft plan approval, a noise study will be required and its recommendations, as they relate to Lot Nos. 1, 38 and 77 which are adjacent to Wonderland Road North, and other lots in close proximity, will need to be implemented, as appropriate. Noise attenuation matters will be assessed on the various residential blocks for each individual multi-family Block (Nos. 245 to 250157 to 163, inclusive) as part of the site plan approvals process, as appropriate, associated with each individual Block, and submitted in concert with this Final Proposal Report, as part of the complete applications package for "Sunningdale North".~~

xix) Gateways:

As indicated in this Official Plan policy design principle, gateways are an important design element in the creation of a sense of place and arrival that define and distinguish an area, like major entrances to neighbourhoods. The proposed plan of subdivision includes a gateway at Street 'A' and 'B', where they intersect with Sunningdale Road West and Wonderland Road North. A high-quality low maintenance landscape feature will be included within these gateways, consistent with this urban design policy and all other major entrances to Sunningdale neighbourhoods, which have been developed in the past twenty plus years.

City Council adopted a new Official Plan (The London Plan) on June 23, 2016. The London Plan was subsequently submitted to the Ministry of Municipal Affairs (MMA) for approval. The Ministry issued its approval of the new Official Plan, with modifications, on December

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30, 2016. Certain policies and designations of the new Official Plan were appealed to the ~~Local Planning Appeal Ontario Land Tribunal (OLTPAT) and are not currently in effect. Through OLT's decision dated, May 25, 2022, the final phase of policy appeals have been resolved and THE London Plan is in force. Notwithstanding this,~~ The following discussion describes how the (revised) proposed draft plan of subdivision aligns with the policy direction and development provisions of The London Plan, as approved by the Ministry.

The City Design Chapter within the London Plan (~~policies 189 to 306, which are all in force and effect~~) defines those urban design principles and policies that are intended to guide the character and form of development and recognizes that our city is shaped by both its natural setting and its built form. The overarching objectives of these policies are outlined in Policy 193, which states:

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193_ In all of the planning and development we do and the initiatives we take as a municipality, we will design for and foster:

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

Policy 194 of the London Plan, indicates that in order to achieve the City Design objectives, all applications should conform with City Design policies relating to "Character", "Street Network", "Streetscapes", "Public Space", "Site Layout", and "Buildings."

Character:

The community character for the entire Sunningdale area was envisioned within previous Community Plan / Area Plan processes. It was recognized that the presence of the Medway Valley would provide a unique living environment for future residents of north London through the provision of natural and recreational amenities unlike any other community in the City. While the Medway Valley essentially bisects the Sunningdale area, neighbourhoods could ultimately be connected through a system of walkways and trails. The proposed design for

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the "Sunningdale North" lands continues to implement the community character originally envisioned within the Sunningdale Community Plan / Sunningdale North Area Study. The proposed (revised) draft plan of subdivision will continue to reflect the character of the larger Sunningdale Community Planning Area by providing for a walkable environment with a pedestrian scape that provides for an engaging and sustainable active and healthy lifestyle.

While the entire Sunningdale Area is highly characterized by the presence of the Medway Valley, the planning and development of the "Sunningdale North" lands will be highly influenced by the complete Greenspace (Open Space) corridor of the re-aligned / re-constructed Axford Drain / Wonderland Road Tributary. This corridor will traverse the "Sunningdale North" lands, from Wonderland Road to Sunningdale Road, and will provide opportunities through its realignment / reconstruction to greatly enhance the existing natural heritage features and functions of this drain / tributary. With the removal of the existing online golf landscape ponds and the inclusion of additional lands to mitigate / compensate for other small satellite natural features, a much larger comprehensive corridor will be created that will integrate stormwater management and passive recreational (multi-use path) opportunities.

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Street Network:

The street network proposed on the (revised) draft plan of subdivision for "Sunningdale North" provides for a high-quality environment which maximizes convenience and mobility in concert with the extensive network of multi-use trails planned within the numerous Green Space / Open Space blocks. As previously mentioned, the design of the proposed subdivision presented a unique challenge to provide for a complete subdivision, that respected appropriate safety setbacks associated with the adjacent golf course, while providing opportunities to extend these streets in the future, in the event that the remaining golf lands (to the east) should ever develop. As such, the cul-de-sacs proposed at the end of Streets 'D', 'G', 'H', 'J' and 'K', along with the stubs at the easterly limits of Streets 'B' and 'F' all enable these streets to all form part of a cohesive walkable community, while preserving the ability to extend these streets in the future, with the removal of the cul-de-sacs and extension of the street stubs. This provides for a street pattern that is easy and safe to navigate providing multiple internal connections to support active mobility. Consistent with other neighbourhoods within the Sunningdale Community Planning Area, the proposed (revised) draft plan of subdivision, provides for single family residential lots within the "interior" of the subdivision, while residential blocks, intended to support alternative housing types with higher densities are located adjacent to Sunningdale Road and Wonderland Road. This ensures a neighbourhood that will ultimately provide a range of housing types to accommodate a wide-ranging demographic.

Streetscapes:

The streetscape supports the vision, character, and sense of place envisioned for the "Sunningdale North" area as it provides for short blocks linked with sidewalks and multi-use

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trails to provide for an efficient and varied walking environment. Streets, sidewalks, multi-use trails, tree planting, lighting, and landscaping will all be designed and coordinated in consideration of the City's specifications and requirements. Corner lots have been designed to ensure the efficient utilization of land and the efficient provision of municipal services, consistent with the PPS, and provide for an increased sense of neighbourhood community by ensuring that the homes constructed on the corners will be integrated with the streetscape of the neighbouring homes. The streetscape provides short blocks linked to trail and walkway networks to allow for efficient walking and to offer variation in routes. Aligns with Safe Community Design objectives by siting roads and lot patterns in a manner that provides visual connections and ease of public access to adjacent streets. Views corridors from adjacent streets through the numerous Green Space / Open Space blocks, is facilitated as a result of the provision of extensive frontage. ~~While s~~Street trees will be located along municipal road rights-of-way, consistent with standard City practices. The proposed landscape design of the various Green Space / Open Space blocks will ensure a high-quality design to add visual interest, define pedestrian areas, delineate public and private spaces, add comfort and improve health, offer visual screening, and improve the aesthetic quality of the neighbourhood, all while maintaining view corridors and implementing the principles of Crime Prevention Through Environmental Design (CPTED). Landscaped entrance features are proposed within the gateways at Street 'A' / Sunningdale Road and Street 'B' / Wonderland Road, consistent with the policies of the London Plan. Properties subject to noise impacts will be buffered through mechanisms supported by the City. Utilities will be collocated under ground and will not compromise the intended streetscape character.

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Public Space:

Numerous Green Space / Open Space (public spaces) have been incorporated into the design of the proposed subdivision. These Blocks (Nos. ~~251 to 254~~166 to 170) total 7.6448.108 hectares. They are located and designed to support the planned vision / character of the community by providing opportunities to maintain an active and healthy lifestyle. Extensive view corridors are provided through these public spaces and will be maintained by the strategic placement of trees through the development of the detailed landscape designs. Playground equipment and seating areas will be provided within the Neighborhood Park (Block 253168).

Site Layout / Buildings:

The six (6) proposed Neighbourhood / Residential Blocks (Nos. ~~245 to 250~~157 to 163) will be subject to the City of London's Site Plan Control By-law. Accordingly, through this process, individual applicants will be required to demonstrate how the London Plan policies related to "site layout" and "buildings" have been fulfilled, in advance of securing approvals to proceed with development.

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In addition to all of the above, an Urban Design Brief has been completed for the subject lands and submitted in concert with this Final Proposal Report, as part of the complete applications package for "Sunningdale North".

7.2. Existing Services

The ultimate municipal servicing strategies for the area have been included in several studies. Presently, existing services are as follows:

Sanitary:

The Medway Creek Trunk Sanitary Sewer (MTSS) is located within the Medway Creek Valley, south of Sunningdale Road, immediately south of the subject lands, and has been designed to accommodate flows generated by the proposed development. Presently, sanitary flows from Sunningdale Golf & Country Club's club house are pumped via a shallow pressure forcemain across Sunningdale Road where it outlets to a gravity sewer connected to the MTSS. As part of the development (presently underway) of "Sunningdale Court Phase 1" (39T-18501) this forcemain will be rerouted, north of Sunningdale Road, and will outlet to the 450 mm sanitary sewer which ~~will be~~ has been extended north of Sunningdale Road in 2022. The remnant forcemain south of Sunningdale Road will be abandoned. Ultimately, as part of the development of "Sunningdale North", the existing forcemain will be intercepted within the first available manhole, where sanitary flows from the clubhouse will then proceed by gravity through the sanitary sewer system installed within "Sunningdale North", through Sunningdale Court Phase 1" to the MTSS.

An overview of the existing sanitary network is included in Appendix D.

Storm:

Presently, there are no stormwater management solutions in place for the proposed lands and / or the external lands which are tributary to the subject lands.

Water:

Water supply for both domestic use and fire protection will be provided via a connection to the existing 900 mm trunk watermain located within the right-of-way of Sunningdale Road West and the 1200 mm watermain which will be constructed (City Project No. EW3692) within the Wonderland Road right-of-way, from Sunningdale Road to the City limit in 2024. Watermains within "Sunningdale North" will be looped, as per City standards, when phased development is proposed beyond eighty (80) units).

Roads:

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Sunningdale Road West and Wonderland Road North are ~~both~~ classified as "~~Arterials~~" on ~~Schedule 'C' (Transportation Corridors) of the City of London's 1989 Official Plan, while the London Plan classifies these streets as~~ a "Civic Boulevard" and a "Urban Thoroughfare" on Map 3 (Street Classifications) respectively within The London Plan (excerpt enclosed in Appendix C). Sunningdale Road West is schedule to be widened to a four (4) lane urban cross section in 2023, from its existing two (2) lane rural cross section. Street's 'A' and 'B' of the proposed plan will serve as the entrances to "Sunningdale North", from Sunningdale Road West and Wonderland Road North. These two (2) streets along with Street 'C' and been designed as "Neighbourhood Connector" streets with a twenty-three (23) metre wide right-of-way, pursuant to the London Plan. High-quality low maintenance gateway features are proposed at the intersection of Street 'A' / Sunningdale Road West and Street 'B' / Wonderland Road North consistent with the City's urban design policies and all other major entrances to Sunningdale neighbourhoods.

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8.0 Sanitary Servicing

8.1. Background

The design of the Medway Sanitary Trunk Sewer (MSTS) provides capacity for lands situated to the north and west of the Sunningdale Road / Wonderland Road intersection as well as lands situated to the east of Wonderland Road, including lands forming part of the Sunningdale Golf and Country Club's thirty-six hole golf course facility. This drainage area is depicted on SAN-1 to SAN-3 (included in Appendix D).

8.2. Sanitary Servicing Strategy

Block Nos. ~~246 to 248~~ 158 to 161 are located northeast of the Wonderland Road / Sunningdale Road intersection. These blocks are separated from the balance of "Sunningdale North" by the reigned Axford Drain complete corridor that will be located within Block ~~254~~ 166. Sanitary sewage flows from these blocks (Nos. 158 to 161) will be directed to the existing 375 mm sanitary sewer located in the Sunningdale Road right-of-way at Wallingford Avenue. The balance of the "Sunningdale North" lands, to the east and north of Block ~~254~~ 166, will see their sanitary sewage flows be directed to the 450 mm sanitary sewer which ~~will~~ has been extended along Robbie's Way, to the north side of Sunningdale Road in 2022, as part of the development of "Sunningdale Court Phase 1" (~~39T-18501, unregistered at the time of writing this IPR~~ 33M-827). The sanitary servicing strategy for "Sunningdale North" is consistent with the external sanitary drainage area plan approved for "Sunningdale Court Phase 1". In addition, all sanitary sewers within "Sunningdale North" have been appropriately sized to service the remaining golf lands (to the east) should they ever develop.

9.0 Water Servicing

9.1. Water Servicing Strategy

That portion of "Sunningdale North", located south and west of the proposed re-aligned / re-constructed Axford Drain / Wonderland Road Tributary, will be serviced with new watermains connected to the existing 900 mm trunk watermain located within the Sunningdale Road West right-of-way and the future 1200 mm watermain planned to be constructed in 2024 on Wonderland Road from Sunningdale Road to the City limit (DC project No. DC14WD0003). The balance of "Sunningdale North", located east and north of the proposed re-aligned / re-constructed Axford Drain / Wonderland Road Tributary, will be serviced by way of a new high level watermain system. This system will connect to the existing 900 mm watermain located within the Sunningdale Road West right-of-way at Street 'A' (directly north of the intersection of Robbie's Way and Sunningdale Road, as per 39T-18501 / 33M-827) and will also connect to a newly proposed 300 mm watermain on Wonderland Road at Street 'B' that will be extended from Denview Avenue (west of Wonderland) and Sunningdale Road. The preliminary water main layout, to service all of "Sunningdale North" is include within Appendix E.

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A water supply system will be constructed within the proposed development and new water service connections will be provided to each new residential lot / block, all to City standards.

The design criteria for this subdivision is summarized as follows:

- Average Domestic (Residential) Water Demand = 255 L/cap/day
- Development Density: Single Family Residential – 244 lots at 3 people / lot, Multi-Family Residential – 6 blocks at 75 units per hectare, 2.4 people / unit
- Maximum Hour Peaking Factor = 7.8
- Maximum Day Peaking Factor = 3.5
- Minimum Allowable Service Pressure = 275 kPa (40 psi)
- Minimum Allowable Pressure at any hydrant = 140 kPa (20 psi)
- Hazen-Williams "C" Factors for watermains:
 - 100 to 150mm – 100
 - 200 to 250mm – 110
 - 300 to 600mm – 120
 - 600mm + - 130
- Pipe Sizing: based upon Water Distribution Design Standard

Detailed hydraulic modeling has not been completed for the purposes of this report. This effort will be completed as part of the development approvals process. The modeling will determine precise demands of the development and provide preliminary sizing of the watermains.

Potential phasing of the development will proceed in a manner that ensures that the watermain system is lopped if any phase proposes more than eighty units.

10.0 Stormwater Management (SWM)

10.1. Stormwater Assumptions

The subject lands are located within the Medway Creek subwatershed. Approximately 72.8 hectares of external land immediately to the north (within the Municipality of Middlesex Centre) are tributary to the subject lands. In addition, the stormwater drainage area comprises an additional 51 hectares of the in-use golf course and active farmland situated within the City of London. Details of the stormwater catchments are presented in Appendix F.

The Group 1 Subwatershed Study - Medway, Stanton, and Mud Creeks (Marshall Macklin Monaghan, May 1995) outlined the SWM criteria that should be followed for all new development within the Medway Creek subwatershed, within which the Sunningdale North subdivision is located. The criteria is summarized as follows:

- Water Quality Control: The Ministry of Environment and Climate Change (MOECC) "Enhanced" Level of Protection should be provided to remove 80% of the total suspended solids from the stormwater before discharge to the receiving watercourse.
- Erosion Control: The Group 1 Subwatershed Study states that 60 m³/ha of erosion control storage should be provided within the Medway Creek subwatershed where stable stream morphology is not established as part of development. Therefore, erosion control storage will be provided for the Axford Drain / Wonderland Tributary and the proposed SWMF 10 discharge into Medway Creek.
- Water Quantity Control: The Group 1 Subwatershed Study does not recommend quantity control within the urbanized portion of the Medway Creek subwatershed located within the City's limits.

10.2. Proposed Strategy for Stormwater

The proposed stormwater management approach is to integrate the stormwater management facility (referenced as SWMF 6C in the Sunningdale Area Storm Drainage & Stormwater Servicing for Undeveloped Land Schedule B Class Environmental Assessment) into the proposed Axford Drain corridor as two dry pond cells with ephemeral wetland plantings, located on either side of the realigned Axford Drain within the Axford Drain open space corridor. These pond cells will provide erosion control with a minor component providing peak flow attenuation, while water quality objectives will be fulfilled by oil and grit (OGS) separators (located on the adjacent tablelands), which will provide treatment

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upstream of these cells. The subject lands lying west and south of the realigned Axford Drain (east of Wonderland Road and north of Sunningdale Road) are approximately 9.85 hectares in area and include Block ~~246 to 248~~ Nos. 158 to 161, inclusive of the Street 'L' road allowance. Stormwater from this area will be conveyed to an OGS device, located immediately north of Sunningdale Road (within an easement over Block ~~247~~160) and is proposed to outlet to the western-most dry pond cell, located within the realigned Axford Drain. The SWM strategy will convey stormwater runoff generated by the lands to the east of the realigned Axford Drain (north of Sunningdale Road) to an OGS device located within Block ~~253~~168 which will outlet to the eastern-most dry pond cell located within the realigned Axford Drain, just south of Block ~~253~~168. The catchment area of this drainage area is approximately 9.85 hectares and includes Blocks ~~249, 250~~162, 163 and Lots ~~159 to 199~~84 to 124.

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In addition, the northernmost half of "Sunningdale North" subdivision will be directed to a wet pond stormwater management facility in the location envisioned for SWMF 10 within the Sunningdale Area Storm Drainage & Stormwater Servicing for Undeveloped Land Schedule B Class Environmental Assessment. This pond will be located on lands retained by Sunningdale Golf Club as they will use the water collected by the stormwater management facility to meet the irrigation needs of their golf course. Runoff from major storm events will be conveyed overland via the proposed local street network within "Sunningdale North" and be conveyed across the golf course using reserve capacity within the proposed 1800 mm trunk storm sewer.

A conceptual stormwater management report detailing the proposed SWM strategy has been prepared by Ecosystem Recovery Inc. / Matrix Solutions Inc. and LDS Consultants Inc. In addition, and as previously referenced, details of the stormwater catchment areas and conceptual design of the proposed stormwater management strategy are presented in Appendix F.

10.3. Preliminary Erosion and Sediment Control Assessment

In 1987, the "Ontario Guidelines on Erosion Sediment Control (ESC) for Urban Construction Sites" were developed by the Ministries of Natural Resources, Environment, Municipal Affairs and Transportation & Communications, in cooperation with the Association of Conservation Authorities of Ontario, the Municipal Engineers Association and the Urban Development Institute of Ontario.

These guidelines identify basic methods and practices that should be used to manage ESC for land development and construction sites in order to minimize the adverse effects of the storm discharge for these sites in order to provide some water quality protection of open watercourses in Ontario.

In the last ten years, the Federal and Provincial governments have introduced a number of legislative requirements regarding the protection of water quality within open watercourses,

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and specifically related to stormwater management (SWM) mitigation measures to address land use changes under new or updated Acts, Regulations and Guidelines. In order to comply with these requirements, the City of London's Environmental and Engineering Services Department (EESD) has updated and developed standards and practices that endorse the required ESC measures.

The City's current subdivision / development agreement provisions, place the onus on the Owner's Consulting Engineer to develop an ESC Plan to the satisfaction and specifications of the City Engineer. This ESC Plan is site specific and must be submitted as part of the detailed design of the proposed development. Construction cannot proceed without approval by the City of the ESC Plan. The erosion and sediment control methods include:

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- Heavy duty silt fence at or above the regulatory flood line;
- Temporary sedimentation pond at the outlet end of the ravine;
- Temporary diversion swales are necessary to convey runoff away from stockpiles and towards the sedimentation pond;
- Straw bale and / or rock check dams in temporary diversion swales as indicated in the drawing set and as directed by the Contract Administrator;
- Stabilization of all disturbed areas where work will not take place for a period of 15 days or more in accordance with OPSS 572;
- Dewatering effluent discharge to be directed to sediment traps, filters, or sedimentation basins;
- Energy diffusers to be employed for dewatering effluent lines.

Specific details and locations of the proposed temporary and long-term erosion and sediment control measures for the proposed development will be outlined in detail within the proposed construction servicing drawings. Once complete and approved, these will form the ESC Plan for the proposed development.

11.0 Transportation

The subject lands enjoy frontage to Sunningdale Road West and Wonderland Road North. Both of these roads are classified as ~~"Arterials" on Schedule 'C' (Transportation Corridors) of the City of London's 1989 Official Plan, while the London Plan classifies them as~~ a "Civic Boulevard" and a "Urban Thoroughfare" on Map 3 (Street Classifications) respectively within The London Plan (excerpt enclosed in Appendix C). The London Transit Commission (LTC) currently does not service Sunningdale Road West. Notwithstanding this, LTC's "Transit Network / Rapid Transit Integration Framework – Final Report" (Dillon Consulting Limited, August 2016) indicates that a new "Sunningdale Route" is to be established in 2027.

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Access to "Sunningdale North" will be provided from Sunningdale Road West via a new intersection and roadway, opposite Street 'A' ("Robbie's Way") of 39T-18501 / [33M-827](#) ("Sunningdale Court"), and from Wonderland Road West via a new intersection and roadway. In addition, it is anticipated that a portion of "Sunningdale North", lying south and west of the Axford Drain / Wonderland Road Tributary, will be serviced with restricted access intersections (right-ins & right-outs only) to Sunningdale Road and Wonderland Road. These restricted access intersections, coupled with the existing roundabout at the intersection of Sunningdale Road / Wonderland Road, will enable future residents to have full access to this portion of "Sunningdale North" when planning their daily trips.

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11.1. Transportation Impact Study

The main purpose of a Transportation Impact Study (TIS) is to demonstrate that the transportation impacts of a proposed development or redevelopment can be managed and that transportation aspects of the proposal are consistent with the objectives and policies of the City of London. The TIS provides the basis for the identification and evaluation of transportation related improvements or mitigation measures to be included as conditions of Draft Approval for development applications. ~~Presently, a TIS associated with the development of the proposed subdivision has not been completed.~~

~~While a TIS has not been completed for the proposed development, significant information can be gleaned from previous reports (Sunningdale Meadows — Traffic Impacts Study, Stantec Consulting Ltd. Dec. 2009) completed in the immediate area. The Sunningdale Meadows TIS undertook traffic forecasts and made specific recommendations based upon traffic generated from its draft plan that provided for 330 units. The recommendation for the intersection of Street 'G' (which is now Meadowlands Way) and Sunningdale Road was for a westbound left turn lane with a minimum of fifteen (15) metres of storage. However, in recognition of Section 2 (Transportation) of the City of London's Design Specifications & Requirements Manual and assuming a design speed of 80 km/h (20 km/h over the posted speed limit) on Sunningdale Road West, a westbound left turn lane with 45 metres of storage with a 50-metre parallel lane length and a taper length of 80 metres was ultimately provided. Considering this, it is reasonable to assume that the peak hour trip generation for the a.m. and p.m. hours from "Sunningdale North" will be similar, resulting in a similar eastbound left turn lane storage requirement on Sunningdale Road West at Street 'A' and southbound left turn storage requirements on Wonderland Road North at Street 'B'. Notwithstanding this, as previously mentioned, the City of London's Design Specifications & Requirements Manual (March 2022) specifies that the minimum storage on an arterial road intersection shall be 45 metres. As such, this minimum standard will be employed at the intersection of Sunningdale Road and Street 'A' and Wonderland and Street 'B'. This new arterial intersection will operate with a satisfactory level of service for all left turn movements with stop control. Traffic signals will likely be unnecessary during build-out and in advance of the City assuming the proposed development. As such, the City's Transportation Division will likely monitor this intersection, and install traffic signals when specific warrants are met.~~

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~~Considering this analysis, it is the writer's opinion that the completion of an additional TIS in support of the proposed development is unnecessary as City's minimum design storage requirements will satisfy the traffic generated needs of this development. Specifics necessary to properly plan for and design these intersections are already known.~~

As a result of the Initial Proposal Review, the City of London's Transportation Planning & Design Division required the completion of a Transportation Impact Study (TIS), as part of a complete (Planning Act) application process. Subsequently, the requirements of the TIS were scoped in collaboration with the City of London and the "Sunningdale North Residential Development, London, Ontario – Traffic Impact Study: was completed by RC Sencer Associates Inc. Consulting Engineers (February 2023). This TIS has been submitted in concert with this Final Proposal Report, as part of the complete applications package for "Sunningdale North". Findings from the TIS, were as follows:

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- The westbound approach, at Street B at Wonderland Road North, should be comprised of dedicated left and right turn lanes, with a left turn lane providing at least 15 metres of storage;
 - The proposed right-in / right-out tee intersection at Street L and Wonderland Road is anticipated to sufficiently accommodate the anticipated peak hour traffic demand;
 - The road authority is encouraged to monitor and widen the southbound approach to the roundabout at Wonderland Road North at Sunningdale Road West, within a ten-year horizon, as the level of service, control delay, and queuing is expected to progressively worsen due to the existing geometric constraint (single approach lane);
 - Satisfactory levels of services are expected at Street L and Sunningdale Road West, once the Sunningdale Road widening occurs;
 - Satisfactory levels of services are expected at Street A / Robbie's Way at Sunningdale Road West, for northbound and southbound, once the Sunningdale Road widening occurs;
 - Geometric improvements are required for the signalized intersection of Sunningdale Road West at Richmond Street;
 - The geometric improvements recommended by the Sunningdale Road EA, for the signalized intersection of Sunningdale Road West at Richmond Street, will not be sufficient for the northbound left turn lane;
 - The road authority should consider signaling the proposed intersection of Street A / Robbie's Way at Sunningdale Road West, as part of the widening of Sunningdale Road West, in order to benefit active transportation connectivity across the Sunningdale Road West corridor and the unsatisfactory level of service projected for the northbound and southbound approaches would be vastly improved;
-

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- There is sufficient sight distance for safe egress from all proposed site accesses;
- The roadway classifications denoted on the proposed draft plan of subdivision are consistent with the City's classification system and are satisfactory;
- There is no need for traffic calming measures; and
- The Street B trail crossing should be treated with a "Level 2, Type C" pedestrian crossover (PXO) and Street F trail crossing should be treated with a "Level 2, Type D" PXO.

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In addition, upon review of the proposed draft plan of subdivision (see enclosed map pocket in the back of this document) Block No. 258171 provides for the necessary road widening associated with Wonderland Road North.

11.2. Internal Roadworks

Gateway treatments are proposed at the entrances to "Sunningdale North" from both Sunningdale Road and Wonderland Road. These gateways facilitate traffic calming, making the area safer and more inviting for pedestrians and cyclists, without restricting local motorists' access to the ~~arterial/~~ civic boulevard and urban thoroughfare network. Street's 'A', 'B' and 'C' of the proposed draft plan have been designed as "Neighbourhood Connector" streets, pursuant to Section 2.1.6 of the City's Design Specifications & Requirements Manual, in terms of right-of-way and pavement width. All other streets have been designed as per the City's "Neighbourhood Street" requirements. ~~The proposed draft plan of subdivision incorporates roundabouts at the intersection of Streets 'A', 'D', and "I" and at that the intersection of Streets 'B', 'C' and 'H'. It is anticipated that these roundabouts will provide the necessary calming measures, on the Neighbourhood Connector streets ('A', 'B', and 'C').~~ The need for additional traffic calming measures within the proposed development is ~~not anticipated/warranted, pursuant to the TIS.~~ ~~A window street has been incorporated along a portion of Street 'F', which runs parallel to Wonderland Road North. The objective of this window streets is to provide an enhanced interface with Wonderland Road North (eliminating the need for noise attenuation walls).~~

To develop Sunningdale North, some disturbance to Sunningdale Road West will be necessary. These disruptions are a result of the need to connect to and install the necessary ~~storm, sanitary and~~ water connections, as appropriate. It is anticipated that a Traffic Management Plan will be necessary as part of Stage 4 (Servicing Drawings) of the File Manager System for Subdivision Approvals, in recognition of the need to minimize impacts on existing residents of the area and the travelling public.

11.3. External Roadworks

The "Sunningdale Road Improvements Wonderland Road North to Adelaide Street North Environmental Study Report" (ESR) was completed in 2013 by AECOM. The purpose of this

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ESR was to identify a preferred design which provides an appropriate level of service to address safety, traffic congestion, comfort and convenience, speed, and travel time, while ensuring a reliable transportation corridor with long term sustainability. The ESR concluded that improvements to Sunningdale Road, in the form of urbanization, traffic signalization and widening from two lanes to four lanes would be required to meet the projected transportation requirements in the northwest quadrant of the City of London. The ESR also recommended a preferred horizontal alignment and vertical profile for Sunningdale Road. Sunningdale Road is scheduled to be widened by the City of London, between Richmond Street and Wonderland Road, in 2023, to implement this ESR.

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11.4. Bicycle and Pedestrian Considerations

The "Sunningdale North" lands are one of the last areas of the Sunningdale Community Planning to develop. A multi-use recreational path network, within the Medway Valley, was originally envisioned in the late 1990's as part of the Sunningdale Community Plan. To date, most of the path network has been completed, south of Sunningdale Road, east of Wonderland Road, north of Fanshawe Park Road, and west of Richmond Street.

The predominate feature of the entire "Sunningdale North" lands will be ~~the~~ by the complete Open Space corridor (Block No. [254.166](#)) of the re-aligned / re-constructed Axford Drain / Wonderland Road Tributary. This Block, combined with the other proposed Open Space / Greenspace Blocks provide for a total of [7.6148.138](#) hectares of Open Space / Greenspace corridors which will provide numerous multi-use trail connections through "Sunningdale North". These connections will enable the future residents of "Sunningdale North" to connect to the multi-use trail on Sunningdale Road, which will be constructed along the north boulevard as part of its widening in 2023. This will provide a direct connection to the multi-use trails within the Medway Valley. In addition, opportunities exist in the future to connect the multi-use trails within the various proposed Open Space / Greenspace Blocks to the west of Wonderland Road.

Additionally, as per Council Policy, the streets within the proposed draft plan of subdivision, will include sidewalks which provide direct linkages to Sunningdale Road West and Wonderland Road North.

Once complete, the pathway system, sidewalks, walkways, and bicycle lanes (on adjacent arterial roadways) will provide one of the City's most comprehensive pedestrian network systems. This network will provide multiple options for the residents of the immediate area as well as users of the City's more extensive bicycle and pedestrian network systems.

12.0 Parks Planning

The proposed draft plan of Subdivision provides for the following ~~Open-Space/~~ Greenspace Blocks:

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Block No. ~~251 (5.031 ha)~~ 166 (5.031 ha)
Block No. ~~252 (0.360 ha)~~ 167 (0.360 ha)
Block No. ~~253 (0.992 ha)~~ 168 (2.159 ha)
Block No. ~~254 (1.231 ha)~~ 169 (0.254 ha)
Block No. 170 (0.334 ha)

The intention is that these Blocks would be transferred / dedicated to the City of London at the time that "Sunningdale North" is developed, as satisfaction of the required parkland dedication requirements, pursuant to the Planning Act.

As previously discussed in Section 7.0 (Subdivision Design), the planning and development of the "Sunningdale North" lands will be highly influenced by the complete Open Space / Greenspace corridor of the re-aligned / re-constructed Axford Drain / Wonderland Road Tributary. This corridor will traverse the "Sunningdale North" lands, from Wonderland Road to Sunningdale Road, and will provide opportunities ~~though~~ through its realignment / reconstruction to greatly enhance the existing natural heritage features and functions of this drain / tributary. With the removal of the existing online golf landscape ponds and the inclusion of additional lands to mitigate / compensate for other small satellite natural features, a much larger comprehensive corridor will be created that will integrate stormwater management and passive recreational (multi-use path) opportunities.

