

FINAL PROPOSAL REPORT

HEATHWOODS EAST

Auburn Developments Inc. on behalf of
Colonel Talbot Developments Inc.

July, 2024



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1.0 Introduction

The Subject Lands are located west of Bostwick Road, north of existing development (39T-14502), south of the Forest City Community Church and east of a wooded area and partially built subdivision (39T-12503). The site is depicted in Figure 1 below.

The Subject Lands comprise an area of 4.426 hectares. The eastern limit of the Draft Plan of Subdivision coincides with the future western limit of realigned Bostwick Road per the Bostwick Road ESR which was approved in 2019. Until the acquisition of the land required for the realignment of Bostwick Road by the City of London, the lands east of the Draft Plan to the limit of existing Bostwick Road will be identified as “Additional Lands Owned by Applicant”.

The Lands are legally described as:

Part Lot 73, East of the North Branch of the Talbot Road in the City of London

The Subject Lands are currently used for agricultural purposes and are to be developed as Medium Density Residential as envisioned within the Southwest Area Secondary plan (SWAP). This Final Proposal Report (FPR) has been prepared in support of Draft Plan of Subdivision and Zoning By-law Amendment applications.

Stephen Stapleton of Auburn Developments will act as the File Manager for the Applicant throughout the approval process. Stantec Consulting is the Civil Engineering consultant and the main Stantec contacts are Dan Vucetic and Tim Stubgen.

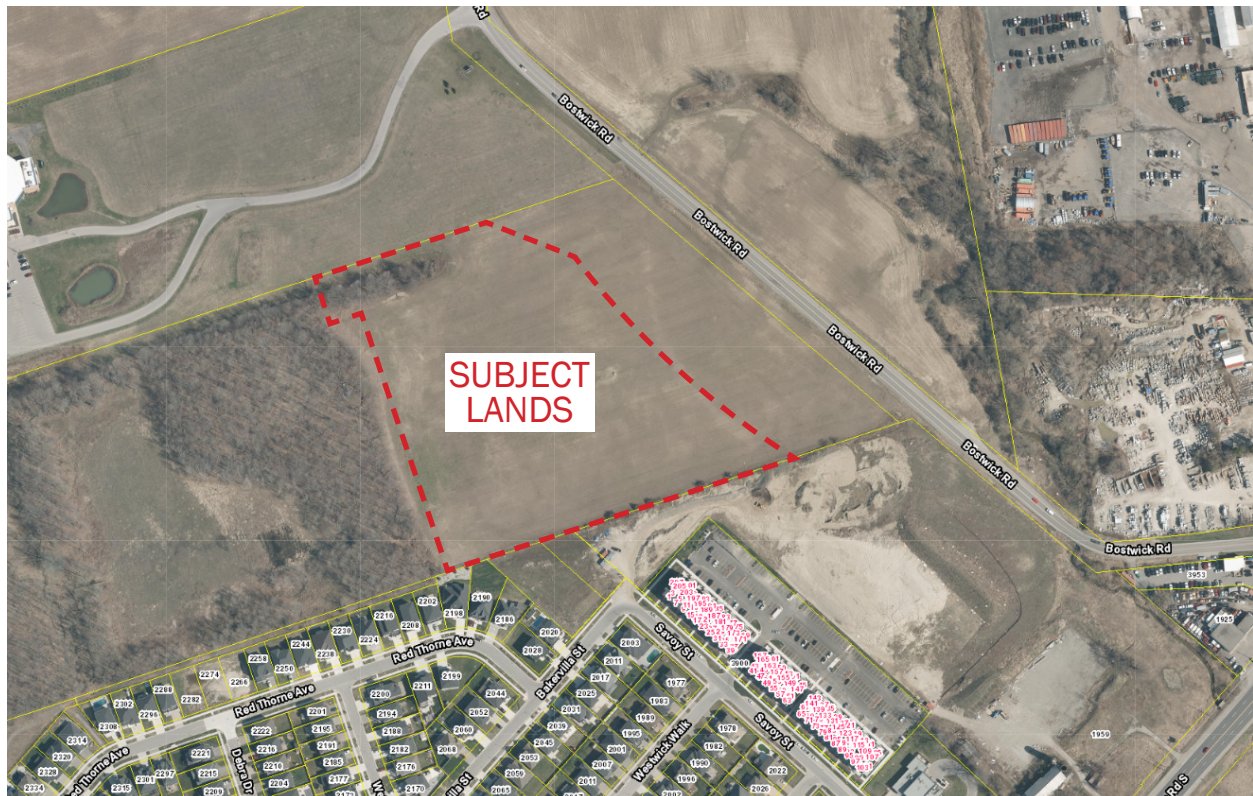


Figure 1: Subject Lands identified on an aerial photo (City of London - CityMap)

2.0 Provincial Planning Statement (PPS, 2020)

In accordance with Section 3 of the Planning Act, the Province of Ontario issued the latest iteration of the Provincial Policy Statement (PPS) in May of 2020. The PPS is a guiding document for all planning and land use matters in Ontario.

All land use planning decisions made in Ontario must conform to the PPS.

PPS Section 1.1.1 - Healthy, Livable and Safe Communities

- a. promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- b. accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- c. avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- d. avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;
- e. promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
- f. improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;
- g. ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;
- h. promoting development and land use patterns that conserve biodiversity; and
- i. preparing for the regional and local impacts of a changing climate.

The subject application will implement the current land use designations within The London Plan of Neighbourhood and the designations within SWAP of Low and Medium Density Residential. The Subject Lands represent an underutilized site where the proposed establishment of residential land use permissions would allow for the efficient use of existing infrastructure to create additional housing supply on lands designated for growth.

There are many significant amenities located within the Bostwick and larger southwest London community including the Bostwick Community Centre, the Wonderland Road Enterprise Corridor, Lambeth Main Street, and community facilities like the adjacent Forest City Community Church. Opportunities to live, shop, work, and play within this community warrant intensified residential development where appropriate.

PPS Section 1.1.2

Section 1.1.2 of the PPS requires that sufficient land supply be made available to accommodate a mix of land uses which will meet the needs of the City of London for a period of up to 25 years.

