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39T-11503/OZ-7985
A. MacLean

TO:	CHAIR AND MEMBERS PLANNING AND ENVIRONMENT COMMITTEE
FROM:	G. KOTSIFAS DIRECTOR OF BUILDING CONTROLS AND CHIEF BUILDING OFFICIAL
SUBJECT:	APPLICATION BY: FOXWOOD DEVELOPMENTS (LONDON) INC. 1602 SUNNINGDALE RD W PUBLIC PARTICIPATION MEETING ON MARCH 26, 2012

RECOMMENDATION

That, on the recommendation of the Senior Planner, Development Planning, the following actions be taken with respect to the application of Foxwood Developments (London) Inc. relating to the property located at 1602 Sunningdale Road West:

- (a) An amendment to the Fox Hollow Community Plan **BE APPROVED** at the Municipal Council meeting on April 10, 2012 to change the designation of certain portions of lands within this plan **FROM** Low Density Residential **TO** Multi-Family, Medium Density Residential; and **FROM** Multi-Family Medium Density Residential **TO** Multi-Family High Density Residential; **FROM** Low Density Residential **TO** Community Facility and **TO ADD** a new secondary collector road connection to Sunningdale Rd as shown on Appendix "A";
- (b) The proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on April 10, 2012 to amend certain portions of the Official Plan **FROM**:
 - Low Density Residential **TO** Multi-Family, Medium Density Residential to allow for multiple-attached dwellings such as row houses or cluster houses; low-rise apartment buildings; rooming and boarding houses; emergency care facilities; converted dwellings; and small-scale nursing homes, rest homes and homes for the aged; and
 - Multi-Family Medium Density Residential **TO** Multi-Family High Density Residential to permit low-rise and high-rise apartment buildings; apartment hotels; multiple-attached dwellings; emergency care facilities; nursing home; rest homes; homes for the aged; and rooming and boarding houses.;
 - Amend Schedule C of the Official Plan **TO ADD** a secondary collector road;
- (c) Planning and Environment Committee **REPORT TO** the Approval Authority the issues, if any, raised at the public meeting with respect to the application for draft plan of subdivision of Foxwood Developments (London) Inc. relating to the property located at 1602 Sunningdale Road West;
- (d) Council **SUPPORTS** the Approval Authority issuing draft approval of the proposed plan of residential subdivision, as submitted by Foxwood Developments (London) Inc. (File No. 39T-11503 prepared by AECOM Engineering Inc., certified by David Bianchi, OLS, as redline revised which shows 18 low density residential blocks, six(6) medium density residential blocks, one(1) high density residential block, two (2) school blocks, two (2) park blocks, road widening blocks and various reserve blocks served by 14 new streets and the extension of Dyer Drive, **SUBJECT TO** the conditions contained in the attached

Agenda Item #	Page #

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Appendix "39T-11503";

(e) the proposed by-law attached hereto as Appendix "C" **BE INTRODUCED** at the Municipal Council meeting on April 10, 2012 to amend Zoning By-law No. Z.-1 (in conformity with the Official Plan, as amended in part (a) above) to change the zoning of the subject property **FROM** a Urban Reserve (UR3) Zone which permits uses such as existing dwellings; agricultural uses except for mushroom farms, commercial greenhouses livestock facilities and manure storage facilities; kennels; private outdoor recreation clubs; and riding stables **TO:**

- Holding Residential R1 (h. h-100 R1-3) to permit single detached dwellings on lots with a minimum frontage of 10.0 metres (32.81 feet) and a minimum lot area of 300 square metres (3,229.28 square feet) subject to holding provisions requiring the developer to enter into a subdivision agreement with the City and to ensure that there is water looping and a second public access prior to the 81st building permit being issued;
- Holding Residential R1 (h. h-100 R1-13) to permit single detached dwellings on lots with a minimum frontage of 9.0 metres (29.53 feet) and a minimum lot area of 270 square metres (2,906.35 square feet);
- Holding Residential R1 Special Provision (h. h-100 R1-4()) Zone to permit single detached dwellings on lots with a minimum frontage of 12.0 metres (39.37 feet) and a minimum lot area of 360 square metres (3,875.13 square feet) with a special provision to include a minimum main building setback of 3.0 metres and a maximum main building setback of 4.5 metres ;
- Holding Residential R1 (h. h-100 R1-4) Zone to permit single detached dwellings on lots with a minimum frontage of 12.0 metres (39.37 feet) and a minimum lot area of 360 square metres (3,875.13 square feet) ;
- Holding Residential R5/Residential R6 (h. h-71 h-100 R5-6/R6-5) to permit cluster townhouse and cluster stacked townhouse dwellings and other forms of cluster housing(cluster townhouse and cluster stacked townhouse dwellings at a maximum density of 50 units per hectare (20.24 units per acre) and a maximum height of 12.0 metres (39.37 feet); and cluster housing which includes single detached dwellings, semi-detached dwellings, duplex dwellings, triplex dwellings, townhouse dwellings, stacked townhouse dwellings, apartment buildings at a maximum density of 35 units per hectare (14.17 units per acre) and a maximum height of 12.0 metres (39.37 feet);
- Holding Residential R5/Residential R6 (h. h-54 h-71 h-100 R5-6/R6-5) to permit cluster townhouse and cluster stacked townhouse dwellings and other forms of cluster housing(cluster townhouse and cluster stacked townhouse dwellings at a maximum density of 50 units per hectare (20.24 units per acre) and a maximum height of 12.0 metres (39.37 feet); and cluster housing which includes single detached dwellings, semi-detached dwellings, duplex dwellings, triplex dwellings, townhouse dwellings, stacked townhouse dwellings, apartment buildings at a maximum density of 35 units per hectare (14.17 units per acre) and a maximum height of 12.0 metres (39.37 feet);
- Holding Residential R5/Residential R6 (h. h-53 h-54 h-100 R5-6/R6-5) to permit the uses as listed above in the R5-6/R6-5 zones subject to a holding provision to address street oriented development of the multi-family blocks;
- Holding Residential R5/Residential R6 (h. h-53 h-54 h-100 h_ R5-6/R6-5) to permit the uses as listed above in the R5-6/R6-5 zones subject to a holding provision to address street oriented development of the multi-family blocks with a new holding provision to address the requirements for additional lands for a

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roundabout at the intersection of Sunningdale Rd and Hyde Park Rd;

- Holding Neighbourhood Facility/Residential R1 (h. h-100 NF1/R1-13) to permit schools and other institutional uses on lots with a minimum frontage of 30 metres (98.43 feet) and a minimum lot area of 700 square metres (7,534.98 square feet) and single detached dwellings(see R1-13 regulations above);
 - Holding Residential R6 (h. h-71 h-100 R6-1) to permit cluster single detached housing at a maximum density of 15 units per hectare (6 units per acre) and a maximum height of 10.5 metres (34.45 feet);
 - Holding Neighbourhood Facility/Residential R6 (h. h-71 h-100 h-108 NF1/R6-1) to permit schools and other institutional uses (see NF1 regulations above) and cluster single detached housing see R6-1 regulations above);
 - Holding Residential R9 (h. h-100 h-123 R9-7 H45 D150) to permit apartment buildings, lodging house class 2, senior citizens apartment buildings, handicapped persons apartment buildings, continuum-of-care facilities at a maximum density of 150 units per hectare (60.72 units per acre) and a maximum height of 45 metres (147.6 feet).
 - Open Space (OS1) Zone to permit a limited range of uses such as conservation lands and works, golf courses and parks; and
- (f) the request to amend Zoning By-law No. Z.-1 to change the zoning of a portion of the subject property **FROM** an Urban Reserve (UR3) Zone **TO**:
- a Residential R1 (h. h-100 R1-13) to permit single detached dwellings on lots with a minimum frontage of 9.0 metres (29.53 feet) and a minimum lot area of 270 square metres (2,906.35 square feet);
 - a Compound Holding Residential R1/Residential R5/Residential R6 (R1-13/R5-6/R6-5) to permit single detached dwellings(see regulations above); cluster townhouse and cluster stacked townhouse dwellings at a maximum density of 50 units per hectare (20.24 units per acre) and a maximum height of 12.0 metres (39.37 feet); and cluster housing which includes single detached dwellings, semi-detached dwellings, duplex dwellings, triplex dwellings, townhouse dwellings, stacked townhouse dwellings, apartment buildings at a maximum density of 35 units per hectare (14.17 units per acre) and a maximum height of 12.0 metres (39.37 feet); and
 - a Compound Holding Residential R4/Residential R5/Residential R6 (R4-3/R5-6/R6-5) to permit street townhouses on lots with a minimum frontage of 5.5 metres (18 feet) and a minimum lot area of 200 square metres (2,152.85 square feet); cluster townhouse and cluster stacked townhouse dwellings and other forms of cluster housing(see R5-6 and R6-5 regulations above); **BE REFUSED** for the following reasons:
 - in order to provide for a more appropriate lot mix, all or portions of Blocks 3-9 should be zoned R1-3;
 - it is inappropriate to mix zones which permit conventional single detached dwellings on freehold lots with cluster house zones as it can permit incompatible forms of residential development; and
 - street townhouse development on this proposed gateway collector road (Street "A") would not be appropriate as it would create numerous access points to the collector street which would impact any gateway feature proposed for this development.

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- The requested zone changes would not represent good land use planning.

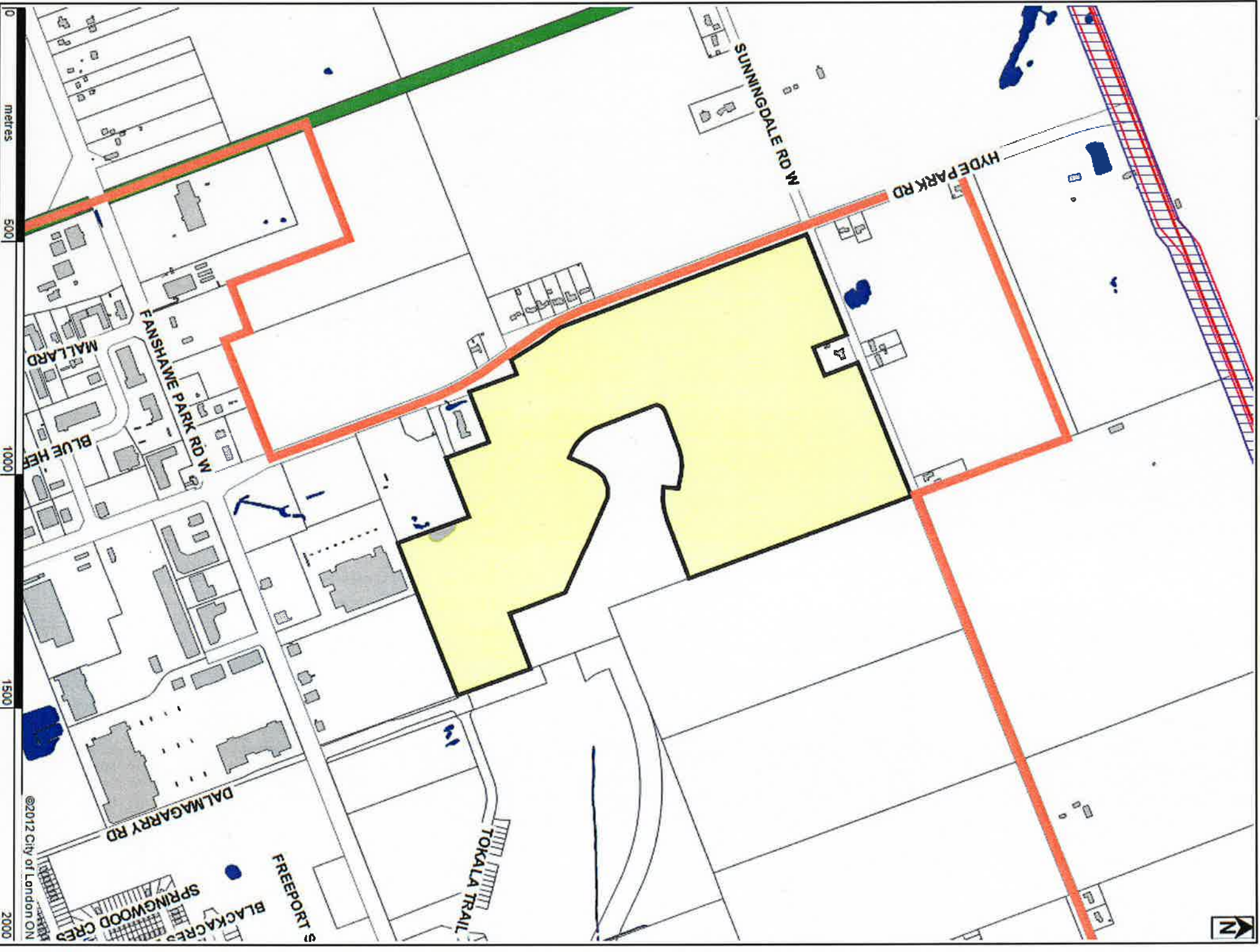
(g) **Amend** Section 4.21 of Road Allowance Requirements – Specific Roads of the Z.-1 By-law to add a portion of Street “A”, Street “B”, Street“G” and Dyer Street as Secondary Collector Roads.

RELATED ESTIMATED COSTS AND REVENUES

Estimated Costs – This Agreement	
Claims from Urban Works Reserve Fund – General	
- Sanitary Sewer – subsidy for oversizing	\$70,000
- Storm Sewer – subsidy for oversizing	\$495,000
- Roadworks – channelization at Street ‘A’ & Dyer Rd	\$1,120,000
Stormwater Management	Nil
Capital Expense	\$80,000
Other	Nil
Total	\$1,765,800
Estimated Revenues This Agreement (2012 rates)	
CSRF	\$12,764,290
UWRF	\$5,142,298
Total	\$17,906,588

1. Estimated Costs are based on approximations provided by the applicant. Actual claims will be determined in conjunction with the terms of the subdivision agreement and the applicable By-law.
2. Estimated Revenues are calculated using 2012 DC rates. The revenue estimates includes DC cost recovery for “soft services” (fire, police, parks and recreation facilities, library, growth studies). There is no comparative cost allocation in the Estimated Cost section of the report, so the reader should use caution in comparing the Cost with the Revenue section.
3. The Owner should take note that there are currently significant delays in payment of claims from the Urban Works Reserve Fund.
4. The first phase of Fox Hollow SWMF #1 is to be built by the City and is a CSRF funded project with a total estimated cost of \$1,200,000.00 (Budgeted amount) plus the cost of the land for the facility in the amount of \$1, 369, 279.00. This Phase of the SWMF shall is to service approximately half of the draft plan. The second Phase is scheduled to be built in 2016 to serve the remaining lands. The cost of this work is not included as an estimated claim by the Owner.
5. The revenues and costs in the table above are not directly comparable. This subdivision, like others in the area, also relies on the recently constructed Snake Creek Trunk sanitary sewer and other SWM facilities and channel improvements, the cost of which is not reported above. Other growth related costs (like wastewater treatment plant and road capacity expansion) incurred to serve this subdivision and surrounding areas are not reported above, though the revenue for those service components is included in the “Estimated Revenues – This Agreement” section above. As a result, the revenues and costs reported above are not directly comparable. The City employs a “citywide” approach to recovery of costs of growth – any conclusions based on the summary of Estimated Costs and Revenues (above table) should be used cautiously.


Please note that there will be increased operating and maintenance costs for works being assumed by the City.



LOCATION MAP

Subject Site: 1602 Sunningdale Rd W
 Applicant: Foxwood Development (London) Inc.
 File Number: 39T-11503
 Planner: Allister MacLean
 Created By: Jeffrey Shaughnessy
 Date: 2012-03-14
 Scale: 1:10100

LEGEND

-  Subject Site
-  Parks
-  Assessment Parcels
-  Buildings
-  Address Numbers



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PREVIOUS REPORTS PERTINENT TO THIS MATTER
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Foxhollow Community Plan (O-5604) – February 1999

Foxhollow Development Area Municipal Class Environmental Assessment (EA) Schedule C for Storm/Drainage and Stormwater Management Servicing Works – October 2006

Foxhollow EA Addendum – July 2010

PURPOSE AND EFFECT OF RECOMMENDED ACTION

The purpose and effect of these applications is to permit the lands to be developed for single detached dwellings, medium and high density residential development and a school.

RATIONALE

1. The proposed development is consistent with the Provincial Policy Statement.
2. The proposed amendments to the Official Plan and the Foxhollow Community Plan are appropriate.
3. The recommended draft plan and associated conditions of draft approval conform with the policies of the Official Plan as amended.
4. The recommended Zoning By-law amendments will conform with the Official Plan(as amended) and will implement the proposed land uses within this draft plan.
5. The development of these lands and servicing are in accordance with the City's Growth Implementation Strategy.
6. The recommended holding provisions will ensure that residential uses will develop in an orderly manner with full municipal services through the execution of agreements with the City.
7. The recommended redline draft plan provides for the necessary vehicular and pedestrian circulation.
8. Through previous negotiations with the land owner the City has acquired the existing woodlot and lands necessary for SWM and sanitary services for this area.

BACKGROUND

Date Application Accepted: November 11, 2011	Agent: Bob Stratford, R.W. Stratford Consulting Inc.
REQUESTED ACTION: Approval of a draft plan of subdivision to permit the lands to be developed for single detached dwellings, medium and high density residential development and a school as well as associated Official Plan and Zoning By-law amendment applications.	