The proposed plan of subdivision consists of ~~four (4)~~ five (5) Green Space (Open Space) blocks (Nos. ~~251 to 254~~ 166 to 170, inclusive). Block ~~254~~ 166 is a 5.031-hectare Green Space (Open Space) block, which will accommodate the reconstructed / realigned Axford Drain complete corridor. Immediately adjacent to Block ~~254~~ 166, two (2) additional Green Space (Open Space) blocks (Nos. ~~252~~ 167 and part of ~~253~~ 168) will provide for a 3.0-metre-wide multi-use trail (as per SPO-1.2). While located in ~~a~~ separate adjacent Blocks, visually, this multi-use trail will be part of the expansive realigned Axford Drain corridor. The trail will follow the drain from Wonderland Road (future opportunity to connect it to the communities west of Wonderland) easterly, where it will cross over the drain (via a bridge) in order connect to a Neighbourhood Park (within the balance of Block ~~253~~ 168), before turning south, along the drain to Sunningdale Road. At Sunningdale Road, the trail will connect to a multi-use trail which will be constructed along its north boulevard, as part of the future road widening ~~in 2023~~ by the City of London. In concert with the Axford Drain, the adjacent Neighbourhood Park (within the balance of Block ~~253~~ 168) will serve as the focal point of the neighbourhood. This park is designed to serve the needs of the local neighbourhood residents and is easily accessed from Street's 'B', 'C' and 'E', upon which it enjoys frontage, in addition to its connections / linkages offered by the integrated multi-use trail. Lastly, the multi-use trail continues north from the park, through Block ~~254~~ 169 and 170, where it then turns west wards Wonderland Road. The multi-use trail will connect to Wonderland Road West, via an easement over Block 165, the joint elementary / secondary school campus site. Block ~~254~~ 170 is located ~~to coincide with~~ partially along an existing Sun-Canadian's Oil Pipeline

Neighbourhoods of Sunningdale - "Sunningdale North"

Corlon Properties Inc. (Applicant)

Easement. As such this multi-use trail will serve to provide access to the pipeline, while the dedication of the Block serves to ultimately protect the pipeline. As this pipeline continues to the west, opportunities exist to connect this trail along the pipeline, to the communities west of Wonderland, as they develop in the future.

Through the completion of the "Sunningdale North - Parkland Dedication Requirements / Calculations Analysis" (Appendix G) it has been determined that the parkland dedication requirements for "Sunningdale North" have been fulfilled through the dedication of Block Nos. ~~251 to 254~~ 167 to 169, inclusive. While Block 170 (0.334 ha) will also be dedicated to the City as a Green Space (Open Space) Block to permit the construction of a multi-use trail, no parkland credit was contemplated for this block, as it is part of the Imperial Oil Easement. These dedications coupled with an outstanding parkland dedication deficit, associated with the development of "Sunningdale Court" (39T-18501), provide for an over dedication (~~0.0370~~ 0.142 ha) of parkland associated with the proposed draft plan of subdivision. As such, consistent with past approvals, the draft plan approval of "Sunningdale North" will acknowledge that this parkland dedication credit exists and will be applied towards the required parkland dedication requirements of future subdivision lands owned by the applicant, north of Sunningdale Road.

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13.0 Financial Implications

The proposed "Sunningdale North" subdivision provides for ~~244~~ 156 single family residential lots and ~~six (6)~~ seven (7) multi-family residential blocks (Nos. ~~245 to 250~~ 157 to 163, inclusive). The financial implications for this development application, with anticipated total revenues of \$40,943,492 compared to estimated claimable works of \$13,938,265 to the CSRF.

A summary of anticipated cost sharable works and Development Charge revenue estimates, along with corresponding rates, notes and assumptions are presented on the "~~Initial~~ Final Proposal Report (IPR) Cost Sharable Works & DC Revenue Estimates Worksheet" (enclosed in Appendix H, prepared by Anthony Gubbels, P. Eng. LDS Consultants Inc.).

13.1. Summary of Revenues

Based upon the present Development Charge rates and assuming density (uph) as per the proposed draft plan of subdivision, the proposed development will generate the following revenues:

Land Use	Estimated CSRF Revenue
Low Density Single & Semi Detached	\$6,875,014
Medium Density Multiples / Row Housing	\$24,210,888

Neighbourhoods of Sunningdale - "Sunningdale North"

Corlon Properties Inc. (Applicant)

High Density - Apartment	\$9,484,321
Commercial	\$372,270
Total	\$40,943,492

Note: See "Initial/Final Proposal Report (IPR) Cost Shareable Works & DC Revenue Estimate Worksheet" in Appendix H, prepared by Anthony Gubbels, P. Eng. LDS Consultants Inc., for additional details.

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13.2. Summary of Claimable Costs

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

Description	DC Background Study Estimate (if applicable)	Estimated CSRF Claims
Minor Roadworks	\$0	\$0
Wastewater Oversizing	\$243,806	\$243,806
Storm Sewer Oversizing	\$897,834	\$897,834
Watermain Oversizing	\$111,460	\$111,460
Major SWM works	\$6,551,060	\$6,757,194
Land	Not specifically identified	\$4,603,733
Other	Not an identified project	\$4,603,733
Total	\$7,804,160	\$13,938,265

Note: See "Initial/Final Proposal Report (IPR) Cost Shareable Works & DC Revenue Estimate Worksheet" in Appendix H, prepared by Anthony Gubbels, P. Eng. LDS Consultants Inc., for additional details.

14.0 Miscellaneous

An Official Plan Amendment and Zoning By-law Amendment will be brought forward together with the application for draft plan approval.

Neighbourhoods of Sunningdale - "Sunningdale North"

Corlon Properties Inc. (Applicant)

15.0 Summary & Conclusions

Corlon Properties Inc. in association with Ecosystem Recovery Inc. / Matrix Solutions Inc. and LDS Consultants Inc. has prepared this ~~Initial~~Final Proposal Report for "Sunningdale North".

All technical reports in support of the applications ~~are in the midst of being~~ been finalized and ~~will be~~ submitted with the complete Planning Act applications and Final Proposal Report, to provide the necessary support for the proposed development.

The proposed applications for an Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision, as per the Planning Act, in support of the development of "Sunningdale North" represent good planning and are in the interest for the City of London and the public, as they:

- Are consistent with the relevant policies of the Provincial Policy Statement;
- Conform to the relevant policies of the ~~City of London Official Plan (1989) and the~~ The London Plan;
- Apply to lands which are designated for growth, within the City's Urban Growth Boundary, and represent the logical progression of development while maximizing existing infrastructure and services;
- Provide for an attractive, pedestrian orientated development;
- Enable the creation of a much larger (reconstructed / realigned), complete Axford Drain / Wonderland Road Tributary corridor, that will greatly enhance the existing natural heritage features and functions, while integrating stormwater management and passive recreational (multi-use path) opportunities; and
- Provides for various forms of housing which contributes to an appropriate range, type, and density to meet the projected requirements of current and future residents of the regional market area on an aggregate basis.

Report Prepared By:



David R. Schmidt, MCIP, RPP
Development Manager

Corlon Properties Inc.

16.0 Appendices

Appendix A

~~City of London (1989) Official Plan – Excerpt of Schedule ‘A’ (Land Use)~~
~~(Prepared by LDS Consultants Inc.)~~

City of London – The London Plan – Excerpt of Map 1 (Place Types)
(Prepared by LDS Consultants Inc.)



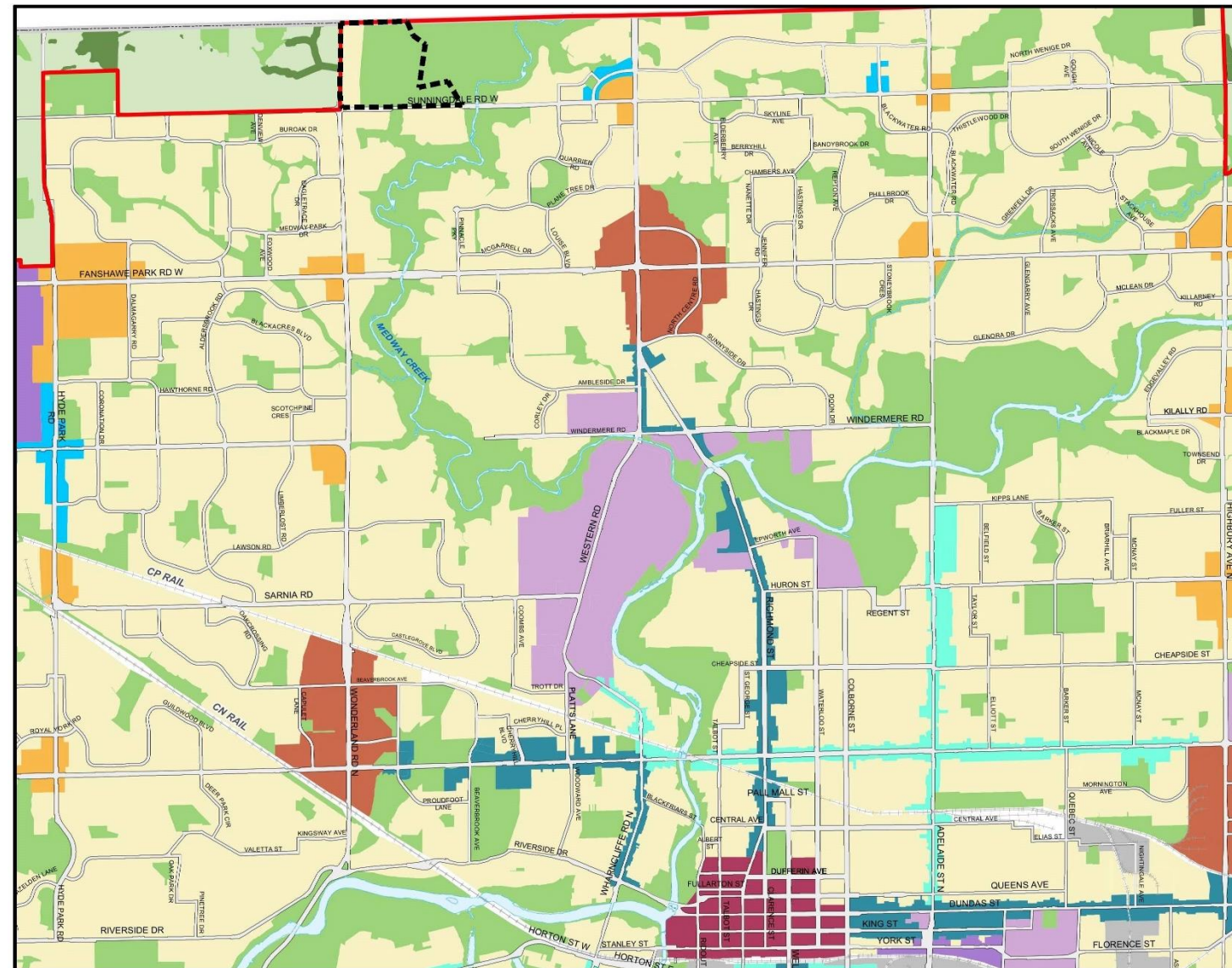
PLACE TYPES

- Green Space
- Environmental Review
- Downtown
- Transit Village
- Rapid Transit Corridor
- Urban Corridor
- Shopping Area
- Main Street
- Neighbourhoods
- Institutional

- Heavy Industrial
- Light Industrial
- Commercial Industrial
- Future Community Growth
- Future Industrial Growth
- Farmland
- Rural Neighbourhoods
- Waste Management Resource Recovery Area
- Urban Growth Boundary

BASE MAP FEATURES

- Streets (See Map 3)
- Railways
- Water Courses/Ponds



LEGEND:
 SUBJECT LANDS

CLIENT/PROJECT
 CORLON PROPERTIES INC.
 SUNNINGDALE NORTH

TITLE
 THE LONDON PLAN – EXCERPT OF
 MAP 1 (PLACE TYPES)

FIGURE NO. _____ **PROJECT NO.** _____ **SCALE:** _____
 LD-00143 NOT TO SCALE

Appendix B

~~City of London Official Plan - Excerpt of Schedule 'B1' (Natural Heritage Features) and
Excerpt of Schedule 'B2' (Natural Resources and Hazards)~~

~~(Prepared by LDS Consultants Inc.)~~














**City of London – The London Plan – Excerpt of Map 5 (Natural Heritage) and Excerpt of
Map 6 (Hazards and Natural Resources)**

(Prepared by LDS Consultants Inc.)




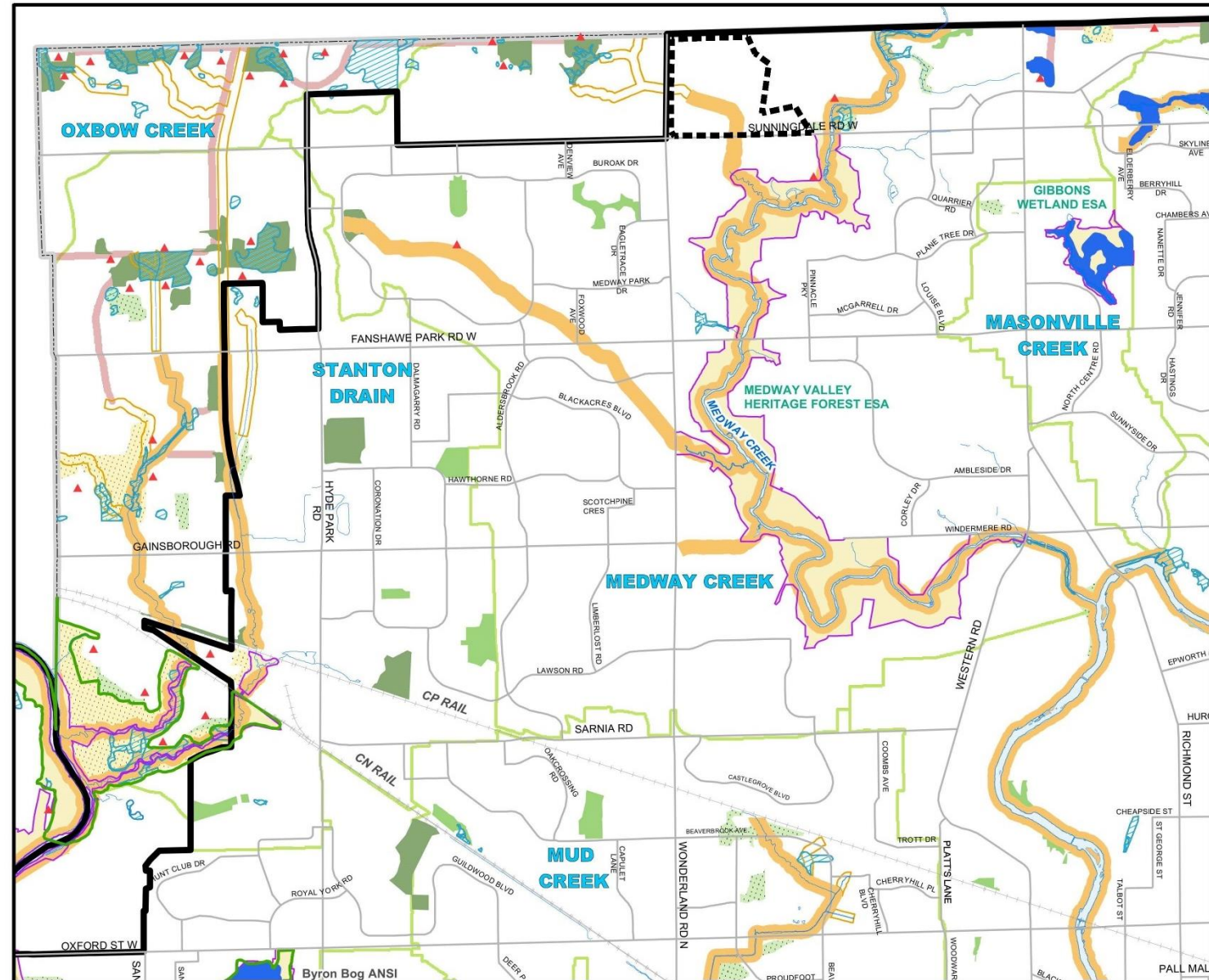
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NATURAL HERITAGE SYSTEM


- | | | | |
|---|-----------------------------------|---|--|
|  | Provincially Significant Wetlands |  | Areas of Natural and Scientific Interest |
|  | Wetlands |  | Environmentally Significant Areas (ESA) |
|  | Unevaluated Wetlands |  | Potential ESAs |
|  | Significant Woodlands |  | Upland Corridors |
|  | Woodlands |  | Potential Naturalization Areas |
|  | Significant Valleylands |  | Unevaluated Vegetation Patches |
|  | Valleylands | | |

BASE MAP FEATURES

- | | | | |
|---|-----------------------|---|---------------------------------|
|  | Streets (See Map 3) |  | Water Bodies |
|  | Railways |  | Conservation Authority Boundary |
|  | Urban Growth Boundary |  | Subwatershed Boundary |
|  | Water Courses/Ponds |  | Subwatershed Name |



LEGEND:

 SUBJECT LANDS

CLIENT/PROJECT
CORLON PROPERTIES INC.
SUNNINGDALE NORTH

TITLE
THE LONDON PLAN – EXCERPT OF
MAP 5 (NATURAL HERITAGE)

FIGURE NO. PROJECT NO. SCALE
LD-00143 NOT TO SCALE



HAZARDS

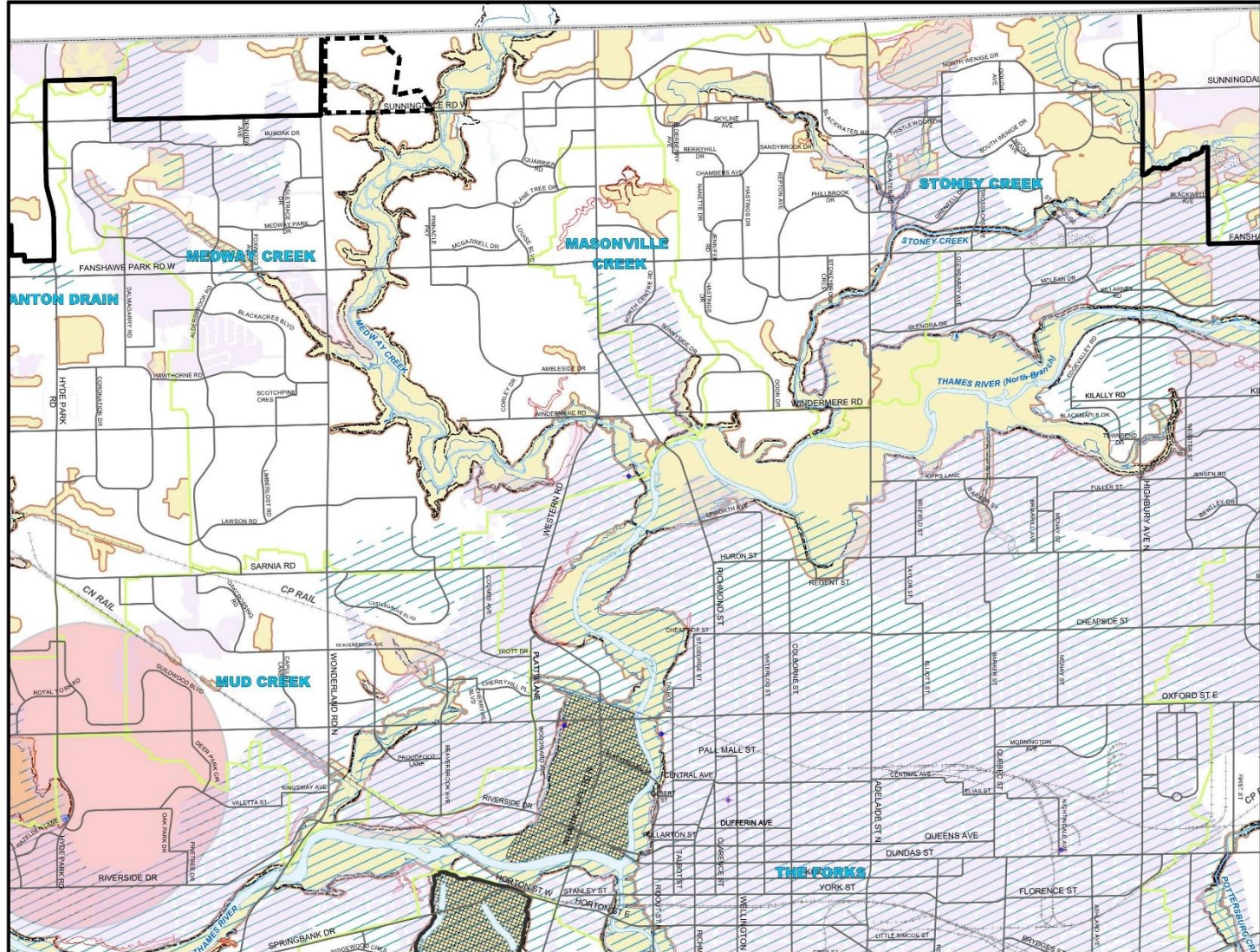
- Regulatory Flood Line
NOTE 1: Flood Lines shown on this map are approximate. The precise delineation of flood plain mapping is available from the Conservation Authority having jurisdiction.
NOTE 2: Flood Fringe mapping for certain areas of the City is available from the Upper Thames Conservation Authority.
- Special Policy Areas
- Potential Special Policy Areas
- Riverine Erosion Hazard Limit for Confined Systems
NOTE: Steep Slopes Outside the Riverine Erosion Hazard Limit on the map are approximate. Precise delineation is available from the Conservation Authority having jurisdiction.
- Riverine Erosion Hazard Limit for Unconfined Systems
- Maximum Hazard Line
- Conservation Authority Regulation Limit
- Abandoned Oil/Gas Wells

NATURAL RESOURCES

- Aggregate Resource Areas
- Extractive Industrial Areas
- Wellhead Protection Areas
- Emergency Municipal Water Wells
- Significant Groundwater Recharge Areas
- Highly Vulnerable Aquifers

BASE MAP FEATURES

- Streets (See Map 3)
- Railways
- Urban Growth Boundary
- Water Courses/Ponds
- Water Bodies
- Conservation Authority Boundary
- Subwatershed Boundary
- STONEY CREEK** Subwatershed Name



LEGEND:
 SUBJECT LANDS

CLIENT/PROJECT
CORLON PROPERTIES INC.
SUNNINGDALE NORTH
 TITLE
THE LONDON PLAN – EXCERPT OF
MAP 6 (HAZARDS & NATURAL
RESOURCES)
 FIGURE NO. PROJECT NO. SCALE
 LD-00143 NOT TO SCALE












Appendix C

~~City of London (1989) Official Plan – Excerpt of Schedule ‘C’ (Transportation Corridors)~~
~~(Prepared by LDS Consultants Inc.)~~




City of London – The London Plan – Excerpt of Map 3 (Street Classification) and
Excerpt of Map 4 (Active Mobility Network)
(Prepared by LDS Consultants Inc.)

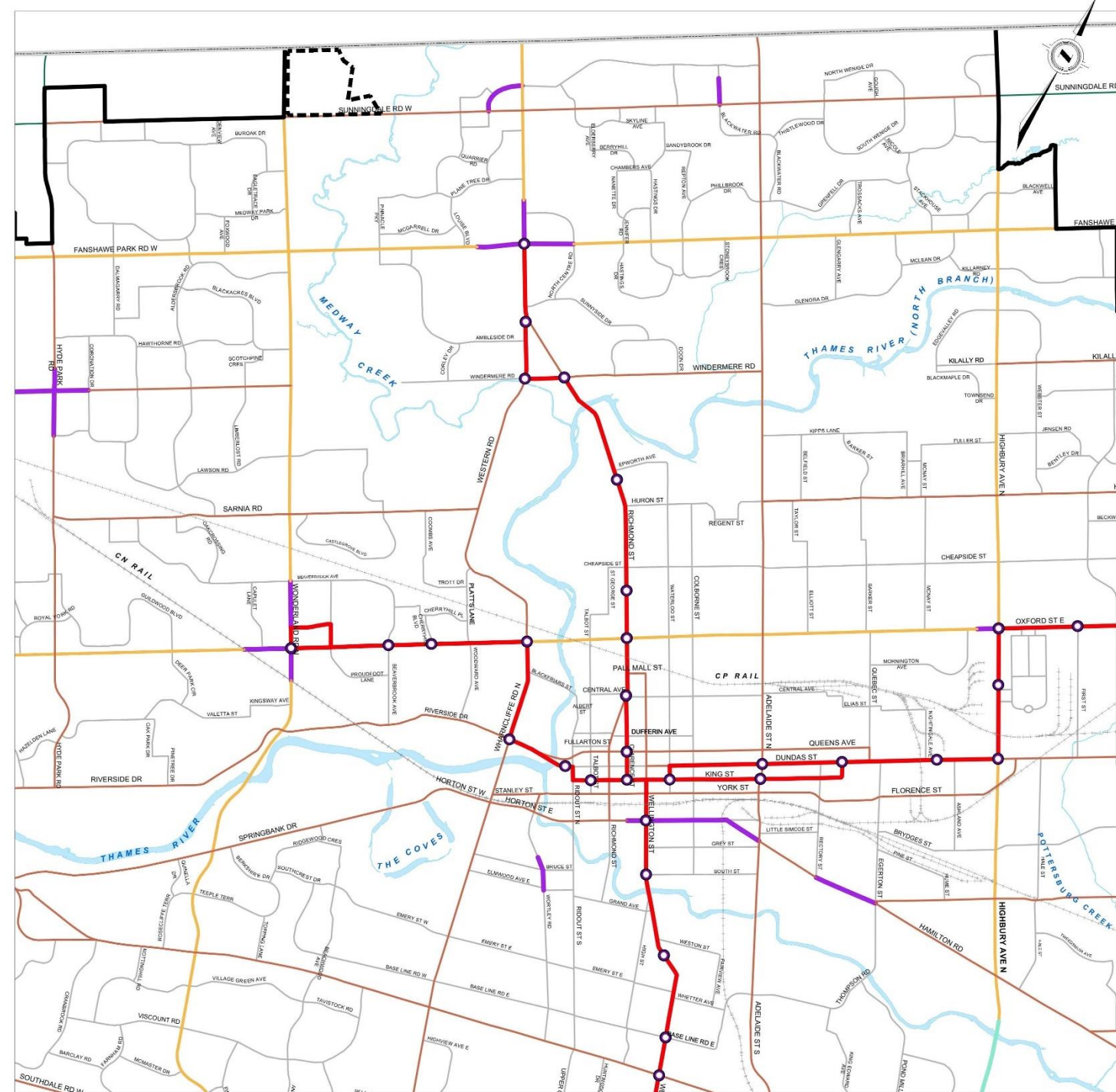
LEGEND

STREET CLASSIFICATIONS

- | | |
|---|---|
|  Provincial Highway |  Neighbourhood Connector |
|  Expressway |  Rural Thoroughfare |
|  Urban Thoroughfare |  Rural Connector |
|  Rapid Transit Boulevard |  Interchanges |
|  Civic Boulevard |  Rapid Transit Stations |
|  Main Street | |

BASE MAP FEATURES

-  Railways
-  Urban Growth Boundary
-  Water Courses/Ponds





LEGEND:
 SUBJECT LANDS

CLIENT/PROJECT
 CORLON PROPERTIES INC.
 SUNNINGDALE NORTH



TITLE
 THE LONDON PLAN – EXCERPT OF
 MAP 3 (STREET CLASSIFICATION)

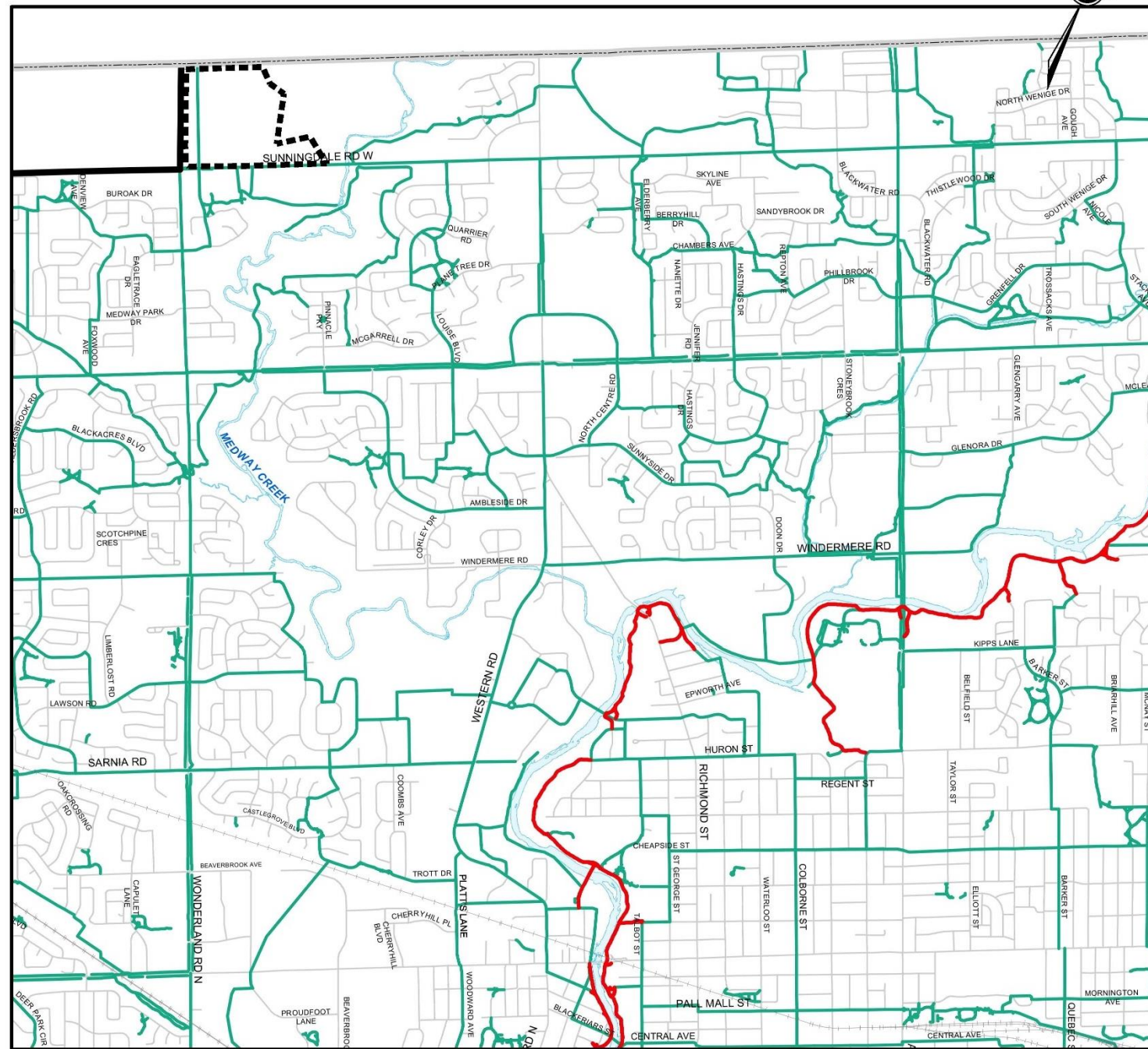
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LEGEND

-  Thames Valley Parkway
-  Cycling and Walking Routes

BASE MAP FEATURES

-  Streets (See Map 3)
-  Railways
-  Urban Growth Boundary
-  Water Courses/Ponds



LEGEND:
 SUBJECT LANDS

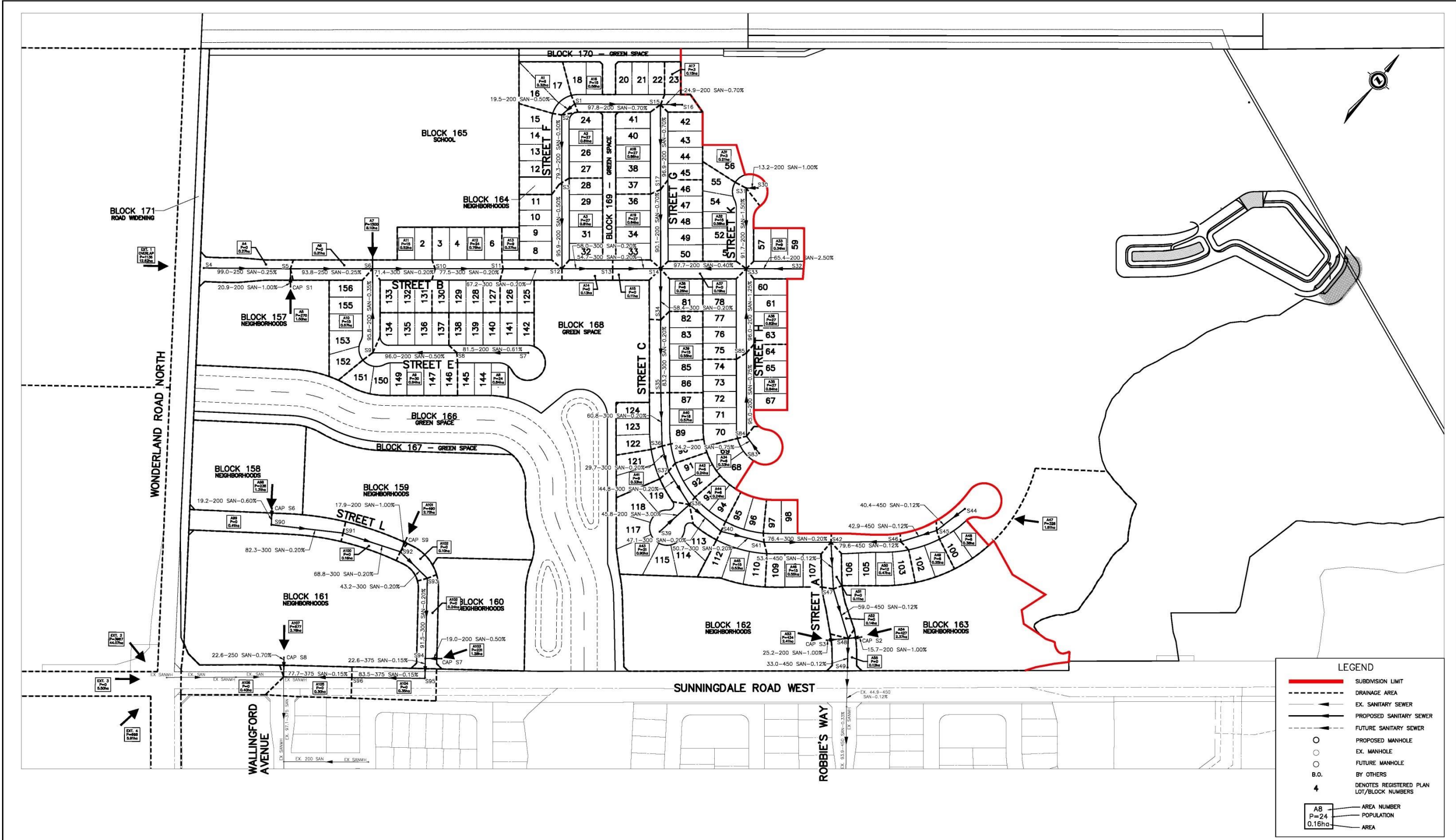
CLIENT/PROJECT
 CORLON PROPERTIES INC.
 SUNNINGDALE NORTH

TITLE
 THE LONDON PLAN – EXCERPT OF
 MAP 4 (ACTIVE MOBILITY NETWORK)

FIGURE NO. LD-00143 **PROJECT NO.** **SCALE:** NOT TO SCALE

Appendix D

“Sunningdale North”, Sanitary Drainage Area Plan, Interim Conditions, Ultimate Conditions, and External, LDS Consultants Inc. ~~February 7, 2022~~, February 8, 2023 & February 13, 2023



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					APPROVED	AG			
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CORPORATION OF THE CITY OF LONDON



London CANADA

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TITLE

SUNNINGDALE NORTH SUBDIVISION

CORLON PROPERTIES INC.