The Subject Lands are identified as a future development parcel through the application of the Neighbourhoods Place Type on Map 1 of The London Plan and are likewise identified within SWAP for residential development. The proposed

PPS Section 1.1.3 - Settlement Areas

Section 1.1.3 of the PPS requires that settlement areas be the focus of growth and development in Ontario. It directs that communities establish patterns of development to conserve land and ensure efficiency of land use. This includes making efficient use of existing infrastructure, promoting green spaces, and minimizing unnecessary public expenditures.

1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a. efficiently use land and resources;
- b. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
- c. minimize negative impacts to air quality and climate change, and promote energy efficiency;
- d. prepare for the impacts of a changing climate;
- e. support active transportation;
- f. are transit-supportive, where transit is planned, exists or may be developed; and
- g. are freight-supportive.

The proposed development is located within a settlement area and future development of the lands has been acknowledged through the application of Urban Reserve (UR4) zoning. Planning policy to inform development has been set out within the London Plan and more specifically within the Southwest Area Secondary Plan.

PPS Section 1.1.3.3 requires that municipalities promote and facilitate transit-supportive development. Although the Subject Lands are not within the City's Primary Transit Area as defined within The London Plan, there is existing transit service in proximity to the site. The nearest transit stop is approximately 450m away at the intersection of Savoy Street and Wharncliffe Road (Figure 8). London Transit Route 28 (Lambeth to White Oaks) provides a linkage between the Lambeth Main Street commercial area and White Oaks Mall. Connections throughout the city can be made by transfer at the White Oaks transit hub and future Transit Village.

PPS Section 1.4 - Housing

1.4.1 To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:

- a. maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and
- b. maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.

The proposed ZBA and Draft Plan of Subdivision would implement a range of residential land use permissions for the Subject Lands, increasing the City's supply of land suitable for housing development in the immediate term.

The various zone categories being sought through this application will provide for flexibility in developing the site in keeping with the Provincial priority to establish a range and mix of housing options across communities.

Established land use permissions and existing development in proximity to the site includes low, medium, and high rise residential housing forms. A similar range of permissions is being requested for the Subject Lands, ensuring compatibility with existing and future neighbourhoods and furthering the City's ability to provide for housing within designated growth areas. It will also implement the applicable planning framework within the London Plan and Southwest Area Secondary Plan.

PPS Section 1.6 - Infrastructure and Public Service Facilities

1.6.1 Infrastructure and public service facilities shall be provided in an efficient manner that prepares for the impacts of a changing climate while accommodating projected needs.

Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they are:

- a. financially viable over their life cycle, which may be demonstrated through asset management planning; and
- b. available to meet current and projected needs.

As discussed previously, there are substantial existing public service facilities in proximity to the Subject Lands including Forest City Community Church and the new Bostwick Community Centre, the latter of which includes a public library in addition to various active recreation amenities. The Bostwick Community Centre is an example of the implementation of PPS

Policy 1.6.5 which recommends co-location of various public service facilities to promote cost-effectiveness in program delivery and public access.

Through a short extension of existing infrastructure to the site from the intersection of Savoy Street and Bakerville Street, the site can be serviced by the City's existing infrastructure network with no downstream capacity upgrades required. This is further discussed in Section 8.0 of this report.

Section 2.1 - Natural Heritage

2.1.1 Natural features and areas shall be protected for the long term.

2.1.2 The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.

2.1.4 Development and site alteration shall not be permitted in:

- a. significant wetlands in Ecoregions 5E, 6E and 7E1; and
- b. significant coastal wetlands.

2.1.8 Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5, and 2.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.

The Environmental Impact Study (EIS) prepared by MTE Consultants (July, 2024) has confirmed that no negative impacts on the adjacent natural heritage feature (woodlot) will occur as a result of residential development on site. This is to be achieved by implementing a set of recommended mitigation measures.

The EIS details a recommended buffer which has been incorporated into the proposed Draft Plan of Subdivision by delineating the development parcel at the west limit at a specified offset from the existing woodlot edge. The establishment of the development limit confirms that no residential development will occur within the woodlot as part of this application and further that any eventual development will be an appropriate distance away from the feature so as to mitigate any potential impacts.

Summary of Analysis - Provincial Policy Statement

The proposed rezoning and proposal to subdivide the Subject Lands to facilitate a mix of housing types is an efficient use of land and municipal infrastructure, and is in conformity with the Provincial Policy Statement, 2020.

3.0 Official Plan

3.1 The London Plan

The Subject Lands are located within the Neighbourhoods Place Type per Map 1 of the London Plan (Figure 2 on the following page). The lands are part of a larger parcel which has frontage on Bostwick Road, a Civic Boulevard as identified on Map 3 of the London Plan (Figure 3). The future alignment of Bostwick Road coincides with the proposed easterly limit of the draft plan of subdivision. The Subject Lands abut a woodlot to the west which is designated Environmental Review on Map 1 (Figure 2) and is identified as an Unevaluated Vegetation Patch on Map 5 of the London Plan (Figure 4).

The following London Plan policies for the Neighbourhoods Place Type are particularly applicable to the Subject Lands.

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The Neighbourhoods Place Type makes up the vast majority of our City Structure's land area. Our city is the composite of the neighbourhoods that define where we live, work, and play and also defines our city's identity. Each of our neighbourhoods provides a different character and function, giving Londoners abundant choice of affordability, mix, urban vs. suburban character, and access to different employment areas, mobility opportunities, and lifestyles.

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2. Neighbourhoods will be planned for diversity and mix and should avoid the broad segregation of different housing types, intensities, and forms.

12. Neighbourhoods will be designed to protect the Natural Heritage System, adding to neighbourhood health, identity and sense of place.

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2. The range of uses that may be permitted on a property, and the intensity of development that may be allowed, will be related to the classification of street onto which the property has frontage. The Mobility chapter of this Plan and Map 3 show street classifications.

3. In conformity with Tables 10 to 12 properties fronting onto major streets may allow for a broader range of uses and more intense forms of development than those fronting onto minor streets.

4. In conformity with Tables 10 to 12 if a property is located at the intersection of two streets, the range of permitted uses may broaden further and the intensity of development that is permitted may increase.