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<p>SITE CHARACTERISTICS:</p> <ul style="list-style-type: none"> • Current Land Use - vacant • Frontage – 541.34 m (1776.05 ft) • Depth – varies - maximum approx 1045 m (3428 ft) • Area – 47.93 ha (118.43 acres) • Shape - irregular

<p>SURROUNDING LAND USES:</p> <ul style="list-style-type: none"> • North – Mount Pleasant Cemetery, SFD dwellings • South – primary commercial/retail; single detached dwelling • East – future secondary school, residential subdivision(draft approved with first phase registered) • West – agriculture, sfd dwellings
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<p>OFFICIAL PLAN DESIGNATION: (refer to map)</p> <ul style="list-style-type: none"> • Low Density Residential and Multi-Family Medium Density Residential
<p>EXISTING ZONING: (refer to map)</p> <ul style="list-style-type: none"> • Urban Reserve (UR3)

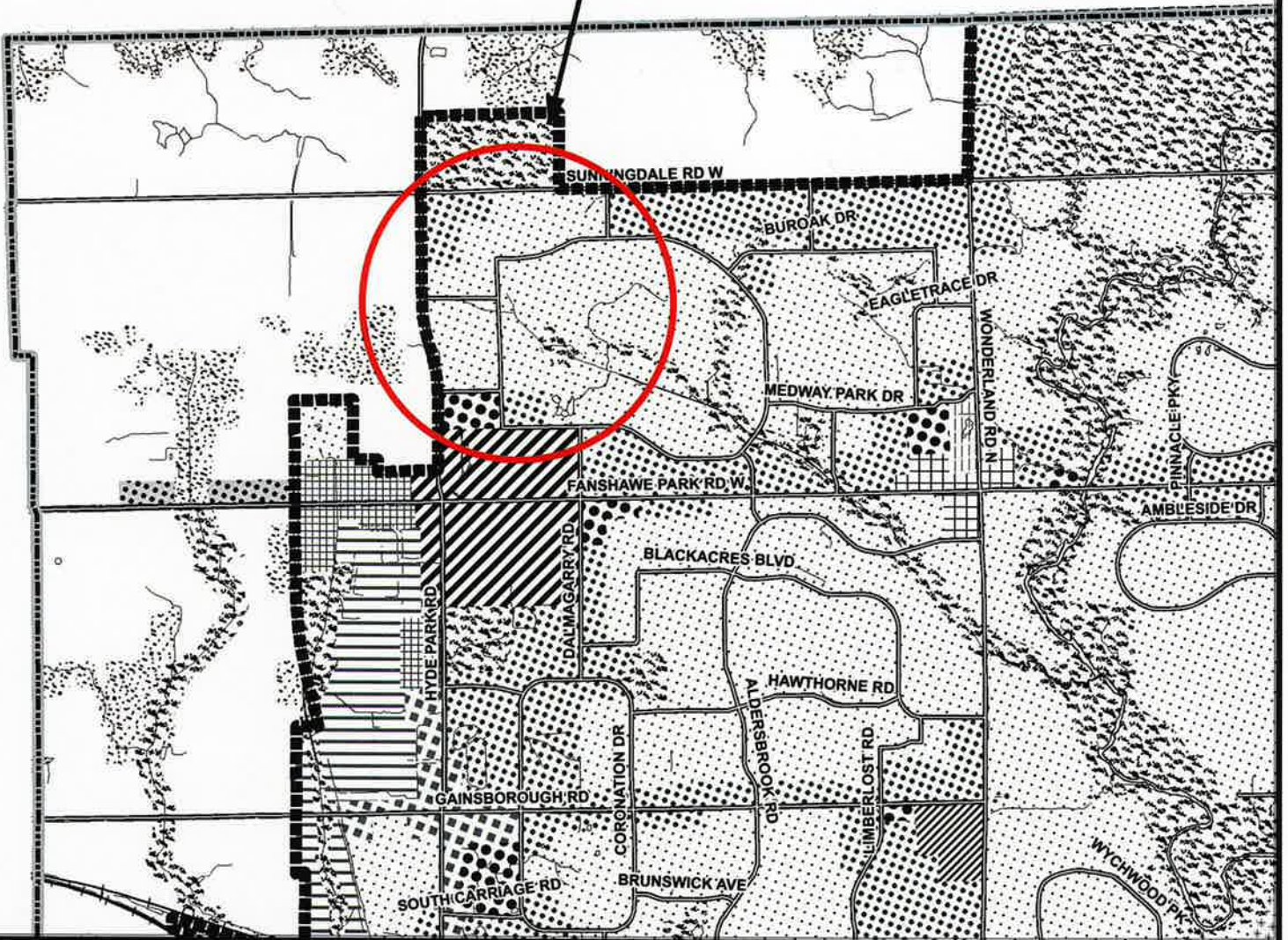
<p>PLANNING HISTORY</p>

The subject lands are located within the Foxhollow Community Planning Area. This Community Planning Area is generally bounded by Sunningdale Road West, Wonderland Road North, Fanshawe Park Road West and Hyde Park Road. The community plan and associated amendments to the Official Plan were adopted by Council in March 1999.


























This parcel of land is the last major land holding (which has not received draft approval) remaining in the Foxhollow Community. Since 2002, there have been 6 draft plans of subdivision which have been draft approved on lands immediately to the east of the subject lands. Numerous phases of these plans have proceeded to registration.

In 2011, the City negotiated with the land owner to acquire the existing woodlot and lands (in the center of the original land holdings – not part of this draft plan) for the construction of SWM and sanitary services for this area prior to making this draft plan of subdivision application.

SUBJECT SITE



Legend

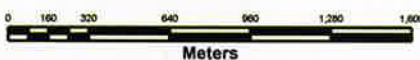
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|--|--|
|  Downtown Area |  Office Business Park |
|  Enclosed Regional Commercial Node |  General Industrial |
|  New Format Regional Commercial Node |  Light Industrial |
|  Community Commercial Node |  Regional Facility |
|  Neighbourhood Commercial Node |  Community Facility |
|  Main Street Commercial Corridor |  Open Space |
|  Auto-Oriented Commercial Corridor |  Urban Reserve - Community Growth |
|  Multi-Family, High Density Residential |  Urban Reserve - Industrial Growth |
|  Multi-Family, Medium Density Residential |  Rural Settlement |
|  Low Density Residential |  Environmental Review |
|  Office Area |  Agriculture |
|  Office/Residential |  Urban Growth Boundary |
| |  Areas Under Appeal |

CITY OF LONDON
 Department of
 Planning and Development
 OFFICIAL PLAN SCHEDULE A
 - LANDUSE -

PREPARED BY: Graphics and Information Services



Scale 1:30,000

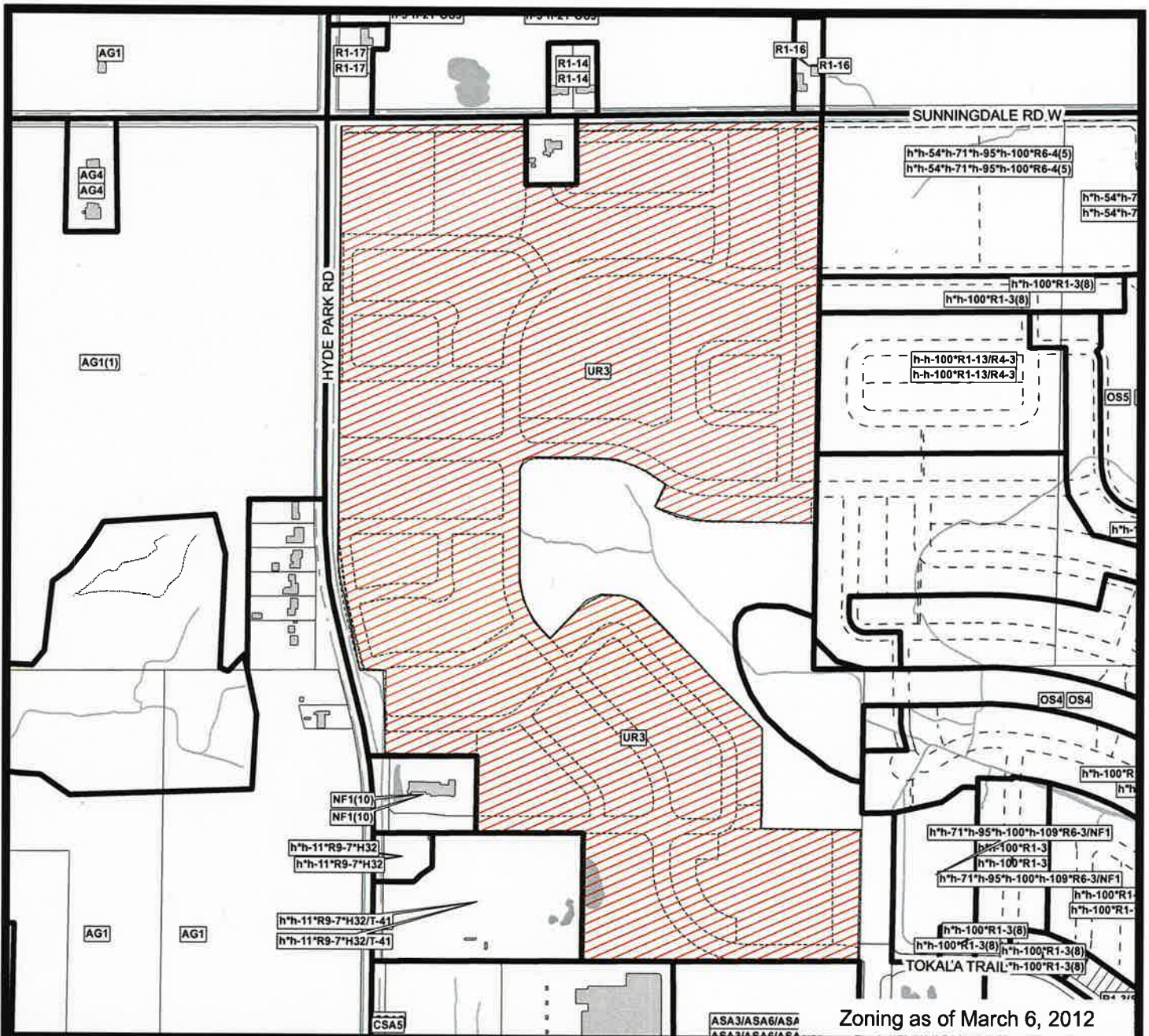


FILE NUMBER: 39T-11503

PLANNER: AM

TECHNICIAN: JS

DATE: MARCH 14, 2012



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:

1) **LEGEND FOR ZONING BY-LAW Z-1**

- R1 - SINGLE DETACHED DWELLINGS
- R2 - SINGLE AND TWO UNIT DWELLINGS
- R3 - SINGLE TO FOUR UNIT DWELLINGS
- R4 - STREET TOWNHOUSE
- R5 - CLUSTER TOWNHOUSE
- R6 - CLUSTER HOUSING ALL FORMS
- R7 - SENIOR'S HOUSING
- R8 - MEDIUM DENSITY/LOW RISE APTS.
- R9 - MEDIUM TO HIGH DENSITY APTS.
- R10 - HIGH DENSITY APARTMENTS
- R11 - LODGING HOUSE

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

- OR - OFFICE/RESIDENTIAL
- OC - OFFICE CONVERSION
- RO - RESTRICTED OFFICE
- OF - OFFICE

- RF - REGIONAL FACILITY
- CF - COMMUNITY FACILITY
- NF - NEIGHBOURHOOD FACILITY
- HER - HERITAGE
- DC - DAY CARE

- OS - OPEN SPACE
- CR - COMMERCIAL RECREATION
- ER - ENVIRONMENTAL REVIEW

- OB - OFFICE BUSINESS PARK
- LI - LIGHT INDUSTRIAL
- GI - GENERAL INDUSTRIAL
- HI - HEAVY INDUSTRIAL
- EX - RESOURCE EXTRACTIVE
- UR - URBAN RESERVE

- AG - AGRICULTURAL
- AGC - AGRICULTURAL COMMERCIAL
- RRC - RURAL SETTLEMENT COMMERCIAL
- TGS - TEMPORARY GARDEN SUITE
- RT - RAIL TRANSPORTATION

- "h" - HOLDING SYMBOL
- "d" - DENSITY SYMBOL
- "H" - HEIGHT SYMBOL
- "B" - BONUS SYMBOL
- "T" - TEMPORARY USE SYMBOL

2)  **ANNEXED AREA APPEALED AREAS**

CITY OF LONDON

PLANNING, ENVIRONMENTAL AND ENGINEERING SERVICES

ZONING BY-LAW NO. Z.-1

SCHEDULE A



FILE NO:

39T-11503

AM

MAP PREPARED:

March 14, 2012

JS

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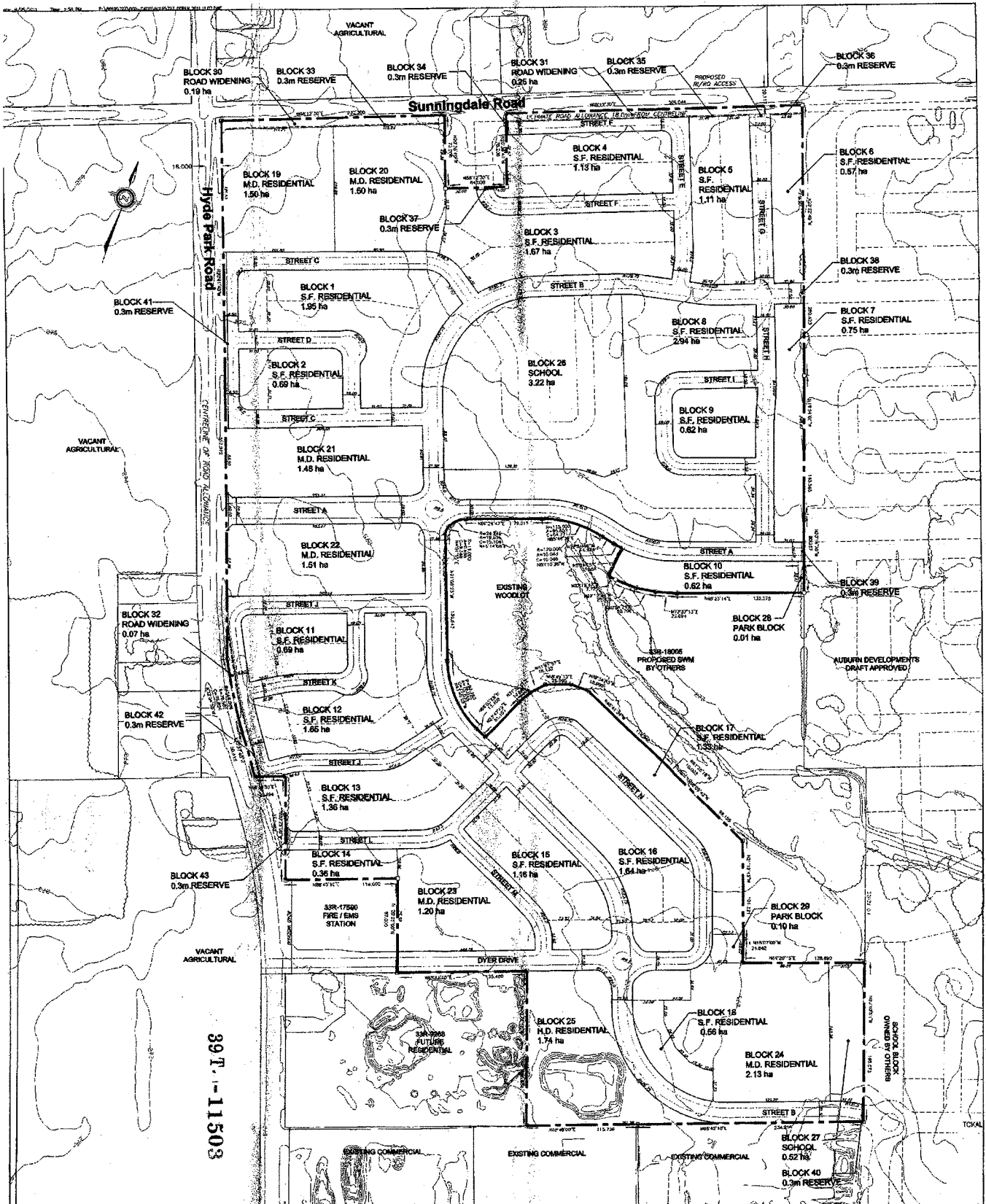
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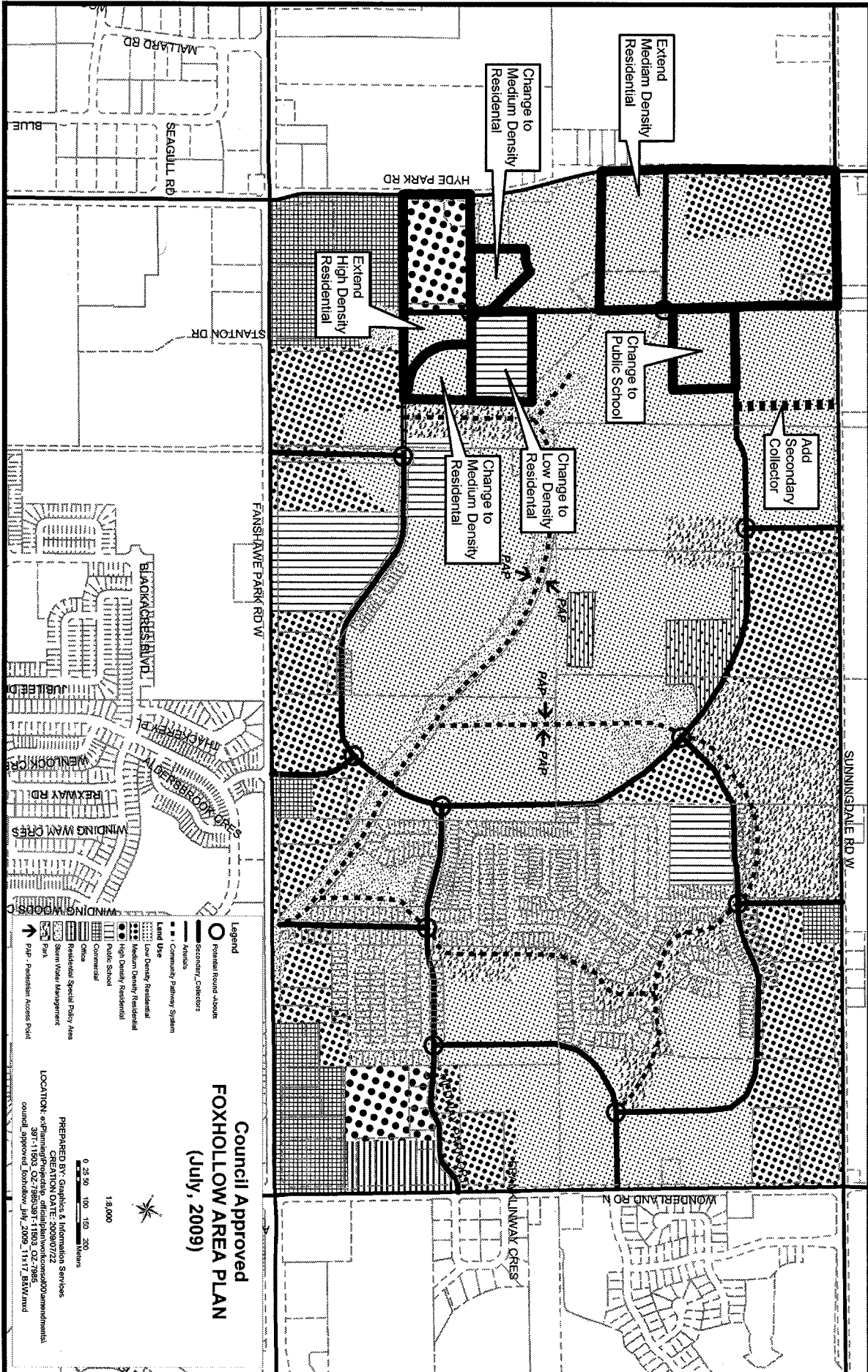
Submitted Draft Plan



39T-11503

<p>RECEIVED BY 17th Oct 2017 CITY OF LONDON PLANNING DEPARTMENT</p>	<p>AECOM</p>	<p>DRAFT PLAN OF SUBDIVISION FOXWOOD DEVELOPMENTS (LONDON) INC. DRAWN BY: MARY/PAUL SCALE: 1:1750 DATE: NOV. 2017 SHEET NO. 01/01 CHECKED BY: CM DPM</p>	<p>DRAFT PLAN OF SUBDIVISION PART OF LOT 24 CONCESSION 5 (Geographic Township of London) In the CITY OF LONDON SCALE: 1:1750</p>	<p>Additional Information Required Under Section 51(17) of the Planning Act</p> <ul style="list-style-type: none"> 1. AS SHOWN 2. AS SHOWN 3. AS SHOWN 4. AS SHOWN 5. AS SHOWN 6. AS SHOWN 7. AS SHOWN 8. AS SHOWN 9. AS SHOWN 10. AS SHOWN 11. AS SHOWN 12. AS SHOWN 13. AS SHOWN 14. AS SHOWN 15. AS SHOWN 16. AS SHOWN 17. AS SHOWN 18. AS SHOWN 19. AS SHOWN 20. AS SHOWN 21. AS SHOWN 22. AS SHOWN 23. AS SHOWN 24. AS SHOWN 25. AS SHOWN 26. AS SHOWN 27. AS SHOWN 28. AS SHOWN 29. AS SHOWN 30. AS SHOWN 31. AS SHOWN 32. AS SHOWN 33. AS SHOWN 34. AS SHOWN 35. AS SHOWN 36. AS SHOWN 37. AS SHOWN 38. AS SHOWN 39. AS SHOWN 40. AS SHOWN 41. 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Residential (High Density)</td> <td>1.74 ha</td> </tr> <tr> <td>3. Residential (Single Detached)</td> <td>0.26 ha</td> </tr> <tr> <td>4. Residential (Townhouse)</td> <td>0.26 ha</td> </tr> <tr> <td>5. Residential (Medium Density)</td> <td>0.26 ha</td> </tr> <tr> <td>6. Residential (Medium Density)</td> <td>0.26 ha</td> </tr> <tr> <td>7. Residential (Medium Density)</td> <td>0.26 ha</td> </tr> <tr> <td>8. Residential (Medium Density)</td> <td>0.26 ha</td> </tr> <tr> <td>9. Residential (Medium Density)</td> <td>0.26 ha</td> </tr> <tr> <td>10. Residential (Medium Density)</td> <td>0.26 ha</td> </tr> <tr> <td>11. Residential (Medium Density)</td> <td>0.26 ha</td> </tr> <tr> <td>12. Residential (Medium Density)</td> <td>0.26 ha</td> </tr> <tr> <td>13. Residential (Medium Density)</td> <td>0.26 ha</td> </tr> <tr> <td>14. Residential (Medium Density)</td> <td>0.26 ha</td> </tr> <tr> <td>15. Residential (Medium Density)</td> <td>0.26 ha</td> </tr> <tr> <td>16. 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Foxhollow Community Plan



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SIGNIFICANT DEPARTMENT/AGENCY COMMENTS

Upper Thames River Conservation Authority (UTRCA)

The UTRCA requests that the approval of this Plan of Subdivision be subject to the following condition:

That in accordance with Ontario Regulation 157/06 made pursuant to Section 28 of the Conservation Authorities Act, the proponent obtain the necessary permit/approvals from the UTRCA prior to undertaking any site alteration or development within this area including filling, grading, construction, alteration to a watercourse and/or interference with a wetland.