SANITARY DRAINAGE AREA PLAN

INTERIM CONDITIONS

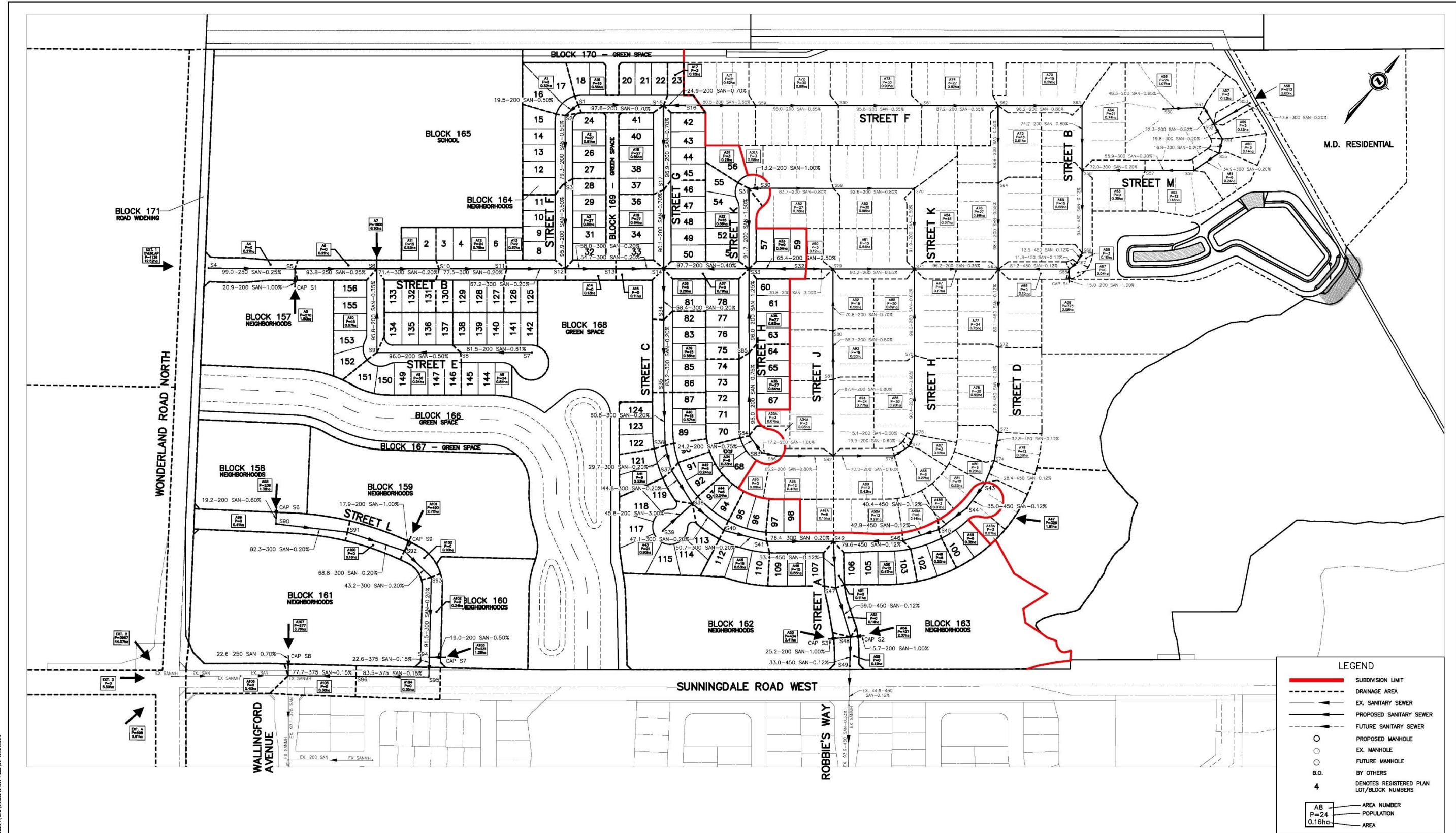
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PLAN FILE No.

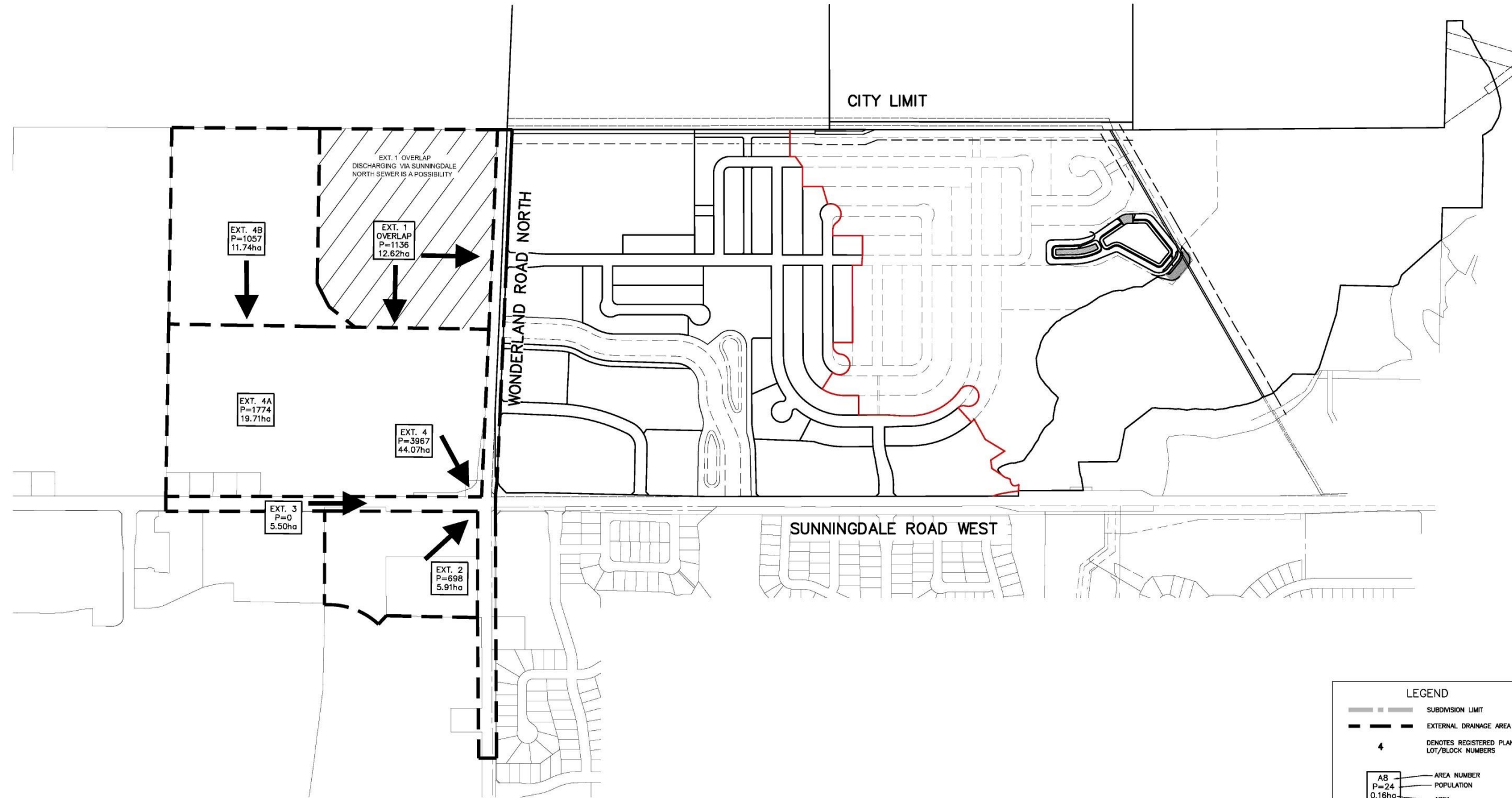


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SHEET No.	SAN-2
PLAN FILE No.	
TITLE SUNNINGDALE NORTH SUBDIVISION CORLON PROPERTIES INC. SANITARY DRAINAGE AREA PLAN ULTIMATE CONDITIONS	



LEGEND

- SUBDIVISION LIMIT
- - - EXTERNAL DRAINAGE AREA
- 4 DENOTES REGISTERED PLAN LOT/BLOCK NUMBERS
- AB AREA NUMBER
- P=24 POPULATION
- 0.16ha AREA

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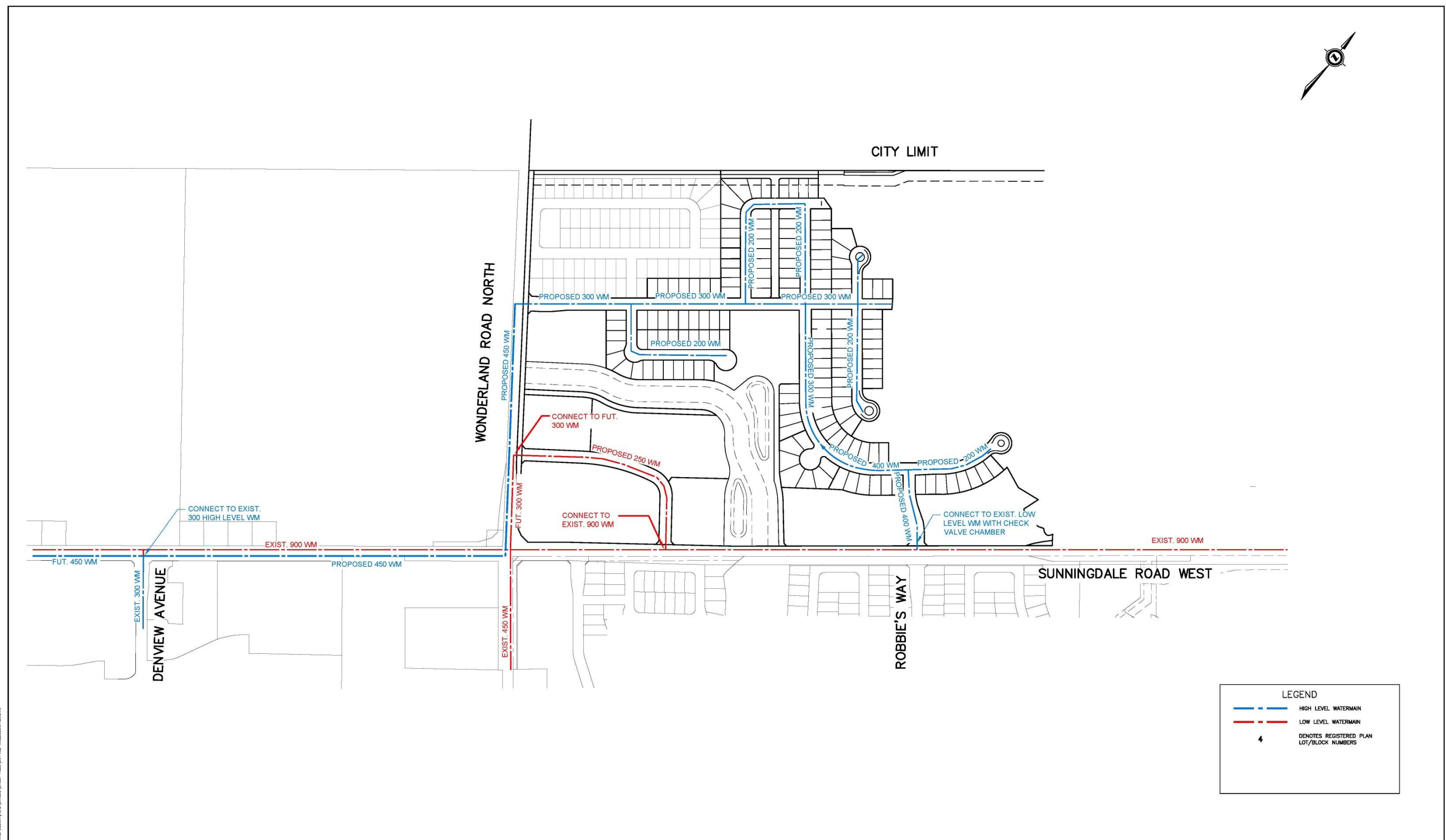
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TITLE
SUNNINGDALE NORTH SUBDIVISION
CORLON PROPERTIES INC.
**EXTERNAL SANITARY DRAINAGE
AREA PLAN**

PROJECT No.
LD-00143
SHEET No.
SAN-3
PLAN FILE No.

Appendix E

“Sunningdale North”, Preliminary Watermain Layout, LDS Consultants Inc. ~~April 28, 2022,~~
January 26, 2023



LEGEND

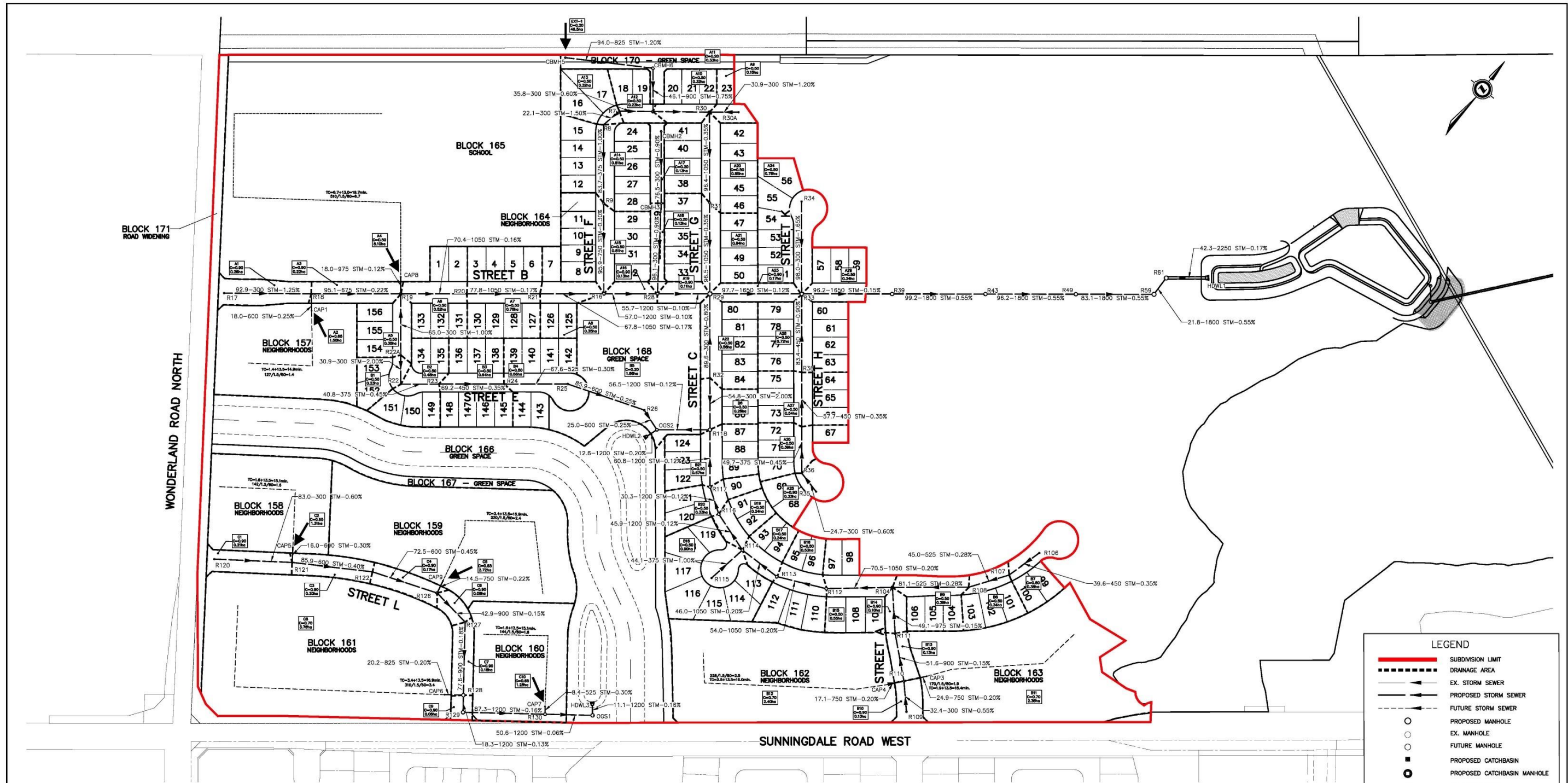
- - - HIGH LEVEL WATERMAIN
- - - LOW LEVEL WATERMAIN
- 4** DENOTES REGISTERED PLAN LOT/BLOCK NUMBERS

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Appendix F

“Sunningdale North”, Storm Drainage Area Plan, Interim Conditions, Ultimate Conditions, and External, LDS Consultants Inc. ~~February 7, 2022~~, February 10, 2023 & February 13, 2023



LEGEND

- SUBDIVISION LIMIT
- DRAINAGE AREA
- EX. STORM SEWER
- PROPOSED STORM SEWER
- FUTURE STORM SEWER
- PROPOSED MANHOLE
- EX. MANHOLE
- FUTURE MANHOLE
- PROPOSED CATCHBASIN
- PROPOSED CATCHBASIN MANHOLE
- EX. CATCHBASIN
- BY OTHERS
- 4 DENOTES REGISTERED PLAN LOT/BLOCK NUMBERS

A8 Area Number
C=0.50 Co-efficient
0.16ha Area

EXISTING SERVICES	DRAWING #, SOURCE	DATE	CONSTRUCTED SERVICES	COMPLETION	DETAILS	NO.	REVISIONS	DATE	CONSULTANT	CONSULTANT OR DIVISION	ENGINEER'S STAMP	SCALE	TITLE	PROJECT No.
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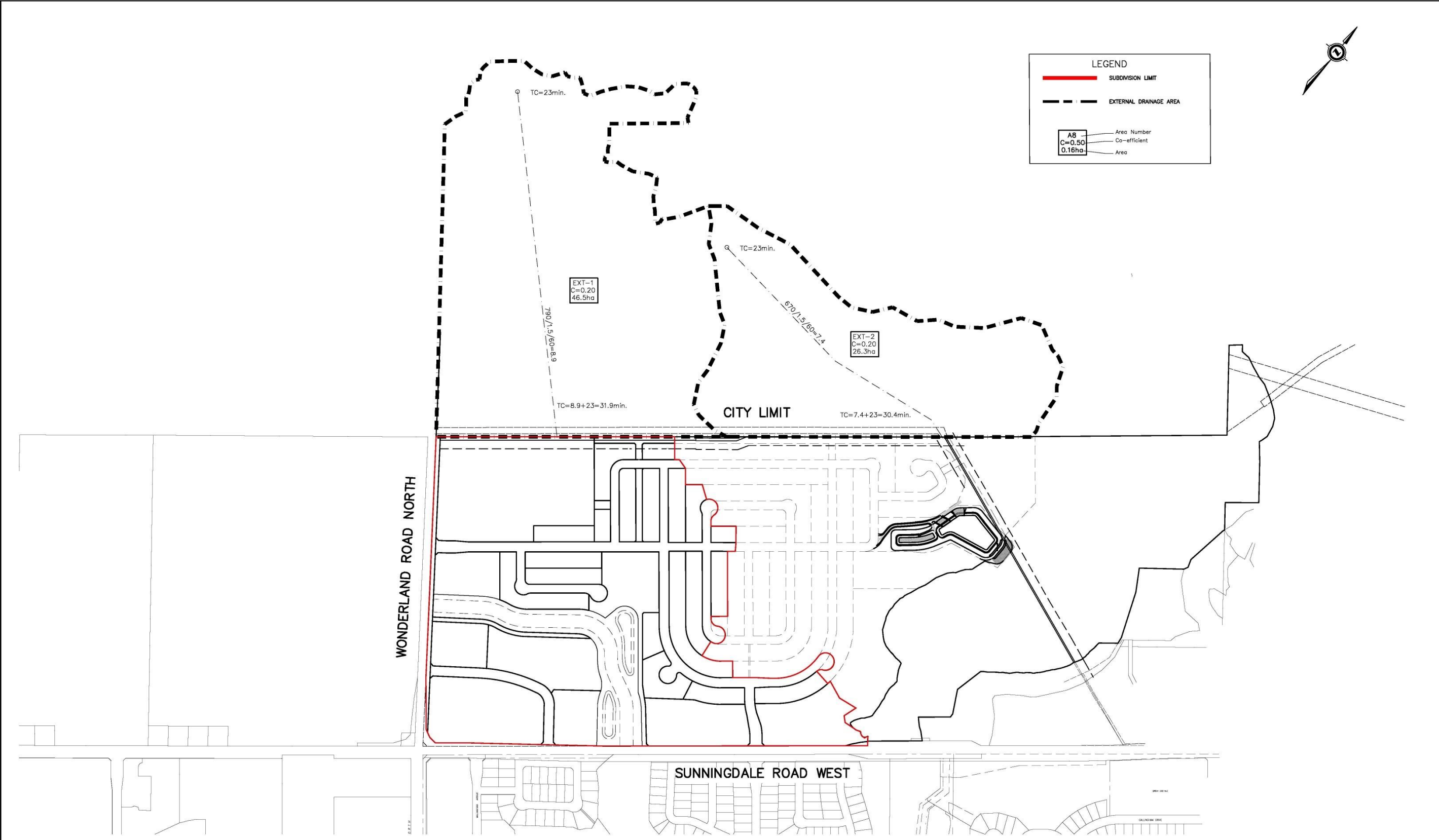
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LEGEND

- SUBDIVISION LIMIT
- - - EXTERNAL DRAINAGE AREA

A8	Area Number
C=0.50	Co-efficient
0.16ha	Area



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CONSULTANT OR DIVISION	ENGINEER'S STAMP	SCALE	TITLE	PROJECT No.
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				SHEET No. STM-3
				PLAN FILE No.

LDS

SUNNINGDALE NORTH SUBDIVISION
 CORLON PROPERTIES INC.
**EXTERNAL STORM DRAINAGE
 AREA PLAN**

PROJECT No. LD-00143
 SHEET No. **STM-3**
 PLAN FILE No.

Appendix G

**Sunningdale North - Parkland Dedication Requirements / Calculations Analysis,
Corlon Properties Inc. ~~February 17, 2022~~, January 27, 2023**

"SUNNINGDALE NORTH"

Parkland Dedication Requirements / Calculations Analysis

January 27, 2023

Table 1: Calculation of Parkland Requirements based 5% of Total Land Area		
Line No.	Area in Hectares	Notes
a	51.077	Total Area (ha - from "Schedule of Land Use" on face of proposed draft plan)
b	5.031	Less: Open Space Block No. 166 (Axford Drain Complete Corridor) (5.031 hectares) lands to be dedicated to the City of London, excluded from total area calculation for parkland dedication analysis purposes
c	0.602	Less: Road Widening Block No. 171 (0.602 hectares), (excluded from total area calculation for parkland dedication purposes)
d	45.444	Subtotal Area (a - b - c)
e	5%	Planning Act Parkland Dedication Requirements
f	2.272	Total Parkland Area Required to be Dedicated (d x e)

Table 2: Calculation of Parkland Requirements based upon Proposed Zoning and 1 ha / 600 units

Location	Proposed Zoning	Area in Hectares	Max. Density	Projected Number of Units	Parkland Required (in Hectares, based upon 1 ha / 600 units)
Single Family Lots (Nos. 1 - 156)	R1-9	N/A	N/A	156	0.260
Block 157	R5-3(_)	1.495	35 as per Urban Design Brief and requested Zoning By- law Amendment	52	0.087
Block 158	R5-4(_)/ R9-4(_)	1.310	120 as per Urban Design Brief and requested Zoning By- law Amendment	157	0.262
Block 159	R5-6(_)/ R9-4(_)	2.724	50 as per Urban Design Brief and requested Zoning By- law Amendment	136	0.227
Block 160	R5-4(_)/ R9-4(_)	1.278	120 as per Urban Design Brief and requested Zoning By- law Amendment	153	0.256
Block 161	R9-7(_)	3.744	150 as per Urban Design Brief and requested Zoning By- law Amendment	562	0.936
Block 162	R5-6(_)	2.400	50 as per Urban Design Brief and requested Zoning By- law Amendment	120	0.200
Block 163	R5-6(_)	2.368	50 as per Urban Design Brief and requested Zoning By- law Amendment	118	0.197
TOTAL PARKLAND ARE REQUIRED TO BE DEDICATED					2.425

Table 3: Calculation of Parkland Dedication Requirements as per Proposed (revised) Draft Plan of Subdivision

Line No.	Area in Hectares	Notes
a	2.425	Parkland Area Required to be Dedicated (as per calculations in Table 1 and Table 2, use whichever is greater)
b	2.773	Parkland Area (Green Space) that will be Dedicated to the City with the development of "Sunningdale North" Block No. 167 (0.360 ha) + Block No. 168 (2.159 ha) + Block 169 (0.254 ha). (Note: while Block 170 (0.334 ha) will also be dedicated to the City as an Open Space (Green Space) Block to permit the construction of a multi-use trail, no parkland credit was contemplated for this block, as it is part of the Imperial Oil Easement)
c	-0.348	Balance of Parkland Area Outstanding (a - b) <i>Note: Negative Number = overdedication, Positive Number = underdedication</i>
d	0.206	Outstanding Parkland (under dedication) from "Sunningdale Court" (39T-18501), as per draft plan condition No. 16
e	-0.142	Balance of Parkland Area Outstanding (c + d). <i>Note: Negative Number = overdedication, Positive Number = underdedication.</i> The Owner (Corlon Properties Inc. / Sunningdale Golf & Country Club Ltd.) acknowledge that there is an over dedication of parkland in the amount of 0.476 ha and that this over dedication will be credited against future parkland dedication requirements associated with the development of their lands north of Sunningdale Road

Appendix H

Initial/Final Proposal Report (IPR) Cost Sharable & DC Revenue Estimate Worksheet, completed by Anthony Gubbels. LDS Consulting Inc., ~~May 10, 2022~~ February 16, 2023



**Initial Proposal Report (IPR) Claimable Works & DC Revenue Estimate Worksheet
City of London - Development Finance
Development Charges By-law C.P.-1551-227**

Development:	Sunningdale North	T8 File #:	Not Assigned
Address:	469 Sunningdale Road West	Prepared By:	LDS Consultants Inc.
Applicant:	Corion Properties Inc.	Date Prepared:	February 16, 2023

Claimable Works			
Provide a general listing and cost estimate of anticipated development charge claimable works triggered by the proposed development.			
DC Claimable Works	DC Background Study Estimate (\$) (If applicable)	Initial Proposal Report Estimate (\$)	Notes / Description
Minor Roadworks ¹	\$0	\$0	Refer to Notes 1-5 on Worksheet No. 1
Road Oversizing ¹	NA	NA	Not Applicable
Wastewater Oversizing	\$243,806	\$243,806	Refer to Note 6 on Worksheet No. 1
Storm Sewer Oversizing	\$897,834	\$897,834	Refer to Note 7 on Worksheet No. 1
Watermain Oversizing	\$111,460	\$111,460	Refer to Notes 8 and 9 on Worksheet No. 1
LID Subsidy	NA	NA	Not Applicable
Trunk Sewer ¹	NA	NA	Not Applicable
Major SWM Works ¹	\$6,551,060	\$6,757,194	Refer to OPC Cost Estimates on Worksheet No. 2 & 3
Land	Not specifically identified	\$4,603,733	Refer to Land Cost Table & Notes 10-12 on Worksheet No. 1
Other	Not an identified project	\$1,324,239	High-Level Watermain - Refer to Note 13 on Worksheet No. 1
Total	\$ 7,804,160	\$ 13,898,266	

DC Revenue Estimate					
Provide summary of proposed units/floor space to calculate estimated revenue. Use typical unit/ha densities for blocks and actual lot counts if available.					
Residential	Hectares	Units per Hectare	Proposed Units	CSRF Rate (\$/unit)	CSRF Revenue
Low Density Single & Semi Detached	12.0	13.1	156.0	\$44,067	\$ 6,875,014
Medium Density Multiples / Row Housing	11.6	70.2	812.4	\$29,802	\$ 24,210,888
High Density	Apartment < 2 bedroom	3.2	150.0	\$19,491	\$ 9,484,321
	Apartment >= 2 bedroom		0.0	\$26,412	\$ -
Non-Residential	Hectares	Sq m. per Hectare	Proposed Floor Space	CSRF Rate (\$/m2)	CSRF Revenue
Commercial	0.5	2,000.0	1,000.0	\$373.27	\$ 373,270.00
Institutional	8.1	0.0	0.0	\$230.26	\$ -
Industrial	0.0	0.0	0.0	\$266.10	\$ -
Total					\$ 40,843,482.21

Notes:

1. Claimable works subject to submission of a Work Plan by the Owner's consulting engineer for City review and approval at time of first submission of Engineering drawings.
2. Development Charges By-Law C.P.-1551-227 rates effective from January 1, 2023 to December 31, 2023
3. The City employs a "citywide" approach to cost recovery for eligible growth services, therefore the estimated Claimable Works & DC Revenues are not directly comparable.