The proposed draft plan of subdivision and rezoning will implement the policies of the London Plan for the Neighbourhoods Place Type. The requested zoning will permit a range of housing options in keeping with the permissions of Table 10 (Figure 5, below). In keeping with the regulations set out in Table 11 of the London Plan (Figure 6, below), building heights of 6 storeys are permitted in this context through the London Plan; however, Policy 4.1 iv) e. of the Southwest Area Plan provides that heights of up to 9 storeys may be permitted when development abuts a major road (Bostwick Road). A detailed development proposal will be provided through a subsequent development application.

With frontage on a Civic Boulevard (Bostwick Road) and flankage on a Neighbourhood Connector (Hayward Avenue) and proximity to community facilities including a large church and the Bostwick Community Centre, the site is well located to accommodate unique housing products in the area. The existing area includes various forms of housing from single family homes to the west and south, and high-rise apartments near the community centre to the north. The requested zoning for medium density uses would form a transition zone between the low rise uses to the south and the more dense development planned and approved along Bostwick Road and Southdale Road to the north.

TABLE 10 - RANGE OF PERMITTED USES IN NEIGHBOURHOODS PLACE TYPE

Street onto which the property has frontage	Range of primary permitted uses	Range of secondary permitted uses conditional on classification of intersecting street				Range of secondary permitted uses
		Intersects with Neighbourhood Street	Intersects with Neighbourhood Connector	Intersects with Civic Boulevard	Intersects with Urban Thoroughfare	Fronting onto Park
Civic Boulevard and Urban Thoroughfare	As per Neighbourhood Connector plus: <ul style="list-style-type: none"> Stacked townhouses Fourplexes Low-rise apartments Emergency care establishments Rooming houses Supervised correctional residences 	N/A	Secondary Uses: <ul style="list-style-type: none"> Mixed-use buildings 	Secondary Uses: <ul style="list-style-type: none"> Mixed-use buildings Stand-alone retail, service, office 	Secondary Uses: <ul style="list-style-type: none"> Mixed-use buildings Stand-alone retail, service, office 	N/A

Figure 2: Excerpt from The London Plan, Table 10: Range of Permitted Uses in Neighbourhoods Place Type

TABLE 11 - RANGE OF PERMITTED HEIGHTS IN NEIGHBOURHOODS PLACE TYPE

Street onto which property has frontage	Minimum and maximum height (storeys) that may be permitted along this classification of street (Base condition)	Minimum and maximum height (storeys) that may be permitted conditional upon classification of intersecting street				Minimum and maximum height (storeys) that may be permitted conditional upon fronting onto park
		Neighbourhood Street	Neighbourhood Connector	Civic Boulevard	Urban Thoroughfare	Fronting onto Park
Civic Boulevard	Min. 2 Standard Max. 4 Upper Max. 6 Upper Max. 8 in Central London	Same as base	Same as base	Same as base	Same as base	Same as base

Figure 3: Excerpt from The London Plan, Table 11: Range of Permitted Heights in Neighbourhoods Place Type



LEGEND

PLACE TYPES




















	Green Space		Heavy Industrial
	Environmental Review		Light Industrial
	Downtown		Commercial Industrial
	Transit Village		Future Community Growth
	Rapid Transit Corridors		Future Industrial Growth
	Urban Corridors		Farmland
	Shopping Area		Rural Neighbourhoods
	Main Street		Waste Management Resource Recovery Area
	Neighbourhoods		Urban Growth Boundary
	Institutional		

Figure 4: Subject Lands identified in context on Map 1 of the London Plan (Place Types)



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STREET CLASSIFICATIONS












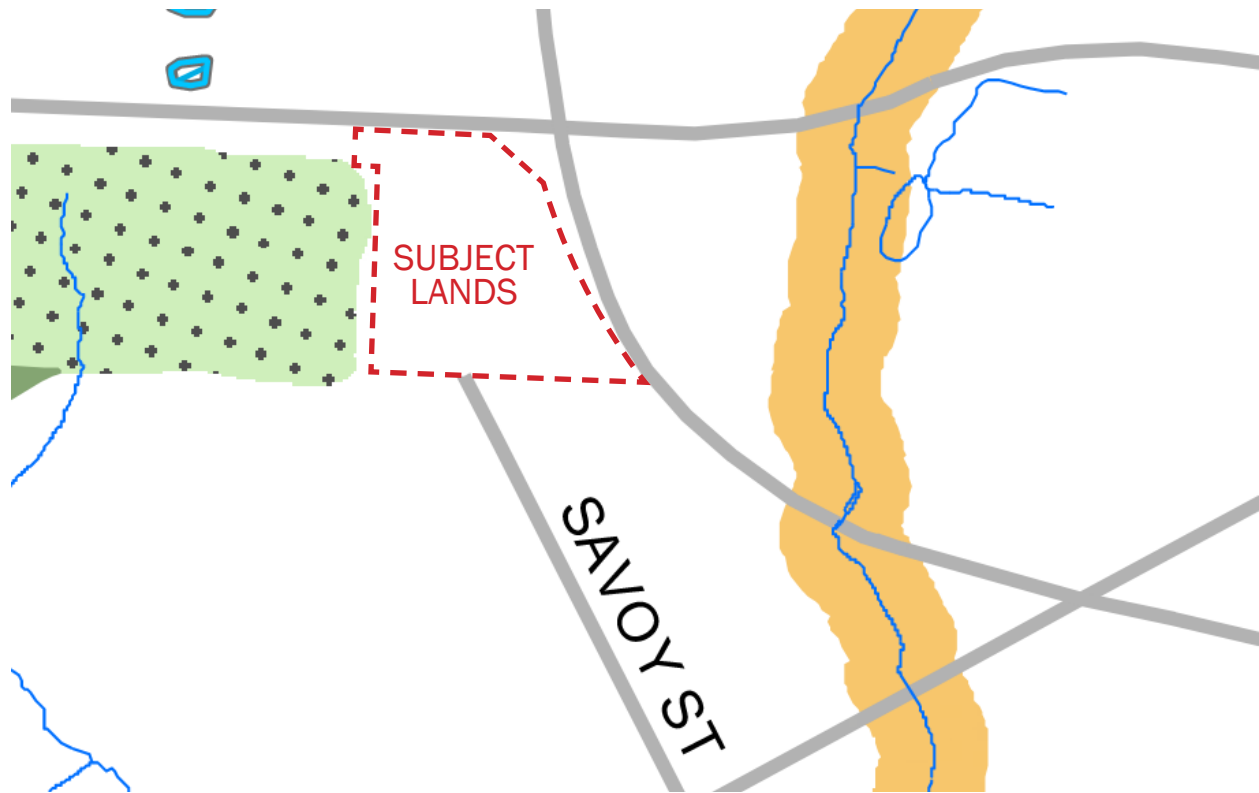
	Provincial Highway		Neighbourhood Connector
	Expressway		Rural Thoroughfare
	Urban Thoroughfare		Rural Connector
	Rapid Transit Boulevard		Interchanges
	Civic Boulevard		Rapid Transit Stations
	Main Street		