Staff Response: This will be addressed through condition 16 of draft approval(see Appendix 39T-11502).

Canada Post

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

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

- a) include on all offers of purchase and sale, a statement that advises the prospective purchaser :
 - i) that the home/business mail delivery will be from a designated Centralized Mail Box.
 - ii) that the developers/owners be responsible for officially notifying the purchasers of the exact Centralized Mail Box locations prior to the closing of any home sales.

- b) the owner further agrees to :
 - i) work with Canada Post to determine and provide temporary suitable Centralized Mail Box locations which may be utilized by Canada Post until the curbs, boulevards and sidewalks are in place in the remainder of the subdivision.
 - ii) install a concrete pad in accordance with the requirements of, and in locations to be approved by, Canada Post to facilitate the placement of Community Mail Boxes
 - iii) identify the pads above on the engineering servicing drawings. Said pads are to be poured at the time of the sidewalk and/or curb installation within each phase of the plan of subdivision.
 - iv) determine the location of all centralized mail receiving facilities in co-operation with Canada Post and to indicate the location of the centralized mail facilities on appropriate maps, information boards and plans. Maps are also to be prominently displayed in the sales office(s) showing specific Centralized Mail Facility locations.

- c) Canada Post's multi-unit policy, which requires that the owner/developer provide the centralized mail facility at their own expense, will be in effect for buildings and

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complexes with a common lobby, common indoor or sheltered space.

Thames Valley District School Board

The subject plan has been reviewed by our Capital Planning Coordinating Committee and we wish to advise that Board staff support the provision of two elementary school blocks within the subject plan. The general size , shape and location of the school blocks is satisfactory at this time. Should the subject plan be granted Draft Plan Approval by the City of London, we request that the following warning clause be inserted as a Condition of Draft Plan Approval:

"That the Developer agrees to inform all purchasers of residential lots by including a condition in all purchase agreements stating that the construction of new public schools 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."

Staff response: This is a standard clause included in all subdivision agreements.

Ministry of Municipal Affairs and Housing
Ministry of Natural Resources

A preliminary screening was conducted for 1602 Sunningdale Road. There are known occurrences of American Badger (End) and the site is also identified by DFO as having potential habitat for protected mussel species.

The MNR recommends that burrow surveys for American Badger are conducted and the site is evaluated for potential presence of American badger. We ask that photos of any burrows are sent to MNR. They also recommend that the CA and DFO are contact with respect to the protected mussels.

Staff response: The issue of protected mussels has been addressed through the EIS which was carried out at the time of the Foxhollow EA addendum. This information has been forwarded to the MNR and they are satisfied that this has been adequately addressed. AECOM, on behalf of the applicant, has carried out a survey of their lands and they have advised that there is no presence of the American Badger in this area.

London Transit

Two way transit service is planned for Street 'A', Street 'B', and Dyer Drive. The exact service design and timing of implementation is dependent on a number of factors including area growth/land use, proximity to existing service, supporting road network, and funding. Portions of the subdivision along the southern most boundary, including the proposed High Density Residential block may be served by the existing transit service along Fanshawe Park Rd if sufficient pedestrian access is provided.

As a municipal condition of draft approval, we request the developer agree to meet LTC requirements with respect to the construction and installation of future bus stop locations within the subdivision. These include:

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

The exact stop locations can be field located at the curbs as the development is built, at which

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time the developer should install the signpost and sign (sign to be provided by LTC). The potential future transit stop locations, subject to Transportation Division approval, are as follows:

1. Westbound Street 'B' east of Dyer Dr adjacent to Block 24
2. Northbound Street 'B' south of Street 'N' adjacent to Block 16
3. Westbound Street 'A' east of Hyde Park Rd adjacent to Block 21
4. Northbound Street 'B' south of Street 'C' adjacent to Block 26
5. Eastbound Street 'B' west of Street 'H' adjacent to Block 1
6. Westbound Street 'B' east of Street 'G' adjacent to Block 6
7. Westbound Street 'B' east of Street 'C' adjacent to Block 3
8. Eastbound Street 'A' west of Street 'B' adjacent to Block 22
9. Southbound Street 'B' north of Street 'L' adjacent to Block 13
10. Westbound Dyer Dr west of Street 'M' adjacent to Block 23
11. Southbound Street 'B' south of Dyer Dr adjacent to Block 25

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

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

EEPAC

The EEPAC indicated that it recognizes the efforts of Park Planning and Design in retaining the woodland and accepts that no Environmental Impact Study is currently required.

PUBLIC LIAISON:	On November 18, 2011, 26 letters were sent to surrounding property owners advising of the application. Notice of the application was also published in the November 26, 2011 Living in the City section of the London Free Press.	Three replies
<p>Nature of Liaison: Consideration of a Residential Plan of Subdivision with 18 blocks for future division for single detached residential lots, six(6) medium density residential blocks, one (1) high density residential block, two(2) school block, two(2) park blocks, road widening and reserve blocks, served by 14 new streets and the extension of Dyer Drive.</p> <p>Possible Official Plan Amendment to change the designation of certain portions of this plan from:</p> <ul style="list-style-type: none"> • “Low Density Residential” to “Multi-Family, Medium Density Residential” to allow for multiple-attached dwellings such as row houses or cluster houses; low-rise apartment buildings; rooming and boarding houses; emergency care facilities; converted dwellings; and small-scale nursing homes, rest homes and homes for the aged; • “Multi-Family Medium Density Residential” to “Low Density Residential” to permit single detached; semi-detached; and duplex dwellings; and • “Multi-Family Medium Density Residential” to “Multi-Family High Density Residential” to permit low-rise and high-rise apartment buildings; apartment hotels; multiple-attached dwellings; emergency care facilities; nursing home; rest homes; homes for the aged; and rooming and boarding houses. • 		

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Possible Amendment to Zoning By-law Z-1 to change the zoning from an Urban Reserve (UR3) Zone to a variety of zones including:

- Residential R1 (R1-13) to permit single detached dwellings on lots with a minimum frontage of 9.0 metres (29.53 feet) and a minimum lot area of 270 square metres (2,906.35 square feet);
- Residential R1 (R1-4) Zone to permit single detached dwellings on lots with a minimum frontage of 12.0 metres (39.37 feet) and a minimum lot area of 360 square metres (3,875.13 square feet);
- Residential R1/Residential R5/Residential R6 (R1-13/R5-6/R6-5) to permit single detached dwellings(see regulations above); cluster townhouse and cluster stacked townhouse dwellings at a maximum density of 50 units per hectare (20.24 units per acre) and a maximum height of 12.0 metres (39.37 feet); and cluster housing which includes single detached dwellings, semi-detached dwellings, duplex dwellings, triplex dwellings, townhouse dwellings, stacked townhouse dwellings, apartment buildings at a maximum density of 35 units per hectare (14.17 units per acre) and a maximum height of 12.0 metres (39.37 feet);
- Residential R4/Residential R5/Residential R6 (R4-3/R5-6/R6-5) to permit street townhouses on lots with a minimum frontage of 5.5 metres (18 feet) and a minimum lot area of 200 square metres (2,152.85 square feet); cluster townhouse and cluster stacked townhouse dwellings and other forms of cluster housing(see R5-6 and R6-5 regulations above);
- Residential R5/Residential R6 (R5-6/R6-5) to permit cluster townhouse and cluster stacked townhouse dwellings and other forms of cluster housing(see R5-6 and R6-5 regulations above);
- Neighbourhood Facility/Residential R1/ (NF1/R1-13) to permit schools and other institutional uses on lots with a minimum frontage of 30 metres (98.43 feet) and a minimum lot area of 700 square metres (7,534.98 square feet) and single detached dwellings(see R1-13 regulations above);
- Residential R6 (R6-1) to permit cluster single detached housing at a maximum density of 15 units per hectare (6 units per acre) and a maximum height of 10.5 metres (34.45 feet);
- Neighbourhood Facility/Residential R6 (NF1/R6-1) to permit schools and other institutional uses (see NF1 regulations above) and cluster single detached housing see R6-1 regulations above);
- Residential R9 (R9-7) to permit apartment buildings, lodging house class 2, senior citizens apartment buildings, handicapped persons apartment buildings, continuum-of-care facilities at a maximum density of 150 units per hectare (60.72 units per acre) and a maximum height of 45 metres (147.6 feet).
- Open Space (OS1) Zone to permit a limited range of uses such as conservation lands and works, golf courses and parks;

The City is also considering the following amendments:

- The application of a Holding (h) Provision across the subject lands. The holding provision is to ensure the orderly development of lands and the adequate provision of municipal services.

Change Section 4.21 of Road Allowance Requirements – Specific Roads of the Z.-1 By-law to add a portion of Street “A”, Street “B” and Dyer Street as Secondary Collector Roads.

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Responses: Timing of development for this plan and the cemetery lands to the north; Clarification on where road widening is going to occur; timing for traffic signals at Sunningdale and Hyde Park Rd.; drainage impact on adjacent lands; will development provide for municipal services for adjacent lands; is Urban Growth Boundary expected to expand in the near future?; Does the proposed zoning area include 1445 sunningdale road or any other lands north of Sunningdale Rd W?; would the property taxes for 1445 Sunningdale road increase as a result of these changes?; will the north and south sides of Sunningdale Road be widened as a result of this application.

ANALYSIS

Based on the responses to the public liaison the following issues were identified:

Public Comments

- Timing of development
- Road widening as a result of this development
- Timing for installation of Traffic Signals
- Impacts (ie drainage) on adjacent lands
- Servicing for adjacent lands
- Impacts on taxes on adjacent lands
- Integration of 1550 Sunningdale Rd W

The remainder of this report will address these and other issues and include a review of the draft plan of subdivision and requested Official Plan and Zoning By-law amendments in conjunction with the Provincial Policy Statement(2005), relevant Official Plan policies and the Council adopted guidelines in the Foxhollow Community Plan.

PROVINCIAL POLICY STATEMENT (2005)

This application has been reviewed for consistency with the 2005 Provincial Policy Statement. It is staff's position that the draft plan of subdivision will provide for a healthy, livable and safe community. The redlined plan incorporates lots with varying lot frontages to provide for a variety of single detached and multi-family housing to assist in meeting projected needs. This plan incorporates a full school block and a partial school block (to be combined with adjacent lands to the east) which was a need identified through the Foxhollow Community Planning process. The planned infrastructure will allow for the development of these lands.

Based on staff's analysis, this draft plan is consistent with the 2005 Provincial Policy Statement.

PLANNING ACT - SECTION 51(24)

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,

- the effect of development of the proposed subdivision on matters of provincial interest;
- whether the proposed subdivision is premature or in the public interest;
- whether the plan conforms to the official plan and adjacent plans of subdivision, if any;
- the suitability of the land for the purposes for which it is to be subdivided;
- 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;
- the dimensions and shapes of the proposed lots;
- 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;

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- conservation of natural resources and flood control;
- the adequacy of utilities and municipal services;
- the adequacy of school sites;
- the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;
- the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and
- the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area.

It is staff's position that the proposed draft plan is consistent with the 2005 Provincial Policy Statement. The proposed development is not premature given the infrastructure planned for the area. The applicant has requested amendments to the Official Plan and if approved the requested zoning would conform with the new designations. The recommended redlined plan will be integrated with adjacent subdivisions to the south and east. The existing transportation infrastructure is designed to accommodate this development. The proposed collector roads will ensure that there will be convenient and safe access to this community and throughout the Foxhollow area.

The proposed zoning provides for a range of low, medium and high density forms of residential development. Additional recommended changes to the zoning will provide for a more appropriate mix of single detached housing with varying lot frontages. There will be no restriction on adjoining land as a result of approving this draft plan of subdivision. Any lands within the UTRCA regulated area will require the Owner to obtain the necessary permits prior to any soil disturbance. The owner will be required as a condition of draft approval to construct the necessary utilities and services. This plan also provides for a full school block (and a partial school block) which may be acquired by any of the four(4) school boards. The City has acquired the adjacent woodlot and lands for the future stormwater management facility to service these lands. The proposed street layout of the draft plan (with redline amendments) provides for efficient use and conservation of energy. Site Plan approval will be required for the orderly development of the multi-family blocks and the school blocks (should these parcels be acquired by any of the school boards).

Based on staff's analysis, the recommended redline draft plan is consistent with the all of the relevant criteria within Section 51(24) of the Planning Act.

OFFICIAL PLAN POLICIES

The subject lands are designated Low Density Residential and Multi-Family Medium Density Residential.

Low Density and Multi-Family Medium Density Residential

The Low Density Residential designation which applies to the majority of this site permits low-rise, low density housing forms including single detached, semi-detached and duplex dwellings(at a maximum density of 30 units per hectare) as the main permitted uses.

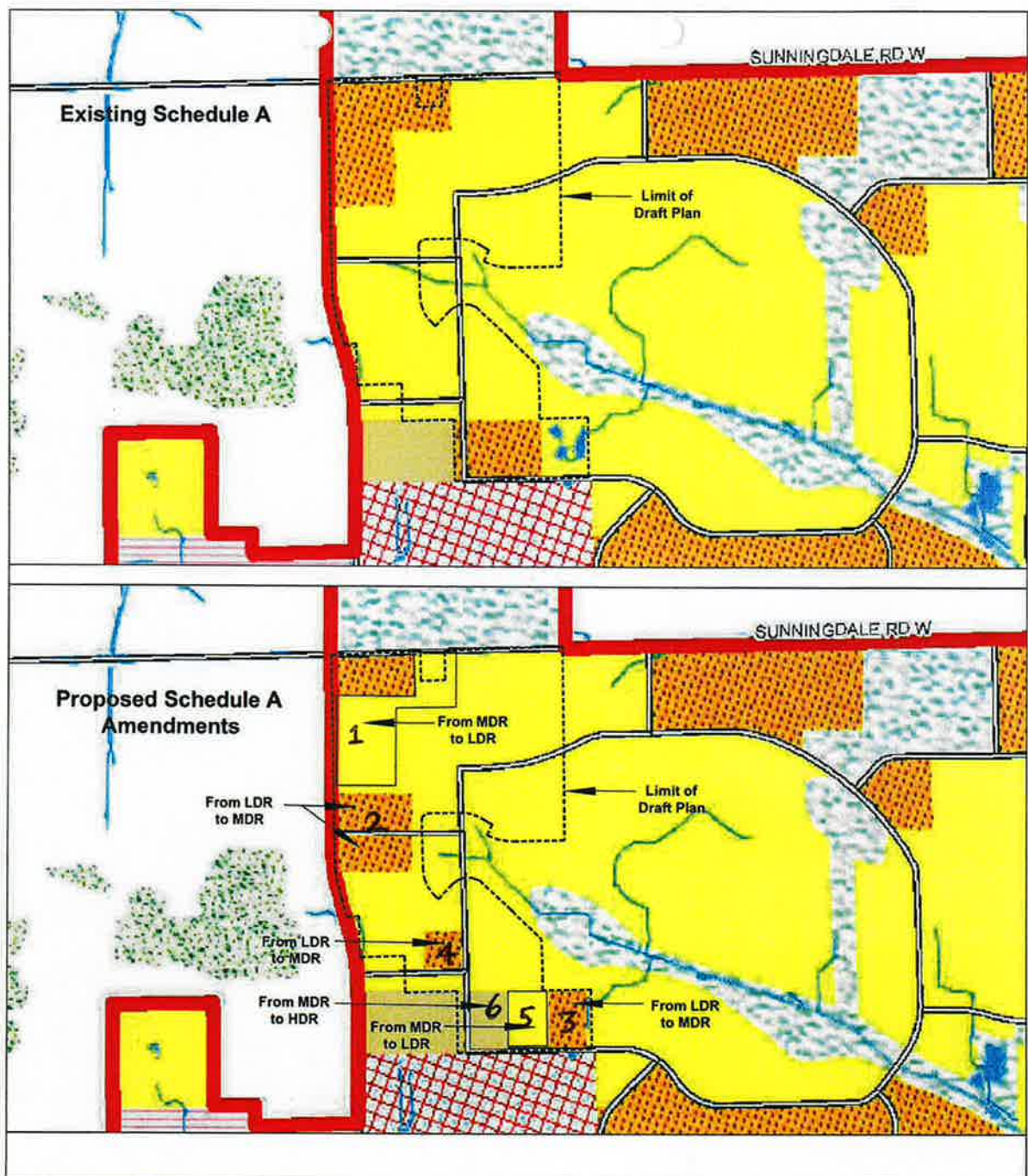
The Multi-Family Medium Density Residential designation which applies to the northern portion of this site permits multiple-unit residential developments having a low rise profile, with a maximum density of 75 units per hectare (uph). Uses may include row houses, cluster houses, low-rise apartment buildings and certain specialized residential facilities such as small scale nursing homes. Low density residential uses may also be considered within the Multi-family Medium Density Residential land use designation.

Official Plan Amendment Request

The applicant has requested the following changes to the land use designations in this area. (see proposed Official Plan changes on map on next page):

1. North West - change the designation from multi-family medium density residential to low density residential;
2. Central West - change the designation from low density residential to multi-family medium density residential;
3. South East - change the designation from low density residential to multi-family medium density residential;
4. South Central - change the designation from low density residential to multi-family medium density residential;
5. South Central - change the designation from multi-family medium density residential to low density residential;
6. South West - change the designation from multi-family medium density residential to multi - family high density residential.