Worksheet No. 1

SANITARY SEWER OVERSIZING							WATERMAIN OVERSIZING			
From	To	Length (m)	Ave. Depth (m)	Ave. Depth	Subsidy / m	Oversizing	Diameter	Length	Subsidy	Total
300 mm							300 mm (internal)	966.5	\$ 55	\$ 53,158
S6	S10	71.4	6.9	7.0	\$ 174	\$ 12,424	400 mm (internal)	323.9	\$ 180	\$ 58,302
S10	S11	77.5	7.0	7.0	\$ 174	\$ 13,485	450 mm (external)	1159.0	See Note 9 below	
S11	S12	67.2	7.1	7.0	\$ 174	\$ 11,693	TOTAL WATERMAIN OVERSIZING \$ 111,460			
S12	S13	58.0	7.2	7.0	\$ 174	\$ 10,092	LAND COST			
S13	S14	54.7	7.3	7.5	\$ 202	\$ 11,049	Description	Land Cost / Ha	Area (Ha)	Total
S14	S34	58.4	7.4	7.5	\$ 202	\$ 11,797	AXFORD DRAIN			
S34	S35	83.2	6.8	7.0	\$ 174	\$ 14,477	Hazard Land	\$ 24,710	1.406	\$ 34,742
S35	S36	60.8	6.4	6.5	\$ 147	\$ 8,938	Table Land	\$ 1,111,950	3.625	\$ 4,030,819
S36	S37	29.7	6.4	6.5	\$ 147	\$ 4,366	SWM BLOCK & OUTLET EASEMENT			
S37	S38	44.8	6.5	6.5	\$ 147	\$ 6,586	Hazard Land	\$ 24,710	1.393	\$ 34,421
S38	S40	47.1	6.7	6.5	\$ 147	\$ 6,924	Other Constrained Lands	\$ 37,066	0.181	\$ 6,709
S40	S41	50.7	6.8	7.0	\$ 174	\$ 8,822	Table Land	\$ 1,111,950	0.447	\$ 497,042
S41	S42	76.4	7.1	7.0	\$ 174	\$ 13,294	TOTAL LAND COST \$ 4,603,733			
S90	S91	82.3	3.9	4.0	\$ 43	\$ 3,539	Notes & Assumptions			
S91	S92	68.8	4.1	4.0	\$ 43	\$ 2,958	1. Project references containing "DC" followed by an eight digit alpha numeric sequence relate to specific projects included within Appendix H to K of the City of London 2021 Development Charges Background Study Update - Council Approved October 2020.			
S92	S93	43.2	4.1	4.0	\$ 43	\$ 1,858	2. Street B and Street L intersections at Wonderland Road are assumed to be funded under project DC19RS1001.			
S93	S94	91.5	4.0	4.0	\$ 43	\$ 3,935	3. Minor roadwork on Sunningdale Road at Street A and Street L are assumed to be completed in conjunction with project DC14RS0017.			
375 mm							4. Minor Roadworks on Wonderland Road potentially completed in conjunction with project DC14WD0003 (i.e., 1200 mm Trunk Watermain Extension) or unidentified project (450mm high level watermain extension from Denview Avenue to Street B).			
S94	S95	22.6	4.1	4.0	\$ 53	\$ 1,198	5. Claim estimate per Page 147 of Development Charges Background Study Update (2021).			
S95	S96	83.5	4.5	4.5	\$ 63	\$ 5,261	Minor Roadwork	Quantity	Unit Price	Total
S96	EXMH	77.7	4.5	4.5	\$ 63	\$ 4,895	Channelization (each)	2	\$ 419,430	\$ 838,860
450 mm							Sidewalks (m)	702.3	\$ 180	\$ 126,414
S43	S44	35.0	7.2	7.0	\$ 226	\$ 7,910	Street lights (m)	702.3	\$ 420	\$ 294,966
S44	S45	40.4	7.3	7.5	\$ 254	\$ 10,262	Traffic Signals (each)	0	\$ 340,790	\$ -
S45	S46	42.9	7.5	7.5	\$ 254	\$ 10,897	Total Minor Roadworks \$ 1,260,240			
S46	S42	79.6	7.4	7.5	\$ 254	\$ 20,218	6. Wastewater Internal Oversizing Subsidy per project DC19WW1001.			
S42	S47	53.4	7.3	7.5	\$ 254	\$ 13,564	7. Storm Sewer Internal Oversizing Subsidy per project DC19MS1001.			
S47	S48	59.0	7.5	7.5	\$ 254	\$ 14,986	8. Watermain Internal Oversizing Subsidy per project DC19WD1001.			
S48	S49	33.0	7.4	7.5	\$ 254	\$ 8,382	9. The proposed 450mm diameter high-level system to be extended approximately 1159m from Denview Avenue / Sunningdale Road West to Street 'B' / Wonderland Road North and is assumed to be an eligible DC funded project.			
TOTAL SANITARY SEWER OVERSIZING \$ 243,806							10. Included as Contingency Facility per project DC19MS0004 (SWM Facility No. 10 & Axford Drain Rechannelization).			
STORM SEWER OVERSIZING							11. Land cost for SWM Facility No. 10 based on limits of grading as opposed to limits of future ultimate SWM block.			
From	To	Length	Ave. Depth	Ave. Depth	Subsidy	Total	12. SWM Facility No. 10 and Axford Drain land costs based on City of London By-law CP-25. Areas of hazard land, table land and other constrained lands established using delineations provided by the City of London Zoning Map.			
1200 mm							13. The estimated cost per metre of the proposed 450mm diameter high-level watermain extension from Denview Avenue to Street B is \$1,142.57 per metre. Cost assumes minimal restoration for installation in non-travelled portion of road allowance, 10% contingency allowance, 15% engineering allowance and excludes HST.			
R16	R28	57.0	4.5	4.5	\$ 440	\$ 25,080				
R28	R29	55.7	4.5	4.5	\$ 440	\$ 24,508				
R114	R116	45.9	3.9	4.0	\$ 425	\$ 19,508				
R116	R117	30.3	3.9	4.0	\$ 425	\$ 12,878				
R117	R118	60.8	4.2	4.0	\$ 425	\$ 25,840				
R118	OGS2	56.5	3.6	3.5	\$ 410	\$ 23,165				
OGS2	HDWL	12.6	1.8	2.0	\$ -	\$ -				
R128	R129	18.3	3.3	3.5	\$ 410	\$ 7,503				
R129	R130	87.3	3.9	4.0	\$ 425	\$ 37,103				
R130	OGS1	18.8	3.9	4.0	\$ 425	\$ 7,990				
OGS1	R131	31.8	3.9	4.0	\$ 425	\$ 13,515				
R131	HDWL	11.1	2.0	2.0	\$ -	\$ -				
1650 mm										
R29	R33	97.7	4.9	5.0	\$ 1,175	\$ 114,798				
R33	R39	96.2	5.1	5.0	\$ 1,175	\$ 113,035				
1800 mm										
R39	R43	99.2	5.3	5.5	\$ 1,580	\$ 156,736				
R43	R49	96.2	4.5	4.5	\$ 1,489	\$ 143,242				
R49	R59	83.1	4.1	4.0	\$ 1,438	\$ 119,498				
R59	R61	21.8	4.1	4.0	\$ 1,438	\$ 31,348				
2250 mm										
R61	ROW	8.7	5.3	5.5	\$ 2,539	\$ 22,089				
TOTAL STORM SEWER OVERSIZING \$ 897,834										

Worksheet No. 2

CORLON PROPERTIES INC.					
SUNNINGDALE NORTH - AXFORD DRAIN RECHANNELIZATION					
PRELIMINARY OPINION OF PROBABLE COST ESTIMATE					
PART A SITE PREPARATION, EARTHWORKS & APPURTANCES					
A-1	Clearing and grubbing of Working Area including mulching and disposal of all stumps, logs, rocks, debris, etc., off site, complete.	ha	5.031	\$ 25,000.00	\$ 125,775.00
A-2	Supply, install and maintain SEC measures:				
A-2.1	Robust silt fence	m	1578.4	\$ 28.94	\$ 45,678.90
A-2.2	Rock check dams	ea	5	\$ 2,500.00	\$ 12,500.00
A-2.3	Supply and install temporary hickenbottom drains c/w slope drains	ea	10	\$ 1,800.00	\$ 18,000.00
A-3	Strip topsoil to temporary stockpiles for re-use in conjunction with final grading and restoration plans (assumed 450 mm thickness)	m ³	23300	\$ 5.50	\$ 128,150.00
A-4	Excavate to specified subgrades including:				
A-4.1	Placement and compaction of select cut material to 98% SPMD to specified subgrades within Working Area	m ³	2750	\$ 6.50	\$ 17,875.00
A-4.2	Placement and compaction of select cut material as engineered fill to 100% SPMD to specified pregrades on lots and blocks	m ³	162300	\$ 6.50	\$ 1,054,950.00
A-4.3	Dispose of unsuitable excavated material as bulk fill off site	m ³	5000	\$ 19.00	\$ 95,000.00
A-5	Topographic surveys:				
A-5.1	Stripped surface	LS	1	\$ 5,250.00	\$ 5,250.00
A-5.2	Finished pregrade surface	LS	1	\$ 5,250.00	\$ 5,250.00
A-5.3	Finished surface	LS	1	\$ 5,250.00	\$ 5,250.00
A-6	Supply and install inlet and outlet headwalls, including excavation, bedding and backfilling with select native material to subgrade, ground water control, compaction, grate, handrail, rip spillway over geotextile, etc., complete:				
A-6.1	1200 mm diameter	ea	2	\$ 27,752.00	\$ 55,504.00
A-6.2	450 mm diameter	ea	2	\$ 12,132.00	\$ 24,264.00
A-7	Supply and install the following 1200 mm diameter storm sewers including excavation, bedding, backfilling with select native material to road subgrade, groundwater control, compaction and connection to MHS, caps, etc., complete.				
A-7.1	OGS to R131, average depth to invert: 3.9 m	m	31.8	\$ 1,670.00	\$ 53,106.00
A-7.2	R131 to HDWL1, average depth to invert: 2.0 m	m	11.1	\$ 1,575.00	\$ 17,482.50
A-7.3	OGS2 to HDWL2, average depth to invert: 1.8 m	m	12.6	\$ 1,575.00	\$ 19,845.00
A-8	Supply and install the following storm manholes including excavation, bedding and backfilling with select native material to specified subgrade, ground water control, compaction, frame and cover to finished grade, ladder rungs, benching, drop structures and safety landings, complete.				
A-8.1	1500 mm dia. - R118, depth to lowest invert: 4.1 m	LS	1	\$ 9,700.00	\$ 9,700.00
A-8.2	2400 mm dia. - R130, depth to lowest invert: 3.9 m	LS	1	\$ 21,000.00	\$ 21,000.00
A-8.3	3000 mm dia. - R131, depth to lowest invert: 2.6 m	LS	1	\$ 30,000.00	\$ 30,000.00
A-9	Supply and install specified water quality control devices	ea	2	\$ 69,872.00	\$ 139,744.00
A-10	Supply and install gabion basket overflow weir and outlet spillway (300 mm deep gabion basket over geotextile), complete.	m ²	300	\$ 250.00	\$ 75,000.00
A-11	Supply and install 3.2 m wide asphalt maintenance access				
A-11.1	375 mm Granular 'B'	t	500	\$ 21.00	\$ 10,500.00
A-11.2	150 mm Granular 'A'	t	220	\$ 28.00	\$ 6,160.00
A-11.3	75 mm HL3 surface course	t	90	\$ 250.00	\$ 22,500.00
A-12	Reinstate topsoil from temporary stockpiles to landscaped areas	m ³	23300	\$ 7.50	\$ 174,750.00
A-13	Fine grade and scantily topsoil in landscaped areas including application of Flexterra c/w specified seed mixture	m ²	48420	\$ 4.20	\$ 203,364.00
A-14	Landscape planting allowance	LS	1	\$ 500,000.00	\$ 500,000.00
TOTAL THIS SECTION					\$ 2,876,598.40
PART B PROVISIONAL ITEMS					
B-1	19mm crushed stone bedding	t	250	\$ 35.00	\$ 8,750.00
B-2	Geotextile fabric surround of sewer bedding and cover	m ²	250	\$ 8.00	\$ 2,000.00
B-3	Supply and apply calcium chloride (40 kg bags)	ea	25	\$ 75.00	\$ 1,875.00
B-4	Mechanical street sweeping	hr	25	\$ 150.00	\$ 3,750.00
B-5	Reinstate displaced SIB's	ea	20	\$ 200.00	\$ 4,000.00
B-6	Engineer's field office	LS	1	\$ 5,000.00	\$ 5,000.00
TOTAL THIS SECTION					\$ 25,375.00
PART C MISCELLANEOUS ITEMS					
C-1	Construction layout and grade control	LS	1	\$ 17,500.00	\$ 17,500.00
C-2	Traffic control	LS	1	\$ 2,500.00	\$ 2,500.00
C-3	Mobilization and demobilization	LS	1	\$ 7,500.00	\$ 7,500.00
C-4	Publication of Substantial Performance	LS	1	\$ 750.00	\$ 750.00
C-5	Insurance	LS	1	\$ 5,753.20	\$ 5,753.20
C-6	Bonding	LS	1	\$ 31,642.58	\$ 31,642.58
TOTAL THIS SECTION					\$ 65,645.78
SUMMARY					
PART A SITE PREPARATION, EARTHWORKS & APPURTANCES					\$ 2,876,598.40
PART B PROVISIONAL ITEMS					\$ 25,375.00
PART C MISCELLANEOUS ITEMS					\$ 65,645.78
Subtotal 1					\$ 2,967,619.18
10% Contingency Allowance					\$ 296,761.92
15% Engineering Allowance					\$ 489,657.16

Worksheet No. 3

CORLON PROPERTIES INC.						
SUNNINGDALE NORTH - SWM FACILITY NO. 10						
PRELIMINARY OPINION OF PROBABLE COST COST ESTIMATE						
PART A SITE PREPARATION, EARTHWORKS & APPURTANCES						
A-1		Clearing and grubbing of Working Area including mulching and disposal of all stumps, logs, rocks, debris, etc., off site, complete.	ha	3.0553	\$ 25,000.00	\$ 76,382.50
A-2		Supply, install and maintain SEC measures:				
A-2.1		Robust silt fence	m	1194	\$ 28.94	\$ 34,554.36
A-2.2		Temporary rock check dams	ea	3	\$ 2,500.00	\$ 7,500.00
A-2.3		Supply and install temporary hickenbottom drains c/w slope drains	ea	4	\$ 1,800.00	\$ 7,200.00
A-3		Strip topsoil to temporary stockpiles for re-use in conjunction with final grading and restoration plans (assumed 450 mm thickness)	m ³	13748.9	\$ 5.50	\$ 75,618.68
A-4		Excavate to specified pregrades including:				
A-4.1		Placement and compaction of select cut material to 98% SPMDD to specified pregrades within Working Area	m ³	10581	\$ 6.50	\$ 68,776.50
A-4.2		Placement and compaction of select cut material as engineered fill to 100% SPMDD to specified pregrades on lots and blocks	m ³	17126	\$ 6.50	\$ 111,319.00
A-4.3		Provisional item to dispose of unsuitable excavated material as bulk fill off site	m ³	2500	\$ 19.00	\$ 47,500.00
A-5		Complete site alteration surveys and provide AutoCAD drawings and digital files to the Contract Administrator:				
A-5.1		Stripped surface	LS	1	\$ 3,510.00	\$ 3,510.00
A-5.2		Finished pregrade surface	LS	1	\$ 3,510.00	\$ 3,510.00
A-5.3		Finished surface	LS	1	\$ 3,510.00	\$ 3,510.00
A-6		Supply and install outlet headwalls, including excavation, bedding and backfilling with select native material to subgrade, ground water control, compaction, grate, handrail, rip rap spillway over geotextile, etc., complete.				
A-6.1		2250 mm diameter to forebay	LS	1	\$ 55,700.00	\$ 55,700.00
A-6.2		1500 mm diameter to Medway Creek	LS	1	\$ 38,200.00	\$ 38,200.00
A-7		Supply and install the following storm sewers including excavation, bedding, backfilling with select native material to road subgrade, groundwater control, compaction and connection to MHs, caps, etc., complete.				
A-7.1		450 mm diameter				
A-7.1.1		Culvert through forebay wier - average depth to Invert: 0.75 m	m	24.0	\$ 280.00	\$ 6,720.00
A-7.1.2		CSP riser to R151 - average depth to Invert: 3.77 m	m	3.8	\$ 280.00	\$ 1,064.00
A-7.2		900 mm diameter				
A-7.2.2		R150 to R151 - average depth to Invert: 3.7 m	m	17.1	\$ 750.00	\$ 12,825.00
A-7.3		1500 mm diameter				
A-7.3.1		R150 to R149 - average depth to Invert: 4.1 m	m	160.2	\$ 1,880.00	\$ 301,176.00
A-7.3.2		R149 to HDWL - average depth to Invert: 4.5 m	m	43.0	\$ 1,920.00	\$ 82,560.00
A-7.4		2250 mm diameter				
A-7.4.1		RDW to HDWL - average depth to Invert: 3.8 m	m	33.6	\$ 3,750.00	\$ 126,000.00
A-8		Supply and install the following storm manholes including excavation, bedding and backfilling with select native material to specified subgrade, ground water control, compaction, frame and cover to finished grade, ladder rungs, benching, drop structures and safety landings, complete.				
A-8.1		2400 mm diameter				
A-8.1.1		R149 - depth to lowest invert: 5.6 m	LS	1	\$ 21,000.00	\$ 21,000.00
A-8.1.2		R151 - depth to lowest invert: 3.2 m	LS	1	\$ 21,000.00	\$ 21,000.00
A-8.2		3600 mm diameter				
A-8.1.2		R150 - depth to lowest invert: 7.0 m	LS	1	\$ 35,000.00	\$ 35,000.00
A-9		Supply and install 1500mm diameter fully perforated riser c/w galvanized lockable half opening hinged top, 75mm-200mm clearstone jacket, complete.	LS	1	\$ 17,500.00	\$ 17,500.00
A-10		Supply and install 1.5m high x 3m wide open footing box culverts complete with footings, subgrade support structure, complete	LS	1	\$ 199,800.00	\$ 199,800.00
A-11		Supply and place 1m high x 1m wide x 1.5m long limestone cap rock retaining wall	ea	29	\$ 500.00	\$ 14,500.00
A-12		Supply and place 80mm turfstone including 200mm Granular 'A' base and geotextile (Terrafix 270R) for forebay maintenance access, forebay and overflow weir, complete.	m ²	1784	\$ 70.00	\$ 124,880.00
A-13		Supply and install 300mm-450mm diameter irregular shaped rip rap over geotextile 0.8m deep thick on downgradient SWM facility overflow weir, complete.	m ²	1260	\$ 200.00	\$ 252,000.00
A-14		Supply and install Scourstop spillway, with 100mm topsoil and seed over geotextile, complete.	m ²	430	\$ 180.00	\$ 77,400.00
A-15		Supply and install gabion mat forebay wier (300mm thick mat) over geotextile, complete.	m ²	264	\$ 185.00	\$ 48,840.00
A-16		Supply and install 3.2 m wide asphalt maintenance access across forebay and overflow weirs				
A-16.1		375 mm Granular 'B'	t	730	\$ 21.00	\$ 15,330.00
A-16.2		150 mm Granular 'A'	t	315	\$ 28.00	\$ 8,820.00
A-16.3		75 mm HL3 surface course	t	160	\$ 250.00	\$ 40,000.00
A-17		Reinstate topsoil from temporary stockpiles to landscaped areas (450 mm thick)	m ³	7650	\$ 7.50	\$ 57,375.00
A-18		Dispose surplus topsoil off site	m ³	6099	\$ 19.00	\$ 115,678.15
A-19		Fine grade and scarify topsoil in landscaped areas including application of Flexterra c/w specified seed mixture	m ²	17000	\$ 2.80	\$ 47,600.00
A-20		Landscaping planting allowance	LS	1	\$ 150,000.00	\$ 150,000.00
TOTAL THIS SECTION					\$ 2,310,549.19	
PART B PROVISIONAL ITEMS						
B-1		10mm crushed stone bedding	t	150	\$ 35.00	\$ 5,250.00
B-2		Geotextile fabric surround of sewer bedding and cover	m ²	150	\$ 8.00	\$ 1,200.00
B-3		Supply and apply calcium chloride (40 kg bags)	ea	10	\$ 75.00	\$ 750.00
B-4		Mechanical street sweeping	hr	10	\$ 150.00	\$ 1,500.00
B-5		Reinstate displaced SB's	ea	10	\$ 200.00	\$ 2,000.00
B-6		Engineer's field office	LS	1	\$ 2,500.00	\$ 2,500.00
TOTAL THIS SECTION					\$ 13,200.00	
PART C MISCELLANEOUS ITEMS						
C-1		Construction layout and grade control	LS	1	\$ 12,500.00	\$ 12,500.00
C-2		Traffic control	LS	1	\$ 1,500.00	\$ 1,500.00
C-3		Mobilization and demobilization	LS	1	\$ 5,500.00	\$ 5,500.00
C-4		Publication of Substantial Performance	LS	1	\$ 750.00	\$ 750.00
C-5		Insurance	LS	1	\$ 4,621.10	\$ 4,621.10
C-6		Bonding	LS	1	\$ 25,416.04	\$ 25,416.04
TOTAL THIS SECTION					\$ 50,287.14	
SUMMARY						
PART A SITE PREPARATION, EARTHWORKS & APPURTANCES						\$ 2,310,549.19
PART B PROVISIONAL ITEMS						\$ 13,200.00
PART C MISCELLANEOUS ITEMS						\$ 50,287.14
Subtotal 1						\$ 2,374,036.32
10% Contingency Allowance						\$ 237,403.63
15% Engineering Allowance						\$ 391,715.99
TOTAL (excluding HST)						\$ 3,003,155.95

Appendix I

Bibliography – complete list of sources that were used or referenced in the preparation of this report

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LDS Consultants Inc. Hydrogeological Report – Sunningdale North, February 28, 2023.

LDS Consultants Inc. Slope Assessment, Sunningdale Golf, & Country Club, 465 Sunningdale Road West, London, March 2, 2018.

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MHBA Planning Ltd., and Stantec Consulting Ltd. Sunningdale North Area Plan Study, September 2004.

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Siv-ik Planning / Design, Urban Design Brief – Neighbourhoods of Sunningdale / Sunningdale North, January 16, 2023.

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Appendix J

Opinion Letter for Class EA, LDS Consulting Inc., November 3, 2022



November 3, 2022
File: LD-00143

Corporation of the City of London
Development Services Division
300 Dufferin Avenue, 6th Floor
London, ON N6A 4L9

**Reference: Sunningdale North Subdivision
Corlon Properties Inc.
Municipal Class EA Requirements**

This "Opinion Letter" is being provided in response to your Division's request as part of the Design Studies process to confirm the status of the above referenced project from a Municipal Class Environmental Assessment (MCEA) perspective. In this regard we have reviewed the 2015 version of the MCEA document, dated October 2000, as amended in 2007, 2011 and 2015, and confirm that the subject application is considered pre-approved pursuant to the provisions of Appendix 1 – Project Schedules as follows:

Municipal Road Projects

23. Construction of local roads which are required as condition of approval on a site plan, consent, plan of subdivision or plan of condominium which will come into effect under the Planning Act prior to the construction of the road.

Wastewater Management Projects

10. Establish, extend, or enlarge a sewage collection system and all necessary works to connect the system to an existing sewage outlet, where it is required as a condition of approval on a site plan, consent plan of subdivision or plan of condominium which will come into effect under the Planning Act prior to the construction of the collection system.

Water Projects

6. Establish, extend or enlarge water distribution system and all necessary works to connect the system to an existing system, where it is required as a condition of approval on a site plan, consent, plan of subdivision or plan of condominium which will come into effect under the Planning Act prior to the construction of the extension of the collection system.

We trust the foregoing to adequately address your Division's requirements in regards to this matter.

Respectfully,



Anthony H. Gubbels, P. Eng.
Principal - Urban Land Engineering
Office: 226-289-2952
Cell: 519-494-7785
anthony.gubbels@LDSconsultants.ca

Appendix K

Annotated “Proposal Review Meeting Summary & Record of Consultation”, March 20, 2023

Note: Original copy received from the City of London on August 24, 2022. Digital copy subsequently annotated in "red" by David R. Schmidt, MCIP. RPP, Development Manager, Corlon Properties Inc., Anthony Gubbels, P.Eng. Principal, LDS Consultants Inc., Chris Moon P.Eng. Senior Project Manager / Water Resources Engineer, Matrix Solutions Inc., Kierian Keele, B.Sc. Ecologist, Matrix Solutions Inc., and Jordan Teeple, Water Resources EIT, Matrix Solutions Inc.

**PROPOSAL REVIEW MEETING SUMMARY &
RECORD OF CONSULTATION**

Date: August 17, 2022

Subject: Proposal Review Meeting
465 Sunningdale Road West (Sunningdale North Subdivision)

Meeting Date: July 13, 2022 (Online Zoom meeting)

Meeting Participants:

R. Carnegie (Coordinator)	Planning and Development
B. Page	Planning and Development – Subdivision
M. Feldberg	Planning and Development – Subdivision
M. Johnson	Planning and Development – Subdivision
S. Meksula	Planning and Development – Subdivision
M. Davenport	Planning and Development – Engineering
T. Hitchon	Planning and Development – Engineering
B. Williams	Planning and Development – Engineering
M. Ursic	Planning and Development – Ecologist
C. Smith	Parks & Recreation Services
G. LaForge	Development Finance
S. Grady	E.E.S. – Transportation
J. Chamorro	E.E.S. – Transportation
J. Chaves	E.E.S. – Stormwater Management
M. Schaum	E.E.S. – Wastewater & Drainage Engineering
K. Graham	E.E.S. – Wastewater & Drainage Engineering
C. Toner	E.E.S. – Wastewater & Drainage Engineering
A. Ghassan	E.E.S. – Water Engineering
J. Kelemen	Urban Design
Y. Langlois	Urban Design
K. Gonyou	Heritage Planning
S. Pratt	Upper Thames River Conservation Authority
E. Miles	Thames Valley District Schoolboard
Dave Schmidt	Corlon Properties Inc.
Anthony Gubbels	LDS Consultants Inc.
Rebecca Walker	LDS Consultants Inc.
Chris Moon	Matrix Solutions Inc.
Kierian Keele	Matrix Solutions Inc.
Jordan Teeple	Matrix Solutions Inc.

Proposed Draft Plan of Subdivision

Owner: Sunningdale Golf & Country Club Ltd.
Applicant/Authorized Agent: Corlon Properties Inc.
File Reference: File #TS2022-006

Type of Application: Proposed Draft Plan of Subdivision
Location: Sunningdale North Subdivision (465 Sunningdale Road West)
File Manager: Bruce Page
Planner: Sean Meksula & Mark Johnson

DEPARTMENT & AGENCY COMMENTS

The following is a summary of the comments as reported by the respective service areas/agencies in response to the proposal. It is noted that these comments do not necessarily reflect the final planning recommendation on the proposal.

DEVELOPMENT PLANNING:

Bruce Page	<i>Manager, Planning and Development</i>
Sean Meksula	<i>Planner</i>
Mark Johnson	<i>Planner</i>

The subject lands are within in the Sunningdale Planning Area, Sunningdale Community Plan, Sunningdale North Area Plan Study, designated with the Neighbourhoods Place Type and Green Space in *The London Plan* on Map 1 and at the intersection of a Civic Boulevard (Sunningdale Road West) and Urban Thoroughfare (Wonderland Road North). This Place Type and location based on street classifications permit a range of residential uses, including: single-detached, semi-detached, townhouses, triplexes, stacked townhouses, and low-rise apartments. Heights permitted at this location are a minimum of 2-storeys and a maximum of 4-storeys.

- The proposed Draft Plan of Subdivision is in keeping with what is permitted under *The London Plan*. An amendment would be required to permit the proposed uses. **Acknowledged**
- The IPR does not identify specific Place Types to be implemented. **Page 11 of the IPR indicated that...**

“An Official Plan Amendment will be necessary to change the existing land use designations from “Multi-Family Medium Density, Residential” and “Open Space” (which reflects their present use as part of Sunningdale Golf & Country Club’s existing golf operations) on Schedule ‘A’ (Land Use) of the City of London’s 1989 Official Plan to “Neighbourhoods” and “Green Space” on Map 1 (Place Types) of The London Plan, as appropriate.”

In addition, an Official Plan Amendment will be submitted concurrently with a Zoning By-law Amendment and Draft Plan of Subdivision application.

The subject lands are currently zoned Open Space 1 (OS1)/Holding Open Space 1 (h-4OS1) Open Space 5 (OS5) and Environmental Review (ER). The Open Space (OS) Zone is a two-tier zone. The OS1, OS2 and OS3 Zone variations are intended to be applied to areas located outside of conservation lands (hazard lands, floodplain and steep slopes) and areas which are not environmentally significant. The OS1 Zone variation is typically applied to City and private parks with no or few structures. **Acknowledged.**

The OS4 Zone variation is intended to be applied to hazard lands; specifically, the floodway, steep slopes and lands that may be subject to erosion as well as landfills and contaminated sites. Development within the OS4 Zone is regulated pursuant to the Conservation Authorities Act. The variation is intended to provide for development of low impact recreational facilities that do not normally include structures or buildings and require locations within or adjacent to the floodplain. Buildings may require floodproofing,

dry and safe access, etc. if located in flood fringe areas, subject to the Conservation Authorities Act. **Acknowledged.**

This Environmental Review areas are intended to remain in a natural condition until their significance is determined through the completion of more detailed environmental studies. To protect the potentially significant features and functions of Environmental Review areas of the Official Plan, permitted activity is limited to a range of uses associated with passive recreation, conservation, and sustainable forest management. The ER Zone permits a range of low impact uses that are similar to those permitted under the Open Space (OS5) Zone variation. In some instances, Environmental Review lands that abut stream corridors for which floodplain mapping has not been completed. **Acknowledged.**

- The proposed Draft Plan of Subdivision is not in keeping with what permitted under the current Zoning By-law, and an amendment will be required to permit the proposed residential uses. **The need for an Official Plan / Zoning By-law Amendment is acknowledged.**
- The IPR does not identify specific zones to be implemented. **Page 14 of the IPR indicated that...“To eventually develop the subject lands, a Zoning By-law Amendment, pursuant to the Planning Act will be required. This amendment will seek to re-zone the existing Open Space zone variations and the Environmental Review (ER) zone (based upon the findings / recommendations of the EIS) to appropriate zones, in order to implement the proposed “Neighbourhood” and “Greenspace” place types. The zones requested will implement the “Neighbourhood” place type policies of the City’s Official Plan (The London Plan), as they relate to permitted uses, intensity and form and will be consistent with the provisions of the City’s Z.-1 Zoning By-law.” Subsequent to the IPR review meeting an Urban Design Brief has been prepared. Proposed zones are identified and discussed at length, within the Urban Design Brief.**
- This should be provided to discuss potential landuses, heights and densities and if they are appropriate and in keeping with the requested designations. **There are only two (2) potential Place Type (land use) designations for the subject lands, pursuant to the London Plan. These Place Types are “Neighbourhoods” and “Green Space”. As previously mentioned herein, the Neighbourhoods Place Type, coupled with the land’s locational attributes relative to street classifications permit a range of residential uses including single-detached, semi-detached, townhouses, triplexes, stacked townhouses, and low-rise apartments. Subsequent to the IPR review meeting an Urban Design Brief has been prepared. Proposed zones are identified and discussed at length, within the Urban Design Brief. Specific zones will be requested, as part of a Zoning By-law Amendment, which are in keeping with the requested Place Types and the height and form of residential housing contemplated within the London Plan.**
 - **Please provide any proposed zones for Staff review prior to submitting an application. Opportunity for further additional preconsultation acknowledged.**
- The existing OS/Greenspace designation and zoning ensure the lands would not develop in isolation from the surrounding area and prevent any form of ad-hoc planning. **It is unclear as to the purpose of this statement. However, to be clear, the existing Open Space / Greenspace Land Use designation / Place Type and associated zones are in place to largely recognize the existing passive recreational use associated with Sunningdale Golf & Country Club and to recognize potential / existing Natural Heritage Features. Lastly, a significant portion of the lands (along Wonderland Road North, between Sunningdale Road West and the municipal boundary to the north), that will be included within a proposed draft plan of subdivision, presently enjoy a “Neighbourhoods” Place Type, pursuant to Map 1 – Place Types of the London Plan.**

- A key component of the Area Plan Sunningdale North Area Plan that will make Sunningdale North a distinctive and interesting place to live is the Mixed-Use Area, which will provide an integrated node including a Village Commons, and a lifestyle commercial node in proximity to higher density residential uses. The “Mixed-Use Area”, “Village Commons” and “lifestyle commercial node” referenced are located at the northeast corner of Richmond Street and Sunningdale Road West. These areas are approximately 2,500 metre east of the lands that are included within the proposed draft plan of subdivision submitted as part of this IPR. They are separated by the Medway Valley and Sunningdale Golf and Country Club. As such, while these features may be a key component of the original “Sunningdale North Area Plan Study”, they are not a key component of the lands subject to this IPR, that will be included within a proposed draft plan of subdivision.
- The Mixed-Use Area as shown as an overlay in the Sunningdale North Area Plan is the Preferred Land Use Concept that affects all or a portion of the land use components described as Medium Density Residential, High Density Residential, Retail/Commercial Centre, and Village Commons/Parkland. Specific London Plan policies and design guidelines will determine how development of the Mixed-Use Area is to occur. Acknowledged. However, this “mixed-use area” is not relevant to the lands, subject to this IPR, that will be included within a proposed draft plan of subdivision. Please refer to the response provided to the previous IPR review comment (immediately above).