Figure 5: Subject Lands identified in context on Map 3 of the London Plan (Street Classifications)



LEGEND

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		

Figure 6: Subject Lands identified in context on Map 5 of the London Plan (Natural Heritage)

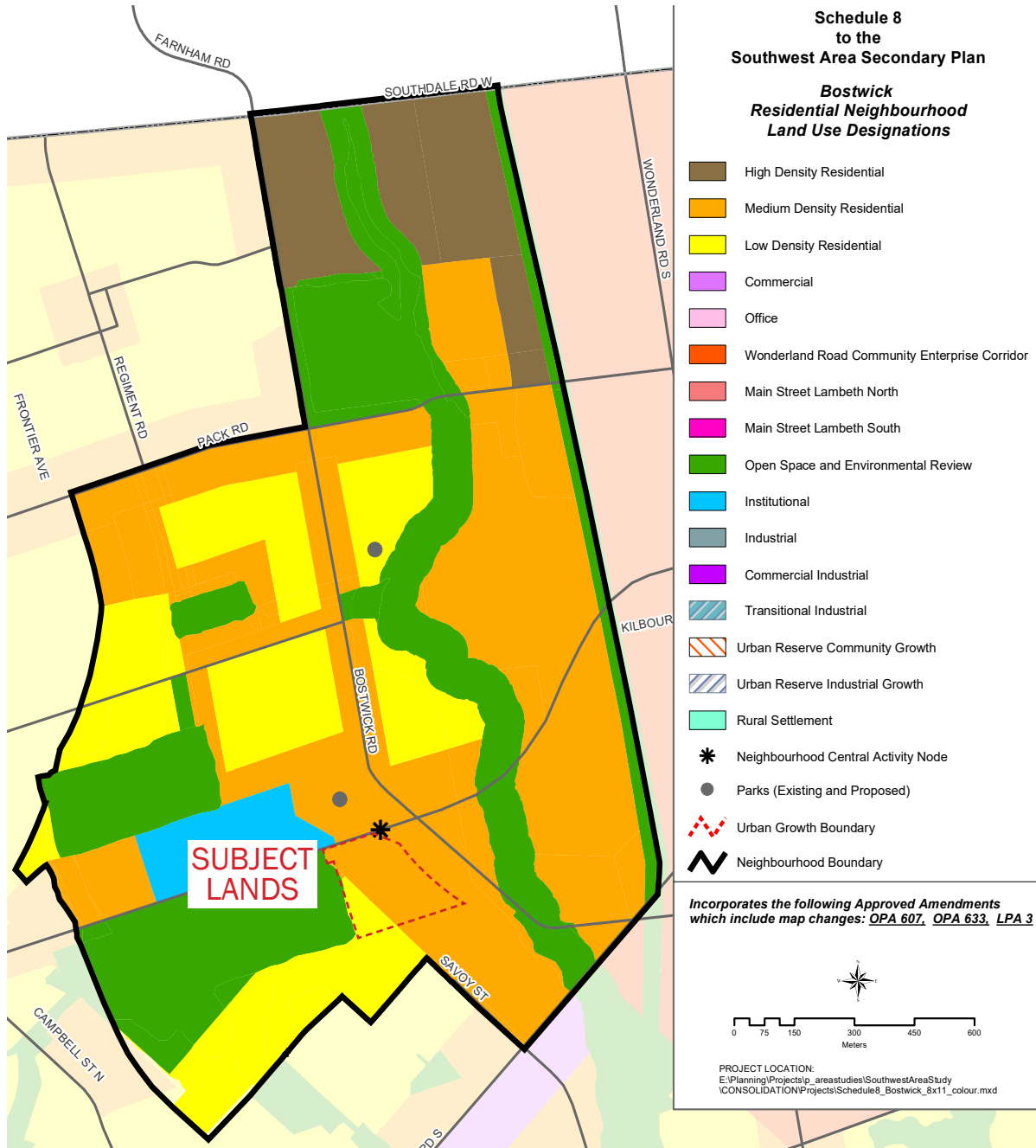


Figure 7: Southwest Area Plan: Schedule 8, Bostwick Residential Neighbourhood Land Use Designations

3.2 Southwest Area Plan (SWAP)

The Subject Lands are within the Bostwick Neighbourhood as identified on Schedule 8 of the Southwest Area Secondary Plan (SWAP) included as Figure 7 on page 12. The site is split-designated as Low and Medium Density Residential, and a Neighbourhood Central Activity Node is identified at the future intersection of Hayward Drive and the re-aligned Bostwick Road.

Section 9 of SWAP includes the following policies which are applicable to the Subject Lands and the greater Bostwick Neighbourhood:

9 i)

The Bostwick Neighbourhood will provide for residential development with the highest intensity of all of the Residential Neighbourhood Areas in the Southwest Planning Area, to support activities in the Wonderland Boulevard Neighbourhood. The focus for new development is to be on a mix of low to mid-rise housing forms, ranging from single detached dwellings to low rise apartment buildings within individual subdivisions and throughout the neighbourhood. It is intended that the Neighbourhood Connector and Neighbourhood Street network will provide access across the Open Space corridor and the Hydro corridor to create safe and convenient linkages to the Wonderland Corridor for a variety of transportation modes. Higher intensity mid-rise, transit-oriented development is encouraged along portions of the Urban Thoroughfare, Civic Boulevard, Rapid Transit Boulevard, and Main Street network to support the provision of transit services as detailed in policy 4.1 iv) of the General Residential policies.

9 ii)

The residential areas will develop as traditional suburban neighbourhoods, with characteristics similar to those found in the older areas of the city, reflecting a compact development, a diversity of building types, and walkable amenities to enhance the day to day living experiences. Access to Medium Density Residential areas between Open Space and Hydro corridors and the Wonderland Boulevard Neighbourhood area will be via local road connections to Wonderland Road South, or from new Neighbourhood Connectors and Neighbourhood.