Proposed Official Plan Amendments



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Medium Density Residential to Low Density Residential

Approximately 7.5 hectares of land (see location 1 in the above map) at the north west corner of this subdivision (at the intersection of Hyde Park Rd and Sunningdale Rd) is designated Multi-Family Medium Density Residential(MFMDR). The Owner is requesting that approximately half of this designation be changed from multi-family medium design residential to low density residential(LDR).

At the south limit of the plan, the applicant has requested that the lands (from west to east) be designated HDR, LDR and MFMDR. In order to ensure compatibility between uses, the typical progression for land use designations would transition from LDR to MFMDR to HDR. It is staff's opinion that the designations at the south limit (see location 5 above) should be MFMDR for Blocks 18 and 24 and HDR for Block 25. This would provide the developer with options to develop Blocks 18 and 24 for medium and low density residential uses in order to provide for a smoother transition from the proposed HDR immediately to the west.

Given that the Multi-family Medium Density designation permits low density uses (ie single detached lots as proposed by the applicant) there is no need to amend these designations based on the applicants proposed land uses.

Low to Medium Density Residential

The applicant is proposing a higher density of housing at the intersection of Street "A" and Hyde Park Rd.(see location 2 above) to frame the entrance way to the community from Hyde Park Rd.

The Owner is also requesting that approximately 1 hectare of land at the north west corner of Street "M" and Dyer Drive(see location 4 above) be redesignated from Low Density Residential to Multi – Family Medium Density Residential to provide for a transition from the existing EMS/Fire Station at 2225 Hyde Park Road to the proposed single detached residential development to the east. The Owner is also requesting that approximately 2 hectares of land north of Street "B" (within Block 24 of the proposed draft plan - see location 3 above) be redesignated from Low Density Residential to Multi – Family Medium Density Residential.

The preferred locations for the Multi-Family, Medium Density Residential designation include lands in close proximity to Shopping Areas, Commercial Districts, designated Open Space areas or Regional Facilities; lands adjacent to a Multi-Family, High Density Residential designation; and, lands abutting an arterial, primary collector or secondary collector street.

Consideration will also be given to the following criteria in designating lands for Multi-Family, Medium Density Residential uses:

- Compatibility - Development of the site or area for medium density residential uses shall take into account surrounding land uses in terms of height, scale and setbacks and shall not adversely impact the amenities and character of the surrounding area.
- Municipal Services - Adequate municipal services can be provided to accommodate the needs of the development.
- Traffic - Traffic to and from the location should not have a significant impact on stable, low density residential areas.
- Buffering - The site or area is of suitable shape and size to accommodate medium density housing and to provide for adequate buffering measures to protect any adjacent low density residential uses.

The locations of the proposed designation changes identified by the Owner abut either an arterial road and or a proposed secondary collector road. Lands to the south also abut the New Format Regional Commercial Node. Based on the zoning requested by the Owner, the future medium density residential development will be compatible with existing and future

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adjacent lands uses. The draft plan will provide for the necessary municipal services and traffic to and from these locations should not have an impact on the adjacent (future) low density residential uses. The parcel size is also adequate to provide for any necessary buffers to protect adjacent low density residential uses. As a result, the above noted land use changes from low density to multi-family medium density residential are considered appropriate and represent sound land use planning.

Medium Density Residential to High Density Residential

The Owner has requested that approximately 1.7 hectares of land at the south west corner of this plan (Block 25-see location 6 above) be redesignated from Multi-Family Medium Density Residential to Multi-Family High Density Residential.

The preferred locations for the Multi-Family, High Density Residential designation shall include areas near the periphery of the Downtown that are appropriate for redevelopment; lands in close proximity to Enclosed Regional Commercial Nodes or New Format Regional Commercial Nodes or Community Commercial Nodes, Regional Facilities or designated Open Space areas; and, lands abutting or having easy access to an arterial or primary collector road. Other locations which have highly desirable site features and where surrounding land uses are not adversely affected may also be considered for high density residential development.

Consideration will be given to the following criteria in designating lands for Multi-Family, High Density Residential use:

- **Compatibility** - Development of the site or area for high density residential uses shall take into account surrounding land uses in terms of height, scale and setback and shall not adversely impact the amenities and character of the surrounding area.
- **Municipal Services** - Adequate municipal services can be provided to meet the needs of potential development.
- **Traffic** - Traffic to and from the location should not have a significant impact on stable low density residential areas.
- **Buffering** - The site or area is of suitable shape and size to accommodate high density housing and provide for adequate buffering measures to protect any adjacent low density residential uses.
- **Proximity to Transit and Service Facilities** - Public transit service, convenience shopping facilities and public open space should be available within a convenient walking distance.

The proposed high density designation is an extension of the designation immediately to the west. The lands abut the proposed secondary collector road with easy access to Hyde Park Road(along Dyer Drive) and Fanshawe Park Road (from the future extension of Dalmagarry Road). In addition the lands immediately to the south are designated New Format regional Commercial Node.

Based on the zoning requested by the Owner, the future high density residential development will be compatible with existing and future adjacent lands uses. The draft plan will provide for the necessary municipal services and traffic to and from these locations should not have an impact on the adjacent (future) low and medium density residential uses. The parcel size is also adequate to provide for any necessary buffers to protect adjacent low density residential uses. Street "B" is identified by LTC to have future transit service and specifically Block 25 is identified as a future potential transit stop. As a result, the above noted land use change from Multi-Family Medium Density Residential to Multi-Family High Density Residential is considered appropriate and represent sound land use planning.

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New Proposed Collector Road

In the review of proposals to amend Schedule "C" - Transportation Corridors, to add a secondary road, consideration must be given to traffic service or implications, or potential impacts that a proposed road development may have on existing land uses and natural features, and measures that may be taken to mitigate these impacts.

The applicant had originally proposed a local street (Street 'G') connection from the internal streets within this draft plan to Sunningdale Rd. The appropriate hierarchy for road connections would require that this street be a secondary collector. A new collector road at the east limit of this plan from Street "B" to Sunningdale Rd will provide for proper vehicular circulation and connection to the arterial road (Sunningdale Rd). This road connection will also provide relief for vehicle traffic associated with the school block (especially buses which would need to cut back using the local street network). This new collector road could be used to provide access for school buses to both school sites. The proposed addition of the secondary collector road connection is appropriate.

FOX HOLLOW COMMUNITY PLAN

The Fox Hollow Community Plan, was adopted by Council pursuant to Section 19.2.1. of the Official Plan as a guideline document for the review of planning and development applications, for the planning of public facilities and services, and as the basis for amendments to the Official Plan and Zoning By-law and guide for subdivisions within the Fox Hollow Community. The goals for the Fox Hollow Community Plan, which was adopted by Council in March 1999, are:

- to provide an appropriate mix of housing types and to allow for choice in housing.
- to provide the required community facilities, (ie: parks, schools, passive recreational facilities, etc.) for future residents.
- to provide appropriate linkages with adjacent existing and planned communities.
- to facilitate the efficient movement of vehicular traffic (including public transit) and pedestrian traffic (ie: trails and walkways) within the community, and
- to ensure adequate access to and utilization of community-wide public facilities.

The adopted Community Plan provided direction for the locations for school sites; storm water management sites; the collector road system; a district park and neighbourhood parks, and other open space areas.

In addition, the plan recommended following Community Plan Policies (relevant to this draft plan):

- The Fox Hollow Community Plan is based on a network of pedestrian and trail linkages connecting the area with the planned Sunningdale Community to the east, the existing White Hills community to the south and areas to the west and north of the community planning area. The preferred location is to provide these linkages in the designated open space and parkland areas. Opportunities to link trail development the proposed district park will be pursued.

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 community plan are intended to establish the general size and general location for these uses.

Proposed Amendments to the Community Plan

The proposed amendments to the Foxhollow Community Plan include:

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1. Relocation of the School site;
2. the addition of a collector road connection to Sunningdale Rd; and
3. redesignation of areas(as per the recommended Official Plan amendments)

The Community Plan provided for a school campus (school/park/school) design at the southern limit of these lands which would be combined with lands in the adjacent Claybar Subdivision. Based on the City's acquisition of the woodlot(adjacent to this plan) and the lands for the SWM facility, the opportunity to create the school campus setting was limited as it would significantly impact the proposed collector road system designed for this area through the community planning process. In order to provide for two school blocks within this general area it is recommended that one school site be relocated north to the central area of the subdivision north east of Street "A" and Street "B". This new location will provide a focal point for the central area of the plan with easy access from the main collector road (Street "A") off of Hyde Park Rd.

As noted in the Official Plan amendments section of this report, the proposed relocation of the school block and the addition of the new secondary collector road(Street 'G') connection is appropriate as this new collector road can be used to provide access for school buses to both school sites.

Also, the proposed amendments to redesignate certain lands from LDR to MFDR and from MFDR to HDR is considered appropriate and represents sound land use planning.

Draft Plan

The subject draft plan is consistent with the goals of the Foxhollow Community Plan in that it provides for an appropriate mix of housing types (65% single detached/30% medium density/5% high density) to allow for choice in housing. Appropriate pedestrian linkages which provide connectivity within the subdivision and provide for integration of lands outside this subdivision have been accommodated within this design. In addition pedestrian linkages to and within the realigned Heard Drain will allow for future connections to lands to the east which is part of the planned community pathway within the Foxhollow, Sunningdale and Whitehills communities. Appropriate street linkages have also been proposed to facilitate the efficient movement of vehicular and pedestrian traffic within the community.

SUBDIVISION DESIGN

Road Pattern

There are three (3) collector roads and 12 local streets proposed within this draft plan. Engineering Review - Transportation raised concerns regarding the proposed local street connection (Street G) to Sunningdale Rd. In order to provide for an appropriate access, it is recommended that Street "G" be classified as a secondary collector road.

One collector road (Street "A") will allow for vehicular access from Hyde Park Road and the second collector road (Street "B") will provide a circular connection between draft plans 39T-04503 (Claybar) and 39T-04510 (Kent) to the east. In addition, one (1) local street (north of the proposed swm block) will allow for a further connection to lands to the east.

It is also recommended that Street "F" be redlined to provide for opportunities this subdivision to completely develop (ie without the need for temporary turning circles) and for the future development of 1550 Sunningdale Rd. W.

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1. Relocation of the School site;
2. the addition of a collector road connection to Sunningdale Rd; and
3. redesignation of areas(as per the recommended Official Plan amendments)

The Community Plan provided for a school campus (school/park/school) design at the southern limit of these lands which would be combined with lands in the adjacent Claybar Subdivision. Based on the City's acquisition of the woodlot(adjacent to this plan) and the lands for the SWM facility, the opportunity to create the school campus setting was limited as it would significantly impact the proposed collector road system designed for this area through the community planning process. In order to provide for two school blocks within this general area it is recommended that one school site be relocated north to the central area of the subdivision north east of Street "A" and Street "B". This new location will provide a focal point for the central area of the plan with easy access from the main collector road (Street "A") off of Hyde Park Rd.

As noted in the Official Plan amendments section of this report, the proposed relocation of the school block and the addition of the new secondary collector road(Street 'G') connection is appropriate as this new collector road can be used to provide access for school buses to both school sites.

Also, the proposed amendments to redesignate certain lands from LDR to MFDR and from MFDR to HDR is considered appropriate and represents sound land use planning.

Draft Plan

The subject draft plan is consistent with the goals of the Foxhollow Community Plan in that it provides for an appropriate mix of housing types (65% single detached/30% medium density/5% high density) to allow for choice in housing. Appropriate pedestrian linkages which provide connectivity within the subdivision and provide for integration of lands outside this subdivision have been accommodated within this design. In addition pedestrian linkages to and within the realigned Heard Drain will allow for future connections to lands to the east which is part of the planned community pathway within the Foxhollow, Sunningdale and Whitehills communities. Appropriate street linkages have also been proposed to facilitate the efficient movement of vehicular and pedestrian traffic within the community.

SUBDIVISION DESIGN

Road Pattern

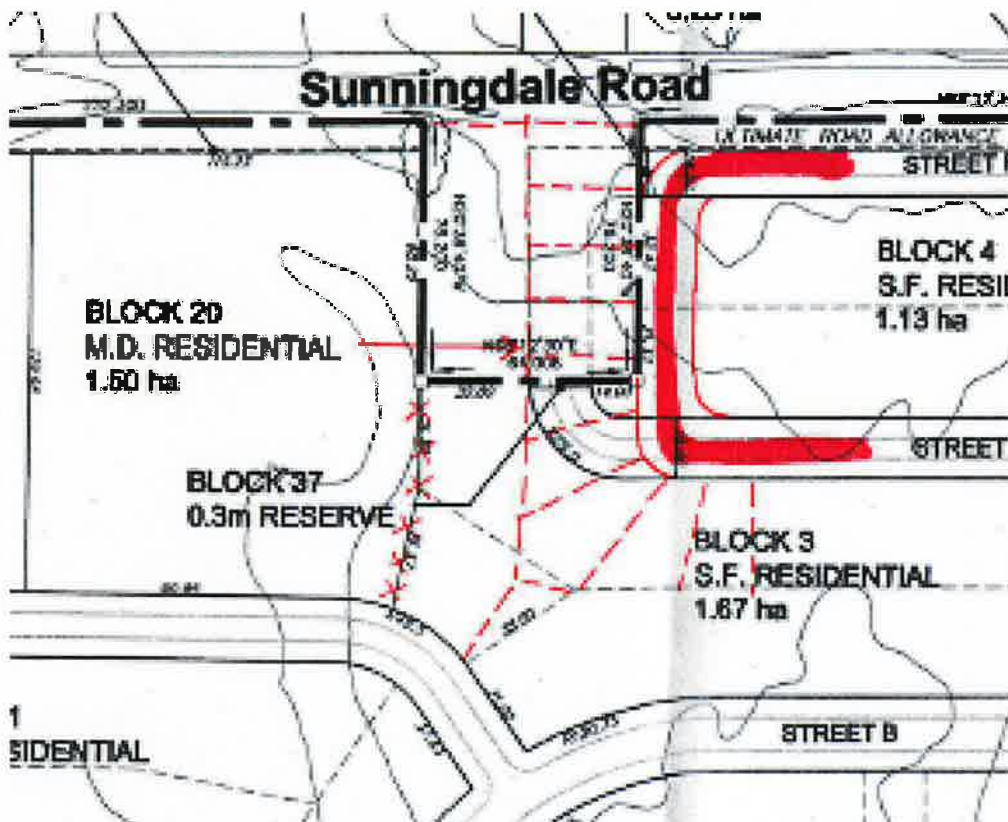
There are three (3) collector roads and 12 local streets proposed within this draft plan. Engineering Review - Transportation raised concerns regarding the proposed local street connection (Street G) to Sunningdale Rd. In order to provide for an appropriate access, it is recommended that Street "G" be classified as a secondary collector road.

One collector road (Street "A") will allow for vehicular access from Hyde Park Road and the second collector road (Street "B") will provide a circular connection between draft plans 39T-04503 (Claybar) and 39T-04510 (Kent) to the east. In addition, one (1) local street (north of the proposed swm block) will allow for a further connection to lands to the east.

It is also recommended that Street "F" be redlined to provide for opportunities this subdivision to completely develop (ie without the need for temporary turning circles) and for the future development of 1550 Sunningdale Rd. W.

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Proposed Redline Revision for Street "F"



The proposed redesign would create four lots and a partial multi-family block which could be combined with Block 20 in the future. This redesign prevents this parcel from becoming isolated allows for its future integration within this subdivision. The Owner of 1550 Sunningdale Road West would have direct access to the internal street network and as a result would be required to cost share with the developer for half the cost of the land value and construction of this road when their property came forward for development.

Lotting Pattern

In order to be able to respond to market demand, the applicant has proposed a block plan of subdivision with 18 blocks for low density residential uses (single detached dwellings), six(6) multi family residential blocks and one (1) high density block. Based on the applicants zoning request, approximately 492 single detached dwellings could be produced and up to 439 multi family residential units (based on maximum densities permitted within the requested zoning). The Owner will be required to provide as part of their design studies submission a final lotting plan and parking plan (if necessary) acceptable to the City.

The block plan has been red line amended to ensure that future lots along the collector road are oriented toward the collector road in order to provide for a continuous streetscape of housing and to avoid long stretches of exterior sideyard fencing. Where corner lots are adjacent to the collector road, the future owners of these lots will be required to construct fencing along no more that 50% of the exterior sideyard and to a standard acceptable to the City. This has been included as a condition of draft approval.

The City also encourages street orientation of buildings in multi-family developments to eliminate continuous noise attenuation walls adjacent to an arterial road. As a result the h-53 and h-54 holding provisions are recommended for Blocks 19 and 20 to ensure that the issue of noise attenuation and building orientation is properly addressed. These and other urban

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design issues dealing with multi-family residential block development will be examined in greater detail at the site plan approval stage prior to the removal of holding symbols.

The applicants subdivision design along with recommended redline amendments is considered appropriate and represents good land use planning.