A more fulsome analysis of the applicable Municipal policies, in particular those contained within *The London Plan*, and Provincial policies should be included in any future submissions. The IPR, as submitted, was over seventy (70) pages in length including the various Appendices. It included over eleven (11) pages of Planning Act, Provincial Policy, and Official Plan (1989) / London Plan Analysis. By contrast, the City’s “sample” Initial Proposal Report, distributed as part of the File Manager Subdivision Approval Process Reference Manual, contained ten (10) sentences or fourteen (14) lines of text analyzing Provincial Policies at the City Official Plan (the 1989 Official Plan, at the time). As such, respectfully, a fulsome analysis of the policy framework applicable to the subject lands, has already taken place, in comparison to what has been envisioned by the City, as part of the creation of the File Manager Approvals Process. Notwithstanding this, the specific London Plan policies, referenced within the IPR review meeting minutes, will be discussed / analyzed in greater detail herein.

A Noise Impact Study is required to consider neighbourhood design and noise impacts consistent with Policy 1768 of *The London Plan* for residential development adjacent to Civic Boulevards (Sunningdale Road West) and Urban Thoroughfares (Wonderland Road North). It is acknowledged that a Noise Impact Study will be required to be completed as part of the proposed development of the subject lands. Notwithstanding this, it would be premature to complete a noise study in advance of draft approval. Accordingly, an appropriate condition of draft approval will be required to ensure that a Noise Impact Study is completed in advance of the submission of a first set of detailed engineering design drawing for all single-family lots, while individual Noise Impact Studies will be required for individual blocks, as part of their site plan review / approval process, as appropriate. To this end, Sean Meksula’s email of October 12, 2022, confirmed that a noise study will not be required as part of our complete application package and that we could collectively deal with this matter as an appropriate condition of draft approval.

Sunningdale Community Plan

3.3 Sunningdale Community Plan:

(a) The Sunningdale Community Plan is based on a network of pedestrian and trail linkages connecting both portions of the community on the east and west sides of the Medway Valley ESA. The preferred location is to provide these linkages in the designated open space and parkland areas. Opportunities to link trail development with any required infrastructure construction in the valley will be pursued. The City will make efforts to maintain the future linkages to the north and west of the community planning area, in particular with the adjacent Fox Hollow Community. **Acknowledged. However, the Sunningdale Community Plan did not include the subject lands. The IPR as submitted, in concert with the proposed draft plan of subdivision, provide the opportunity to connect the subject lands to existing trail linkages in the Medway Valley ESA to the east, via in-boulevard bike paths and sidewalks along Sunningdale Road West. In addition, the proposed draft plan of subdivision provides opportunities to connect proposed trail linkages within the subject lands to the lands to the west of Wonderland Road North.**

(b) The subdivision of land adjacent to the Medway Valley ESA must be undertaken in full consideration of the protective measures outlined in the community plan. This shall be implemented as a condition of the plan of subdivision. **Acknowledged. However, the Sunningdale Community Plan did not include the subject lands. As such, the provision of this statement is questioned as it relates to the IPR, as submitted, and the lands subject to the proposed draft plan of subdivision. The lands within the proposed draft plan of subdivision are not adjacent to the Medway Valley ESA.**

(c) The storm water management facilities of this Community Plan are based on the approach established through the Subwatershed Study. The stormwater management ponds shown on the plan are intended to establish the general size and location for these uses. Studies currently underway may conclude that other assumptions and approaches to Storm Water Management may be preferred. No changes shall be made to the stormwater management approach based on the Subwatershed studies until the City of London is satisfied with the engineering and ecological conclusions of the work. **There are no storm water management facilities proposed for the subject lands, within the Sunningdale Community Plan, as the subject lands were not part of the Community Plan. The stormwater management solutions and locations discussed within the IPR and identified on the face of the proposed draft plan of subdivision are as per the City of London's "Sunningdale Area Storm Drainage & Stormwater Management Servicing for Undeveloped Lands" Schedule B, Municipal Class Environmental Assessment (AECOM, 2008), which was completed years after the Sunningdale Community Plan.**

(d) The second elementary school campus, and separate secondary school site in the northeast corner of the community may not be developed depending on the requirements of the respective school boards. In the event these sites are not selected for schools or other neighbourhood facility uses, the secondary school site will be permitted to develop for Multi-Family Medium Density Residential land uses, while the second elementary school site will be permitted to develop for Low Density Residential Land Uses. **It is unclear what "second elementary school campus, and separate secondary school site in the northeast corner of the community" is being referred to here. The subject lands presently do not have any school sites associated with them when one considers any approvals that may presently exist pursuant to the Planning Act. In addition, the subject lands were not part of the Sunningdale Community Plan. Notwithstanding this, it is acknowledged that the TVDSB has requested, as part of their participation in the IPR review meeting, a combined elementary / secondary school joint campus (8.1 hectares in size) to be included within the proposed (revised) draft plan of subdivision. Accordingly, an 8.1 hectare block has been appropriately located on the final (revised) proposed plan of subdivision, submitted in concert with the FPR. A ghosted street network and lot / block fabric will be included on the face of the proposed (revised) draft plan of subdivision, in order to demonstrate how the subject block might develop in the event that it is not ultimately acquired by the TVDSB. The Zoning By-law Amendment that will be submitted concurrently, will seek a dual / multi-zone for this block in order to facilitate its future development, in the event that it is not ultimately acquired by the TVDSB.**

Sunningdale North Area Plan

4.1 Area Plan Overview

The background component studies that evaluated the natural heritage system, servicing, transportation, community facilities and land needs provide the basis upon which to develop a Preferred Land Use Concept for the Sunningdale North Planning Area. These studies identified significant components of the natural heritage system to be conserved/enhanced and identified other lands that can accommodate new residential neighbourhoods with supporting community facility uses, and parkland. The Sunningdale North Area Plan is over eighteen (18) years old and the subject lands were not part of the Sunningdale Community Plan. The background component studies mentioned did not focus on the lands which were part of Sunningdale Golf and Country Clubs active golf operations, north of Sunningdale Road. As such, the value of these background components is questionable. Notwithstanding this, these background components do provide some useful background information. An Environment Impact Study has recently been completed which has thoroughly evaluated all components of the natural heritage system, their features, and functions, as they relate to the subject lands. The subject lands have been thoroughly evaluated from a hydrogeological and geotechnical perspective. In addition, stormwater management solutions, water and sanitary services have all been evaluated to an incredibly high level of detail, as part of the IPR / FPR and / or within separate supporting reports. Lastly, a Traffic Impact Study has been prepared, at the request of the City's Transportation Planning and Design Division, as a result of the IPR review meeting.

A key component of the Area Plan that will make Sunningdale North a distinctive and interesting place to live is the Mixed-Use Area, which will provide an integrated node including a Village Commons, and a lifestyle commercial node in proximity to higher density residential uses. The Mixed-Use Area is shown as an overlay on the Preferred Land Use Concept that affects all or a portion of the [and use components described as Medium Density Residential, High Density Residential, Retail/Commercial Centre, and Village Commons/Parkland and detailed below. Specific London Plan policies and design guidelines will determine how development of the Mixed-Use Area is to occur. Sunningdale North will function as a self-contained residential area due to the presence of the adjacent Sunningdale Road West, Wonderland Road North, and Richmond Street arterials, but it will be integrated with adjacent planning areas through connections in the street system, trail networks and the presence of larger commercial areas and community services in North London. The "Mixed-Use Area", "Village Commons" and "lifestyle commercial node" referenced are located at the northeast corner of Richmond Street and Sunningdale Road West. These areas are approximately 2,500 metre east of the lands that are included within the proposed draft plan of subdivision submitted as part of this IPR. They are separated by the Medway Valley and Sunningdale Golf and Country Club. As such, while these features may be a key component of the original "Sunningdale North Area Plan Study", they are not a key component of the lands subject to this IPR, that will be included within a proposed draft plan of subdivision.

The London Plan

Our Strategy:

Key Direction's

55_ Direction #1 Plan strategically for a prosperous city

- Revitalize our urban neighbourhoods and business areas. Unclear as to how Development Planning believes this policy is relevant to the subject lands.
- Plan for cost-efficient growth patterns that use our financial resources wisely. Like all newly proposed subdivisions, the subject lands will require the implementation of certain stormwater

management solutions. Notwithstanding this, the subject lands are well serviced by the existing adjacent arterial grid and have sanitary sewers terminated at their doorstep. These sewers are connected via gravity to an existing treatment plant which has capacity. The subject lands represent a growth pattern which is more cost effective and financially wise in comparison to other lands located within the Urban Growth Boundary in other areas of the City. The claimable works and revenue estimates have been included within the IPR / FPR, as submitted.

- Invest in, and promote, affordable housing to revitalize neighbourhoods and ensure housing for all Londoners. The proposed (revised) draft plan of subdivision, submitted in concert with the FPR, provides for 156 single family lots and is one of the only subdivisions within the entire City of London which caters to this particular market segment, consistent with past developments within the Sunningdale Community Plan area. There are only certain locations within any given City, where this particular market segment can be accommodated. If this market segment is not accommodated here, then we will lose this market segment to our adjacent neighbouring municipalities.

In addition, the proposed draft plan of subdivision includes numerous multi-family blocks. These blocks will be able to accommodate many different forms of residential dwellings, including, townhouses (attached and cluster), triplexes, stacked townhouses, and low-rise apartments, in addition to the proposed single-family lots. These various forms of residential dwellings will serve many different market segments and attract a range of demographic segments. The Provincial Policy Statement (PPS - 1.4.3) requires that Planning authorities provide for an appropriate range and mix of housing types and densities to meet the projected requirements of current and future residents of the regional market area by providing housing which is affordable to low and moderate income households. Similarly, Policy 55_ from the London Plan is a “direction to plan strategically for a prosperous city”. This policy, like the PPS, recognizes that housing affordable to low and moderate income household needs to be provided on a regional or city-wide basis and not on a subdivision by subdivision basis.

Lastly, significant amendments have been approved, over the years, to the Sunningdale Community Plan. These amendments have introduced new high-density housing units in the form of apartments, that were not originally contemplated within the (originally) approved Sunningdale Community Plan area. These existing and planned apartment units along with other housing forms in the greater Sunningdale area, neighbouring Community Planning areas and other parts of the City, ensure that affordable housing options exist consistent with City and Provincial policy. The City of London is often recognized as one of Ontario’s most affordable mid-sized cities (London Plan).

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

- Manage growth in ways that support green and active forms of mobility. The proposed draft plan of subdivision provides numerous Greenspace corridors to accommodate an extensive multi-use trail system through the neighbourhood. This system will connect to the bike path and sidewalk network that is planned along Sunningdale Road West and also provides opportunities to connect to neighbourhoods to the west, in the future. In addition, the subdivision is designed to provide efficient pedestrian movement to the adjacent arterial (Civic Boulevard and Urban Thoroughfare) grid, where residents will be able to access London Transit Services planned for the future.
- Continually expand, improve, and connect our parks resources. The proposed draft plan of subdivision includes a Neighbourhood Park. This park is accessed by numerous Greenspace corridors which accommodate an extensive multi-use trail system through the neighbourhood and beyond.

- Implement green infrastructure and low impact development strategies. The proposed draft plan of subdivision proposes to create one large “complete corridor” to accommodate a newly realigned / reconstructed Axford Drain. This “complete corridor” will include the integration of SWM6C, as two dry cells, on either side of the channel, complete with ephemeral plantings. Greenspace multi-use trails corridors have been planned immediately adjacent to the Axford Drain, as part of the “complete corridor” concept.
- Promote linkages between the environment and health, such as the role of active mobility in improving health, supporting healthy lifestyles and reducing greenhouse gases. The numerous Greenspace corridors designed to accommodate an extensive multi-use trail system through the neighbourhood and beyond, provide the necessary linkages to promote an active and healthy lifestyle and provide options for alternative active mobility that reduce dependence on automobiles, which reduces greenhouse gas emissions.

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

- Plan to achieve a compact, contiguous pattern of growth – looking “inward and upward”. The proposed draft plan of subdivision is associated with lands that are located within the City Urban Growth Boundary and have municipal services immediately available with capacity. There are only two (2) potential Place Type (land use) designations for the subject lands, pursuant to the London Plan. These Place Types are “Neighbourhoods” and “Green Space”. As previously mentioned herein, the Neighbourhoods Place Type, coupled with the land’s locational attributes relative to the exiting arterial street classifications permit a range of residential uses ranging from single-detached, semi-detached, townhouses, triplexes, stacked townhouses, and low-rise apartments. These London Plan polices are very prescriptive as to what forms of housing and height are anticipated at these locations. As such, the proposed draft plan of subdivision looks to implement the specific growth pattern contemplated by the London Plan.
- Ensure a mix of housing types within our neighbourhoods so that they are complete and support aging in place. The proposed (revised) draft plan of subdivision, submitted in concert with the FPR, provides for 156 single family lots. In addition, the proposed plan included numerous multi-family blocks. These blocks will be able to accommodate many different forms of residential dwellings, including, townhouses (attached and cluster), triplexes, stacked townhouses, and low-rise apartments, at prescribed heights and densities. Subsequent to the IPR review meeting an Urban Design Brief (UDB) has been prepared. The UDB identified concepts for each of seven (7) multi-family blocks proposed. The concepts for these blocks provided for numerous different housing types. As such, the proposed draft plan of subdivision will accommodate a significant mix of housing types that will support aging in place.
- Utilize a grid, or modified grid, system of streets in neighbourhoods to maximize connectivity and ease of mobility. The (revised) proposed draft plan of subdivision submitted with the Final Proposal Report (FPR), provides for a modified grid network of streets that disperses vehicle and pedestrian traffic, and allows for safe and direct routes to transit, arterial roads, and adjacent neighbourhoods. This is discussed further within the Urban Design Brief. These connections are balanced with desire to also limit the number of requested street connections to the adjacent arterial (Sunningdale Road West - Civic Boulevard and Wonderland Road North - Urban Thoroughfare). Street ‘A’ and ‘B’, coupled with the balance the internally proposed grid like network of roadways, provide numerous pathways to disperse vehicles while also providing safe and direct access to the adjacent arterial roadway and the neighbourhood to the south and future neighbourhoods to the west. The extensive multi-use pathway system proposed, in conjunction with sidewalks which will be constructed on all streets, provides numerous safe and direct routes for pedestrians to access transit on the adjacent arterial roadways as well as the adjacent

neighbourhoods. Lastly, the proposed road network represents the most efficient way to develop the subject lands, in recognition of the adjacent golf course use, while also ensuring the potential future connections through the subject lands, should further development occur in the future.

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

- Create active mobility choices such as walking, cycling, and transit to support safe, affordable, and healthy communities. *Previously discussed / addressed, herein, and further discussed within the Urban Design Brief.*
- Ensure that our mobility infrastructure is accessible and accommodates people of all abilities. *Detailed design efforts associated with all mobility infrastructure will be compliant with all accessibility standards.*

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

- Design complete neighbourhoods by meeting the needs of people of all ages, incomes and abilities, allowing for aging in place and accessibility to amenities, facilities and services. *Previously discussed / addressed, herein and further discussed within the Urban Design Brief.*
- Implement “placemaking” by promoting neighbourhood design that creates safe, diverse, walkable, healthy, and connected communities, creating a sense of place and character. *Previously discussed / addressed, herein, and further discussed within the Urban Design Brief.*
- Integrate well-designed public spaces and recreational facilities into all of our neighbourhoods. *Previously discussed / addressed, herein, and further discussed within the Urban Design Brief.*
- Integrate affordable forms of housing in all neighbourhoods and explore creative opportunities for rehabilitating our public housing resources. *The proposed (revised) draft plan of subdivision, submitted in concert with the FPR, provides for 156 single family lots. In addition, the proposed plan included numerous multi-family blocks. These blocks will be able to accommodate many different forms of residential dwellings, including, townhouses (attached and cluster), triplexes, stacked townhouses, and low-rise apartments at prescribed heights and densities. As such, the proposed draft plan of subdivision will accommodate a significant mix of housing types that will provide various forms of affordability.*

62_ Direction #8 Make wise planning decisions

- Ensure that all planning decisions and municipal projects conform with The London Plan and are consistent with the Provincial Policy Statement. *As discussed herein and within the IPR / FPR, the proposed draft plan of subdivision conforms to the London Plan and is consistent with the Provincial Policy Statement.*
- Think “big picture” and long-term when making planning decisions – consider the implications of a short-term and/ or site-specific planning decision within the context of this broader view. *As discussed herein and within the IPR / FPR, the proposed draft plan of subdivision conforms to the London Plan and is consistent with the Provincial Policy Statement.*

City Building Policies

Design

- 191_ City design also helps us to create pedestrian and transit-oriented environments that support our plans for integrating mobility and land use. It helps us to offer a high quality of life in London and it also allows us to develop neighbourhoods, places and spaces that function more effectively and

safely for everyone. Previously discussed / addressed, herein, and within the IPR / FPR and its various supporting documents / reports, including the Urban Design Brief.

What Are We Trying to Achieve?

- A well-designed built form throughout the city.
- Development that is designed to be a good fit and compatible within its context.
- Development that supports a positive pedestrian environment.
- A built form that is supportive of all types of active mobility and universal accessibility.
- High-quality public spaces that are safe, accessible, attractive and vibrant.
- A mix of housing types to support ageing in place and affordability.
- Healthy, diverse and vibrant neighbourhoods that promote a sense of place and character.
- The above initiatives, outlined within London Plan policy 193_ have all been previously discussed / addressed, herein, and within the IPR / FPR and its various supporting documents / reports, including the Urban Design Brief.

How Are We Going to Achieve This?

Street Network

- 211_ The City's Street network will be designed to ensure high-quality pedestrian environments, maximized convenience for mobility, access to focal points and to support the planned vision for the place type. The proposed street network, coupled with the City's Design Specifications and Requirements Manual, sets the stage for a neighbourhood that will provide high-quality pedestrian environments. As previously discussed, numerous Green Space corridors are provided in order to accommodate multiuse pathways, in addition to sidewalks. These are all planned to maximize convenience of mobility as they are incorporated into the Axford Drain corridor and all converge on the planned Neighbourhood Park, which is centrally located. The Urban Design Brief explores the relation between the proposed built form, for each multi-family block, in order to ensure that setbacks and height facilitate high quality pedestrian environments within adjacent streets and multiuse pathways.
- 212_ The configuration of streets planned for new neighbourhoods will be of a grid, or modified grid, pattern. Cul-de-sacs, deadends, and other street patterns which inhibit such street networks will be minimized. New neighbourhood street networks will be designed to have multiple direct connections to existing and future neighbourhoods. The (revised) proposed draft plan of subdivision submitted with the Final Proposal Report FPR), provides for a modified grid network of streets that disperses vehicle and pedestrian traffic, and allows for safe and direct routes to transit, arterial roads, and adjacent neighbourhoods. This is discussed further within the Urban Design Brief. These connections are balanced with desire to also limit the number of requested street connections to the adjacent arterial (Sunningdale Road West - Civic Boulevard and Wonderland Road North - Urban Thoroughfare). Street 'A' and 'B', coupled with the balance the internally proposed grid like network of roadways, provide numerous pathways to disperse vehicles while also providing safe and direct access to the adjacent arterial roadway and the neighbourhood to the south and future neighbourhoods to the west. The extensive multi-use pathway system proposed, in conjunction with sidewalks which will be constructed on all streets, provides numerous safe and direct routes for pedestrians to access transit on the adjacent arterial roadways as well as the adjacent neighbourhoods. Lastly, the proposed road network represents the most efficient way to develop the subject lands, in recognition of the adjacent golf course use, while also ensuring the potential future connections through the subject lands, should further development occur in the future.
- 213_ Street patterns will be easy and safe to navigate by walking and cycling and will be supportive of transit services. The (revised) proposed draft plan of subdivision submitted with the Final

Proposal Report (FPR) provide for a street pattern and extensive multi-use pathway system that will be and safe to navigate while providing direct access to the adjacent arterial roadway, to access future transit services, and the neighbourhoods to the south and future neighbourhoods to the west.

Homelessness Prevention and Housing

- 495_ Providing accessible and affordable housing options for all Londoners is an important element of building a prosperous city. Quality housing is a necessary component of a city that people want to live and invest in. Housing choice is influenced by location, type, size, tenure, and accessibility. Affordability and housing options are provided by establishing variety in these factors. The proposed (revised) draft plan of subdivision, submitted in concert with the FPR, provides for 156 single family lots. In addition, the proposed plan included numerous multi-family blocks. These blocks will be able to accommodate many different forms of residential dwellings, including, townhouses (attached and cluster), triplexes, stacked townhouses, and low-rise apartments at prescribed heights and densities. As such, the proposed draft plan of subdivision will accommodate a significant mix of housing types that will provide various forms of affordability. This policy, like the PPS, recognizes that housing affordable to low and moderate income household needs to be provided on a regional or city-wide basis and not on a subdivision by subdivision basis.

What Are We Trying to Achieve?

- Provide an integrated mixture of affordable and adequate housing options for the greatest number of people in need.
- Facilitate an adequate and appropriate supply of housing to meet the economic, social, health, and well-being requirements of Londoners.
- Promote a choice of housing types so that a broad range of housing requirements is satisfied in a wide range of locations.

Previously discussed / addressed, herein, and within the IPR / FPR and its various supporting documents / reports, including the Urban Design Brief.

How Are We Going to Achieve This?

Creating Housing Opportunities

507_ New neighbourhoods will be planned to provide a mix of housing types and integrated mixed-use developments, accessible housing and integrated services, and housing forms and densities. Previously discussed / addressed, herein, and within the IPR / FPR and its various supporting documents / reports, including the Urban Design Brief.

509_ New neighbourhoods will be planned to include a variety of different housing types such that it is possible for people to remain in a neighbourhood as their housing needs change over time. Previously discussed / addressed, herein, and within the IPR / FPR and its various supporting documents / reports, including the Urban Design Brief.

AFFORDABLE HOUSING

516_ The City may assist in the administration of housing programs of the federal and provincial governments. Acknowledged.

517_ A target of 25% of new housing, in aggregate, is to be affordable to low- and moderate-income households as defined by the Provincial Policy Statement and this Plan. This target may be met through residential greenfield development and the many forms of intensification identified in the City Structure policies of this Plan. As previously discussed / addressed, herein, and within the IPR / FPR, the proposed draft plan of subdivision will accommodate a significant mix of housing types that will provide various forms of affordability. This policy, like the PPS, recognizes (“in aggregate”) that housing

affordable to low and moderate income household needs to be provided on a regional or city-wide basis and not on a subdivision by subdivision basis.

518_ Secondary plans and larger residential development proposals should include a 25% affordable housing component through a mix of housing types and sizes. In keeping with this intent, 40% of new housing units within a secondary plan, and lands exceeding five hectares in size outside of any secondary plan, should be in forms other than single detached dwellings. The proposed (revised) draft plan of subdivision, submitted in concert with the FPR, provides for 156 single family lots. In addition, the proposed plan included numerous multi-family blocks which, according to the Urban Design Brief, can accommodate up to 1,177 units, ranging from townhouses (attached and cluster), triplexes, stacked townhouses, and low-rise apartments. Accordingly, there are significantly more housing types proposed other than single detached dwellings.

Neighbourhoods Place Type

Vision

- Identify how the development will create a strong neighbourhood character, sense of place and identity. This has been thoroughly discussed within Section 7.0 of the IPR / FPR and within the Urban Design Brief.

How will we realize our vision?

- Neighbourhoods will be planned for diversity and mix and should avoid the broad segregation of different housing types, intensities, and forms.
- Street networks within neighbourhoods will be designed to be pedestrian, cycling and transit-oriented, giving first priority to these forms of mobility
- Neighbourhoods will be designed to protect the Natural Heritage System, adding to neighbourhood health, identity and sense of place.
- Affordable housing will be planned for, and integrated into, all neighbourhoods.

Ensure all relevant use, intensity and form policies are considered through PJR.

Previously discussed / addressed, herein, and within the IPR / FPR and its various supporting documents / reports, including the Environmental Impact Study and Urban Design Brief.

City Building Policies

202_ Buildings and public spaces at key entry points into neighbourhoods will be designed to help establish a neighbourhood's character and identity. The neighbourhoods character and identity will be fostered by the realigned / reconstructed Axford Drain complete corridor with integrated multi-use pathway connections which converge on the centrally located Neighbourhood Park. The Urban Design Brief proposes street-oriented buildings that serve to activate the adjacent streets at key gateways into the neighbourhood.

- 212_ The configuration of streets planned for new neighbourhoods will be of a grid, or modified grid, pattern. Cul-de-sacs, dead-ends, and other street patterns which inhibit such street networks will be minimized. New neighbourhood street networks will be designed to have multiple direct connections to existing and future neighbourhoods. The (revised) proposed draft plan of subdivision submitted with the Final Proposal Report FPR), provides for a modified grid network of streets that disperses vehicle and pedestrian traffic, and allows for safe and direct routes to transit, arterial roads, and adjacent neighbourhoods. This is discussed further within the Urban Design Brief. These connections are balanced with desire to also limit the number of requested street connections to the adjacent arterial (Sunningdale Road West - Civic Boulevard

and Wonderland Road North - Urban Thoroughfare). Street 'A' and 'B', coupled with the balance the internally proposed grid like network of roadways, provide numerous pathways to disperse vehicles while also providing safe and direct access to the adjacent arterial roadway and the neighbourhood to the south and future neighbourhoods to the west. The extensive multi-use pathway system proposed, in conjunction with sidewalks which will be constructed on all streets, provides numerous safe and direct routes for pedestrians to access transit on the adjacent arterial roadways as well as the adjacent neighbourhoods. Lastly, the proposed road network represents the most efficient way to develop the subject lands, in recognition of the adjacent golf course use, while also ensuring the potential future connections through the subject lands, should further development occur in the future.

220_ Neighbourhoods should be designed with a diversity of lot patterns and sizes to support a range of housing choices, mix of uses and to accommodate a variety of ages and abilities. The proposed (revised) draft plan of subdivision, submitted in concert with the FPR, provides for 156 single family lots. In addition, the proposed plan included numerous multi-family blocks which, according to the Urban Design Brief, can accommodate up to 1,177 units, ranging from townhouses (attached and cluster), triplexes, stacked townhouses, and low-rise apartments. Accordingly, there are significantly more housing types proposed other than single detached dwellings. As such, the proposed plan provides for a significant range of housing choices to accommodate a variety of ages and abilities.

SECONDARY PLANS

147_ Secondary plans will be undertaken by the municipality to provide for comprehensive assessment and planning for specific areas of the city. The requirement for a Secondary Plan, in association with the subject lands, was previously / originally explored with the City back in 2017 / 2018. Ultimately, it was determined that a Secondary Plan would not be necessary, considering the size of the subject lands, the fact that it was entirely owned by one entity, and its location surrounded by existing arterial roadways and the municipal boundary to the north.

148_ The Environmental Review and Future Growth Place Types may be applied to lands that are added to the Urban Growth Boundary until such time as a City-initiated secondary plan is prepared. It is acknowledged that the Environmental Review Place Type is a temporary land use designation in place on specific lands that may contain natural heritage features that have not been adequately assessed to determine whether they are significant and worthy of protection as part of the city's Natural Heritage System. As previously discussed, an Environmental Impact Study (EIS) has been scoped and completed in support of the proposed draft plan of subdivision. All lands presently designated Environmental Review have been evaluated. As a result, the Official Plan Amendment, which accompanies the draft plan of subdivision will recommend appropriate Place Types for all lands presently designated Environmental Review, within the limits of the proposed development, consistent with the findings to the EIS.

150_ All secondary plans will be supported by a complete analysis of the costs and revenues of planned growth and any necessary updates to the Growth Management Implementation Strategy or Development Charges Study. The IPR / FPR includes a financial analysis with Section 13.0 as well as the City's Cost Shareable & DC Revenue Estimate Worksheet within Schedule 'H'.

1557_ Secondary Plans may be applied to areas of varying sizes – from large planning districts and neighbourhoods to small stretches of streetscape or even large individual sites. Areas that may warrant the preparation and adoption of a secondary plan include:

- Areas that require a coordinated approach to subdivision development.

- Areas that are subject to substantial change as the result of a proposed major development
The requirement for a Secondary Plan, in association with the subject lands, was previously / originally explored with the City back in 2017 / 2018. Ultimately, it was determined that a Secondary Plan would not be necessary, considering the size of the subject lands, the fact that it was entirely owned by one entity, and its location surrounded by existing arterial roadways and the municipal boundary to the north.

Other:

Section 773 London Plan Evaluation of Potential for Public Acquisition

If a proposal is made to develop privately-owned lands within the Green Space Place Type for uses other than those permitted in the Green Space Place Type, City Council will assess the potential for acquiring the property as public lands.

*** A report to inform Council of its option to purchase the privately owned lands designated Green Space Place Type is required.**

With respect to the above three (3) points under “Other:”, numerous discussions and emails on this matter have progressed, between the Corlon and Planning & Development Division since the receipt of these IPR review comments. The majority of these discussions have focused on the referenced London Plan Policy (773_) as well as the broader policy perspective associated with this matter. While there are differing opinions on the policy basis for the requirement to inform Council of their right / option to purchase the subject lands and / or assess the potential for acquiring the subject lands, it was agreed that the Planning & Development Division would assess the need for the subject lands, from the City’s perspective. Subsequently, we were informed that there is no municipal need for these lands to service a larger recreational / leisure requirement for the area and that no additional park land would be required beyond the amount required pursuant to the Planning Act. It is our understanding that this matter will be reported out to the City’s Planning and Environment Committee, at a later date, as part of the larger Planning Act approvals process.