9.1 i)

The intent of the Low and Medium Density Residential designations is to encourage a mix of housing types, forms and intensities throughout the Bostwick Neighbourhood and within individual developments, at an intensity that is higher than is found in more recent suburban neighbourhoods, and also higher than the other Neighbourhood Areas within the Southwest Secondary Planning Area. This is to be achieved by requiring a minimum density of development and encouraging the integration of the permitted range of housing types within individual developments.

9.1 ii)

Low density forms such as single detached, semi-detached and duplex dwellings, triplexes and fourplexes, townhouses or cluster houses, low-rise apartment buildings, rooming and boarding houses, emergency care facilities, converted dwellings, small-scale nursing homes, rest homes and homes for the aged will be permitted in the Low and Medium Density Residential designations. In addition to residential development, a limited range of convenience and personal service commercial uses, small-scale eat-in restaurants, civic and institutional uses, such as parks, schools and places of worship, and live-work uses may be permitted within the Medium Density Residential Designation.

9.1 iii)

a) Within the Low Density Residential designation, residential development shall have a minimum density of 25 units per hectare and a maximum density of 40 units per hectare. Building heights shall not exceed four storeys.

b) Within the Medium Density Residential designation, new residential development shall have a minimum density of 35 units per hectare and a maximum density of 75 units per hectare. Building heights shall not exceed six storeys and shall be sensitive to the scale of development in the surrounding neighbourhood.

c) A residential density exceeding 75 units per hectare (up to 100 units per hectare) may be permitted up to 100 units per hectare through a site-specific zoning by-law amendment.

d) Policy 4.1 iv) of this Plan shall apply to development adjacent to portions of the Civic Boulevard network within this Neighbourhood.

Polic 4.1 iv) of SWAP informs development of residential uses abutting major roads. It applies to the Subject Lands given the interface at the east property line with the future alignment of Bostwick Road, a designated Civic Boulevard (Policy 4.1 iv) ii)).

4.1 iv)

a) Function and Purpose

It is intended that Urban Thoroughfares, Civic Boulevards, Rapid Transit Boulevards, and Main Streets can serve as significant routes for public services. Specific policies apply along portions of the Urban Thoroughfare, Civic Boulevard, Rapid Transit Boulevard and Main Street network that are intended to focus intense, medium density housing forms along transit-oriented corridors, consistent with the Province of Ontario Transit Supportive Guidelines. This would also support alternative modes of transportation, such as walking and bicycling. This policy applies in the Medium Density Residential, and the Transitional Industrial designations in the following specific areas:

- i) the south side of Southdale Road West between Colonel Talbot Road and Wharncliffe Road South;

- ii) Bostwick Road between Southdale Road West and Wharncliffe Road South;
- iii) the east side of Colonel Talbot Road within the North Lambeth Residential Neighbourhood;
- iv) Exeter Road between Wonderland Road South and White Oak Road; and,
- v) Pack Road/ Bradley Avenue between Colonel Talbot Road and Wonderland Road South.

It is important that residential development along Urban Thoroughfares, Civic Boulevards, Rapid Transit Boulevards, and Main Streets provides opportunities that are designed to create linkages between the Community's interior and the Urban Thoroughfares, Civic Boulevards, Rapid Transit Boulevards, and Main Streets to provide access to the major transportation corridors and to be active, attractive and safe for pedestrian users. Rear lotting of free-hold lots, and building orientation within multi-family blocks that presents the backs of buildings to the Urban Thoroughfares, Civic Boulevards, Rapid Transit Boulevards, and Main Streets shall be avoided along Urban Thoroughfare, Civic Boulevard, Rapid Transit Boulevard, and Main Street streetscape. High quality landscaping in combination with street-oriented built form, are the key elements required to ensure functionality and appearance of Urban Thoroughfare, Civic Boulevard, Rapid Transit Boulevard, and Main Street streetscape

b) Character

Development along Urban Thoroughfares, Civic Boulevards, Rapid Transit Boulevards, and Main Streets will include street-oriented and higher intensity housing forms such as stacked townhouses and low-rise apartment buildings. However, to encourage a diverse and interesting streetscape, built forms that are traditionally less intensive may also be permitted, provided minimum density targets are met. Urban Thoroughfare, Civic Boulevard, Rapid Transit Boulevard, and Main Street boulevards will provide opportunities for landscaping, street trees and furniture, to create a vibrant urban context.

c) Intent

This policy area is intended to provide for transit-oriented, low-rise to mid-rise development at a slightly higher intensity than is typical for medium density development, providing for development at suitable densities to support transit along the Urban Thoroughfare, Civic Boulevard, Rapid Transit Boulevard and Main Street network.

d) Permitted Uses

Permitted uses in this area shall be as permitted in the Residential policies for the applicable Neighbourhood.

e) Built Form and Intensity

1. Development shall occur at a minimum density of 30 units per hectare and a maximum density of 100 units per hectare. Building heights shall be a minimum of two storeys and a maximum of nine storeys.

The proposed zoning for the subject lands seeks to implement the policies of both Sections 9 and 4.1 iv) by applying multiple zoning categories to the site. Low and medium-density residential uses are permitted per Section 9, and apartment buildings of up to 9 storeys are appropriate for development abutting Bostwick Road. The site immediately adjacent to the south has zoning for 32m in height to facilitate a 9 storey building.

Built form on the site should provide for a street interface which is pedestrian friendly with transition to the low-density uses to the south and west. The future intersection of Bostwick Road and Hayward Drive shall be a focal point for intensity and activity as is envisioned with the identification of a Neighbourhood Central Activity Node.

The proposal to subdivide and re-zone the Subject Lands is in conformity with the Southwest Area Secondary Plan.

4.0 Zoning By-law

The Subject Lands are presently zoned UR4 in the City of London's Zoning By-law. As illustrated on Figure 8 on page 17, zoning of surrounding lands includes Environmental Review (ER) to the west, Neighbourhood Facility (NF) to the immediate north, various residential zones including zoning for apartments at 8 storeys and 100 units per hectare on lands north of the church, Urban Reserve (UR4) to the east, and Low Density Residential (R1-8) to the south and Medium/High Density Residential (R8-4, R9-3(13) H32) to the southeast.