OPEN SPACE AND ACTIVE PARKLAND

The subject lands are designated low density residential and multi-family medium density residential. An area of land immediately east of this draft plan (which originally formed part of the former Stanton land holdings in this area) contains a portion of the Heard Drain and a woodlot. In a 1999 OMB decision it was determined that this woodlot was not significant and the lands were designated low density residential. At the time the Foxhollow Community Plan was developed, it was noted that the Heard Drain would form part of a major servicing strategy for the Foxhollow Community.(Check Plan)

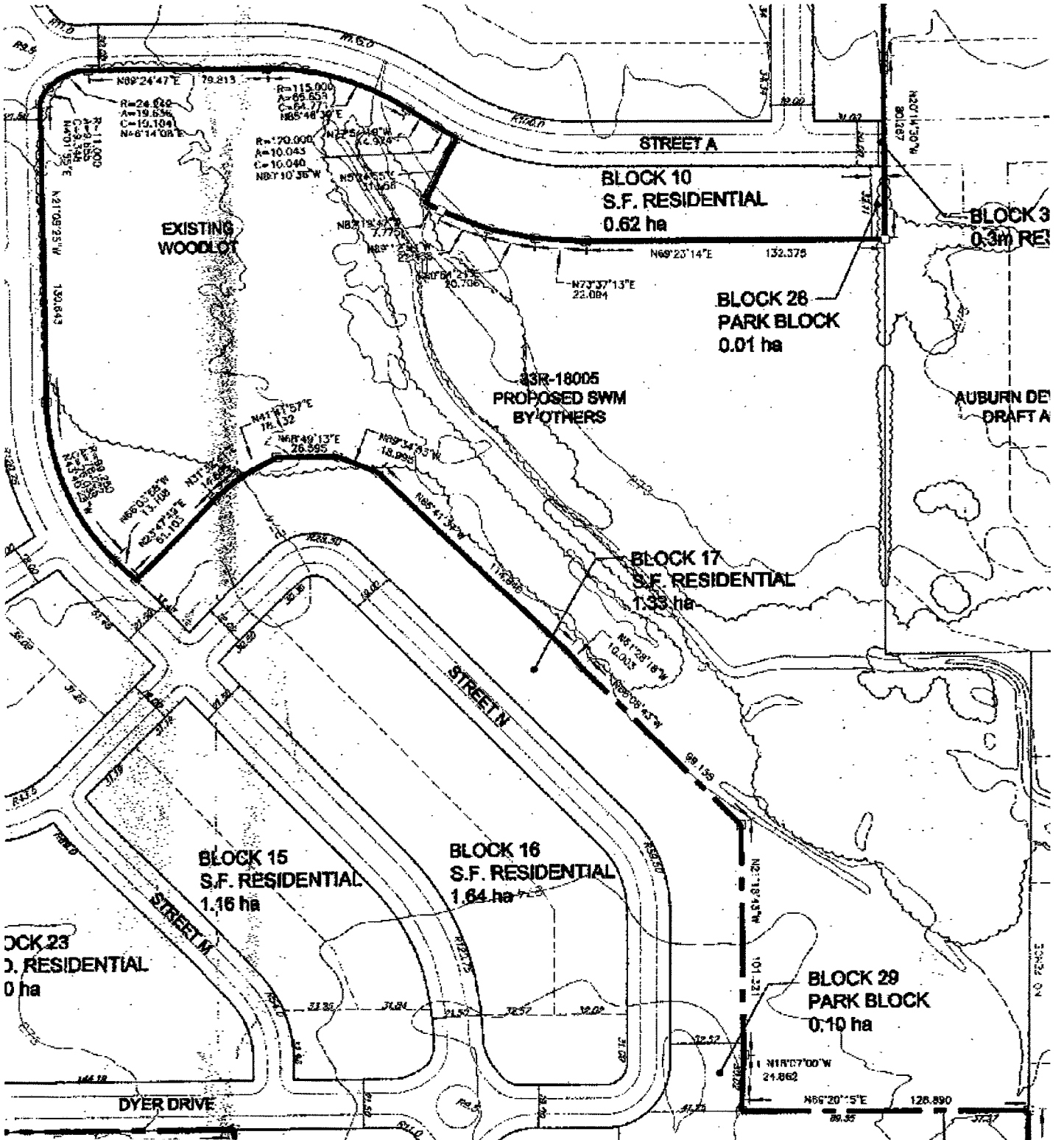
In 2006, the City contracted MRC Consultants to complete the Foxhollow Development Area Municipal Class Environmental Assessment to address storm drainage and servicing. In 2010 in response to Auburn Developments proposed draft plan design (for the adjacent Kent and Claybar Subdivisions) an addendum to the EA was completed to address impacts to the proposed realigned Heard Drain and the location of the SWM Facility 1 (which was to be located on the original Stanton lands). As part of the City's implementation strategy to construct the required swm facilities and the realigned Heard Drain, it was necessary for the City to purchase the necessary lands for SWM facility 1. At that time the issue of the adjacent woodlot, which as noted above was designated low density residential, was raised by staff with the land owner and as a result, the City was successful in negotiating with the landowner to obtain a large portion of the woodlot to ensure its future preservation.

In advance of the purchase, the City Ecologist evaluated the woodlot and the surrounding area and based on her review, the necessary land area to ensure the woodlots future protection was identified. The City Ecologist was satisfied that there will be a sufficient buffer to protect the vegetation, and as a result of her evaluation, it was determined that no further study of the buffer would be required provided development adjacent to the woodlot matched existing grades. Based on this review, the City proceeded to negotiate with the landowner to acquire this parcel.

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LANDS NOW UNDER CITY OWNERSHIP
(see proposed SWM by others and Existing Woodlot)



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Parkland

In accordance with City standards, parkland dedication has been calculated based on the greater of either 5% of the land area or 1 hectare of parkland per 300 dwelling units. In this instance 1 hectare of parkland per 300 dwelling units has been used. For the purposes of calculating parkland, the maximum density as noted in the requested zoning has been used. It should be noted that the parkland dedication requirements are not re-calculated based on actual build-out.

Land Use (Block)	Area (ha)	Zone/Density	Potential Unit Count	Required Dedication (ha)
Low Density (1-20)	21.39	R1-13/R1-4/R1-3	471	1.57
School (26 and 27)	3.73	R1-13/6uph	22	0.075
Medium Density Residential (19-23)	6.60	R5-6/50uph	330	1.100
Medium Density Residential (24)	2.13	R6-1/ 15uph	31	0.107
High Density Residential (25)	1.74	R9-7/150uph	261	0.835
Total	35.59		803	3.687

Total Parkland Provided

Parkland provided in Plan	0.320
Additional parkland provided in adjacent lands	0.627
Total	0.947 ha

Parkland requirements were identified as part of the Foxhollow Community Plan. It is recommended that the draft plan be redlined to include a new park block within a portion of Block 17. The parkland dedication provided within this plan would address the requirements for Blocks 25 (based on density) which are to be developed for medium and high density forms of housing. Other than this requirement, there is no further active parkland required within this plan and as a result staff recommend that the remaining parkland dedication be provided as cash-in-lieu for Blocks 1-24.

The Owner will be required to grade, service and seed all park blocks to the satisfaction of the Manager of Parks Planning and Design within 1 year of registration of the plan of subdivision. In addition, the proposed development must meet all existing grades at property lines where it abuts all City owned open space lands. At the design study stage (post draft approval), the owner shall prepare a conceptual park layout for the external City owned lands and the redlined park block (on the portion of Block 17). The concept plan will illustrate the park layout and how grades will match. The City will undertake the construction of the park when the phase containing this block comes forward for registration and the lands are dedicated to the City.

The Owner will be required to construct a 1.5m high chain link fencing without gates in accordance with current City park standards (SPO 4.8) or approved alternate, along the property limit interface of all private lots and blocks adjacent to existing and/or future Park and/or Open Space Blocks. Fencing shall be completed to the satisfaction of the Manager of Parks Planning and Design, within 1 year of the registration of the plan.

Street Trees

The Owner shall implement the street tree planting requirements as per the standard cash-in-lieu subdivision conditions.

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Future Multi-Use Pathway

At the Design Studies stage, the owner shall illustrate how the multi-use pathway system can be included within the gateway design of Street A from the proposed roundabout at Streets "A" and "B" to Hyde Park Road.

Dyer Drive may be required as a component of the bicycle/multi-use system between the pathway system from Street "N" to Hyde Park Road. In order to ensure that there are no conflicts between bicycle/pedestrian movements and the proposed roundabout at Street "A" and Dyer Drive, this issue will be addressed in greater detail during the design studies process (post draft approval).

Pedestrian Circulation

To ensure that there is proper pedestrian circulation within this subdivision as well as to lands to the east, a number of redline amendments have been proposed identifying additional walkway connections. They include:

- from Street H to the east limit of the plan (this walkway will be removed if a walkway cannot be secured within draft plan 39T-04510(Kent) immediately to the east
- Street I to the school block(26)
- Street A to the school block(26)

The creation of these walkways will provide for appropriate pedestrian connectivity within the subdivision and to adjacent lands.

Gateways

Gateway features are to be designed in accordance with City standards. Should the design of the gateway not be in accordance with City Standards, a concept must be submitted and reviewed by Parks Planning and Design at the time of design studies to determine if the design is acceptable.

SERVICING

A major issue with advancing this draft plan has been focused on the resolution of servicing for the subject lands. In the Community Plan adopted by Council as a guideline document for the approval of development applications and related supporting plans, agreements, zoning and servicing approvals, the Community Plan and its background contemplated that the Heard Drain would be re-constructed and function as part of a integrated stormwater management system. Within the corridor would be the installation of a sanitary trunk system and a community pathway system linking the various development approvals together and providing pedestrian linkages to the school blocks, neighbourhood parks and the large district park located north and central in the Fox Hollow Community.

Sanitary Services

The City has completed the installation of a trunk sanitary sewer westerly from Medway Park Drive along Tokala Trail up to the limits of the Heard Drain to provide for the initial servicing of Claybar Phase I (which included the LDCSB school site). In order to provide sanitary services for this development, the property owner will be required to construct sanitary sewers and connect them to the trunk sanitary sewer at the east limit of the site. The Owner will be responsible for the cost of construction portion of the local sewer constructed within the SWM block in conjunction with the City's construction of SWM 1.

Storm Services

The Owner will be required to construct sewers within this plan which will outlet to the Heard Drain (via the Regional Foxhollow Community SWM System) and the proposed Hyde Prk Stormwater Management Facility #4 (via the future Hyde Park storm sewers and conveyance

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systems).

The City is currently working on the construction of SWM Facility 2 and the Heard Drain reconstruction (including the installation of the trunk sanitary sewer up to the easterly limit of the subject draft plan). In addition to these works, the City will be constructing SWM facility 2 (within the Clark draft plan - 39T-05511) and SWM facility 1 (originally within the subject lands).

Water

The Owner will be required to construct watermains to serve this Plan and connect them to the existing 900 mm (36") diameter watermain on Hyde Park Road at Dyer Drive (high level) and the 300 mm (12") diameter watermain on Dalmagarry Road and Tokala Trail (high level). In order to ensure that water looping will occur, it is recommended that a holding provision be placed on all lots and blocks within this draft plan requiring water looping (and the need for a second public access) prior to the issuance of the 81st building permit.

Transportation

Transportation staff do not support the connection of a local street to Sunningdale Road E. as originally proposed. In order to provide for an appropriate connection, Development Planning staff recommend that a collector road connection be made to connect Street "B" to Sunningdale Road W. at the east limit of this plan. It should be noted that a roundabout will also be required at the intersection of Street B and this new collector road (Street "G"). In addition, it is recommended that a holding provision be placed on Block 19 until such time as the Hyde Park Rd Class EA has been completed and the need for additional land to accommodate a roundabout at the intersection of Sunningdale Rd and Hyde Park Rd has been determined.

The Owner's agent is currently working with City staff to acquire a portion of the City owned road allowance (east of Street "L") to provide for a proper connection to Street "J". Should this be abandoned, the Owner will be required to provide for this connection within the limits of the draft plan. This has been included as a condition of draft approval.

PROPOSED ZONING

The subject lands are currently zoned Urban Reserve UR3. As previously noted the applicant has submitted a block plan. This allows the owner the ability to adjust to changing conditions in the market place prior to registration of the plan. The applicant is proposing to develop these lands for single detached dwellings, street townhouses and other forms of medium density cluster housing and apartment buildings.

Single Detached Development

The applicant is proposing to amend the Zoning By-law to permit single detached dwellings under the R1-4 and R1-13 Zones. These zones permit single detached dwellings on lots with a minimum frontage of 10 metres and 12 metres respectively. Based on the applicants conceptual lotting plan the lot mix is as follows:

Zone	Frontage	Number of Lots/Units	% of Total
R1-13	9 m min	331	67%
R1-4	12m min	165	33%
	Total	496	100 %

The City's Small lot guidelines which were prepared in November 2001 noted that:

For small lot subdivision plans exceeding 50 lots in size, an acceptable mix of lot frontages for single detached units should be provided (a small lot frontage is characterized as having a frontage of under 12 m).

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To achieve this, Planning staff, in 2008, proposed revisions to the Small Lot Guidelines to stipulate the percentage of small lots within any subdivision. Staff recommended that lots of 9.99 m or less should not generally exceed 40% of the total number of lots in any plan containing more than 50 lots. Also, it is the City's position that lots fronting the collector road system should be no less than 11 metres to avoid on street parking issues and to provide for some on-street parking locations. The applicant is proposing 12 metre lot frontages on lots fronting the collector roads within this plan.

Based on the preceding table, more than 60% of the lots created within this subdivision may be developed with a 9 metre frontage. In order to provide for a more balanced lot mix it is recommended that the R1-13 zones proposed by the applicant along the northern and eastern limits of this plan be changed to an R1-3 zone which permits single detached lots with a minimum 10 metre lot frontage. Given these recommended changes the total number of lots will be reduced from 496 to 471 . It should be noted that this change only reduces the lot total but not the total length of saleable street frontage.

Based on the above the following lot mix would be as follows:

Zone	Frontage	Number of Lots/Units	% of Total
R1-13	9 m min	144	31%
R1-3	10 m min	140	30%
R1-4	12m min	187	39%
	Total	471	100 %

Based on the above, the proposed lot mix is more appropriate as it is in keeping with the intent of the City's Small lot Guidelines and it allows for more choice to builders and future homeowners in this area.

It is also noted that depending on the final lot layout, should significant stretches of street develop for lots with less than 11 metres of frontage, a parking plan will be required to illustrate that there is sufficient room for on street parking. This is included as a condition of draft approval and will be addressed in greater detail as part of the design studies process.

In order to bring the building edge closer to the street which will promote traffic calming it is recommended that a minimum and maximum main building setback of 3.0 and 4.5 metres respectively be applied to lots which front the collector roads within this plan.

Multi Family Medium Density Development

The applicant has proposed multi-family development at the north western section of the plan(Blocks 19 & 20), the central portion of the plan(adjacent to the collector Street A at Hyde Park Rd-Blocks 21 & 22)); at the southern limit adjacent to the City's Fire Station (Block 23) and within a block adjacent to the future southerly School Block(Block 24).

Blocks 19 & 20

The applicant has proposed that the frontage of this block be zoned with a Compound R1-13/R5-6/R6-5 Zone to allow for flexibility in the type of housing to be constructed along this frontage. The City does not support development which mixes conventional single detached dwellings with multi-family development. As a result it is recommended that the R1-13 Zone be applied to a new block along this frontage and that two 18 metre access points be created to service the future multi-family development. Holding provisions are recommended for Blocks 19 and 20(and other multi-family blocks which abut the arterial roads) to address issues of noise from the adjacent arterial roads; to ensure that the developments are street oriented and to ensure that there is water looping and a second access prior to the issuance of the 81st building permit within this subdivision.

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Blocks 21 and 22

The applicant is proposing a compound R4-3/R5-6/R6-5 zone for these blocks which frame the entrance to the subdivision from Hyde Park Road. The proposed medium density zones provide for an appropriate transition from Hyde Park Road to the low density residential development in the interior of the subdivision. As noted above, the City does not support the application of zones which permit a combination of freehold and block development as the issue of ownership can result in incompatible forms of development. In this instance, it is not appropriate to have multiple accesses to individual street townhouse lots as this would impact any gateway feature proposed for this collector road. In order to provide for a form of development which frames this entranceway to the subdivision and to avoid the conflicts associated with multiple driveways and potential gateway features, staff recommend refusal of the R4 zone for these blocks. It is also recommended that a one(1) foot reserve be applied to the frontages of these blocks where they abut Street A so that access to these blocks be restricted from Street A.

Blocks 23 and 24

The applicant has requested a Compound R5/R6 zone for these blocks. This medium density zoning will provide for forms of housing which will allow for an appropriate transition from the existing FIRE/EMS Station at the north east corner of Dyer Drive and Hyde Park Road. Staff recommend that holding provisions be applied to these blocks to ensure that the development is street oriented.

High Density Development - Block 25

The applicant has requested the Residential R9-7 zone for this block with a maximum height of 45 metres and a maximum density of 150 units per hectare. The adjacent high density residential zones to the west allow for development at a maximum height of 32 metres and a maximum density of 150 units per hectare. This block abuts an existing commercial development to the south and it is not anticipated that the additional requested building height will have a negative impact on those lands. To ensure that this issue of building mass will not negatively impact the future low density residential development to the east it is recommended that a holding provision be applied requiring the developer to submit a design brief and that any proposal be brought before the Urban Design Peer Review Panel as part of the Site Plan Approval process.

Staffs have reviewed the rezoning request of the applicant and subject to staffs proposed amendments, special provisions, and holding provisions, the recommended zoning of the subject property to implement the draft plan is appropriate and represents good land use planning.

Urban Design

The proposed redline amended draft plan of subdivision provides for an appropriate mix of low and medium density housing consistent with the Foxhollow Area Plan. The focal public space points of this plan is the woodlot which is fronted partially by a single loaded road and the school block. The developer should be commended for incorporating many of the design elements which resulted from a design charette which was held with the applicant's consultant prior to submitting the draft plan application. The redlined plan provides for appropriate pedestrian access throughout the community and to lands to the east. Holding provisions and conditions of draft approval have been created to ensure that street oriented development is provided for in this community.

Elements of Placemaking have been provided by the developer through the lotting and road pattern established by the Fox Hollow Area Plan. The existing woodlot, which was acquired from the developer in conjunction with the adjacent future SWM lands, will provide an opportunity for the public to walk through an existing naturalized area and a SWM Block, which will be naturalized over time, with direct connection to the realigned Heard Drain corridor. This corridor together with the north-south corridor of the 'Clarke' plan will provide a strong walking and bicycle off road connection through the larger neighbourhood. Most streets in the

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subdivision will have sidewalks on at least one side of the street allowing for more pedestrian movements. The final product when completed will be very pedestrian oriented.

The developer is proposing a gateway feature at the entrance to the subdivision (from Hyde Park Road) and with three roundabouts planned within the subdivision, an opportunity exists to create space for possibly some public art work or other unique neighbourhood feature which could be symbolic for the area.

Walkways have been proposed and added to provide strong connectivity between the school block and other lands east within the Fox Hollow area. The road pattern provides a balanced distribution of traffic movements, with few streets which require vehicular traffic to take long back tracking routes. This assists in making the overall design of the area to be energy efficient.

Also, given the constraints of the drainage patterns, the approved land use pattern and the collector road system adopted by Council, the developer has proposed a design incorporating a number of Placemaking principles. As the multi-family blocks are developed and Site Plans are prepared for the large blocks, additional Placemaking elements may be incorporated into the overall development.