City of London Zoning By-Law Z.-1

Holding Provisions

Complete Application Requirements:

- Noise Impact Study (Wonderland Road North & Sunningdale Road West) We acknowledged that a Noise Impact Study is required to appropriately assess the impacts of noise associated with the traffic volumes from Wonderland Road North and Sunningdale Road West in the future, on the planned residential units within the proposed draft plan of subdivision. Notwithstanding this, a (revised) proposed draft plan of subdivision, that will ultimately be submitted with the Final Proposal Report FPR), will not include any single family lots in proximity to either of these roads, considering the (IPR review) request from the Thames Valley District School Board (TVDSB) for a 8.1 hectare joint elementary / secondary school “campus site” will eliminate Street ‘F’, ‘G’ and Lot Nos. 1-10, 22-38, 39-55, 60-76, and 77-93, inclusive, on the proposed draft plan of subdivision that was originally submitted as part of the IPR. Accordingly, the closest remaining single-family lots (Nos. 99 – 116 and 152 - 156, as per the proposed (revised) draft plan of subdivision submitted as part of the FPR) are separated from the subject roads by multi-family Block Nos. 162, 163, and 157. Considering this, we would anticipate that the City will require Noise Impact Studies, to be completed for Block Nos. 157 to 163, inclusive, as part of the future site plan approval process associated with each block, considering that each of these blocks are adjacent to Wonderland Road North and Sunningdale Road West. It is anticipated that noise mitigation measures would be restricted to building components and heating and ventilation requirements in association with units that would

ultimately be planned and constructed on these various blocks and these various units would act to shield the adjacent single-family lots, which are more interior to the proposed plan of subdivision, from any noise generated from these roads. Considering all of the above, we would be accepting of an appropriate draft plan condition that would require the completion of individual Noise Impact Studies in association with the future site plan approvals processes associated with each of these Blocks. However, we would respectfully submit that the requirement to complete a Noise Impact Study, as part of a draft plan of subdivision “complete application process” be reconsidered as this Noise Impact Study would serve no useful purpose and would also be outdated within any change that the City may seek to the (revised) proposed draft plan of subdivision that will ultimately be submitted with the Final Proposal Report (FPR). It is acknowledged that an appropriate condition of draft approval will be required for individual blocks, as part of their site plan review / approval process. To this end, Sean Meksula’s email of October 12, 2022, confirmed that a Noise Impact Study would not be required as part of a complete application package.

- Subdivision application and fees. **Acknowledged.** Submitted as part of the complete application.
- Zoning By-law amendment application and fees. **Acknowledged.** Submitted as part of the complete application.
- The London Plan amendment application and fees. **Acknowledged.** Submitted as part of the complete application.
- Final Proposal Report. **Acknowledged.** Submitted as part of the complete application.
- Planning justification report – add more analysis in Placemaking housing types. **An Urban Design Brief has been prepared and has been submitted as part of the complete application.**
- Archaeological Stage 1-2 report limited to the area to be severed and developed. **Requirement to complete a Stage 1 Archaeological Assessment is acknowledged. As a such, a Stage 1 Archaeological Assessment TIS has been prepared and submitted as part of the complete application process in support of the Planning Act approvals which are being sought.**
- All background reports and drawings are required to meet the Accessibility for Ontarians with Disabilities Web Content Accessibility Guidelines (AODA WCAG 2.0 AA) regulations. See application form for more detail. **It is acknowledged that sometime over the course of the last several years, the City of London has started posting the background reports and drawings, associated with development / Planning Act applications, on their website. Notwithstanding this, this practice is sporadic at best and even the City of London does not make their own documents (available / accessible through their own website (i.e., City of London Design Specifications and Requirements Manual, is available to download through the roadauthority.com website). Presently, we are not aware of any Council resolution which requires that background reports and drawings, associated with development / Planning Act applications, be posted on the City’s website. Furthermore, the “Notice of Applications” associated with many development / Planning Act applications (including draft plan of subdivision applications) submitted to the City in the last year include “Alternative accessible formats or communication supports are available upon request. Please contact developmentservices@london.ca for more information” in lieu of providing background reports / drawings on City’s website.**
- Electronic copies of all supporting background information (USB). **Acknowledged.** All applications and supporting documents are submitted to the City in a digital / electronic format.

PLANNING AND DEVELOPMENT - URBAN DESIGN:

Yuri Langlois *Urban Designer*

General Urban Design Comments:

- An Urban Design Brief is required as part of a complete application. **Acknowledged.** An Urban Design Brief has been completed and has been submitted to the City of London along with the Final Proposal Report (FPR) and all other complete application requirements in support of the requested Planning Act amendments.

- Provide concept plans to show how each of the blocks will function. Provide additional clarification on the intensity of development proposed for each 'Neighbourhood Block'. Further comments may be provided upon the receipt of the concept plans. **The submitted Urban Design Brief provides concept plans for all proposed residential multi-family blocks.**
- Provide pedestrian mid-block connections for 'Block 246' and 'Block 247' that connects to 'Block 252' – Open Space for a direct connection from 'Street L'. **The concept for Block 247 (renumbered to Block 159) within the Urban Design Brief, identifies how connections can be made through this Block, between Street 'L' and the multi-use trail block (No. 252, renumbered to Block 167). It is proposed that this connection can be provided by way of an easement over Block 247 (renumbered to Block 159) in favour to the City of London. The specific location of the connection / easement would be confirmed as part of the site plan approvals process associated with this Block. As such, the Owner would support a condition of draft plan approval that recognizes the requirement for a multi-use pathway / pedestrian easement over Block 247 (renumbered to Block 159) in order to connect Street 'L' to Block 252 (renumbered to Block 167).**
 - o Wide pedestrian mid-block connections should be wide and include a minimum 50% built edge and active uses are oriented towards them, such as windows and wrap around building features such as porches, as opposed to privacy fencing and blank side facades. **Desire Acknowledged. The Urban Design Brief provided concepts that accommodate this desire.**
- Remove the 'Street I' Cul-de-Sac and provide continuous lot frontages along 'Street C' for this portion. **Numerous design options were explored, as part of the design evolution of the proposed draft plan of subdivision submitted with the IPR. One such option included continuous lots fronting along Street 'C' with no cul-de-sac (Street 'I'). Unfortunately, this was not an efficient utilization of the land in this immediate area as it would have resulted in either abnormally deep lots or additional / unusable acreage being added to Block No. 249. The recommendation to eliminate Street 'I' would result in a growth pattern that is not consistent with the policies of the London Plan and / or the Provincial Policy Statement which strive to ensure land / services are planned in a wise and efficient manner.**
- Strategically locate street terminuses, single loaded roads, and open spaces to provide open views, access to parks and other open space areas within the development. **Acknowledged. Please refer to (revised) proposed draft plan of subdivision submitted with the Final Proposal Report FPR as well as the Urban Design Brief.**
 - o Provide a window street on 'Street E' to the open space 'Block 251' – Open Space. **As per the (revised) proposed draft plan of subdivision submitted with the Final Proposal Report FPR, Block 253 (the Neighbourhood Park, renumbered to Block 168) has been expanded resulting in significantly more frontage to Street 'B', 'C', and 'E'. These revisions result in substantially more single loaded roadways (Streets 'B', 'C' and 'E') which result in significantly more views / access from these adjacent streets across Block 253 (the Neighbourhood Park, renumbered to Block 168) and into Block 251 (the realigned Axford Drain, renumbered to Block 166). In addition, Street 'E' has been terminated as a window street into Block 251 (renumbered to Block 166) and 253 (renumbered to Block 168). All of these revisions have been balanced against London Plan policies and Provincial Policies which require the wise and efficient use of land / resources and municipal services.**

- Provide for a modified grid network of streets with increased north-south connectivity, that disperses vehicle and pedestrian traffic, and allows for safe and direct routes to transit, arterial roads, and adjacent neighbourhoods [TLP 212]. The (revised) proposed draft plan of subdivision submitted with the Final Proposal Report (FPR), provides for a modified grid network of streets that disperses vehicle and pedestrian traffic, and allows for safe and direct routes to transit, arterial roads, and adjacent neighbourhoods. This is discussed further within the Urban Design Brief. These connections are balanced with desire to also limit the number of requested street connections to the adjacent arterial (Sunningdale Road West - Civic Boulevard and Wonderland Road North - Urban Thoroughfare). Street 'A' and 'B', coupled with the balance the internally proposed grid like network of roadways, provide numerous pathways to disperse vehicles while also providing safe and direct access to the adjacent arterial roadway and the neighbourhood to the south and future neighbourhoods to the west. The extensive multi-use pathway system proposed, in conjunction with sidewalks which will be constructed on all streets, provides numerous safe and direct routes for pedestrians to access transit on the adjacent arterial roadways as well as the adjacent neighbourhoods. Lastly, the proposed road network represents the most efficient way to develop the subject lands, in recognition of the adjacent golf course use, while also ensuring the potential future connections through the subject lands, should further development occur in the future.
 - o Avoid bulb outs and crescents in favour of through streets in order to promote way-finding and direct vehicle and pedestrian connections. Please refer to responses previously provided. All proposed bulb outs / crescents / cul-de-sacs (with the exception of Street "I"), will serve as temporary turning circles, for potential future street extensions, should additional lands to the east of the proposed subdivision, develop in the future.
- Remove the 'Street F' window street abutting Wonderland Road North. Shorten 'Street F' and provide alternatives to address frontages on both 'Street F' and Wonderland Road North. The (revised) proposed draft plan of subdivision submitted with the Final Proposal Report (FPR), provides for an 8.1 hectare Block (No. 165) to accommodate a "campus site" requested by the Thames Valley District School Board (TVDSB). This new Block is located where Street 'F' was originally located on the proposed draft plan of subdivision submitted in concert with the IPR. As such, this review comment has been addressed. Notwithstanding this, in the event that the new school block does not develop in the future, the (revised) proposed draft plan of subdivision submitted with the Final Proposal Report (FPR) includes a "ghosted" road / lot fabric over this block. This "ghosted fabric" continues to depict a street with a window street abutting Wonderland Road North. However, the original single-family lots (Nos. 39, 40, 75 76), which would have originally flanked the proposed widow street / Wonderland Road North, have been removed in favour of new ghosted street town house block fronting on the window street / Wonderland Road North. As such, we trust that these revisions appropriately address the subject comment.
- Ensure all proposed Blocks will be street-oriented mid-rise forms as opposed to cluster condo blocks with window laneways to ensure connectivity among different blocks and to avoid backing onto public streets and open spaces. The submitted Urban Design Brief illustrates concepts for each Block which are street oriented and avoid units which would back onto public streets and open spaces.
- Ensure adequately sized walkway blocks that provide access to any parks and/or open space blocks. The (revised) proposed draft plan of subdivision submitted with the Final Proposal Report (FPR), provides adequality sized walkway blocks that provide access to park and / or open space blocks, to the satisfaction of Parks Planning and Design.

- Consider more variety in the size and configuration of the lots to allow for an assortment of housing forms. **The vast number of multi-family blocks provide for a significant assortment of housing forms. These various housing forms are depicted on the concept for each block, within the Urban Design Brief.**
- Appropriately size any corner lots to provide enhanced facades on street-flanking elevations and emphasizing the intersection. **The (revised) proposed draft plan of subdivision submitted with the Final Proposal Report (FPR), provides for the some of the largest single family lots in the City of London. As such the subject corner lots are appropriately sized in order to accommodate all design measures, including enhanced facades on street-flanking elevations, typical of the custom single-family homes designed and constructed within the Neighbourhoods of Sunningdale.**

Urban Design Comments to be incorporated as Zoning:

- Front yard depth (minimum) on arterial roads: 1.0 m
- Front yard depth (maximum) on arterial roads: 4.5 m
- The front façade and primary entrance of dwelling units shall be oriented to adjacent public streets and/or open spaces with direct pedestrian connections to the public sidewalk.
- Attached garages shall not contain garage doors that occupy more than 50% of the unit width and shall not project beyond the façade of the dwelling or the façade of any porch.
- Minimum shared outdoor amenity space for medium density residential blocks: 5m² per unit. Provide a private amenity space in the form of roof terrace or balcony.

Urban design comments acknowledged. The Urban Design Brief provides concepts for each multi-family block and also proposes specific special provisions in association with each proposed zone in order to facilitate specific built form standards. The requested Zoning By-law Amendment seeks the appropriate / necessary special provisions, as proposed within the Urban Design Brief.

Urban Design requirements to be addressed through the SPA process:

- Medium density blocks shall be structured generally on a grid with enhanced pedestrian connectivity (including mid-block connections). The existing street network should be extended and connected with new streets.
- All buildings and dwelling units shall front the highest order street and/or open space with primary entrances and active building elements with enhanced articulation (i.e., windows or openings, porches, canopies, architectural details and materials) along the street and/or open space and direct pedestrian connections to the public sidewalk. Provide more intense residential building forms (i.e., low-rise apartment building) along arterial streets.
- Blocks should be designed facing front-to-front. Rear yard condition facing any public street or open space shall be avoided.
- The below-grade units in stacked townhouses shall be designed as through units with one side having finished floor at or above the grade, or as two-storey units.
- New development should maintain and incorporate existing topography and natural features.
- Window streets and garages shall be avoided along arterial streets.
- Surface parking in medium density blocks shall be broken into smaller areas along the internal roads to reduce the amount of hard-surface area.
- Servicing, loading, waste collection and utilities should be designed within the buildings and away from view from public realm. Parking garage ramps and access stairs shall be incorporated into the buildings.
- Noise walls and non-transparent fencing (i.e., board on board) shall not be permitted adjacent to public street and public open space. Fencing will be limited to only decorative transparent

fencing with a maximum height of 4ft (1.2m) with openings for pedestrian access along public streets or open space.

Acknowledged, Urban Design Requirements for each Block will be addressed through future SPA processes.

Condition for the Subdivision Agreement:

- The owner agrees to register on title and include in all Purchase and Sale Agreements for Lots_XX_ a requirement that the purchaser/home builder shall provide concept plans and elevations prior to the application for a building permit which demonstrate that both elevations facing the streets (the front and exterior side elevations) are designed as front elevations with entrances facing __XX__ Street and with connections to the future public sidewalk. Both elevations should be constructed to have a similar level of architectural details (materials, windows (size and amount) and design features, such as but not limited to porches, wrap-around materials and features, or other architectural elements that provide for street-oriented design) and limited chain link or decorative fencing along no more than 50% of the exterior side-yard abutting the exterior side-yard frontage, to the satisfaction of the City. **The proposed condition of draft approval is unnecessary. For twenty (20) plus years, Corlon Properties has been actively developing out the “Neighbourhoods of Sunningdale”. During this time, Corlon has maintained “architectural control” over our subdivisions, where each of our builders is required to submit their house plans to us for review / approval, prior to submitting same to the City of London for a building permit. This ensures that the elevations of the homes are appropriately designed. Considering that these are some of the largest single-family lots available in the City of London and each of our builders are custom home builders, Corlon very rarely requires any changes to the house plans submitted by our builders. In simple terms, the customers within this market segment demand that the elevations of their homes have design features and architectural elements incorporated into them. Considering all of the above, the proposed condition of draft approval would serve no purpose other than to frustrate and delay building permit applications and the ultimate buildout of Sunningdale North.**

PLANNING AND DEVELOPMENT - HERITAGE PLANNING:

Kyle Gonyou *Heritage Planner*

Heritage Planning – Archaeology – Complete Application

- Stage 1 archaeological assessment, minimum, required for Zoning By-law Amendment/Plan of Subdivision complete application. **Requirement to complete a Stage 1 Archaeological Assessment is acknowledged. As a such, a Stage 1 Archaeological Assessment has been prepared and submitted as part of the complete application process in support of the Planning Act approvals which are being sought.**

Notes

- The proponent shall retain a consultant archaeologist, licensed by the Ministry of Tourism, Culture and Sport under the provisions of the Ontario Heritage Act (R.S.O. 1990 as amended) to carry out a minimum of a Stage 1 archaeological assessment and follow through on recommendations to mitigate, through preservation or resource removal and documentation, adverse impacts to any significant archaeological resources found (Stages 2+).
- The archaeological assessment must be completed in accordance with the most current Standards and Guidelines for Consulting Archaeologists, Ministry of Tourism, Culture and Sport.
- All archaeological assessment reports will to be submitted to the City of London once the Ministry of Tourism, Culture and Sport has accepted them into the Public Registry; both a hard copy and PDF format of archaeological reports should be submitted to Current Development.

- No soil disturbance arising from demolition, construction, or any other activity shall take place on the property prior to Planning and Development receiving the Ministry of Tourism, Culture and Sport compliance letter indicating that all archaeological licensing and technical review requirements have been satisfied.
- It is an offence under Section 48 and 69 of the Ontario Heritage Act for any party other than a consultant archaeologist to make alterations to a known archaeological site or to remove any artifact or other physical evidence of past human use or activity from an archaeological site.
- Should previously undocumented (i.e. unknown or deeply buried) archaeological resources be discovered, they may be a new archaeological site and therefore be subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a consultant archaeologist to carry out archaeological fieldwork, in compliance with Section 48(1) of the Ontario Heritage Act. Archaeological sites recommended for further archaeological fieldwork or protection remain subject to Section 48(1) of the Ontario Heritage Act and may not be altered, or have artifacts removed from them, except by a person holding an archaeological license.
- If human remains/or a grave site is discovered, the proponent or person discovering the human remains and/or grave site must cease alteration of the site immediately. The Funerals, Burials and Cremation Services Act requires that any person discovering human remains must immediately notify the police or coroner and the Registrar of Burial Sites, War Graves, Abandoned Cemeteries and Cemetery Closures, Ontario Ministry of Government and Consumer Services.

All “notes” above, from Heritage Planning, are acknowledged.

PLANNING AND DEVELOPMENT - NATURAL HERITAGE: (response comments provided by Chris Moon and Kierian Keele, Matrix Solutions Inc.)

Margot Ursic *Ecologist*

- Notably, a Draft Subject Lands Status Report (SLSR) was submitted in March of 2019 for the subject lands, and both the City and UTRCA provided comments which were discussed but which have yet to be fully addressed. It is understood, as stated in the IPR, that the “contents of the SLSR will be incorporated in the EIS and all comments received from the City and UTRCA from their SLSR review will be appropriately addressed and incorporated into the EIS.” All comments received as part of the SLSR review from the City and UTRCA has been addressed in the EIS submission. This approach was previously agreed to by City ecology staff and the UTRCA.
- It is also understood that, as stated in the IPR that: “The Axford Drain / Wonderland Road Tributary will be re-aligned / re-constructed and its associated online golf landscape ponds will be removed” to enable the creation of a “complete corridor” which will: “provide opportunities to greatly enhance the existing natural heritage features and functions of this drain / tributary”... “including additional lands to mitigate / compensate for other small satellite natural features”. This is true. The online ponds will be removed as part of the watercourse channel realignment. This corridor was designed to allow for fish passage, incorporates in stream fish habitat, small pocket wetlands on the periphery of the watercourse, surrounding native plantings for meadow, thicket and woodland habitat and a variety of other features for wildlife use.
- Please note that the “online golf landscape ponds” are considered wetlands and may also qualify as significant wildlife habitat (SWH), and that removals, if approved, will require areal and functional compensation. Compensation for the online ponds was incorporated

into the channel corridor design including wetland features along the periphery of the channel.

- The following supplemental comments are intended to build on the previous comments and are provided for emphasis and / or further clarification. **Acknowledged.**
- It is requested that the EIS include a comment response matrix that summarizes how all previous (City and UTRCA) and current comments (below) have been addressed in the EIS, including pointing to specific sections or sub-sections and / or mapping where they are addressed in the EIS as appropriate. **All comments received as part of the SLSR Review from the City and UTRCA have been addressed in the EIS submission. A high-level matrix which groups comments into categories and outlines where these have been addressed will be created, going forward.**

As part of the integration of and updates to the Draft SLSR (ERI 2019), the EIS should:

- Take an integrated multi-disciplinary approach to the existing conditions descriptions, assessment of significance, impact assessment, mitigation and monitoring framework. This approach will need to consider existing and proposed groundwater and surface water conditions, in addition to aquatic and terrestrial natural heritage, as well as natural hazards and fluvial geomorphology. **All components listed were considered as part of the EIS submission and addressed within the report.**
- Demonstrate compliance with all current and applicable environmental policies and regulations, including the 2020 Provincial Policy Statement and The London Plan - May 28, 2021 consolidation. This should include:
 - o specific updates and clarifications as per the prior City and UTCA comments on the Draft SLSR
 - o clear identification of natural heritage features in text and mapping
 - o assessing of each of these features for significance, and
 - o identifying all significant features and areas for protection or making a case for their removal and compensation, where permitted by policy.

The EIS has been updated to include compliance with environmental policies and regulations, including incorporating previous discussion / suggestions received during previous in person meetings with the City and UTRCA.

- Provide an updated SWH screening that addresses comment responses and new information collected as appropriate. **The SWH screening has been updated in the EIS.**
- Include consideration for terrestrial and aquatic ecological connectivity between the subject lands and the adjacent lands, particularly in relation to the proposed complete corridor and its connection from the site east of Wonderland Road North and to the Medway Valley Forest ESA south of Sunningdale Road West. **Both aquatic and terrestrial connectivity was considered as part of the restoration design of the Axford Drain Corridor.**
- Include specific consideration for the following natural heritage features in the adjacent lands:
 - o the Unevaluated Vegetation patch located at the southeast corner of the subject lands, as well as the associated Medway Creek and Unevaluated Wetlands and related natural hazard limits, and

- the small woodland north of the subject property outside the urban boundary (which appears to have been overlooked in the Draft SLSR).

Anything outside of the client owned project limits was unable to be accessed as part of the field assessments. No alteration or impact to these areas will occur. These areas are discussed and outlined within the EIS mapping.

- Consider options for protection of significant natural features in situ before proposing compensation. In cases where compensation is deemed appropriate and being contemplated, the EIS should target at least 1:1 areal compensation for wetlands and woodlands, and clearly demonstrate how a net gain in ecological function (net benefit) is to be achieved. As part of the development design, some natural features will be lost, but limiting the loss of these features was considered and applied where possible. Most of all the features proposed to be lost are in poor condition, contain many non-native species and have historic human alteration. The Axford Corridor Drain design incorporates a net benefit by including wildlife passage design, increased natural habitat, native plantings and a substantially improved watercourse.
- Include feature-based water balance analyses in the impact assessment to ensure that protected and / or created wetlands can be sustained hydrologically, including consideration for groundwater contributions where appropriate. A feature-based water balance analysis has not been completed as it is not proposed to mimic the existing features or water balance in the overall net benefit analysis.
- Include an ecological restoration and enhancement strategy that incorporates natural channel design principles and identifies specific habitat objectives and targets (as well as objectives and targets related to SWM quality, quantity, water balance and erosion control targets). From an ecological perspective, the complete corridor strategy should include but not be limited to:
 - Improvements / net benefits to Fish Habitat (as outlined in the Draft SLSR)
 - Areal and functional compensation for relocation of Tributary A, the Axford Drain and any wetlands and Significant Woodlands proposed for removal
 - A range of additional site-appropriate enhancements (as outlined in the Draft SLSR), and
 - Design elements and measures that address all surface and groundwater requirements, including stormwater management, as outlined by City SWED staff in their comments.

The restoration design incorporates all mentioned design targets and principles. Careful consideration from an aquatic, terrestrial and wildlife perspective was incorporated into the design. The intent was to create a corridor that mimics locally naturally occurring habitat that provides many benefits to wildlife, fish passage and connectivity.

- Protect Significant Woodlands/Significant Wildlife Areas (as per Draft SLSR Figure A8) with appropriate zoning, including allowances for buffers, in the “Sunningdale North” Draft Plan where they are to be retained. The design has incorporated appropriate protection measures to comply with zoning and buffers.
- To the greatest extent possible, locate trails within buffers (to protected or created natural heritage features) and follow the guidance in the City’s updated Environmental Management Guidelines (EMGs) (2021), Section 5.4, with respect to trails in buffers. See <https://london.ca/living-london/water-environment/environmental-guidelines-strategies>

Trails will be located within buffers as directed during past meetings with the City and UTRCA. Appropriate buffers have been applied.

- Provide an integrated multi-disciplinary ecological monitoring framework that tracks key measures related to groundwater, surface water, fluvial geomorphology, as well as aquatic and terrestrial natural heritage and natural hazards. This framework will:
 - o outline the types and the scale (in terms of both location and time) of monitoring for approval, and
 - o be developed in more detail through an Environmental Management Plan to be submitted at the detailed design stage. (Again, see the City's 2021 EMGs and comments from City SWED for guidance).

The monitoring framework was included within the EIS submission. An Environmental Management Plan will be submitted at the detailed design stage.

- Finally, I concur with the City's comments from SWED that SWM, Park and Open Space – including NHS (i.e., natural hazard limits, regulatory flood line limits) blocks should be established within the Green Space Place Type as part of the Official Plan Amendment. **Acknowledged.**

- Once the final Draft Plan is established further evaluation and detail will be required, likely at the design studies or detailed design stage, which may include but may not necessarily be limited to the following:
 - o the specific types of and nature of the proposed habitat compensation (e.g., species selection, specialized habitat types, etc.)
 - o ensuring feature-based water balances are maintained
 - o an Erosion and Sediment Control Plan, including tree / woodland dripline protection where appropriate
 - o recommendations and protocols related wildlife protection and handling – if needed – during construction, and
 - o a multidisciplinary pre-, during and post-construction environmental monitoring program.

Acknowledged.

PARKS AND RECREATION:

Craig Smith *Senior Planner*

- Parkland dedication is required and will be calculated pursuant to section 51 of the Planning Act at 5% of the total site area or 1ha per 300 residential units, whichever is greater. Based on ecological findings, staff may accept natural heritage lands at a compensated rate as defined in By-law CP-9. **Acknowledged. Notwithstanding this, on November 15, 2022, Craig Smith confirmed that any change to the calculation of parkland considered by Bill 23 will be applied at the time of the subdivision application and that the City will require that 5% of the land or the alternative rate, whichever is greater will be taken. Bill 23 received Royal Assent on November 28, 2022, and revised Section 51 of the Planning Act to require parkland dedication at a rate of 5% of the total site area or 1 ha per 600 residential units, whichever is greater.**
- Parkland dedication for this development is expected to be calculated at 1ha per 300 residential units. Using the submitted IPR plans the required dedication is calculated to be 4.649ha (based on a total of 244 single detached lots (0.813ha) and 15.334 ha @ 75uph (3.836ha)) of tableland parkland. **Acknowledged. However, total number of single detached lots has change significantly, on the proposed (revised) Draft Plan of Subdivision, as a result of need to provide for a combined elementary / secondary school joint campus (8.1 hectares in size) for the TVDSB. In addition, Bill 23 received Royal Assent on November 28, 2022, and revised Section 51 of the**

Planning Act to require parkland dedication at a rate of 5% of the total site area or 1 ha per 600 residential units, whichever is greater. Considering this, Appendix 'G' (Parkland Dedication Requirements / Calculations Analysis) has been updated within the FPR to provide for the greater of 5% of the total site area or 1 ha per 600 residential units.

- It is the expectation of PP&D that the required parkland dedication will be satisfied through the combination of dedicated parkland, and the payment of cash-in-lieu of parkland. **Acknowledged.** Notwithstanding this, on November 15, 2022, Craig Smith confirmed that any change to the calculation of parkland considered by Bill 23 will be applied at the time of the subdivision application and that the City will require that 5% of the land or the alternative rate, whichever is greater will be taken. Bill 23 received Royal Assent on November 28, 2022, and revised Section 51 of the Planning Act to require parkland dedication at a rate of 5% of the total site area or 1 ha per 600 residential units, whichever is greater. As a result, it is anticipated that parkland dedication requirements will be satisfied entirely through dedicated parkland and that no cash-in-lieu of parkland will be required.

- As per Section 1757 of the London Plan the calculation of dwelling unit potential will be established based on the number of approved lots and the zoning applied to any blocks in a draft approved plan of subdivision. The required Parkland Dedication will be confirmed through the draft plan of subdivision approval process. **Acknowledged.** Notwithstanding this, on November 15, 2022, Craig Smith confirmed that any change to the calculation of parkland considered by Bill 23 will be applied at the time of the subdivision application and that the City will require that 5% of the land or the alternative rate, whichever is greater will be taken. Bill 23 received Royal Assent on November 28, 2022, and revised Section 51 of the Planning Act to require parkland dedication at a rate of 5% of the total site area or 1 ha per 600 residential units, whichever is greater.

- PP&D requires that minimum 2.0ha Neighbourhood Park be provided for this subdivision. The proposed park Block 253 is not sufficiently sized to accommodate a full range of neighbourhood park amenities as per the City of London Design Specifications and Requirements Manual. **Acknowledged.** It is our understanding through subsequent emails / discussions with Stephanie Wilson / Jeff Bruin, that Parks Planning and Design would be looking for the following attributes to be accommodated within a proposed Neighbourhood Park:
 - 1.0 ha to 1.5 ha in size, minimum;
 - can accommodate an unlit mini soccer field (SPO-10.1), a basketball court (SPO-13.2), a play area (SPO-2,1), and unprogrammed open space;
 - appropriate frontage;
 - good sight lines;
 - safe setback from adjacent traffic; and
 - accommodate connecting paths, trees, necessary drainage infrastructure (culverts, swales, and catch basins, as appropriate)

The proposed (revised) Draft Plan of Subdivision provides for a Park Block (renumbered to Block 168) which is 2.159 hectares in size. Subsequent to the IPR review meeting, numerous discussions occurred with Parks Planning & Design, with respect to this proposed Neighbourhood Park. On October 21, 2022, a revised Neighbourhood Park Block was provided to Parks Planning & Design (Craig Smith, Stephanie Wilson, and Jeff Bruin) which demonstrated how the above referenced attributes were being accommodated. Subsequently, on November 1, 2022, an email was received from Craig Smith which confirmed that Parks Planning & Design appreciated the changes to the plan and supports the enlarged park with frontages on the three streets and supports the proposed pathway locations. The proposed (revised) Draft Plan of

Subdivision, submitted as part of our complete application package provides for the Neighbourhood Park previously outlined to Parks Planning & Design, on October 21, 2022.

- To accommodate the required 2.0ha Neighbourhood Park Block 253 could be expanded to provide full frontages on Street B and Streets C and E and the 2.0 ha Neighbourhood Park be designated Green Space, place type in the London Plan. The proposed (revised) Draft Plan of Subdivision provides for a Neighbourhood Park Block (No. 168) with significantly increased frontage to Streets 'B', 'C', and 'E', then what was originally proposed on the draft plan of subdivision submitted in concert with the IPR. The proposed Official Plan Amendment and Zoning By-law Amendment, submitted in concert with the proposed (revised) Draft Plan of Subdivision, will ensure that the Neighbourhood Park is designated with a place type and appropriate zone, to the satisfaction of the City of London. On November 1, 2022, Craig Smith confirmed that Parks Planning & Design appreciated the changes to the plan and supports the enlarged park with frontages on the three streets and supports the proposed pathway locations.
- The complete SWM corridor (Block 251) will be acquired through SWM Development Charge processes and includes all facilities such as maintenance accesses, that are required to service the complete SWM corridor. If through the final design of the complete corridor additional lands are required to facilitate public pathways, acquisition of these lands through Parkland Dedication at the table land rate of 1:1 may be considered. Acknowledged. However, Block 167 and the linear portion of Block 168 (immediately west of Block No. 166 and east of Lot Nos. 116, 117, 118, 120 to 124) are provided specifically to accommodate multi-use pathways, adjacent to the realigned and reconstructed Axford Drain (Block 166). As such, credits for the dedication of these parklands are contemplated within the updated Parkland Dedication Requirements calculation, included within Appendix 'G' (Parkland Dedication Requirements / Calculations Analysis) of the FPR.
- As per the City of London Design Specifications and Requirements Manual ensure the entrance to Block 254 from Street F have a minimum frontage of 30m. Subsequent correspondence from Craig Smith (email, dated July 29, 2022) confirmed that a 20 metre frontage, of Block 254 on Street 'F' was acceptable. Notwithstanding this, this portion of the proposed draft plan of subdivision, as submitted with the IPR, has been revised to accommodate a combined elementary / secondary school joint campus (8.1 hectares in size) for the TVDSB. Accordingly, this review comment is no longer relevant, considering the proposed (revised) Draft Plan of Subdivision that will ultimately be submitted with the Final Proposal Report.
- Please also include a safe pedestrian crossing at all Streets that intersect with the recreational pathway and park system. Acknowledged. A safe pedestrian crossing will be provided at all locations (Street 'B' and Street 'F') where the proposed recreational pathway system crosses a municipal road right-of-way, to the City's satisfaction, as part of the detailed design review / approvals process, post draft approval. Notwithstanding this, the Transportation Impact Study completed a pedestrian crossover analysis of these two crossings and made specific recommendations, associated with each.
- The City will require fencing as per SPO 4.8 on all lots backing onto future parkland. Acknowledged. Notwithstanding this, SPO-4.8 only provides for chain-link fencing. Corlon would appreciate the opportunity to work with Parks Planning & Design to develop an appropriate condition of draft approval that would enable the ability to construct other fence type options for lots backing onto or flanking parkland. For example, as part of the review / approvals process of the detailed design drawings for "Sunningdale Court" (39T-18501), Corlon worked with Stephanie Wilson to provide for 1.8 metre high wood privacy fencing (on those lots that flanked

park and walkway blocks) and 1.5 metre high galvanized aluminum fencing (wrought iron look, on those lots backing onto) in lieu of the City's standard chain-link fencing requirement (SPO-4.8). These fence alternatives were facilitated on the understanding that additional notes would be required on the face of the detailed design drawings to ensure where fences are required on lots adjacent to parkland, that fences were constructed entirely within the limits of the specific lots. In addition, special provisions required a notification on title re: the future homeowners' responsibility to replace / maintain the fencing provided. Accordingly, Corlon would welcome a draft plan condition that would provide for this flexibility, while providing assurance to the City that these lots will be fenced, and if an alternative fence is desired that its long-term maintenance responsibility lies with the individual homeowners whose lot the fence resides upon.