While the proposal for a Draft Plan of Subdivision is limited to the lands west of the future alignment of Bostwick Road, the proposed re-zoning of the site includes the entirety of the parcel between the east edge of the wooded area and existing Bostwick Road. Following the re-alignment of Bostwick Road, this will allow for development of the remnant parcel in keeping with the intent of the Southwest Area Secondary Plan (medium density uses at heights not exceeding 9 storeys and a density not exceeding 100 units per hectare).

The proposed zoning for the site is as follows:

R5-4(*): Special provisions for increased coverage, height and density

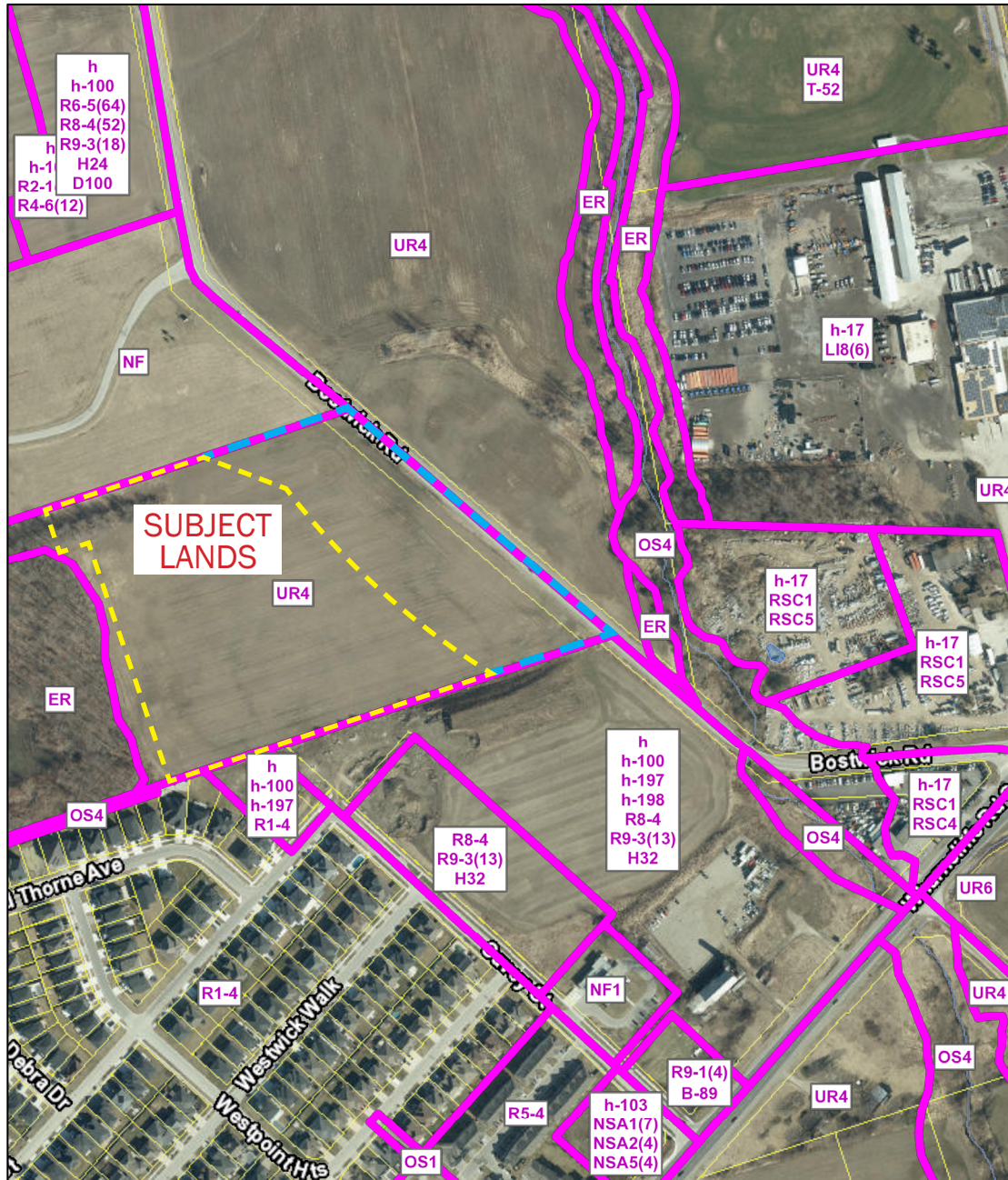
R6-5(*): Special provisions for increased height and density

R8-4(*)H32: Special provisions for increased coverage, density and height

R9-3(*)H32: Special provisions for increased coverage and density

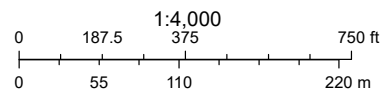
A proposed zoning map including requested special provisions is included as Appendix E.

Z.-1 - Existing Zoning



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- Z.-1 Zones
- Lands to be subdivided
- Additional lands to be re-zoned



The Corporation of the City of London

Figure 8: Existing Zoning, City of London

5.0 Existing Conditions

The Subject Lands are generally flat, draining from east to west and have a present and historic land use of agriculture. Historic air photos dating back to 1950 show the lands being farmed since at least that time.

There are no significant natural heritage features on site, although the lands abut a wooded area to the west. A hedgerow projection from the abutting woodland is proposed to be removed to facilitate development related to this application.

There are no known constraints to development due to site conditions. The lands have been identified for development through the application of Urban Reserve zoning and residential land uses in both the London Plan and Southwest Area Secondary Plan.

Surrounding land uses include a large church facility to the north, Bostwick Road to the east, mixed residential to the south and the aforementioned woodland to the west.

5.1 Environmental Conditions

A detailed inventory of the ecological conditions on and around the site are provided within the Environmental Impact Study (EIS) prepared by MTE Consultants, included as Appendix A. As mentioned previously, while there are no significant natural heritage features on site, there is an existing hedgerow of trees at the northwest property limit which is to be removed to facilitate development.

The hedgerow is zoned UR4, rather than being zoned similarly to the main patch, which is zoned ER. The hedgerow is also excluded from the City's Tree Protection Area. Per MTE's EIS, there will not be any negative effects realized upon the abutting natural feature as a result of development. Construction and grading is to respect the dripline and critical root zones of all retained trees. A Tree Preservation Plan will be required prior to approval of a Site Plan Application to identify any hazard trees along the woodlot edge. Per Figures 9 and 10, there are several trees which are leaning significantly to the east which may need to be removed to ensure they do not pose a hazard post-development.