Redline Revisions

The following redline revisions are recommended:

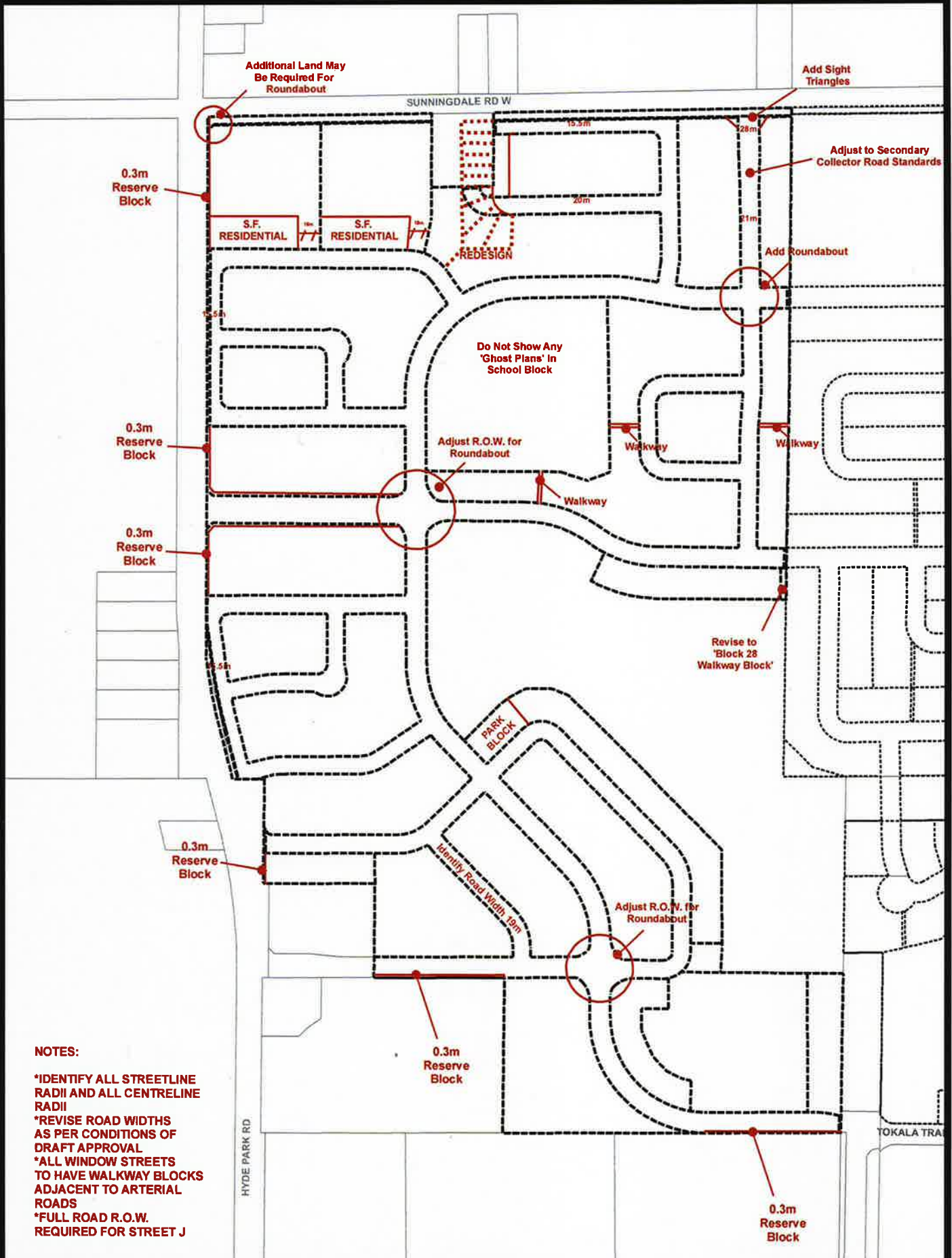
- Identify that additional land may be required for a roundabout at the intersection of Sunningdale Rd and Hyde Park Rd.
- Revise window street portions of Street 'C', Street 'F', Street 'J', Street 'L' to be 15.5 metre rights-of-way in accordance with the City's Window Street standard UCC-2M.
- Add 0.3 metre reserves along Blocks 14, 19, 21 and 22, on the south side of Dyer Drive abutting 2179 Hyde Park Road, on the south side of Street 'B' abutting the Calloway lands and on both Sides of Street A from Hyde Park Road to Street B
- Identify all streetline radii
- Identify all centreline radii for roads in this plan
- Identify Street 'M' road width as 19 metres
- Limit/Eliminate the bulge in Streets 'D' and 'K'
- Revise road widths as identified in conditions
- Provide Street 'J' (south leg) with a full right-of-way width (connection to Street 'J' (west leg))
- Provide walkway blocks for proposed sidewalk connections from window streets to arterial roads (across 0.3 metre reserve blocks)
- Add roundabout at Street "G" and Street "B"
- adjust rights-of-way for roundabouts at Street 'A' and Street 'B'; at Dyer Drive and Street 'B' and at Street "G" and Street "B" to comply with City standards for roundabout geometries.
- A new park block should be established on a portion of Block 17, north of the intersection of Street N and Street B, adjacent to the neighbourhood park intended planned for the city owned land.
- Remove reference to Block 128 as a park block
- Create new sfd blocks fronting Street "C"
- Add new walkway blocks
- Redesign Street "F"

CONCLUSION

The subject lands are being developed in accordance with Official Plan Policy and the Foxhollow Area Plan. In addition, the development of these lands in the Foxhollow area is in accordance with the City's Growth Management Implementation Strategy. Holding Provisions



FOXWOOD DEVELOPMENTS (LONDON) INC. (39T-11503) REDLINE AMENDED DRAFT PLAN

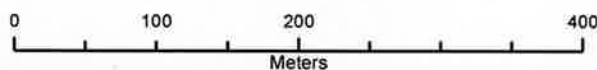


NOTES:

- *IDENTIFY ALL STREETLINE RADII AND ALL CENTRELINE RADII
- *REVISE ROAD WIDTHS AS PER CONDITIONS OF DRAFT APPROVAL
- *ALL WINDOW STREETS TO HAVE WALKWAY BLOCKS ADJACENT TO ARTERIAL ROADS
- *FULL ROAD R.O.W. REQUIRED FOR STREET J



1:5,000



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will ensure that the plan develops with adequate municipal services and that issues of noise from Sunningdale Road are properly addressed. Approval of this Draft Plan of Subdivision and Official Plan/Zoning By-law amendments are appropriate as it represents good land use planning.

RECOMMENDED BY:	REVIEWED BY:
	
ALLISTER MACLEAN SENIOR PLANNER-DEVELOPMENT PLANNING	D.N. STANLAKE DIRECTOR - DEVELOPMENT PLANNING
SUBMITTED BY:	
	
G. KOTSIFAS DIRECTOR OF BUILDING CONTROLS AND CHIEF BUILDING OFFICIAL	

March 15, 2012
 AM/am
 "Attach."

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Responses to Public Liaison Letter and Publication in "Living in the City"

<u>Telephone</u>	<u>Written</u>
<p>Jim Borrowman 2611 Hyde Park Rd London, ON</p> <p>Clarification on the application. Wanted to know timing of development. Would lands on north side of Sunningdale Rd be developed anytime soon.</p>	<p>Christine McAlpine</p> <p>1) Does the proposed zoning area include 1445 sunningdale road? It appears to cover a block of land to the south of Sunningdale and the east of Hyde Park Road. Would the municipal address of 1445 be amended from an urban reserve to residential? or only the area of land across the road?</p> <p>2) Would the property taxes for 1445 Sunningdale road increase as a result of these changes?</p> <p>3) the plan mentions changing the road allowance requirements. Would Sunningdale road be widened? If so, by how much and would this include both the north and south side of Sunningdale road or just the south side?</p> <p>4) are you aware of a neighbourhood or community association that has contacted you with respect to this proposal, and if so, who we may contact to discuss this with?</p> <p>5) has a date for a public meeting of the Built and Natural Environment committee been set?</p>
<p>Kenneth Player 1739 Sunningdale Rd W</p> <p>Clarification on where road widening is going to occur. Will traffic lights be installed at Sunningdale and Hyde Park Rd. Will drainage of this site affect drainage on his site. Will he be able to hook up to municipal services as a result of this development. When will Urban Growth Boundary expand to include his property.</p>	

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Appendix "B"

Bill No. (number to be inserted by Clerk's Office)
insert year

By-law No. C.P.-1284(inserted by Clerk's Office)

A by-law to amend the Official Plan for the City of London, 1989 relating to 1602 Sunningdale Road West.

The Municipal Council of The Corporation of the City of London enacts as follows:

1. Amendment No. (to be inserted by Clerk's Office) to the Official Plan for the City of London Planning Area – 1989, as contained in the text attached hereto and forming part of this by-law, is adopted.
2. This by-law shall come into effect in accordance with subsection 17(38) of the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on April 10, 2012

Joe Fontana
Mayor

Catharine Saunders
City Clerk

First Reading – April 10, 2012
Second Reading – April 10, 2012
Third Reading – April 10, 2012

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AMENDMENT NO.
to the
OFFICIAL PLAN FOR THE CITY OF LONDON

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is:

1. To change the designation of certain lands described herein from Low Density Residential to Multi-Family Medium Density Residential and from Multi-Family Medium Density Residential to Multi-Family High Density Residential on Schedule "A", Land Use, to the Official Plan for the City of London.
2. To add a new secondary collector road to Schedule C of the Official Plan for the City of London.

B. LOCATION OF THIS AMENDMENT

1. This Amendment applies to lands located 1602 Sunningdale Road West in the City of London.

C. BASIS OF THE AMENDMENT

Low Density Residential to Medium Density Residential

The locations of the proposed designation changes identified by the Owner abut either an arterial road and or a proposed secondary collector road. Lands to the south also abut the New Format Regional Commercial Node. Based on the zoning requested by the Owner, the future medium density residential development will be compatible with existing and future adjacent lands uses. The draft plan will provide for the necessary municipal services and traffic to and from these locations should not have an impact on the adjacent (future) low density residential uses. The parcel size is also adequate to provide for any necessary buffers to protect adjacent low density residential uses. As a result, the above noted land use changes from low density to multi-family medium density residential are considered appropriate and represent sound land use planning.

Medium Density Residential to High Density Residential

The proposed high density designation is an extension of the designation immediately to the west. The lands abut the proposed secondary collector road with easy access to Hyde Park Road(along Dyer Drive) and Fanshawe Park Road (from the future extension of Dalmagarry Road). In addition the lands immediately to the south are designated New Format regional Commercial Node.

Based on the zoning requested by the Owner, the future high density residential development will be compatible with existing and future adjacent lands uses. The draft plan will provide for the necessary municipal services and traffic to and from these locations should not have an impact on the adjacent (future) low and medium density residential uses. The parcel size is also adequate to provide for any necessary buffers to protect adjacent low density residential uses. Street "B" is identified by LTC to have future transit service and specifically Block 25 is identified as a future potential transit stop. As a result, the above noted land use change from Multi-Family Medium Density Residential to Multi-Family High Density Residential is considered appropriate and represent sound land use planning.

New Proposed Collector Road

The applicant had originally proposed a local street (Street 'G') connection from the internal streets within this draft plan to Sunningdale Rd. The appropriate hierarchy for road

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connections would require that this street be a secondary collector. It is also proposed that a new collector road be extended at the east limit of this plan from Street "B" to Sunningdale Rd in order to provide for proper vehicular circulation and connection to the arterial road (Sunningdale Rd). This road connection will also provide relief for vehicle traffic associated with the school block (especially buses which would need to cut back using the local street network). This new collector road could be used to provide access for school buses to both school sites. The proposed addition of the secondary collector road connection is appropriate and represents sound land use planning.

D. THE AMENDMENT

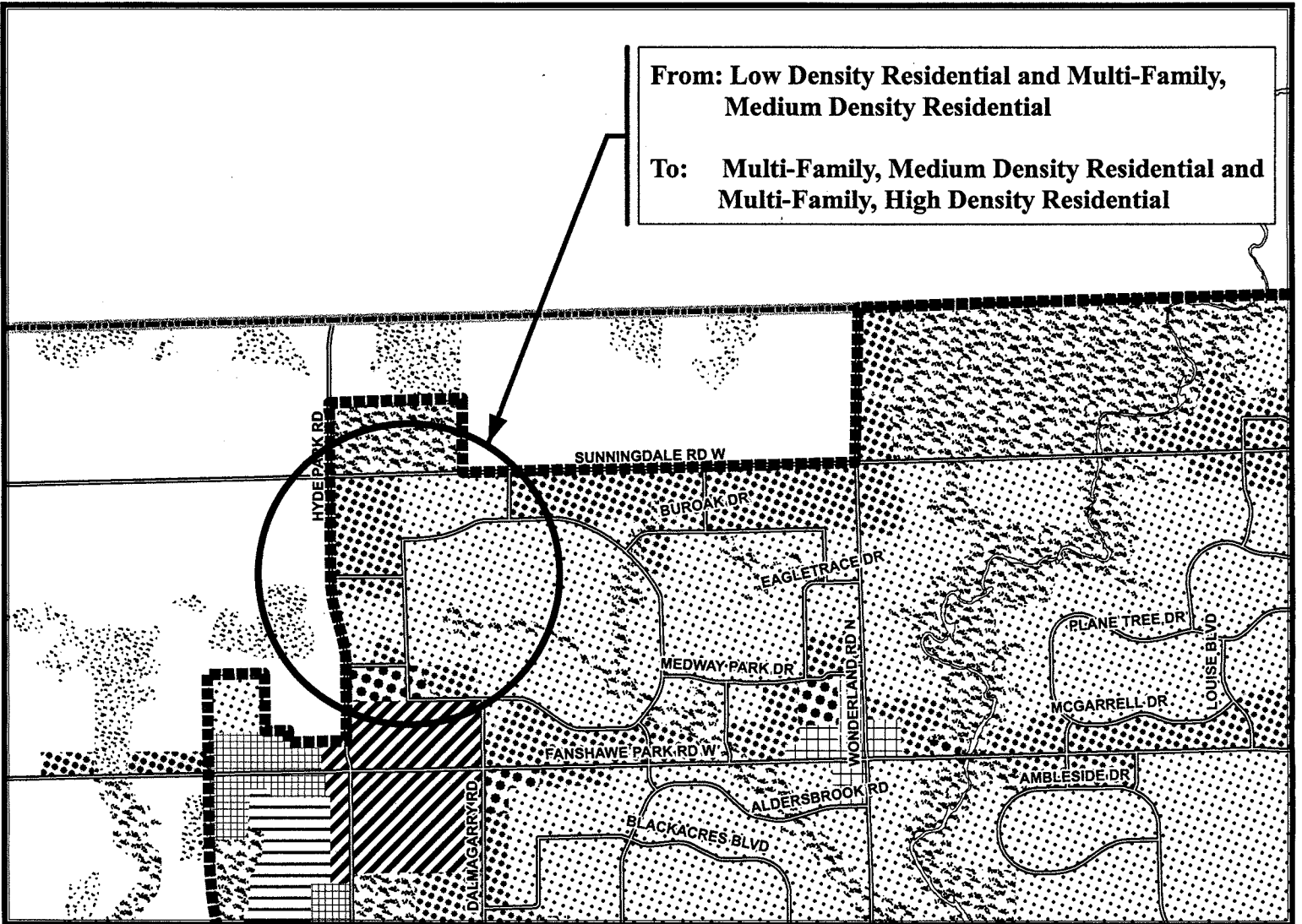
The Official Plan for the City of London is hereby amended as follows:

1. Schedule "A", Land Use, to the Official Plan for the City of London Planning Area is amended by designating those lands located at 1602 Sunningdale Road West) in the City of London, as indicated on "Schedule 1" attached hereto from Low Density Residential to Multi-Family Medium Density Residential and from Multi-Family Medium Density Residential to Multi-Family High Density Residential.
2. Schedule "C", to the Official Plan for the City of London is amended by adding a new Secondary Collector Road

AMENDMENT NO:

**From: Low Density Residential and Multi-Family,
Medium Density Residential**

**To: Multi-Family, Medium Density Residential and
Multi-Family, High Density Residential**



Legend

- | | |
|--|-----------------------------------|
| Downtown Area | Office Business Park |
| Enclosed Regional Commercial Node | General Industrial |
| New Format Regional Commercial Node | Light Industrial |
| Community Commercial Node | Regional Facility |
| Neighbourhood Commercial Node | Community Facility |
| Main Street Commercial Corridor | Open Space |
| Auto-Oriented Commercial Corridor | Urban Reserve - Community Growth |
| Multi-Family, High Density Residential | Urban Reserve - Industrial Growth |
| Multi-Family, Medium Density Residential | Rural Settlement |
| Low Density Residential | Environmental Review |
| Office Area | Agriculture |
| Office/Residential | Urban Growth Boundary |

This is an excerpt from the Planning Division's working consolidation of Schedule A to the City of London Official Plan, with added notations.

**SCHEDULE 1
TO
OFFICIAL PLAN**

AMENDMENT NO. _____

PREPARED BY: Graphics and Information Services



Scale 1:30,000



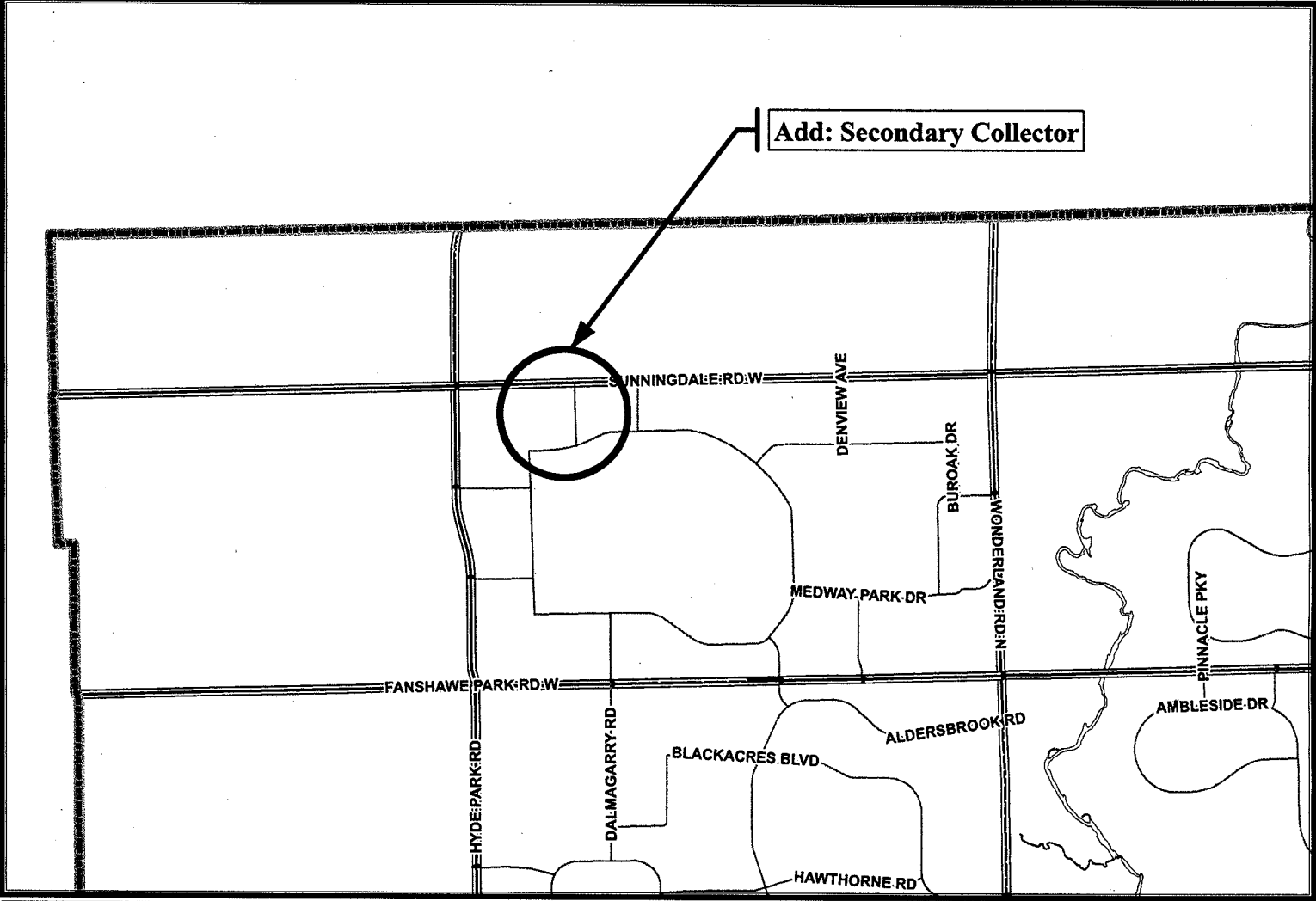
FILE NUMBER: 39T-11503, OZ-7985

PLANNER: AM

TECHNICIAN: DT






DATE: March 16, 2012

AMENDMENT NO:









Legend

ROAD CLASSIFICATION

-  Secondary Collector
-  Primary Collector
-  Arterial
-  Freeway
-  Expressway

PROPOSED ROAD CORRIDOR

-  Proposed Secondary Collector
-  Proposed Primary Collector
-  Proposed Arterial
-  Proposed Freeway
-  Proposed Expressway
-  Proposed Interchange

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

**SCHEDULE 2
TO
OFFICIAL PLAN**

AMENDMENT NO. _____

PREPARED BY: Graphics and Information Services



Scale 1:30,000



FILE NUMBER: 39T-11503, OZ-7985

PLANNER: AM

TECHNICIAN: DT

DATE: March 16, 2012

APPENDIX "B"

Bill No. (number to be inserted by Clerk's Office)
insert year

By-law No. Z.-1-_____

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 1602 Sunningdale Road West.