- Staff is willing to meet with the applicant prior to the submission of the Final Proposal Review to discuss any comments provided. **Acknowledged and appreciated. On November 1, 2022, Craig Smith confirmed that Parks Planning & Design appreciated the changes to the plan and supports the enlarged park with frontages on the three streets and supports the proposed pathway locations. In addition, with all matters seemingly resolved, it was agreed that a meeting is likely not required at this stage.**

WASTEWATER & DRAINAGE ENGINEERING: (response comments provided by Anthony Gubbels, P.Eng, LDS Consultants Inc.)

Marcus Schaum *Senior Technologist*

The subject lands are in northwest London just within the UGB on the north side of Sunningdale Rd east of Wonderland Rd north. The subject land has an area of roughly 51.03 Ha, formerly part of the Sunningdale Golf and Country lands. **Acknowledged.**

- The subject lands are within the Adelaide/Greenway Wastewater Treatment sewershed. **Acknowledged.**
- The municipal sanitary sewers available is the 250mm stub to the 375mm diameter sanitary sewer at Wallingford/Sunningdale; And also, being proposed in this IPR a future extension of the 450mm sanitary sewer at future Robbie's Way as part of the future Sunningdale Court Subdivision currently not registered or constructed at the time of this proposal. **As part of the development servicing of Sunningdale Court Phase 1 (Plan 33M-827), a 450mm diameter sanitary sewer has been installed to the north limit of the Sunningdale Road right-of-way at its intersection with Robbie's Way.**
- No sewer extensions along Sunningdale Road are anticipated and the proposed flat 375mm sanitary is oversized for the proposed density and tributary area. **Agreed. The blocks located within the development area bounded by the Axford Drain, Wonderland Road and Sunningdale Road are anticipated to be serviced via an extension of the Wallingford Avenue sanitary sewer. This sewer is expected to be extended to the east from Wallingford Avenue to Street 'L' in a municipal easement paralleling and immediately adjacent to Sunningdale Road. This reference will need to be removed and reviewed as part of the revised IPR/ FPR. Agreed. No oversized sewers are expected will be needed to serve blocks 246, 247, 248. Agreed.**
- Include all tributary lands and identify populations and all areas allocated to each of their respective outlets under both interim and ultimate conditions. This information should be clearly shown on the plans submitted in Appendix D, and include maximum cumulative populations and areas which can be included on dwg San-3. The revised IPR/FPR is to reflect and include all

lands and clearly show maximum population and areas consistent with accepted sanitary drainage area plans. **Acknowledged.**

- The FPR will need to speak to phasing and timing. **Acknowledged.** And also, the status and timing of the proposed adjacent Sunningdale Court Subdivision and expectations for when registration, security, ECA et al will be in place and also timing when future sewers required as part of Sunningdale Court Subdivision to provide an outlet is likely to be extended and constructed complete with conditional approval. **All previously discussed above.**

WATER ENGINEERING: (response comments provided by Anthony Gubbels, P.Eng, LDS Consultants Inc.)

Ghassan Al-Dulaimi, Technologist II

Water Servicing

- These lands and the lands to the south and to the west of this site will require low level water servicing. Presently the only available watermain on Sunningdale Rd W is the Trunk main municipal 900mm concrete Low level. **As a point of clarity, there are no vacant lands situated to “the south” of the subject application, unless the reference to “the south” is intended to refer to lands situated to the south and west of the Wonderland Road / Sunningdale Road intersection. The presence of the 900mm low-level trunk watermain on Sunningdale Road West is acknowledged.**
- The 1200mm trunk watermain on Wonderland Road cited in the 2019 DC Background Study is currently under review. Currently it is uncertain if this watermain will be built and it should not be relied on for servicing the subdivision. A potential alternative would be extending a watermain from the 450mm watermain on Wonderland in the event the 1200mm is not built. **Water modelling results do not support the servicing of the northern portion of the subject property utilizing the existing low-level system. Given the City’s request to accommodate servicing of the lands north of the city limit and given that the lands north of the city limit rise in elevation to 285m (at Medway Road), portions of the study area will need to be serviced by the high-level system. Lands contained within the application along its northern perimeter can only be serviced using the low-level system if the areas above elevation 273.5m are lowered. Given the presence of significant mature vegetation along the property’s northerly perimeter coupled with the presence of shallow buried high-pressure pipelines, lowering the affected area is not considered feasible.**
- Water engineering is not supportive of the connection with the High level water main from Denview Ave since it will be a temporary servicing (city building policies 476), in addition this option will pose problems for dealing with both short and long term water quality concerns. Water quality evaluation is a requirement of the Water Servicing Study. There should be consideration if most or all of the lands can be serviced off the low level system with sufficient pressures. **Refer to response provided to the comment immediately above.**
- Water Engineering will require that accommodation be made to allow for future connections to both the north and the west be provided for in order to allow for connection with the surrounding land areas. Water Engineering believes it reasonable to believe that the lands north and west of this plan have the potential to be developed in the future. Therefore, any Water Servicing Reports dealing with these lands must also consider and confirm capacity for the distribution of water through these lands to external properties both north and west. The required Water Servicing Report must include evaluation and modeling of the capacity of both the water mains selected to service these lands. **Should Water Engineering decide that lands situated north and west of the subject application be serviced via extensions of the local low level water distribution**

system within it, Water Engineering is reminded that some of the lands external to the subject application (i.e., lands situated to the north and northwest) are considerably higher in elevation and will need to be serviced via an extension of the City's high-level system.

- Water Engineering acknowledges that the size of this development is proposed to be more than 80 units and is therefore sufficient to require multiple connections to the municipal drinking water system in order to provide looping of the intern water main system. The requirement for multiple connections to be made to the existing 900mm diameter trunk watermain on Sunningdale Road West and planned future 450mm diameter feeder watermain on Wonderland Road, as per Water Engineering's comments provided above, to facilitate looping of the water distribution system are acknowledged.

Holding Provisions

- It will be necessary to have a holding provision put in place for the completion of the future Trunk watermain 1200mm or alternative servicing. A condition of draft plan approval requiring the completion of the ultimate water servicing solutions, to the satisfaction of the City of London will suffice, as development cannot proceed until the ultimate water servicing solutions are designed and conditions of draft approval are all cleared. A Holding Provision would only serve as a duplicate requirement with an additional process and fees to ultimately lift this holding provision which is an unnecessary burden on the owner and municipal staff.
- It will be necessary to have a holding provision put in place until such time as water servicing is extended through other area developments to where it can reasonably be extended to the site. We are unaware of any water servicing which is required to be extended through other area developments to service the subject lands. Notwithstanding this, if there are specific servicing requirements, these can be dealt with as draft plan conditions and special provisions within a subsequent subdivision agreement, as opposed to an unnecessary and redundant holding provision.
- It will be necessary to have a holding provision put in place to require the developer to extend water servicing to the site at the developer's cost. As previously discussed above, this requirement can be appropriately dealt with by way of draft plan conditions and special provisions within a subsequent subdivision agreement, as opposed to an unnecessary and redundant holding provision.
- It will be necessary to have a holding provision in place to require the looping of water servicing to service more than 80 units. The requirement to loop water servicing can be appropriately dealt with by way of draft plan conditions and special provisions within a subsequent subdivision agreement, as opposed to an unnecessary and redundant holding provision.

STORMWATER MANAGEMENT: (response comments provided by Matrix Solutions Inc. / LDS Consultants Inc.)

Jaime Chaves

Environmental Services

General Comments – Stormwater Management (SWM)

- The site is located within the Medway Creek Subwatershed. Stormwater management works for the site are anticipated to follow the requirements of the associated subwatershed study. **Noted.** Section 4.2 of the submitted Sunningdale North Stormwater Management and Axford Drain Restoration report (referred to herein as the SWM Report) provides a summary of relevant SWM criteria and requirements from the 1995 Medway Creek Subwatershed Study, including water

quality, erosion control and water quantity requirements for the catchments draining to Medway Creek and Axford Drain.

- The subject lands are not included in any current municipal led stormwater management servicing studies or assessments to establish a preferred SWM strategy. An updated stormwater strategy is required to meet the requirements of the Environmental Assessment and/or Planning Act. **The above statement is incorrect. The works required to service the subject lands are presented in the Sunningdale Area Storm Drainage & Stormwater Management Servicing for Undeveloped Lands Municipal Class EA (AECOM, 2009).**
- The proposed SWM strategy is to be consistent with current SWM approaches and policies to meet quantity, quality, erosion control, and water balance needs for the site as identified. This will include incorporating findings of supporting studies such as an EIS, hydrogeological, geomorphic, or others as required, with consideration for external drainage areas. **Please refer to the response to the preceding comment. Further to the above response, Section 2 of the SWM report includes discussion of findings from the relevant background studies including the EIS (ERI, 2022), Hydrogeological assessment (LDS, 2022), Geomorphic Assessment (ERI, April 2019), Slope (Stability) Assessment (LDS, March 2018) and Geotechnical Report (LDS, April 2019). Recommendations from these studies have been incorporated into the proposed SMW strategy.**
- The proposed channel system is to support stormwater management, recreational, and natural heritage systems. The details of this system will be addressed through a coordinated approach led by the developer to meet City and UTRCA requirements. It is recommended SWM, Park, and Open Space (i.e., natural hazard limits, regulatory floodline limits) blocks are established within the Green Space Place Type as part of the Official Plan Amendment. **Noted. The Axford Drain Corridor has been developed through consultation with the City and UTRCA. The proposed corridor design incorporates SWM, recreational and natural heritage systems, following guidance from the draft memorandum “Implementation Guidance for Creating a New Complete Corridor in Developments Lands” (City of London, 2021), as discussed in Section 4.3.2 and 5.4.1 of the SWM Report. As per the proposed Official Plan Amendment and proposed Draft Plan of Subdivision, the blocks associated with the corridor will be established within the Green Space Place Type.**
- This corridor system will primarily function as a SWM corridor to complement adjacent open space and park blocks. SWM maintenance access routes will be constructed to accommodate and integrate within the multiuse pathway system. **Noted. Preliminary layout of maintenance access routes for the SWMF 6C west and east cells are illustrated on Figures 5-5 and 5-7 of the SWM Report.**
- A conceptual Stormwater Servicing Report in support of the proposed SWM strategy for the entire site and SWM blocks shall be provided as part of Official Plan Amendment. **Acknowledged.** As part of the focus design studies or detailed design the conceptual SWM report will be updated to provide functional-level design. The functional SWM report shall address design details of the proposed SWM strategy, objectives, and targets. **Noted.** The SWM report(s) shall include, but not be limited to:
 - o Demonstrate how the proposed development and external area will meets SWM quality, quantity, water balance and erosion control targets of the Medway Creek Subwatershed, or any other related studies such as an EIS or Hydrogeology study as required. The functional SWM report should include but not be limited to such aspects of the complete

corridor design including realignment and naturalization of the Axford Drain, all to the satisfaction of the City Engineer, UTRCA and DFO. **Noted. Refer to responses previously provided, above.**

- Identify the water balance strategy required by either the EIS to support a natural heritage feature or a site-based approach will achieve targets during each phase of development/buildout. Include geotechnical investigation including detailed soil characteristics and appropriate geotechnical recommendations. **Water balance requirements specific to the site have been investigated in the hydrogeological report (LDS, 2023). Natural heritage investigations (ERI, 2023) found groundwater dependent natural heritage features; however, they are not considered significant in the context of the overall net benefit calculation. Additionally, based on findings of the geotechnical investigations, the predominate silt and glacial till soils encountered in the boreholes are generally not expected to provide suitable conditions for stormwater management via infiltration. As such, in general terms, it is not proposed to implement infiltration as a stormwater management mechanism. The changes in hydrologic response for the site are documented in the water balance calculation included in the hydrogeological report (LDS, 2023).**
- Identify how interim and ultimate, major (100 & 250 year) flows (including external flows to the site) can be contained within the municipal right-of-way throughout the subdivision and be safely conveyed to the ultimate outlet. Impacts of traffic calming, if any, shall be evaluated as part of the major flow evaluation. **Preliminary overland flow routes for major flows have been identified in Figure 5-1 of the SWM Report. Further detailed analysis, including evaluation of impacts of traffic calming (if required), will be undertaken during the detailed design stage of the project.**
- Include condition and capacity assessment of the downstream culverts with recommendations whether the existing culvert can support long-term minor and major system conveyance to the upstream area to the satisfaction of City, UTRCA and DFO. **Section 7.3.2 of the SWMF Report provides an assessment of the hydraulic capacity of the existing 1200 mm culvert under Sunningdale Road at the Axford Drain crossing and demonstrates insufficient capacity of the culvert to safely convey site flows. It is noted that AECOM is completing the design for the Sunningdale Road Improvements from Wonderland Road North to Bluebell Road in support of the Sunningdale Road widening and reconstruction project. These works include replacement of the existing culvert under Sunningdale Road. The culverts final design will need to be reviewed to assess ultimate impacts of the crossing to convey flows in the drain.**
- Include a representative lot level runoff coefficient value including all anticipated impervious surfaces such as buildings and hardscaping to verify the proposed development meets approved “C” runoff coefficients. **Preliminary hydrologic modelling has been completed for the proposed development using accepted imperviousness values from the City of London Design Specification & Requirements Manual for low and medium density residential land uses (refer to Section 6.3.3 of the SWM Report). Further detailed calculations of lot level runoff coefficient ‘C’ values will be undertaken during detailed design of the subdivision.**
- Identify on-site SWM control targets and requirements for any Medium/High Density, institutional and commercial blocks where PPS stormwater controls will be subject to a future site plan application. If freehold lots are proposed within a Medium Density block,

a municipal stormwater strategy to address water quality for uncontrolled flows may accommodate the future freehold lots and be included in the Stormwater Servicing Report. SWM quantity controls are to be contained within the medium density block. The proposed SWM strategy recommends water quality control, erosion control and partial water quantity control of all minor and major flows from the site by City-assumed SWM facilities (SWMF 6C West / East, SWMF 10) and OGS units 1 and 2. Medium density residential blocks have been assumed as being at a maximum 75% total impervious, corresponding to a maximum runoff coefficient of $C = 0.725$. Section 6.3.3 of the SWM Report includes a recommendation that stormwater runoff from the medium density blocks in exceedance of the assumed C value will be controlled by on-site SWM quantity controls contained within each block.

- Identify all erosion and sediment control measures and requirements for these lands in accordance with the City of London approved Environmental Management Guidelines (EMGs), all to the specification and satisfaction of the City. This plan is to identify adaptive measures to be used during all phases of construction and is to include all applicable mitigation measures and recommendations to protect environmentally significant areas where applicable (e.g., natural heritage features, watercourses, wetlands, valleylands etc.). Sacrificial sediment basins are expected to be included as part of the ESC plan to protect any municipal stormwater infrastructure. Recommended erosion and sediment control measures are identified in Section 8 of the SWM Report. Further specification of ESC measures for the proposed works will be provided at the detailed design stage of the project.
- Consideration and integration of other related supporting studies including:
 - Hydrogeological, ecological, and other supporting studies as required (i.e., headwater drainage feature assessment, geomorphology, etc.) and requirements of a SLSR and EIS. The findings of the any supporting studies should be incorporated into the SWM Report.
 - A water balance for the proposed development, including incorporation of LIDs to manage stormwater flows, and an evaluation of the potential impacts of the Site's water balance on potential nearby features.
 - Geotechnical report.

Noted. Refer to the responses previously provided above.
- Identify whether and how any environmental features, if any, and/or water balance are to be maintained or enhanced via drainage designs during development/buildout and post-construction. Conveyance of stormwater to natural features if any, shall consider the hydrological impacts such as, but not limited to peak flows; total runoff volumes and annual water balance conditions and requirements supported by the findings and requirements of applicable EIS and hydrogeological investigations as scoped by the City. Since a scoped hydrogeological assessment would be required prior to filed a draft plan application, the applicant is encouraged to contact the City hydrogeologist to coordinate a scoping meeting. Noted. Refer to the response provided above.
- The hydrological impacts and mitigations measures shall be clearly detailed in the Stormwater Management Report. A water balance monitoring program may be required during and post construction to verify water balance targets or other targets determined through the background studies. Hydrological impacts related to peak flows, water quality and erosion control are assessed and discussed in Section 5, 6 and 8 of the SWM Report. Impacts related to water balance are assessed and discussed in the

hydrogeological report (LDS, 2023). The requirement for a water balance monitoring program has been evaluated in the hydrogeological assessment and determined to not be necessary to support the proposed development. The EIS (ERI, 2023) discusses recommended mitigation measures to minimize impacts to natural heritage features.

- Once the final Draft Plan is established further evaluation will be required, likely at the design studies or detailed design stage, which may include but may not necessarily be limited to the following:
 - Details and discussion regarding LID considerations proposed for the development.
 - Discussions related to the water taking requirements to facilitate construction (i.e., PTTW or EASR be required to facilitate construction), including sediment and erosion control measure and dewatering discharge locations.
 - Evaluation of construction related impacts, and their potential effects on the shallow groundwater system.
 - Discussion regarding mitigation measures associated with construction activities specific to the development (e.g., specific construction activities related to dewatering).
 - Development of appropriate short-term and long-term monitoring plans (if applicable) to address:
 - Assumption requirements for SWM control features (as per Chapter 19).
 - Demonstration that surface and groundwater requirements and/or targets are met during construction and build out phases, as noted in an associated or supplemental report such as EIS or hydrogeological study and as per the City's Environmental Management Guidelines (EMGs).
 - Confirmation that impacts to adjacent natural heritage feature(s) following completion of new development works is within a range of acceptable impacts.
 - Development of appropriate contingency plans (if applicable), in the event of groundwater interference related to construction.

Noted. Further evaluation of the above-listed considerations will be undertaken following Draft Plan approval.

TRANSPORTATION PLANNING & DESIGN:

Sarah Grady *Transportation and Traffic Engineer*

Juan Chamorro *Technologist II*

- The applicant is to have regard for and implement this plan of subdivision as per City standards including the Complete Streets Design Manual (Complete Streets), Design Specifications and Requirements Manual (DSRM); Access Management Guidelines (AMG), Z1 Bylaw, The London Plan and any Area Plans. **Requirement to “have regard for” acknowledged.**
- The applicant shall also have regard for the Ontario Traffic Manuals (OTM) and Transportation Association of Canada Geometric Design Guide for Canadian Roads (TACGDG). **Requirement to “have regard for” acknowledged.**
- The applicant is to have regard for the ongoing or Council approved Project Name Environmental Assessment (EA): Sunningdale Road Environmental Assessment | City of London. **Requirement to “have regard for” acknowledged.**
- The owner shall install curb in the subdivision to be 600.040 barrier curb as per the DSRM. **Requirement to design / construct curbs as per DSRM acknowledged.**

- The owner shall provide 1.5m sidewalk connectivity to all City Streets, on both sides of all streets, as per Complete Streets. A 2.5 0m boulevard width (back of curb to sidewalk) shall be provided. Requirement to design / construct sidewalks as per DSRM acknowledged.
- The owner shall provide sidewalk along Wonderland Road North and Sunningdale Road within the limits of the subdivision, as per City standards. Provision of sidewalks as per conditions of draft plan approval, acknowledged.
- Temporary Illumination may be required at the intersection of Wonderland Road and Street B, Wonderland Rd and Street L, Sunningdale and Street L and Sunningdale and Street A as per City standards. Potential requirement for temporary illumination at the referenced intersections is acknowledged.
- As part of a complete application a Transportation Impact Assessment (TIA) will be required, the TIA will evaluate the impact the development will have on the transportation infrastructure in the area and provide recommendations for any mitigation measures. The TIA should clearly state the proposed classification of each street (i.e. neighbourhood connector and neighbourhood street). The TIA will need to be scoped with City staff prior to undertaking and be undertaken in general conformance with the City's TIA guidelines. Requirement to complete a Transportation Impact Assessment (TIA) is acknowledged. As a such, a Transportation Impact Study (TIS) has been prepared and submitted as part of the complete application process in support of the Planning Act approvals which are being sought.
- As part of a complete application, a sight line analysis is required for the intersections of Street A and Sunningdale Road. Conceptual plan and profile drawings are to be provided. A sight line analysis was completed for the intersection "Robbie's Way" and Sunningdale Road as a condition of draft plan approval associated with 39T-18501 ("Sunningdale Court"). This analysis was completed, detailed design drawings were reviewed and approved and Sunningdale Road was reprofiled in the summer of 2022. Considering this and the fact that the City of London will completely re-construct Sunningdale Road, to a four-lane urban cross section as per the Sunningdale Road EA, Sara Grady provided confirmation (via email, dated October 11, 2022) that a sight line analysis of the intersection of Street 'A' and Sunningdale Road is not required, considering that it is directly opposite "Robbie's Way". Notwithstanding this, the Transportation Impact Study includes a site line analysis for the proposed intersections with Wonderland Road and Sunningdale Road.
- Right of way dedication of 24.0m from centre line required on Wonderland Rd within 150m of Sunningdale Rd and 18.0m from centre line beyond that. Both the proposed draft plan of subdivision submitted with the Initial Proposal report (IPR) and the (revised) proposed draft plan of subdivision submitted with the Final Proposal Report FPR) provide road widening blocks along Wonderland Road that provide for road widenings 18.0 metres from the centre line. Increased road widening, in proximity to Sunningdale Road, were previously provided to the City of London to facilitate to construction of the existing round about.
- Right of way dedication of 24.0m from centre line required on Sunningdale Rd 150m of Wonderland Rd 18.0m from centre line beyond that. Pursuant to London Plan Policy 1752_ all land necessary for the future realignment and widening of Sunningdale Road West has been dedicated to the City of London as part of the development of our lands along the southside of Sunningdale Road. As such, no further right of way dedications are required in concert with the subject lands, in relation to Sunningdale Road West.

- Ensure 6.0 m x 6.0 m "daylighting triangles" at all internal and external intersections. Acknowledged. The (revised) proposed draft plan of subdivision submitted with the Final Proposal Report (FPR) provides for the required daylighting triangles.
- A 0.3m (1ft) reserve is required along Wonderland Road and Sunningdale Road frontage. Acknowledged. Both the proposed draft plan of subdivision submitted with the Initial Proposal report (IPR) and the (revised) proposed draft plan of subdivision submitted with the Final Proposal Report (FPR) provide for the required 0.3 m reserves along the Wonderland Road and Sunningdale Road frontages.
- Gateway widening required on Street B at Wonderland Rd N with a right-of-way (ROW) width of 28.0m for 45.0m tapered back over 30m to a ROW width of 23.0m. Both the proposed draft plan of subdivision submitted with the Initial Proposal report (IPR) and the (revised) proposed draft plan of subdivision submitted with the Final Proposal Report (FPR) provide for the required gateway widening on Street 'B' at Wonderland Road North.
- Gateway widening required on Street A at Sunningdale Rd with a right-of-way (ROW) width of 28.0m for 45.0m tapered back over 30m to a ROW width of 23.0m. Both the proposed draft plan of subdivision submitted with the Initial Proposal report (IPR) and the (revised) proposed draft plan of subdivision submitted with the Final Proposal Report (FPR) provide for the required gateway widening on Street 'A' at Sunningdale Road West.
- The following streets shall be Neighborhood Connectors:
 - o Street A (from Sunningdale Rd to Street D); Acknowledged.
 - o Street B (from Wonderland Rd to Street D); Please refer to note below.
 - o Street C and Acknowledged.
 - o Street D (from Street A to Street B). Please refer to note below.
 - o Street L, Acknowledged.

Note: As part of an effort to Scope a Transportation Impact Assessment (TIA), Juan Chamorro provided confirmation via email, dated 09/01/22 that the internal road network classifications needed to be confirmed based upon AADT. As a result, the completed Transportation Impact Study (TIS) confirmed that Street 'B' from Wonderland Road to Street 'C' should be a Neighbourhood Connector, whereas the Street 'B' from Street 'C' / 'H' to Street 'D' should be a Neighbourhood Street. In addition, the TIA also confirmed that Street 'D' from Street 'A' to Street 'B' should be a Neighbourhood Street.

- Neighborhood Connectors shall be designed and built to Municipal standard, as per the DSRM and City of London Complete Streets Design Manual, with 23.0m wide Right-of-ways (ROW). Both the proposed draft plan of subdivision submitted with the Initial Proposal report (IPR) and the (revised) proposed draft plan of subdivision submitted with the Final Proposal Report (FPR) provide for Neighbourhoods Connectors with 23.0 m wide right-of-ways, as per the DSRM. Proposed Neighbourhood Connectors radii and bends shall be a min of 110m as per DSRM Fig 2.1, to meet current City standards. The Neighbourhood Connectors included on the proposed draft plan of subdivision submitted with the Initial Proposal report (IPR) and the (revised) proposed draft plan of subdivision submitted with the Final Proposal Report (FPR) provided for radii and bends with a min of 110 m as per Fig. 2.1 of the DSRM.
- The following Neighbourhood Connectors shall have a road pavement width (excluding gutters) of 10 meters and include buffered bike lanes in accordance with Complete Streets:

- Street A (from Sunningdale Rd to Street D);
- Street B (from Wonderland Rd to Street C); and
- Street C.

Section 4.6 (Neighbourhood Connector), within the “Complete Streets Design Manual” (August 2018), states that “the Cycling Master Plan indicates when a cycling facility is required on a new or an existing Neighbourhood Connector”. Subsequently, a review of the “Cycling Master Plan” reveals that no “buffered bike lanes” are identified within the Sunningdale North area, subject to our proposed development. Considering the above, Street ‘A’ (from Sunningdale Road West to Street ‘D’), Street ‘B’ (from Wonderland Road North to Street ‘C’, and Street ‘C’ will be designed and constructed with a 23.0 metre wide right-of-way and a 11.0 metre wide pavement widths, as per 2.1.6. of the DSRM and will not include “buffered bike lanes”. Additionally, as previously noted, gateway widenings will be provided required on Street ‘A’ at Sunningdale Rd and Street ‘B’ at Wonderland Road with a right-of-way (ROW) widths of 28.0m for 45.0m tapered back over 30m to a ROW width of 23.0m. The (revised) proposed draft plan of subdivision submitted with the Final Proposal Report (FPR) provides for this. Notwithstanding all of the above, the proposed draft plan of subdivision continues to provide the ability to extend a multi-use trail through the proposed subdivision from Sunningdale Road, via Block Nos. 168, 169 and 170. These multi-use trails will also extend to Wonderland Road North, via Block No. 167 and through the proposed school block, providing connections to developments to the west, in the future.

- The following Neighbourhood Connectors shall have a road pavement width (excluding gutters) of 6 metres plus parking lay-bys, in accordance with Complete Streets:
 - Street B from Street C to Street D)
 - Street D (from Street A to Street B)
 - Street L

Section 2.1.6 of the DSRM indicates that Neighbourhood Connectors should have a R.O.W. of 23 metres and pavement widths that varies. The proposed draft plan of subdivision submitted with the Initial Proposal report (IPR) provided for a 20 metre wide R.O.W. with 8 metre wide asphalt in association with the aforementioned streets and street segments. London Plan Policy 225_ indicates that “curb extensions, narrow streets, and on-street parking may be used, among other techniques, for traffic calming”. Section 4.6 (Neighbourhood Connector) of the Complete Street Design Manual (CSDM) indicates the following:

- Traffic calming measures such as speed cushions, raised intersections or crossings, neighbourhood traffic circles and centre island medians should be considered where observed travel speeds significantly exceed the posted speed limit;
 - On-street parking is often provided though utilization in most areas is typically low;
 - Where no cycling facility exists, parking may also serve a traffic calming function, especially if it is permitted on both sides of the street or alternates from one side of the street to the other. Lay-by parking can reduce the width of the road platform and also provide a traffic calming effect.
 - Motor vehicle travel lanes may be reduced to 3.0 m, unless the street is part of a transit route.
- Considering all of the above, parking lay-bys are simply a form of traffic calming. There is nothing from a policy perspective or specific design standard requirement, in place, that requires parking lay-bys to be constructed on any specific street, notwithstanding the comment provided here in. As part of an effort to Scope a Transportation Impact Assessment (TIA), Juan Chamorro provided a confirmation via email, dated September 1, 2022, indicating that the internal road network classifications needed to be confirmed based upon AADT. Accordingly, the complete Transportation Impact Study (TIS) has confirmed the classifications of the aforementioned

streets and street segments, has confirmed the required asphalt width and confirmed that traffic calming measures are unnecessary. The (revised) proposed draft plan of subdivision submitted with the Final Proposal Report (FPR) reflects the recommendations of the TIS. Notwithstanding this, curb extensions have been provided on Street 'B' and Street 'F' at locations where the multi-use pathway intercepts these streets (between Block Nos. 168 / 169, and 169 / 170). While these curb extensions serve a traffic calming measure their primary purpose was to facilitate to the safe crossing of pedestrians, at these locations as per the pedestrian crossover analysis, completed within the TIS.