Figure 9: Site Photo - Hazard Trees



Figure 10: Site Photo - Hazard Trees

5.2 Site Contamination

The historical use of the lands is agricultural. There are no history of spills on site. The site has not been used as a landfill or for dumping. The site has not previously housed any industrial or automotive uses including gas stations. There is no requirement to complete a record of site condition for the site. Abutting lands are not contaminated.

5.3 Archaeological / Built Heritage Concerns

The site has been cleared of archaeological potential as confirmed in a letter received from the Ministry of Tourism and Culture dated June 17, 2010 included as Appendix F.

A Stage 1 and 2 archaeological assessment was completed by Archaeologix in 2008 on the lands subject to this application. The 2008 Archaeologix study excluded the woodlot to the west of the Subject Lands. In 2009, the remainder of the site (wooded area) was cleared of archaeological potential with a Stage 1 and 2 archaeological assessment completed by Golder Associates. Figure 11, below, shows the two study areas from 2008 and 2009.

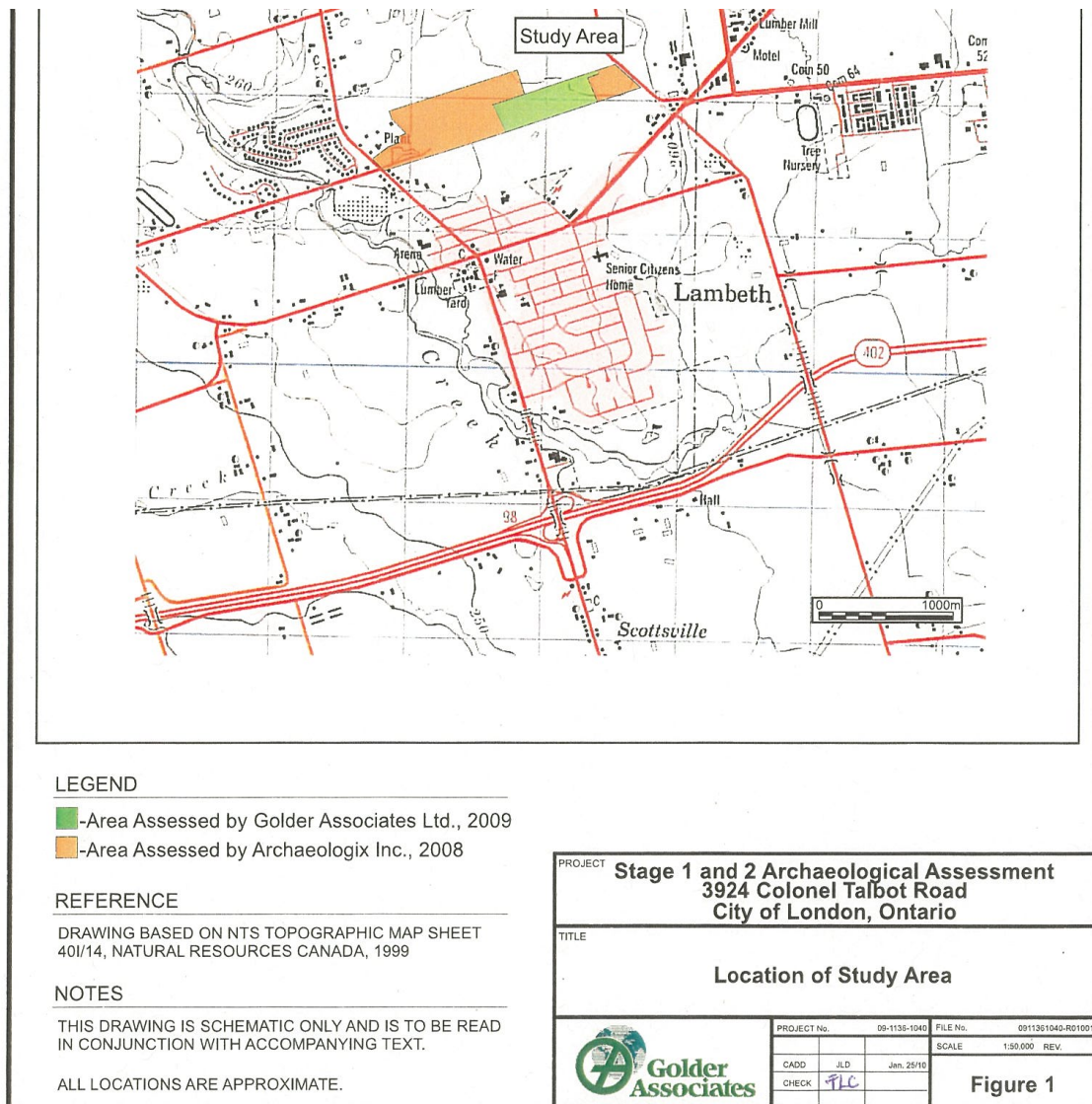


Figure 11: Excerpt from 2009 Golder Associates Stage 1 and 2 Archaeological Assessment for 3924 Colonel Talbot Road

6.0 Subdivision Design

The proposed Draft Plan of Subdivision includes one development block and a cul-de-sac terminus for Savoy Street from the south. Until such time as Bostwick Road is re-aligned and/or Hayward Drive is constructed, Savoy Street will provide access and legal frontage for the subdivision.

The proposed subdivision will allow for built form framing the new intersection of Bostwick Road and Hayward Drive with dispersed traffic patterns to either Hayward Drive to the north or Savoy Street to the south. The proposed Draft Plan of Subdivision is included as Appendix D. A conceptual development plan is included as Appendix G.

6.1 Existing Services

There are no existing services available to the site at its proposed boundary. Servicing is intended to outlet to the south through the abutting subdivision. Through the extension of Savoy Street northward to the limit of the Subject Lands (approximately a 60m distance), servicing will be made available. A Preliminary Servicing Letter was prepared by Stantec in 2021 to support a prior submission on this project. The initial letter from Stantec is included as Appendix B and an addendum dated July 8, 2024 is included as Appendix C.