WHEREAS Foxwood Developments (London) Inc. have applied to rezone an area of land located at 1602 Sunningdale Road West, as shown on the map attached to this by-law, as set out below;

AND WHEREAS upon approval of Official Plan Amendment Number (number to be inserted by Clerk's Office) this rezoning will conform to the Official Plan;

THEREFORE the Municipal Council of The Corporation of the City of London enacts as follows:

Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 1602 Sunningdale Road West, as shown on the attached map, from an Urban Reserve (UR3) Zone to a Holding Residential R1 (h. h-100 R1-3) Zone; a Holding Residential R1 (h. h-100 R1-13) Zone; a Holding Residential R1 Special Provision (h. h-100 R1-4()) Zone; a Holding Residential R1 (h. h-100 R1-4) Zone; a Holding Residential R5/Residential R6 (h. h-71 h-100 R5-6/R6-5) Zone; a Holding Residential R5/Residential R6 (h. h-54 h-71 h-100 R5-6/R6-5) Zone; a Holding Residential R5/Residential R6 (h. h-53 h-54 h-100 R5-6/R6-5) Zone; a Holding Residential R5/Residential R6 (h. h-53 h-54 h-100 h_ R5-6/R6-5) Zone; a Holding Neighbourhood Facility/Residential R1 (h. h-100 NF1/R1-13) Zone; a Holding Residential R6 (h. h-71 h-100 R6-1) Zone; a Holding Neighbourhood Facility/Residential R6 (h. h-71 h-100 h-108 NF1/R6-1) Zone; a Holding Residential R9 (h. h-100 h-123 R9-7 H45 D150) Zone; and an Open Space (OS1) Zone.

- 1) Section 4.21 "ROAD ALLOWANCE REQUIREMENTS - SPECIFIC ROADS" is amended by adding the following streets:

Street	From	To	Street Classification	Limit of Rd. Allowance (Measured from Centreline)
Street "A"	Hyde Park Road	Street B (in plan 39T-11503)	Secondary Collector	10.75m(35 feet)
Street "B"	Tokola Trail	North leg at the East limit of plan 39T-11503	Secondary Collector	10.75m(35 feet)
Street "G"	Sunningdale Rd W.	Street "B" (in plan 39T-11503)	Secondary Collector	10.75m(35 feet)

- 2) Section 3.8 Holding "h" Zones to By-law No. Z.-1 is amended by adding the following Holding Provision:

Section 2) Holding Zone Provisions

- xx) h-__ Purpose: To ensure that any development proposed for this block takes into account lands needs for a future roundabout at the intersection of

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Hyde Park Rd and Sunningdale Rd W., to the satisfaction City of London, prior to removal of the "h_" symbol.

The inclusion in this By-law of imperial measure along with metric measure is for the purpose of convenience only and the metric measure governs in case of any discrepancy between the two measures.

This By-law shall come into force and be deemed to come into force in accordance with subsection 34(21) of the *Planning Act, R.S.O. 1990, c. P.13*, either upon the date of the passage of this by-law or as otherwise provided by the said subsection.

PASSED in Open Council on April 10, 2012.

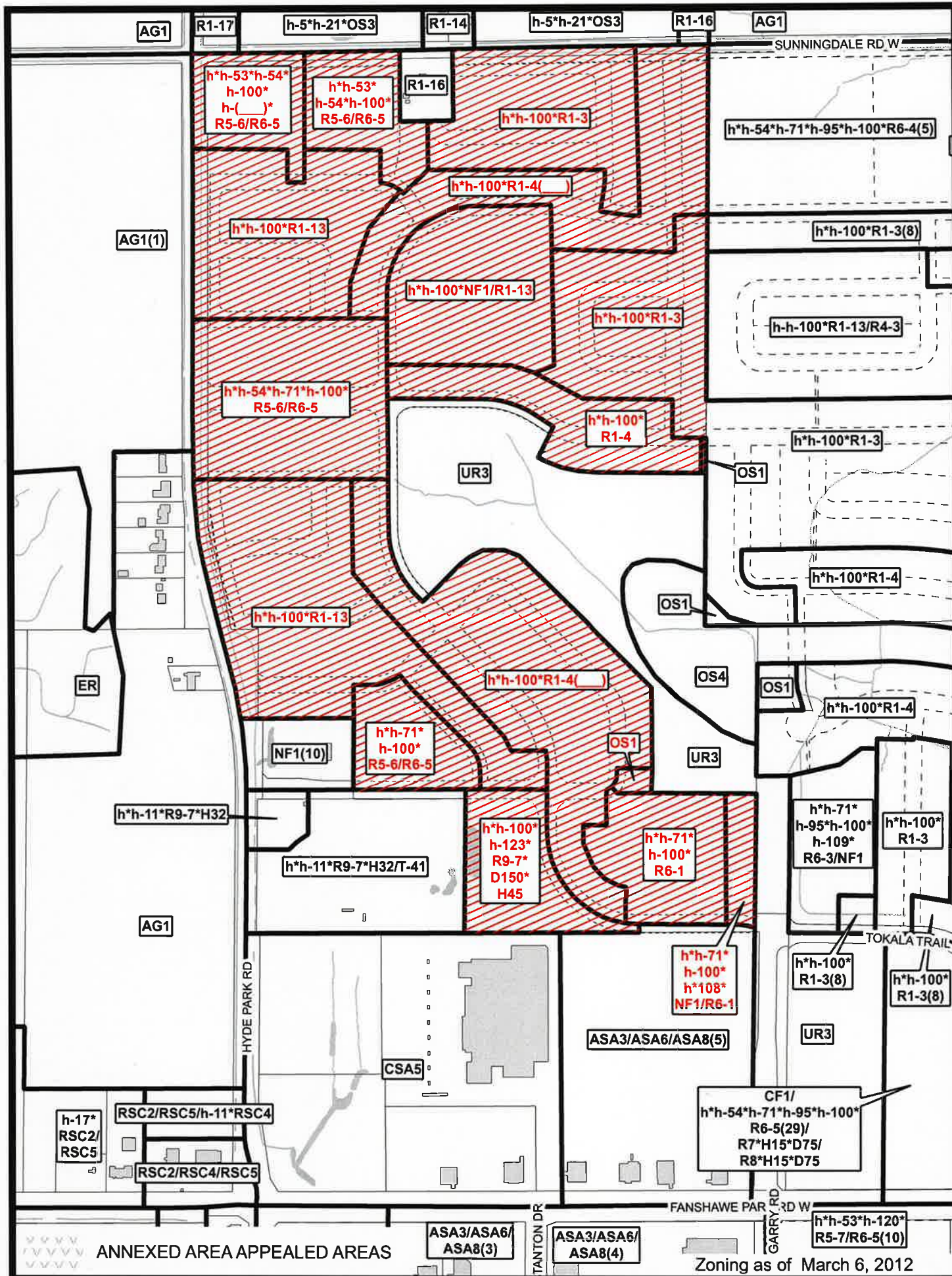
Joe Fontana
Mayor

Catharine Saunders
City Clerk

First Reading - April 10, 2012
Second Reading - April 10, 2012
Third Reading - April 10, 2012



AMENDMENT TO SCHEDULE "A" (BY-LAW NO. Z-1)

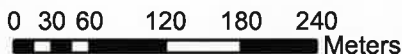


File Number: 39T-11503, OZ-7985
 Planner: AM
 Date Prepared: March 15, 2012
 Technician: DT
 By-Law No: Z-1-

SUBJECT SITE



1:6,000



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APPENDIX 39T- 11503
(Conditions to be included for draft plan approval)

THE CORPORATION OF THE CITY OF LONDON'S CONDITIONS AND AMENDMENTS TO FINAL APPROVAL FOR THE REGISTRATION OF THIS SUBDIVISION, FILE NUMBER 39T-11503 ARE AS FOLLOWS:

NO.	CONDITIONS
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Standard

1. This draft approval applies to the draft plan submitted by Bob Stratford (File No. 39T-11503 prepared by AECOM Ltd, certified by David Bianchi, OLS (dated November 8, 2011), as redline revised which shows 18 low density residential blocks, six(6) medium density residential blocks, one(1) high density residential block, two (2) school blocks, two (2) park blocks, road widening blocks and various reserve blocks served by 14 new streets and the extension of Dyer Drive.
2. This approval of the draft plan applies for three years, and if final approval is not given by that date, the draft approval shall lapse, except in the case where an extension has been granted by the Approval Authority.
3. The road allowances included in this draft plan shall be shown on the face of the plan and dedicated as public highways.
4. The Owner shall within 90 days of draft approval submit proposed street names for this subdivision to the City.
5. The Owner shall request that addresses be assigned to the satisfaction of the City in conjunction with the request for the preparation of the subdivision agreement.
6. Prior to final approval, the Owner shall submit to the Approval Authority a digital file of the plan to be registered in a format compiled to the satisfaction of the City of London and referenced to NAD83UTM horizon control network for the City of London mapping program.
7. Prior to final approval, appropriate zoning shall be in effect for this proposed subdivision.
8. The Owner shall enter into a subdivision agreement and shall satisfy all the requirements, financial and otherwise, of the City of London in order to implement the conditions of this draft approval.
9. The required subdivision agreement between the Owner and the City of London shall be registered against the lands to which it applies.
10. Phasing of this subdivision (if any) shall be to the satisfaction of the Approval Authority and the City Engineer.
11. The Owner shall comply with all City of London standards, guidelines and requirements in the design of this draft plan and all required engineering drawings. Any deviation to the City's standards, guidelines, or requirements shall be completed to the satisfaction of the City Engineer and the Approval Authority.
12. Prior to final approval, for the purposes of satisfying any of the conditions of draft approval herein contained, the Owner shall file with the Approval Authority a complete submission consisting of all required clearances, fees, and final plans, and to advise the Approval Authority in writing how each of the conditions of draft approval has been, or will be, satisfied. The Owner acknowledges that, in the event that the final approval package does not include the complete information required by the Approval Authority, such submission will be returned to the Owner without detailed review by the City.

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13. For the purpose of satisfying any of the conditions of draft approval herein contained, the Owner shall file, with the City, complete submissions consisting of all required studies, reports, data, information or detailed engineering drawings, all to the satisfaction of the Approval Authority and the City Engineer. The Owner acknowledges that, in the event that a submission does not include the complete information required by the General Approval Authority and the City Engineer, such submission will be returned to the Owner without detailed review by the City.
14. Prior to final approval for the registration of the subdivision the Approval Authority, is to be advised in writing by the City that all financial obligations/encumbrances on the said lands have been paid in full, including property taxes and local improvement charges.
15. As part of the Design Studies submission, the Owner shall obtain and submit to the Director of Development Planning a letter of archaeological clearance from the Southwestern Regional Archaeologist of the Ministry of Culture. The Owner shall not grade or disturb soils on the property prior to the release from the Ministry of Culture.
16. The Owner shall not commence construction or installations of any services (e.g. clearing or servicing of land) involved with this plan prior to obtaining all necessary permits, approvals and/or certificates that need to be issued in conjunction with the development of the subdivision, unless otherwise approved by the City in writing; (e.g. Ministry of the Environment Certificates; City/Ministry/Government permits: Approved Works, water connection, water-taking, Crown Land, navigable waterways; approvals: Upper Thames River Conservation Authority, Ministry of Natural Resources, Ministry of Environment, City; etc.)

Sanitary

17. In accordance with City standards or as otherwise required by the City Engineer, the Owner shall complete the following for the provision of sanitary services for this draft plan of subdivision:
 - i) Construct sanitary sewers to serve this Plan and connect them to the existing municipal sewer system, namely, the 375 mm diameter sanitary sewer located at the west limit of draft plan 39T-04503 (Claybar Subdivision Phase 2). The sewer, is currently under construction in conjunction with the City's project to construct Phase 2 of the Fox Hollow Trunk sanitary sewer. The portion of the local sewer located through the SWM block will be constructed in conjunction with the City's project for the Fox Hollow SWM 1 Facility at the Owners expense. Details regarding the payment process shall be established prior to the City advertising the Tender for Fox Hollow SWM 1.
 - ii) Construct a maintenance access road and provide a standard municipal easement for any section of the sewer not located within the road allowance, to the satisfaction of the City;
 - iii) Construct sewers within this plan at an appropriate size and depth to accommodate flows from upstream lands which are tributary to this system and external to this plan (eg.1550 Sunningdale Road West), all to the specifications of the City;
 - iv) Where trunk sewers are greater than 8 metres in depth and are located within the municipal roadway, the Owner shall construct a local sanitary sewer to provide servicing outlets for private drain connections, to the satisfaction of the City. The local sanitary sewer will be at the sole cost of the Owner. Any exception will require the approval of the City.
18. In conjunction with the Design Studies submission, the Owner shall have his consulting engineer prepare and submit the following sanitary servicing design information:

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- i) Provide a sanitary drainage area plan identifying the preliminary sanitary sewer routing and any external areas to be serviced, to the satisfaction of the City;
 - ii) Provide an analysis which shall indicate the water table level of lands within this plan with respect to depth of the sanitary sewers and an evaluation of additional measures, if any, which will need to be incorporated in the design and construction of the sewers to ensure that the sewers will meet allowable inflow and infiltration levels as identified by OPSS 410 and OPSS 407. Any measures identified shall be included in the engineering drawings for the subdivision.
19. In order to prevent any inflow and infiltration from being introduced to the sanitary sewer system, the Owner shall:
- i) Throughout the duration of construction within this draft plan of subdivision, undertake measures within this draft plan to control and prevent any inflow and infiltration and silt from being introduced to the sanitary sewer system during and after construction, satisfactory to the City, at no cost to the City;
 - ii) Not allow any weeping tile connections into the sanitary sewers within this Plan; and
 - iii) Following construction, the Owner shall have his consulting engineer confirm that the sanitary sewers meet allowable inflow and infiltration levels as per OPSS 410 and OPSS 407. Also, if requested, the Owner shall permit the City to undertake smoke testing of the sanitary system at any time prior to assumption of the subdivision.
20. Prior to registration of any phase of this Plan, the Owner shall obtain consent from the City Engineer to reserve capacity at the Greenway/Adelaide Pollution Control Plant for this subdivision. This treatment capacity shall be reserved by the City Engineer subject to capacity being available, on the condition that registration of the subdivision agreement and the plan of subdivision occur within one (1) year of the date specified in the subdivision agreement.

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

Storm and Stormwater Management

22. In conjunction with the Design Studies submission, the Owner shall have his consulting engineer prepare and submit a Storm/Drainage and a SWM Servicing Letter/Report of Confirmation to address the following:
- i) Identify the storm/drainage and SWM servicing works for the subject and external lands and how the interim drainage from external lands will be handled, all to the satisfaction of the City Engineer;
 - ii) Identify major and minor storm flow routes for the subject and external lands, to the satisfaction of the City Engineer;
 - iii) Develop an erosion/sediment control plan that will identify all erosion and sediment control measures for the subject lands in accordance with City of London and Ministry of the Environment standards and requirements, all to the satisfaction of the City Engineer. This Plan is to include measures to be used during all phases on construction; and

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- iv) Provide a preliminary plan demonstrating how the proposed grading and road design will match the grading of the proposed Stormwater Management Facility to be built by the City.
 - v) Implement SWM soft measure Best Management Practices (BMP's) within the Plan, where possible, to the satisfaction of the City Engineer. The acceptance of these measures by the City will be subject to the presence of adequate geotechnical conditions within this Plan and the approval of the City Engineer.
21. In accordance with City standards or as otherwise required by the City Engineer, the Owner shall complete the following for the provision of stormwater services for this draft plan of subdivision:
- i) Construct storm sewers to be tributary to both Medway Creek Subwatershed and Stanton Drain Subwatershed, and outlet them to the proposed Heard Drain realignment via the Regional Fox Hollow Community SWM System and the proposed Hyde Park Stormwater Management Facility # 4 via the future Hyde Park storm sewers and storm conveyance systems
 - ii) Construct sewers within this plan at an appropriate size and depth to accommodate flows from upstream lands which are tributary to this system and external to this plan, all to the specifications of the City Engineer;
 - iii) Construct and implement erosion and sediment control measures as accepted in the Functional SWM and/or Drainage Servicing Report for these lands satisfactory to the City Engineer and the Owner shall correct any deficiencies of the erosion and sediment control measures forthwith;
 - iv) Grade the boundary of the plan to blend in with the abutting SWM pond lands to the east of this plan, to the satisfaction of the City Engineer, at no cost to the City.
23. The above-noted Storm/Drainage and a SWM Servicing Letter/Report of Confirmation submission prepared by the Owner's consulting professional engineer shall be in accordance with the recommendations and requirements of the following:
- i) The SWM criteria and environmental targets for the Medway Creek Subwatershed Study and the Stanton Drain Subwatershed Study and any addendums/amendments;
 - ii) The approved Storm/Drainage and SWM Servicing Functional Report for the subject lands;
 - iii) The requirements of the Hyde Park Road Improvements Environmental Assessment;
 - iv) The accepted Fox Hollow Development Area Municipal Class Environmental Assessment (EA) Schedule 'C' report for the Storm/Drainage, Stormwater Management and Sanitary Servicing Works (September 2010) and the Class Environmental Assessment for the Hyde Park Community Plan Stormwater Management Facilities (June 2002) and any addendums/amendments;
 - v) The approved Functional Stormwater Management Plan for Fox Hollow Stormwater Management System Functional Design Report Community SWM System and the Hyde Park SWM Facility 4 and Stanton Drain Remediation Functional Design;

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- vi) The City of London Environmental and Engineering Services Department Design Specifications and Requirements, as revised;
 - vii) The City's Waste Discharge and Drainage By-laws, lot grading standards, Policies, requirements and practices;
 - viii) The Ministry of the Environment SWM Practices Planning and Design Manual, as revised; and
 - ix) Applicable Acts, Policies, Guidelines, Standards and Requirements of all required approval agencies.
24. Prior to the issuance of any Certificates of Conditional Approval, the Owner shall complete the following:
- i) For lots and blocks in this plan or as otherwise approved by the City Engineer, all storm/drainage and SWM related works to serve this plan must be constructed and operational in accordance with the approved design criteria and accepted drawings, all to the satisfaction of the City Engineer;
 - ii) Construct and have operational the major and minor storm flow routes for the subject lands, to the satisfaction of the City Engineer;
25. Prior to the issuance of any Certificate of Conditional Approval for lots and blocks within this plan, the proposed regional SWM Facilities and all related storm/drainage servicing shall be constructed and operational by the City, to the specification and satisfaction of the City Engineer.
26. The Owner shall provide a security in the amount of \$60,000 to ensure that the Erosion and Sediment Control Plan (ESCP) be executed in accordance with the City Engineer approval procedure and criteria. In the event of failure to implement and maintain the required ESCP, the security will be used to undertake all necessary clean up work for the proposed Fox Hollow Community SWM Facility System, all to the satisfaction of the City Engineer.
27. Prior to the acceptance of engineering drawings, the Owner's consulting engineer shall certify that increased and accelerated stormwater runoff from this subdivision will not cause damage to downstream lands, properties or structures beyond the limits of this subdivision. Notwithstanding any requirements or any approval given by the City, the Owner shall indemnify the City against any damage or claim for damages arising out of or alleged to have arisen out of such increased or accelerated stormwater runoff from this subdivision.