- Parking lay-bys shall be 2.5m in width with dropped curb in between the through lane and the parking lay-by as per City standards. Parking lay-bys shall be maximum 100m in length from the start of one lay-by to the start of the next, with tapers and radii to City standards and as per Complete Streets. Parking lay-bys shall have a 10.0m tangent section between the end of radius curve from an intersection to the beginning of the layby radius curve. Parking laybys shall only be provided in areas where at least 6.7m clearance is provided in between driveways. **Acknowledged.** However, the TIS has confirmed that traffic calming measures on the aforementioned streets and street segments are unnecessary. Notwithstanding this, curb extensions have been provided on Street 'B' and Street 'F' at locations where the multi-use pathway intercepts these streets (between Block Nos. 168 / 169, and 169 / 170). While these curb extensions serve a traffic calming measure their primary purpose was to facilitate to the safe crossing of pedestrians, at these locations as per the pedestrian crossover analysis, completed within the TIS.
- Street L, Neighbourhood Connector entrances to be designed as a RIRO (Rights in Rights out) as per the AMG Exhibit 2-3. **Acknowledged.**
- Neighborhood Streets shall be designed and built to Municipal standard, as per the DSRM and City of London Complete Streets Design Manual, with 20.0m wide right-of-ways (ROW) and asphalt widths of 7.5m. **Acknowledged.**
- The 'bump outs' as shown on Neighbourhood Street bend(s) is/are not acceptable, consistent right-of-ways (ROW) and pavement width shall be provided to City standards. **'Bump outs' on Neighbourhood Street bend(s) have been a commonly accepted design solution to provide for increased frontage, in certain instances. We are not aware of any specific policy or Design Standard revision, which has specifically eliminated the utilization of 'bump outs'.**
- Temporary turning circle required at the end of any dead end street which is 45m or longer in accordance with the DSRM. **Acknowledged.** The (revised) proposed draft plan of subdivision submitted with the Final Proposal Report (FPR) provides for the necessary temporary turning circles.
- Traffic Calming shall be implemented in the form of speed cushions as per City standards, spaced at 100m along all Neighbourhood Connectors avoiding maintenance covers and intersections. Pre-cast curb and bollards required on Neighbourhood Streets with bike lanes, in the buffer adjacent to speed cushion locations. Coordination with Traffic Calming staff required trafficalming@london.ca. **We unaware of any city standard that requires speed cushions spaced at 100 metre along Neighbourhood Connectors, for traffic calming measures. As previously discussed, herein, the TIS confirmed that traffic calming measures are unnecessary. The (revised) proposed draft plan of subdivision submitted with the Final Proposal Report (FPR) will reflect the recommendations of the TIA. Notwithstanding this, curb extensions have been provided on Street 'B' and Street 'F' at locations where the multi-use pathway intercepts these**

streets (between Block Nos. 168 / 169, and 169 / 170). While these curb extensions serve a traffic calming measure their primary purpose was to facilitate to the safe crossing of pedestrians, at these locations as per the pedestrian crossover analysis, completed within the TIS.

- The following revisions to the street layout are required:
 - o Based on the proposed street layout cut-through traffic on Street A north of Street C/D and on Street J is anticipated. Alternative concepts to minimize vehicular cut-through while maintaining connectivity are provided at the end of this memo. Respectfully, neighbourhood / local traffic, choosing to use one Neighbourhood Street versus another to arrive at their home within the neighbourhood, does not constitute “cut-through traffic”. As previously discussed, herein, the TIA will confirm the internal road network classifications based upon AADT. In addition, to alleviate this concern, the (revised) proposed draft plan of subdivision submitted with the Final Proposal Report (FPR), no longer provides for the extension of Street ‘A’, north of Streets ‘C/D’.
 - o Street H and Street F (from Street G to Street F) are longer than the maximum 400m without a connection to another roadway as per the City’s AMG. Both road segments should be revised. Alternative concepts for Street H are provided at the end of this memo. The (revised) proposed draft plan of subdivision submitted with the Final Proposal Report (FPR) has revised both Street ‘F’ and ‘H’ as a result of providing for the School Block (No. 165).
- Cul-de-sacs are discouraged and should only be implemented when other options are not available. It is acknowledged that the City of London generally discourages the use / provision of cul-de-sacs. In the case of the proposed draft plan of subdivision submitted with the Initial Proposal report (IPR) and the (revised) proposed draft plan of subdivision submitted with the Final Proposal Report (FPR), only two (2) cul-de-sacs (Street ‘E’ and ‘I’) have been provided (more on this below). The cul-de-sacs at the end of Streets ‘D’, ‘H’, and ‘K’ all effectively serve as temporary turning circles. It is envisioned that the road right-of-way, on these streets, would be dedicated to the City of London (with easements to the City over that portion that makes up the balance of the turning circle, considering the potential of these roads being connected through in the future. A condition of draft approval would be accepted, requiring notification on title (of the lots on these streets) that the potential exists in the future, for these streets to be connected though and the temporary tuning circle eliminated. The Street I cul-de-sac should be eliminated. As previously discussed under the Urban Design review comments herein, Numerous design options were explored, as part of the evolution of the proposed draft plan of subdivision submitted with the IPR. One such option included continuous lots fronting along Street ‘C’ with no cul-de-sac (Street ‘I’). Unfortunately, this was not an efficient utilization of the land in this immediate area as it would have resulted in either abnormally deep lots or additional / unusable acreage being added to Block No. 249. The recommendation to eliminate Street ‘I’ would result in a growth pattern that is not consistent with the policies of the London Plan and / or the Provincial Policy Statement which strives to ensure land / services are planned in a wise and efficient manner.
 - o The radius of Street C may be tightened up to 110m (currently 130m) to help maximize the number of lots Street C can accommodate. See previous response, immediately above.
 - o The cul-de-sac proposed in the NE quadrant is also not desirable and the road layout should be revised to eliminate the cul-de-sac and improve connectivity. The cul-de-sac is also longer than the 215m max cul-de-sac length as per the City’s AMG. The Access

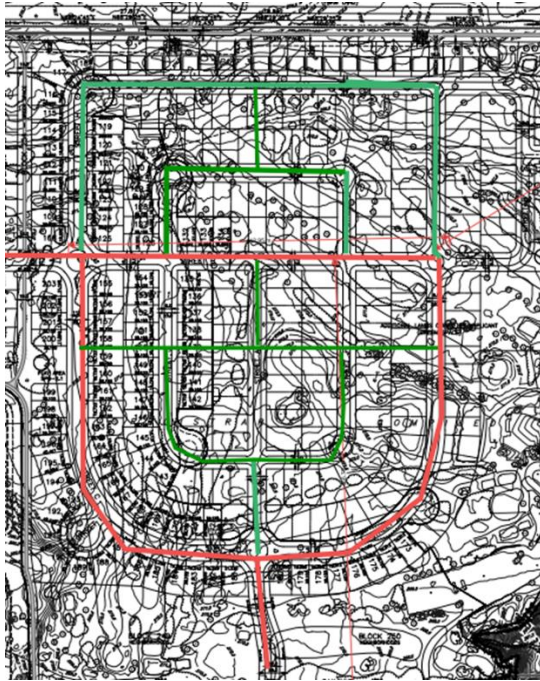
Management Guidelines (AMG) indicate that “cul-de-sacs are discouraged” and the “City suggested maximum for cul-de-sacs is 215 metres” in relation to maximum length. London Plan Policy 212_ indicates that “Cul-de-sacs, deadends, and other street patterns which inhibit such street networks will be minimized. Considering this, many alternative road / lot patterns were contemplated for the “cul-de-sac proposed in the NE quadrant”, north of the proposed “SWM Block”. The proposed design was ultimately chosen as it was the most efficient utilization of the land in this immediate area, consistent with PPS. Notwithstanding this, the Initial Proposal report (IPR) and the (revised) proposed draft plan of subdivision submitted with the Final Proposal Report (FPR) do not seek draft approval of the road / lot fabric in the NE quadrant and it is simply provided (ghosted) to demonstrate potential future development scenarios.

- Transportation is available for a follow-up meeting to discuss the above noted street layout revisions required. **Acknowledged.**
- As per the City’s AMG, 75m clearance is required from entrances on Street A (ie Block 249 and 250) to the centerline of Sunningdale Road (to accommodate potential traffic signals in the future). **Acknowledged.**
- As per the City’s AMG, 60m clearance is required from the centerline of Wonderland Road to any entrances on Street B (ie Block 1, 2, 3 and Block 245). It is preferred to have higher density blocks adjacent to arterials to best accommodate this requirement (such as Block 245). Median islands can be utilized to provide clearance from the arterial to entrances it does create out of the way travel for residents who can’t turn left into their driveways due to the median and it is not a preferred concept. **The Access Management Guidelines (AMG) are dated 2015 and indicate that “the Access Management Guidelines were originally prepared by IBI Group in 2007. Dillon Consulting Limited then prepared the City of London’s Access Management Policy in March 2009, which included the Access Control By-law and updated the Access Management Guidelines accordingly. Since then, additional modifications have been incorporated by City staff. These guidelines are the summation of contributions made by all parties. The City of London gratefully acknowledges IBI Group and Dillon Consulting Limited for their assistance and technical input provided”. In the 20+ years that Corlon has been developing subdivisions in the City of London, this is the first that Transportation and Design has provided review comments seemingly supported by the AMC. Respectfully, we believe that the Access Management Guidelines are being used out of context as it relates to the review of the proposed subdivision. The introduction of the AMG indicates that “the purpose of the guidelines are to provide a framework for access control that will maintain a high level of service for through-traffic, while providing reasonable access to abutting properties. The overall goals of the guideline are to reduce collisions, alleviate traffic congestion, reduce energy consumption, preserve the long-term integrity of the traffic movement function, and promote an aesthetically pleasing arterial corridor”. The proposed subdivision is not in conflict with the goals of this guideline. Irrespective of this, the (revised) proposed draft plan of subdivision submitted with the Final Proposal Report (FPR) provides for a combined elementary / secondary school joint campus (8.1 hectares in size) immediately adjacent to Wonderland Road North and Street ‘B’, as such this review comment has been addressed.**
- PXO’s to be installed where multi-use paths intercept with streets. Spacing between stop signs/roundabouts and PXOs should be min 200m. **Consistent with the review comments received from Parks Planning and Design, safe pedestrian crossing will be required at all streets that intersect with the recreational pathway and park system (Block Nos. 168, 169, and 170 on the proposed draft plan of subdivision). Upon review of all City of London policies, design**

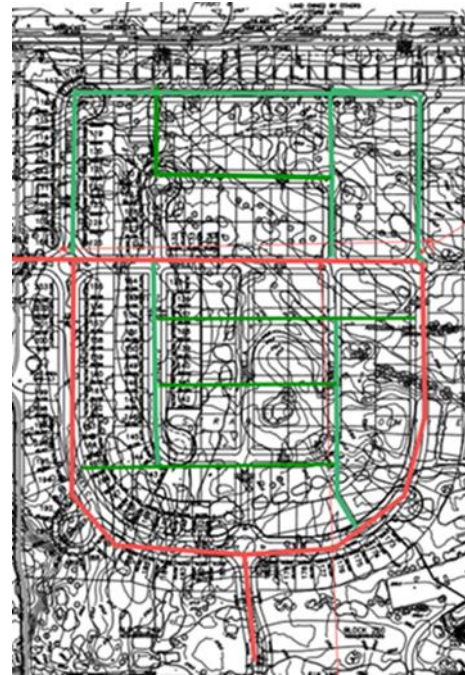
specifications and requirements, no standard requirement for a minimum of 200 metres spacing between stop signs and pedestrian crossing could be identified. Notwithstanding this, the (revised) proposed draft plan of subdivision submitted with the Final Proposal Report (FPR) significantly increases the size of Neighbourhood Park Block No. 168 and provides significantly more frontage along both Streets 'B' and 'C' in proximity to the intersection of Street 'B' and 'C'. As such, we are confident that a safe pedestrian crossing can be designed across Street 'B' from Block 168 to Block 169, to the City's satisfaction. The Transportation Impact Study (TIS) completed a pedestrian crossover analysis at locations where the multi-use pathway intercepts Street 'B' and Street 'F' (between Block Nos. 168 / 169, and 169 / 170). Curb extensions have been provided on Street 'B' and Street 'F' at these locations to facilitate to the safe crossing of pedestrians and also serve as a traffic calming measure.

- As part of a complete application provide a road layout and concept plan showing all bends tapers and centre line radii comply with City standards, ensure all through streets align opposite each other and streets intersect perpendicular to each other if minimum City standards are not met changes to the draft plan will be required. Requirements acknowledged, please see the (revised) proposed draft plan of subdivision submitted with the Final Proposal Report (FPR) as part of the complete application package,
- The owner shall establish and maintain a Traffic Management Plan (TMP) in conformance with City guidelines and to the satisfaction of the City Engineer for any construction activity that will occur on existing arterial roadways needed to provide services for this plan of subdivision. The owner's contractor(s) shall undertake the work within the prescribed operational constraints of the TMP. The TMP will be submitted and become a requirement of the subdivision servicing drawings process for this plan of subdivision. Requirement for a Traffic Management Plan (TMP) for any construction activity that will occur on existing arterial roadways, as part of the detailed design review / approvals process, is acknowledged.
- These comments are subject to change based on the location of the proposed school zone. School shall be located on a neighbourhood connector. Acknowledged. As previously discussed, the (revised) proposed draft plan of subdivision submitted with the Final Proposal Report (FPR) provides for combined elementary / secondary school joint campus (8.1 hectares in size, Block No. 165) immediately adjacent to Wonderland Road North and Street 'B' (a neighbourhood connector).
- Example road layout concepts to minimize traffic cut-through while improving connectivity. Neighbourhood connectors are shown in red and neighbourhood streets in green. As previously discussed, respectfully, neighbourhood / local traffic, choosing to use one Neighbourhood Street versus another to arrive at their home within a neighbourhood, does not constitute "cut-through traffic". The TIS has confirmed the internal road network classifications based upon AADT. Furthermore, the "Concept 1" provided below includes significantly more centerline of roadway than is necessary for the development of the subject lands, resulting in an inefficient design, contrary to PPS. In addition, it also provides for highly fragmented connections which would unnecessarily serve to frustrate pedestrians seeking safe and direct routes to Wonderland Road and Sunningdale Road to access future transit. The (revised) proposed draft plan of subdivision submitted with the Final Proposal Report (FPR) has removed that portion of Street 'A', north of Street 'C' / 'D' and Street 'J', in favour of a 3.0 metre wide walkway. This revision will eliminate the concern with "traffic cut-through" while still providing a safe direct route for pedestrians to Sunningdale Road to access future transit.

CONCEPT 1



CONCEPT 2



DEVELOPMENT FINANCE:

Greg LaForge *Specialist, Development Finance*

- These comments are based on the 2021 DC Background Study and By-law. Development Finance has reviewed the IPR documents provided and based on this information provide the following:

General

- The majority of the proposed development lands are currently not designated as neighbourhood use, however as stated in the IPR, the Owner intends on submitting an application for an Official Plan Amendment to redesignate. The below comments are provided based on the proposed development lands undergoing a successful Official Plan Amendment redesignation as neighbourhood use. **Acknowledged.**

Water

- A City led DC project to construct a 1200mm watermain on Wonderland Road from Sunningdale Road to the city limit (DC14WD0003) is currently scheduled for 2024, however the project requirements are under review by Water Engineering. **Acknowledged.**
- Watermains identified through the design process that are 300mm in diameter or greater and service external areas within the Urban Growth Boundary, would be eligible for oversizing subsidy. Local, temporary, or private watermains and connections are to be constructed at the Owner's cost. **Acknowledged.**

Wastewater

- Sanitary sewers identified through the design process that are 300mm in diameter or greater and service external areas within the Urban Growth Boundary, would be eligible for oversizing subsidy. Local, temporary, or private sanitary sewers and connections are to be constructed at the Owner's cost. **Acknowledged.**

Stormwater Management

- The proposed development does not currently have an ultimate stormwater management solution identified in the 2021 DC Background Study. The 2021 DC Background Study includes

a stormwater management contingency facility project (DC19MS0004) that may be considered for infrastructure that meets eligible criteria. It is noted that the city is currently undertaking master servicing studies as part of the 2025 DC Background Study. Comments regarding DC eligible stormwater management works will be provided once ultimate servicing solutions have been accepted and growth funding allocated. **Acknowledged.**

- Storm sewers identified through the design process that are 1200mm in diameter or greater and service external areas within the Urban Growth Boundary, would be eligible for oversizing subsidy. Local, temporary, or private sewers, connections and stormwater works will be installed at the Owner's cost. **Acknowledged.**

Transportation

- A City led DC project for a 2 to 4 lane upgrade of Sunningdale Road from Wonderland Road to 150m west of Richmond Street (DC14RS0017) is currently scheduled for 2023. **Acknowledged.**
- If Owner led DC eligible Minor Road Works are identified through the subdivision design process, these works would be subject to Work Plan approval. All other internal roadworks up to and including Neighbourhood Connectors, temporary external road works and connections are to be constructed at the Owner's cost. **Acknowledged.**

Parks

- If Owner led DC eligible parkland infrastructure is identified through the subdivision design process, these works would be subject to Work Plan approval. The Owner is responsible for the costs to bring dedicated parkland to a base condition including grading, seeding and servicing. **Acknowledged.**

DEVELOPMENT ENGINEERING:

Matt Davenport	<i>Manager, Development Engineering</i>
Trevor Hitchon	<i>Senior Engineering Technologist</i>
Bryn Williams	<i>Technologist II</i>

The following Planning & Development (Engineering) comments are to be included in the meeting minutes for the Proposal Review Meeting to be held on July 13, 2022 with respect to the Initial Proposal Report for the proposed Draft Plan of Subdivision by Dave Schmidt on behalf of Corlon Properties Inc. regarding the subject lands located at 465 Sunningdale Road West. **Acknowledged.**

STANDARD COMMENTS:

- All the usual standard conditions of draft plan will be imposed; **Acknowledged.**
- Cost sharing for any eligible services or facilities will be based on the most financially economical solution for the claim, unless agreed to otherwise by the City; and **Acknowledged.**
- External land needs are to be addressed as necessary (e.g. utility corridors, public roads, construction roads, emergency access etc.). **Not Applicable.**
- Approval will be required for any work adjacent to/within Regulatory Limits of any Oil & Gas corridors. **Acknowledged.**

DRAFT PLAN OF SUBDIVISION DRAWING COMMENTS:

The draft plan of subdivision drawing is to comply with all City standards with regard to the above comments and the following:

- Draft plan of subdivision is to include various existing features;
 - o Scale;
 - o Lot frontages;
 - o Vegetation Areas;
 - o Water Courses;
 - o Wells;
 - o Sidewalks;

- Elevations & Contours;
- Right-of-way Dimensions;
- 0.3m Reserves & Road Dedications (Bradley Avenue Extension);
- All intersections are to intersect at 90 degrees with 10m straight tangents in all directions;
- Legal info of this plan and adjoined lands (e.g. easements, lot and plan numbers, addresses, and adjacent streets)
- Proposed road curvature and radii to comply with City standards;
- Tapers/transitions;
- Daylighting triangles where applicable.

Acknowledged. The (revised) proposed draft plan of subdivision has been submitted with the Final Proposal Report (FPR) and compiles with all City standards

REQUIREMENTS FOR A COMPLETE DRAFT PLAN OF SUBDIVISION SUBMISSION:

For a complete Draft Plan of Subdivision Application, the Owner is to provide the following:

1. The Final Proposal Report addressing all Planning & Development comments with respect to the IPR; **The Final Proposal Report (FPR) has been updated to reflect the comments identified in this Record of Consultation. In addition, the FPR contains (within the Appendix) the “Proposal Review Meeting Summary & Record of Consultation” which has been annotated with responses to indicate how each matter has been addressed.**
2. Revised proposed Draft Plan of Subdivision drawing as per Development Services comments; **The (revised) proposed draft plan of subdivision has been submitted with the Final Proposal Report (FPR).**
3. Provide a Geotechnical Report; **A Geotechnical Report has been completed (as originally scoped with the City of London and the UTRCA) by LDS Consultants Inc. and submitted in concert with the Final Proposal Report (FPR) and Planning Act applications.**
4. Provide a Hydrogeological Report; **A Hydrogeological Investigation Report has been completed (as originally scoped with the City of London and the UTRCA) by LDS Consultants Inc. and submitted in concert with the Final Proposal Report (FPR) and Planning Act applications.**
5. Environmental Assessment Opinion Letter. **An environmental assessment opinion letter (LDS, November 3, 2022) has been provided as part of the complete application package.**

These notes highlight the Planning & Development (Engineering) comments at the Internal Proposal Review Meeting based on the circulated plan accompanying the Initial Proposal Report, and are to be used to aid in preparing the minutes. The comments themselves are preliminary in nature and do not preclude the possibility that further issues may be identified as the review proceeds. Planning & Development formal comments on the draft plan of subdivision application will be provided when the application is circulated for review under the standard File Manager review process. **Acknowledged.**

EXTERNAL COMMENTING AGENCIES

Ministry of Natural Resources and Forestry (MNRF)

Karina Černiavskaja *District Planner – Aylmer District*
(No comments Rec’d)

UNION GAS LTD.

Justin Cook *Senior Pipeline Engineer*
(No comments Rec’d)

LONDON TRANSIT COMMISSION (L.T.C.)

Transportation Planning Technician

(No comments Rec'd)

THAMES VALLEY DISTRICT SCHOOL BOARD

Eric Miles *Planner*

- We are requesting a 20 acre secondary school block within the Draft Plan. Our preferred location is on a corner lot with access to a secondary street. We are also requesting that the block be zoned Community Facility 1 (CF1) to accommodate a secondary school use. A 8.1 hectare (elementary / high school) "campus block", to accommodate the TVDSB's request, has been included on the (revised) proposed draft plan of subdivision (Block No. 165) submitted with the Final Proposal Report (FPR). The proposed location provides frontage to both Wonderland Road North and Street 'B' (a Neighbourhood Connector). The subject Block is proposed to be zoned Community Facility 1 (CF1).
- In addition, please be advised that the proposed Draft Plan of Subdivision is located within the attendance area boundaries of Sir Arthur Currie Public School, and Sir Frederick Banting Secondary School. Both schools are currently operating above their on the ground capacity, with enrolment expected to increase as a result of planned residential growth in the area. Sir Arthur Currie in particular is facing significant enrolment pressure. **Acknowledged.**
- Based on the above, TVDSB requests that the following clause be included as a condition of Draft Plan Approval for the proposed development:
 - o "The Owner shall inform all Purchasers of residential lots by including a condition in all Purchase and Sale and/or Lease Agreements stating that the construction of additional public school accommodation is dependent upon funding approval from the Ontario Ministry of Education, therefore the subject community may be designated as a "Holding Zone" by the Thames Valley District School Board and pupils may be assigned to existing schools as deemed necessary by the Board." **Request for inclusion of condition of draft plan approval is acknowledged.**
- The Board regularly reviews accommodation conditions across all elementary and secondary schools and will provide updated comments as necessary. Should clarification be required, please do not hesitate to contact us. **Acknowledged.**

LONDON DISTRICT CATHOLIC SCHOOL BOARD

Rebecca McLean *Planning Specialist*

(No comments Rec'd)

LONDON-MIDDLESEX HEALTH UNIT

Bernadette McCall *Public Health Nurse*

(No comments Rec'd)

UPPER THAMES RIVER CONSERVATION AUTHORITY (U.T.R.C.A.)

Christine Creighton *Land Use Planner*

Comments and Mapping received and attached as an appendix

REQUIREMENTS TO PROCEED WITH CURRENT APPLICATION

New City of London Complete Application Requirements for Planning Act Applications

All new applications submitted on or after January 22, 2018 will be required to meet the new requirements for the relevant application type. These applications must be submitted using the updated application forms dated January 2018 which will appear on the City's website in early January. **New**

application forms and requirements are acknowledged and are enclosed within the complete application package.

The new requirements are in addition to any technical submission requirements you are currently required to meet, and are as follows:

Draft Plan of Subdivision

A simplified draft plan of subdivision is required for the production of the on-site sign. The graphic must be sized to the dimensions of 46”(W) x 46”(H), provided in PDF and JPEG format at a DPI of 300. The subdivision must be centred and scaled within the 46” bounding box to allow for maximum readability. The area outside of the draft plan of subdivision must be populated with Ontario Base Map data to provide context for the surrounding land. This additional contextual information should be displayed at a lighter transparency and contain information such as, but not limited to: streets, parcel fabric, building outlines, and watercourses. The images should be full bleed with no borders. The image must not be distorted or skewed in any way and is subject to cropping.

The simplified image of the proposed subdivision must include the following elements:

- Outline the extent of the subdivision boundary
- Road, lot, and block fabric and descriptions
- Proposed street name labels
- Proposed block numbers & area calculations
- Colour application to all lots and blocks per The London Plan colours (see Map I for relevant place types and colour standards)
- Light grey colour application to all street and walkway blocks
- Basic map elements: (north arrow, scale, etc.)

A simplified draft plan of subdivision has been provided in both .jpeg and .pdf formats as part of the complete application submission

Official Plan and/or Zoning By-Law Amendment (applicable only where Renderings are required as part of a complete application) Not Applicable.

Proposed Development best represented using a landscape image format Graphic renderings are required which represent the conceptual design of the proposal for the production of the on-site sign.

A minimum of 2 renderings must be provided, oriented in landscape format and sized to the dimensions of 48”(W) x 26”(H), provided in PDF and JPEG format at a DPI of 300.

These renderings should be an accurate visual representation of the proposal and highlight features of the conceptual design. The images should be full bleed with no borders. The image must not be distorted or skewed in any way and is subject to cropping.

OR

Proposed Development best represented using a portrait image format

Graphic renderings are required which represent the conceptual design of the proposal for the production of the on-site sign.

A minimum of 2 renderings must be provided, oriented in portrait format and sized to the dimensions of 14”(W) x 26”(H), provided in PDF and JPEG format at a DPI of 300.

AND

A minimum of 3 renderings must be provided, oriented in landscape format and sized to the dimensions of 34”(W) x 13”(H), provided in PDF and JPEG format at a DPI of 300.

The landscape images are typically, but not always, of the pedestrian level of a tall building.

These renderings should be an accurate visual representation of the proposal and highlight features of the conceptual design. The images should be full bleed with no borders. The image must not be distorted or skewed in any way and is subject to cropping.

The following documentation is required for a Complete Application Submission:

• **Draft Plan of Subdivision Application:**

- 2 copies of the City of London Subdivision Application Form.
- 24 rolled copies of the Draft Plan, completed as required under Section 51(17) of the Planning Act (the Draft Plan must include the Approval Authority signature block)
- A digital file of the Draft Plan tied to the City’s geographic horizontal control network (NAD 1983 UTM Zone 17N) must be submitted as well (refer to the City’s Plans Submission Standards available on-line).
- 1 legal sized copy of the Draft Plan.
- Associated application fees
- Updated as per comments from various groups detailed above i.e. Transportation, Parks, Development Engineering, etc.

Draft plan of Subdivision is to include various features listed on the Draft Plan of Subdivision Application Form

All Draft Plan of Subdivision Application requirements are acknowledged and enclosed within the complete application package.

• **London Plan and Zoning By-law Amendment Application:**

- 2 copies of completed City of London London Plan and Zoning By-law Amendment application form and supporting documentation. **Acknowledged, enclosed within the complete application package.**
- Hard copy and digital file of proposed zoning map. **Acknowledged, enclosed within the complete application package.**
- Associated application fees. **Acknowledged, enclosed within the complete application package.**

• **Final Proposal Report (FPR):**

- Updated to reflect the comments that have been identified in this Record of Consultation, in accordance with the requirements prescribed in the File Manager Reference Manual; **The Final Proposal Report (FPR) has been updated to reflect the comments identified in this Record of Consultation. In addition, the FPR contains (with the Appendix) the “Proposal Review Meeting Summary & Record of Consultation” which has been annotated with responses to indicate how each matter has been addresses.**
- FPR is to include updated information on water, sanitary, stormwater, transportation and development finance components, parks and open space, natural heritage, urban design, heritage planning, and development planning and addressing all comments identified in the Record of Consultation (*Note: applicant/consultant should undertake off-line discussions with contacts prior to completing the FPR, to ensure all servicing requirements are suitably addressed*); **Please refer to the response provided to the item immediately above.**

- Final Proposal Report which fully addresses the policies of the Provincial Policy Statement, the Planning Act, and The London Plan. **Please refer to the response provided to the item immediately above.**
- **Reports/Studies and Plans Required:**
 - As part of a complete application provide a road layout and concept plan showing all bends tapers and centre line radii comply with City standards, ensure all through streets align opposite each other and streets intersect perpendicular to each other if minimum City standards are not met changes to the draft plan will be required. **All as depicted on the (revised) proposed draft plan of subdivision submitted with the Final Proposal Report (FPR).**
 - Transportation Impact Assessment (TIA). **A Transportation Impact Study was scoped to the satisfaction of the City's Transportation Planning & Design Division and subsequently completed by RC Spenser Associates Inc. and submitted in concert with the Final Proposal Report (FPR) and Planning Act applications.**
 - Sight line analysis is required for the intersections of Street A and Sunningdale Road. **On October 11, 2022, Sarah Grady of the City's Transportation Planning & Design Division confirmed that this sight line analysis is unnecessary, considering that one was recently completed in support of 39T-18501 and Sunningdale Road was reprofiled in July 2022 as a result of this analysis. Notwithstanding this, the Traffic Impact Study completed site line analyses for the proposed intersections on Wonderland Road North and Sunningdale Road West.**
 - Noise Impact Study (Wonderland Road North & Sunningdale Road West). **On October 12, 2022, Sean Meksula of the City's Planning & Development Division confirmed that a noise impact study is not required in support of a complete application packages.**
 - Planning justification report. **All as discussed within Final Proposal Report (FPR).**
 - Urban Design Brief. **An Urban Design Brief has been completed by Siv-ik Planning / Design and submitted in concert with the Final Proposal Report (FPR) and Planning Act applications.**
 - Provide concept plans to show how each of the blocks will function. **Concept plans for each block are included within the Urban Design Brief submitted in concert with the Final Proposal Report (FPR) and Planning Act applications. Notwithstanding this, as per Yuri Langlois's email of August 3, 2022, the 8.1 hectare (elementary / high school) "campus block" has been exempted from the concept plan requirement, as the TVDSB has not advanced to this point in their planning, as of yet.**
 - Stage 1 archaeological assessment, minimum, required for Zoning By-law Amendment/Plan of Subdivision complete application. **A Stage 1 Archaeological Assessment has been completed by Lincoln Environmental Consulting Corp. and submitted in concert with the Final Proposal Report (FPR) and Planning Act applications**
 - Environmental Impact Study (EIS) and Subject Land Status Report (SLRS) (scoped with City of London and other relevant stakeholders). **A comprehensive EIS (which incorporated the previous SLRS) has been completed (as originally scoped with the City of London and the UTRCA) by Ecosystem Recovery Inc. / Matrix Solutions Inc. and submitted in concert with the Final Proposal Report (FPR) and Planning Act applications.**
 - Conceptual Stormwater Servicing (SWM) Report (scoped with City of London and other relevant stakeholders). **A Conceptual Stormwater Management Report has been completed by LDS Consultants Inc. and Ecosystem Recovery Inc. / Matrix Solutions Inc. and submitted in concert with the Final Proposal Report (FPR) and Planning Act applications.**
 - Hydrogeological Investigation Report (scoped with City of London and other relevant stakeholders). **A Hydrogeological Investigation Report has been completed (as originally scoped with the City of London and the UTRCA) by LDS Consultants Inc. and submitted in concert with the Final Proposal Report (FPR) and Planning Act applications.**

- Geotechnical Report (scoped with City of London and other relevant stakeholders). A Geotechnical Report has been completed (as originally scoped with the City of London and the UTRCA) by LDS Consultants Inc. and submitted in concert with the Final Proposal Report (FPR) and Planning Act applications.
- Water Balance Analysis. A Water Balance Analysis has been completed and is included within the Conceptual Stormwater Management Report and the Hydrogeological Investigation Report which were submitted in concert with the Final Proposal Report (FPR) and Planning Act applications.
- EA Opinion letter. An EA Opinion Letter, dated November 3, 2022, has been prepared by LDS Consultants Inc. and submitted in concert with the Final Proposal Report (FPR) and Planning Act applications.
- TVDSB is requesting a 20 acre secondary school block within the Draft Plan. A 8.1 hectare / 20 acre (elementary / high school) “campus block”, to accommodate the TVDSB’s request, has been depicted on the (revised) proposed draft plan of subdivision (Block No. 165) submitted with the Final Proposal Report (FPR).
- UTRCA - Plans/Documentation for the Complete Corridor. Plans / Documentation of the Complete Corridor are included in the EIS, Conceptual Stormwater Management Report, the Hydrogeological Investigation Report, the Geotechnical Report, the Final Proposal Report and on the face of the (revised) proposed draft plan of subdivision.
- UTRCA - Stormwater Management Report & Erosion Sediment Control Plan. A Conceptual Stormwater Management Report has been completed by LDS Consultants Inc. and Ecosystem Recovery Inc. / Matrix Solutions Inc. and submitted in concert with the Final Proposal Report (FPR) and Planning Act applications. This report includes an Erosion & Sediment Control Plan.

Prepared By:

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