The lands are within the Greenway WWTP sanitary sewershed. There is an existing 250mm diameter sanitary sewer stub at the intersection of Savoy Street and Bakerville Street south of the Subject Lands.

Municipal water servicing is available via Savoy Street. The site is proposed to be serviced through the low-level system given site elevations at ~270m. Water looping via Hayward Drive may be required depending on the form of development proposed through a future application.

Stormwater servicing is provided via the subdivision to the south of the Subject Lands. A minor flow outlet is located on Savoy Street with a 900mm diameter stormwater sewer fitted with a DICB. Major stormwater flows will be conveyed via the existing and proposed local road network to the stormwater management facility at 6552 Beattie Street.

6.2 Subdivision Phasing / Staging

The subdivision will register as a single phase.

7.0 Sanitary Servicing

Per discussion in 6.1 above, the lands will drain via gravity to the existing sanitary sewer network already constructed south of Bakerville Street in the abutting subdivision. A 250mm diameter sanitary stub is located just north of Bakerville Street within the future Savoy Street right of way. A short extension of municipal sewers within the identified right-of-way for Savoy Street to the south limit of the Subject Lands is required prior to development.

The Subject Lands are contained within area EXT.5 on Sheet 04 of Sanitary Drainage Plan 27293. EXT.5 is allocated sanitary capacity for 90 persons per hectare, and represents a total area of 9.0 hectares. Capacity exists for a population of 810 people within EXT.5.

The subject lands total 4.43 hectares and are thus allocated capacity for 399 people. There are lands external to this application, east of the future alignment of Bostwick Road, which also have reserved capacity in the sewershed within EXT.5.

The wooded area to the west comprises EXT.4, has an area of 10.65 hectares and an allocated sanitary capacity to service a population of 959 people. Depending on the proposed intensity of development with EXT.4, additional sanitary capacity may be available to support greater residential densities on the Subject Lands.

8.0 Water Servicing

Water servicing for the proposed subdivision will tie into the City's low-level municipal drinking water system. The site has an average elevation of approximately 270m, meaning it is within the serviceable limit for the low level system which can service sites below 273.0m.

A single 300mm connection to the existing watermain on Savoy Street is proposed for the Subject Lands. Due to City of London water looping requirements, development will be restricted to a maximum of 80 units until a looped water system is available. Construction of Hayward Drive to the north of the Subject Lands will provide an opportunity to loop water under ultimate conditions.

An extension of approximately 60m is required to connect the Subject Lands to the infrastructure network contained within the subdivision abutting to the south.

9.0 Stormwater Management (SWM)

Per Stantec's September 27, 2022 Stormwater Management (SWM) Brief, minor flows for the Subject Lands will be received by a DICB within the Savoy Street right of way and are conveyed via 900mm diameter storm sewer. Major flows follow the existing and proposed local street network and are received within the existing SWM facility at 6552 Beattie Street.

Given that there are no existing SWM quality controls which have been designed to accommodate development on the Subject Lands, future development of Block 1 will need to include a treatment unit, likely an oil grit separator (OGS), to achieve mandatory quality targets. The unit is to be sized as part of the Private Permanent System (PPS).

A municipal Environmental Assessment is not required for the proposed subdivision.

10.0 Transportation

A Transportation Impact Study was not required for this development. The proposed Draft Plan of Subdivision has been revised from previous submissions to reflect the approved alignment of Hayward Drive and the re-alignment of Bostwick Road per the Bostwick Road Environmental Assessment. Access to the lands is to be provided via Hayward Drive and Savoy Street, with frontage on Bostwick Road as well (after the re-alignment is completed).

In the initial stages, access to Savoy Street is likely to be available first with Hayward Drive and Bostwick Road coming later. Savoy Street is proposed to terminate in a cul-de-sac rather than carrying through the subdivision and intersecting with Hayward Drive. Given the desire to develop one single block, and the absence of any freehold lots, turning Savoy Street into a cul-de-sac is the best option for the development.

Given that the development of the subdivision will take place on a single block, most transportation issues will be dealt with at the Site Plan Approval stage.

11.0 Natural Heritage / Parks

Although there are no natural heritage features to be protected on site, the proposed development will require removal of a hedgerow extension of trees at the north property limit. The hedgerow extends eastward from the main body of an unevaluated vegetation patch to the west of the Subject Lands.

An EIS has been prepared by MTE Consultants as part of this re-submission and is included as Appendix A. The EIS details the required mitigation measures for development to ensure that no negative effects are realized on the wooded area to the west.

11.1 Natural Heritage System

An excerpt of Map 5 of the London Plan is included as Figure 6 on page 11 of this report. The subject lands do not contain any identified Natural Heritage features, however the lands immediately west are identified on Map 5 as an Unevaluated Vegetation Patch.

No further work is required to delineate natural features on the Subject Lands. The EIS prepared by MTE outlines the requirements to develop the Subject Lands in a way that will protect the abutting feature in compliance with applicable policy including the London Plan, the Southwest Area Secondary Plan, and the Provincial Policy Statement.

11.2 Parks and Open Space

Per comments received from Staff, there are no requirements to provide park space within the proposed subdivision. Parkland dedication will be determined based on the provisions of the City's parkland dedication by-law.

12.0 Appendices

Appendix A - Environmental Impact Study (MTE, July 2024)

Appendix B - Preliminary Servicing Brief (Stantec, October 2021)

Appendix C - Preliminary Servicing Brief Addendum Letter (Stantec, July 2024)

Appendix D - Draft Plan of Subdivision (Stantec, July 2024)

Appendix E - Zoning Schedule (Stantec, July 2024)

Appendix F - Archaeological Clearance Letter (Ministry of Tourism and Culture, June 2010)

Appendix G - Conceptual Development Plan (Auburn Developments, July 2024)

Appendix A

Environmental Impact Study

MTE Consultants

July, 2024

Appendix B

Preliminary Servicing Brief

Stantec

October, 2021

Appendix C

Servicing Addendum Letter

Stantec

July, 2024

Appendix D

Draft Plan of Subdivision

Stantec

July, 2024

Appendix E

Zoning Schedule

Stantec

July, 2024

Appendix F

Archaeological Clearance Letter

Ministry of Tourism and Culture

June, 2010

Appendix G

Conceptual Development Plan

Auburn Developments

July, 2024