Watermains

28. In accordance with City standards or as otherwise required by the City Engineer, the Owner shall construct watermains to serve this Plan and connect them to the existing municipal system, namely, the existing 900 mm (36") diameter watermain on Hyde Park Road at Dyer Drive (high level) and the 300 mm (12") diameter watermain on Dalmagarry Road and Tokala Trail (high level).
29. In conjunction with the Design Studies submission, the Owner shall have his consulting engineer prepare and submit the following water servicing design information:
- i) A water servicing report which addresses the following:
 - Identify external water servicing requirements;
 - Confirm capacity requirements are met;
 - Identify need to the construction of external works;

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- Identify the effect of development on existing water infrastructure – identify potential conflicts;
 - Water system area plan(s)
 - Water network analysis/hydraulic calculations for subdivision report;
 - Phasing report;
 - Oversizing of watermain, if necessary and any cost sharing agreements.
- ii) To address water quality requirements for the watermain system by the use of the following:
- design calculations which demonstrate there is adequate water turnover to maintain water quality; and/or
 - the use of valving to shut off future connections which will not be used in the near term; and/or
 - the use of automatic flushing devices to maintain water quality, with it being noted that the water flushed by the device is to be measured (by a water meter in a meter pit) and the cost of water charged to the Owner; and/or
 - make suitable arrangements with Water Operations for the maintenance of the system in the interim.
- iii) Submit a servicing layout to the lots for the street townhouse configuration which indicates adequate separation requirements will be met for all servicing.
30. Prior to the issuance of any Certificate of Conditional Approval, the Owner shall implement the accepted recommendations of the water servicing report, noted in condition 29 i), to address the water quality requirements for the watermain system, to the satisfaction of the City Engineer, at no cost to the City.

STREETS, TRANSPORTATION & SURVEYS

Roadworks

32. At the time of registration of this plan, the Owner shall dedicate to the City sufficient lands over Blocks 13 and 14 and over the west limit of Street 'L' to accommodate a future 15.5 metre realigned window street connection to Street 'J' (south leg) . Alternatively, The Owner shall make all necessary arrangements to extend Street 'L' over the existing Hyde Park Road road allowance to the west and north to align with Street 'J' as a City standard window street, as shown on the plan of subdivision, including, but not limited to land needs, design construction, etc.

Prior to assumption, the Owner is to build the road if the Hyde Park Road road allowance is not acquired or pay to the City an amount for the construction of the road connection between Street 'L' and Street 'J' (south leg) if the abutting lands are not available.

Should the street connection be made over the external lands, the City will transfer the dedicated lands back to the Owner of this plan and/or any payment made to the City for the construction of this road.

33. At the time of registration of this plan, the Owner shall dedicate to the City sufficient lands over Blocks 3 and 4 to accommodate a future 19.0 metre road connection between Street 'F' (north leg) and Street 'F' (south leg) should the future development of 1550 Sunningdale Road West not include a connecting road between these streets.

Prior to assumption, the Owner is to build the road if the abutting lands are developed without a road connection between Street 'F' (north leg) and Street 'F' (south leg) or pay

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to the City an amount for the construction of the road connection between Street 'F' (north leg) and Street 'F' (south leg) if the abutting lands are not built.

Should the street connection be made over the external lands, the City will transfer the dedicated lands back to the Owner of this plan and/or any payment made to the City for the construction of this road.

34. The Owner shall construct the following streets to secondary collector road standards:
 - i) Dyer Drive
 - ii) Street 'A' between Hyde Park Road and Street 'B'
 - iii) Street 'B'
 - iv) Street G from Street 'B' to Sunningdale Rd E

35. The Owner shall realign Street 'J' (south leg) on the final plan to provide a full width right-of-way at its intersection with the west leg of Street 'J', to the specifications of the City Engineer.

36. The Owner shall complete all works with respect to the existing roundabout at Street 'B' and Dalmagarry Road, external to this plan, including but not limited to, the removal of the temporary channel, extending of pavement and sidewalks westerly to this site and redirecting minor and major storm flows from the Calloway-Reit temporary SWM Pond (north of the roundabout) to the ultimate SWMF, all to the specifications of the City Engineer, at no cost to the City.

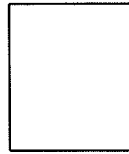
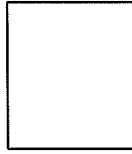
37. All through intersection and connections with existing and draft approved streets and internal streets to this subdivision shall align with the opposing streets based on the centrelines of the street aligning through their intersections thereby having these streets centred with each other, unless otherwise approved by the City Engineer.

38. The Owner shall ensure a minimum of 5.5 metres (18') will be required along the curb line between the projected property lines of irregular shaped lots around the bends on streets in this plan of subdivision, to the satisfaction of the City Engineer.

39. The Owner shall provide minimum 30 metre tapers at all locations in the Plan where streets are reduced in width (eg. from 20.0 metre to 19.0 metre road width, all to the satisfaction of the City Engineer. The roads shall be tapered equally aligned based on the alignment of the road centrelines.

40. The Owner shall eliminate/limit the bulge in the curb line on Street 'D' and Street 'K' to only a maximum offset of 1.0 metre from the standard curblines radius required to achieve the minimum curb distance for driveways (5.5 metres), as accepted by the City Engineer. Further, the bulge in the street line is only to be to the extent required to achieve the minimum frontage for the abutting lots.

41. The Owner shall have it's professional engineer design the roadworks in accordance with the following road widths:
 - i) Street 'A' (from Hyde Park Road to Street 'B'), Street 'B', Street 'G' from Sunningdale Rd W to Street 'B', and Dyer Drive have a minimum road pavement with (excluding gutters) of 9.5 metres (31.2') with a minimum road allowance of 21.5 metres (70').
 - ii) Street 'A' (from Street 'B' to the east limit of the plan), Street 'C' (north and south legs), Street 'E', Street 'H', Street 'J' (north and south legs), Street 'L' and Street 'M' have a minimum road pavement width (exluding gutters) of 8.0 metres (26.2') with a minimum road allowance of 20 metres (66').



- iii) Street 'I', Street 'F' (south leg) and Street 'N' have a minimum road pavement width (excluding gutters) of 7.0 metres (23') with a minimum road allowance of 19 metres (62').
 - iv) Street 'D' and Street 'K' have a minimum road pavement width (excluding gutters) of 6.0 metres (19.7') with a minimum road allowance of 18 metres (60').
 - v) Street 'C' (west leg), Street 'F' (north leg), realigned Street 'G', Street 'J' (west leg) and Street 'L' (west leg) have a minimum road pavement width (excluding gutters) of 8.0 metres (26.2') with a minimum road allowance of 15.5 metres (50.8') in accordance with the City's window street standard UCC-2M.
50. The Owner shall construct a gateway treatment on Street 'A' between Hyde Park Road and Street 'B' with a right of way width of 28.0 metres. If a centre median is constructed, vehicle access to lots opposite the gateway will be restricted to right in and right out only.
51. The Owner shall construct a gateway treatment on Dyer Drive at the intersection of Hyde Park Road with a right of way width of 28.0 metres for a minimum length of 45.0 metres tapered back over a distance of 30 metres to the standard secondary collector road right of way width of 21.5 metres, to the satisfaction of the City and the Fire Department. If a centre median is constructed, vehicle access to lots opposite the gateway will be restricted to right in and right out only and it must be designed so as not to conflict with the exiting Fire Station/EMS operation at 2225 Hyde Park Road.
52. The Owner shall install temporary street lighting at the intersection of Dyer Drive and Hyde Park Road, Street 'G' and Sunningdale Road W and at Street 'A' and Hyde Park Road, to the specifications of the City, at no cost to the City.
53. The Owner shall ensure all streets with bends of approximately 90 degrees shall have a minimum inside street line radius with the following standard:

<u>Road Allowance</u>	<u>S/L Radius</u>
20.0 m	9.0 m
19.0 m	9.5 m
18.0 m	10.0 m

Sidewalks/Walkway

56. The Owner shall construct a 1.5 metre (5') sidewalk on both sides of the following streets:
- i) Street 'A' - from Hyde Park Road to Street H
 - ii) Street 'B'
 - iii) Dyer Drive – from Hyde Park Road to Street 'B'
 - iv) Street 'G'
 - v) Street 'H'
57. The Owner shall construct a 1.5 (5') sidewalk on one side of the following streets:
- i) Street 'A' (from Street 'B' to east limit of plan) – south boulevard
 - ii) Street 'C' (north leg) – north boulevard
 - iii) Street 'C' (south leg) – south boulevard
 - iv) Street 'C' - Street 'D' to north leg – east boulevard
 - v) Street 'C' – Street 'D' to Street 'B' north boulevard
 - vi) Street 'E' – east boulevard
 - vii) Street 'E' – Street 'F' to Street 'B' – west boulevard
 - viii) Street 'F' (south leg) – south and west boulevards
 - ix) Street 'J' (north leg) – north boulevard
 - x) Street 'J' (south leg) – south boulevard
 - xi) Street 'J' - Street 'K' to south leg – east boulevard

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- xii) Street 'J' - Street 'K' to Street 'B' - south boulevard
- xiii) Street 'L' – south boulevard
- xiv) Street 'M' – east boulevard
- xv) Street 'N' – outside boulevard
- xvi) Street 'I' – outside boulevard
- xvii) Street 'K' – outside boulevard
- xviii) Street 'D' – outside boulevard

58. The Owner shall provide sidewalk links from Street 'C', Street 'F', Street 'J', Street 'L' and the realigned Street 'G' to the proposed sidewalks on Hyde Park Road and Sunningdale Road West, respectively, in accordance with the City of London Window Street Standard Guidelines UCC-2M to the satisfaction of the City, at no cost to the City. Breaks in the 0.3 metre reserve shall be provided on the plan to be registered.

Street Lights

59. The Owner shall install street lighting on all streets in this plan to the satisfaction of the City, at no cost to the City.

Boundary Road Works

60. In conjunction with the Design Studies submission, the Owner shall undertake a traffic impact assessment in accordance with the City's Traffic Impact Assessment guidelines, to the satisfaction of the City Engineer. Prior to undertaking this assessment, the Owner shall meet with the City to discuss the scope and requirements of the assessment. The Owner shall undertake any recommendations of the assessment as required by the City Engineer, to the satisfaction of the City and at no cost to the City.

61. The Owner shall reconstruct that section of Dyer Drive that lies outside this plan of subdivision to fully serviced secondary collector road standards, including, but not limited to, underground services, road pavement, curbs, street lighting, sidewalks, etc. from Hyde Park Road to Street 'B', all to the specifications of the City, at no cost to the City.

62. In conjunction with Design Studies submission, the Owner shall have it's professional engineer verify the adequacy of the decision sight distance along Hyde Park Road at both Street 'A' and Dyer Drive. If the sight lines are not adequate in accordance with the Design Specifications and Requirements Manual, Street 'A' and Dyer Drive road works may be required on Hyde Park Road to establish adequate decision sight distance to the satisfaction of the City and at no cost to the City.

63. In conjunction with the Design Studies submission, the Owner shall have it's professional engineer submit design criteria for the left turn and right turn lanes on Hyde Park Road at both Street 'A', Street 'G' and Dyer Drive for review and acceptance of the City.

64. Prior to the issuance of any Certificates of Conditional Approval, the Owner shall construct left and right turn lanes along Hyde Park Road at Street 'A', Street 'G' and Dyer Drive with sufficient storage and taper to accommodate traffic anticipated by the full build out of the Foxhollow area to the satisfaction of the City.

65. The Owner shall be required to make minor boulevard improvements on Hyde Park Road and Sunningdale Road West adjacent to this Plan, to the specifications of the City and at no cost to the City, consisting of clean-up, grading and sodding as necessary.

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Road Widening

- 66. The Owner shall be required to dedicate sufficient land to widen Hyde Park Road and Sunningdale Road West to 18.0 metres metres (59.06') from the centreline of the original road allowance.
- 67. The Owner shall provide a road widening dedication at the intersection of Sunningdale Road West and Hyde Park Road as indicated in the Hyde Park Road Environmental Assessment to accommodate a future roundabout, to the satisfaction of the City, at no cost to the City.
- 68. The Owner shall be required to dedicate 6.0 m x 6.0 m "daylighting triangles" at the intersection of Street 'A' with Hyde Park Road and Street "G" with Sunningdale Road W. in accordance with the Z-1 Zoning By-law, Section 4.24.

Traffic Calming

- 69. Prior to the issuance of any Certificates of Conditional Approval, the Owner shall construct roundabouts, including splitter islands, at the following intersections in accordance with the Design Specifications and Requirements Manual and to the satisfaction of the City:

- i) Dyer Drive and Street 'B'
- ii) Street 'A' and Street 'B'
- iii) Street "G" and Street "B"

The traffic calming measures selected for these locations are subject to the approval of the Transportation Planning & Design Division and are to be designed and constructed to the satisfaction of the City.

- 72. In conjunction with the Design Studies submission, the Owner shall have it's professional engineer proposed traffic calming measures along Street 'B' including parking bays, curb extensions and other measures, to the satisfaction of the City.
- 73. The Owner shall construct traffic calming measures along Street 'B' including parking bays, curb extensions and other measures to the satisfaction of the City.

Construction Access/Temporary/Second Access Roads

- 74. The Owner shall utilize construction access routes designated by the City.
- 75. The Owner shall ensure any emergency access required is satisfactory to the City Engineer with respect to all technical aspects, including adequacy of site lines, provisions of channelization, adequacy of road geometries and structural design etc.
- 76. In the event any work is undertaken on an existing street, 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 public roadways. The Owner shall have it's contractor(s) undertake the work within the prescribed operational constraints of the TMP. The TMP will be submitted in conjunction with the subdivision servicing drawings for this plan of subdivision.
- 77. Should any temporary turning circle exist on the abutting streets at the time this plan is registered, the Owner shall remove any existing temporary turning circles on the adjacent draft plan lands and restore the road including sidewalks to the satisfaction of the City, at no cost to the City.

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GENERAL CONDITIONS

- 78. The Owner shall comply with all City of London standards, guidelines and requirements in the design of this draft plan and all required engineering drawings, to the satisfaction of the City. Any deviations from the City's standards, guidelines or requirements shall be satisfactory to the City.
- 79. Prior to the issuance of a Certificate of Conditional Approval for each construction stage of this subdivision, all servicing works for the stage must be completed and operational, all to the specification and satisfaction of the City.
- 80. Prior to final approval, the Owner shall make arrangements with the affected property owner(s) for the construction of any portions of services situated on private lands outside this plan, and shall provide satisfactory easements to the City over the sewers, as necessary, all to the specifications and satisfaction of the City, at no cost to the City.
- 81. In the event that relotting of the Plan is undertaken, the Owner shall relocate and construct services to standard location, all to the specifications and satisfaction of the City.
- 82. The Owner shall connect to all existing services and extend all services to the limits of the draft plan of subdivision, at no cost to the City, all to the specifications and satisfaction of the City.
- 83. In the event the draft plan develops in phases, upon registration of any phase of this subdivision, the Owner shall provide land and/or easements along the routing of services which are necessary to service upstream lands within the Urban Growth Boundary outside of this draft plan to the limit of the Plan.
- 84. The Owner shall have the common property line of Hyde Park Road and Sunningdale Road West graded in accordance with the City of London Standard "Subdivision Grading Along Arterial Roads", at no cost to the City.

Further, the grades to be taken as the centreline line grades on Hyde Park Road and Sunningdale Road West are the future centreline of road grades as determined by the Owner's professional engineer, satisfactory to the City. From these, the Owner's professional engineer is to determine the elevations along the common property line which will blend with the reconstructed road, all to the satisfaction of the City.

- 85. The Owner shall advise the City in writing at least two weeks prior to connecting, either directly or indirectly, into any unassumed services constructed by a third party, and to save the City harmless from any damages that may be caused as a result of the connection of the services from this subdivision into any unassumed services

Prior to connection being made to an unassumed service, the following will apply:

- i) In the event discharge is to unassumed services, the unassumed services must be completed and conditionally accepted by the City;
- ii) The Owner must provide a video inspection on all affected unassumed sewers;

Any damages caused by the connection to unassumed services shall be the responsibility of the Owner.

- 86. With respect to any services and/or facilities constructed in conjunction with this Plan, the Owner shall permit the connection into and use of the subject services and/or facilities by outside owners whose lands are served by the said services and/or facilities, prior to the said services and/or facilities being assumed by the City.

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87. If, during the building or constructing of all buildings or works and services within this subdivision, any deposits of organic materials or refuse are encountered, the Owner shall report these deposits to the City Engineer and Chief Building Official immediately, and if required by the City Engineer and Chief Building Official, the Owner shall, at his own expense, retain a professional engineer competent in the field of methane gas to investigate these deposits and submit a full report on them to the City Engineer and Chief Building Official. Should the report indicate the presence of methane gas then all of the recommendations of the engineer contained in any such report submitted to the City Engineer and Chief Building Official shall be implemented and carried out under the supervision of the professional engineer, to the satisfaction of the City Engineer and Chief Building Official and at the expense of the Owner, before any construction progresses in such an instance. The report shall include provision for an ongoing methane gas monitoring program, if required, subject to the approval of the City engineer and review for the duration of the approval program.

If a permanent venting system or facility is recommended in the report, the Owner shall register a covenant on the title of each affected lot and block to the effect that the Owner of the subject lots and blocks must have the required system or facility designed, constructed and monitored to the specifications of the City Engineer, and that the Owners must maintain the installed system or facilities in perpetuity at no cost to the City. The report shall also include measures to control the migration of any methane gas to abutting lands outside the Plan.

89. The Owner's professional engineer shall provide inspection services for all work during construction by it's professional engineer for all work to be assumed by the City, and have it's professional engineer supply the City with a Certification of Completion of Works upon completion, in accordance with the plans accepted by the City.
90. In conjunction with the Design Studies submission, the Owner shall have it's professional engineer provide an opinion for the need for an Environmental Assessment under the Class EA requirements for the provision of any services related to this Plan. All class EA's must be completed prior to the submission of engineering drawings.
91. The Owner shall have it's professional engineer notify existing property owners in writing, regarding the sewer and/or road works proposed to be constructed on existing City streets in conjunction with this subdivision, all in accordance with Council policy for "Guidelines for Notification to Public for Major Construction Projects".
92. In conjunction with the Design Studies submission, the Owner shall submit a report prepared by a qualified consultant, and if necessary, a detailed hydro geological investigation carried out by a qualified consultant, to determine the effects of the construction associated with this subdivision on the existing ground water elevations and domestic or farm wells in the area and identify any abandoned wells in this plan, to the satisfaction of the City. If necessary, the report is to also address any contamination impacts that may be anticipated or experienced as a result of the said construction.
93. Prior to the issuance of any Certificate of Conditional Approval, any remedial or other works as recommended in the above accepted hydro geological report shall be implemented by the Owner, to the satisfaction of the City, at no cost to the City.
94. The Owner shall decommission and permanently cap any abandoned wells located in this Plan, in accordance with current provincial legislation, regulations and standards. In the event that an existing well in this Plan is to be kept in service, the Owner shall protect the well and the underlying aquifer from any development activity.
95. In conjunction with the Design Studies submission, in the event the Owner wishes to phase this plan of subdivision, the Owner shall complete the following:
- i) Submit a phasing plan, all to the specifications and satisfaction of the City Engineer.

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- ii) If any temporary measures are required in conjunction with the phasing, these temporary measures shall be constructed to the specifications and satisfaction of the City, at no cost to the City.
 - iii) Identify land and/or easements required for the routing of services which are necessary to service upstream lands outside this draft plan to the limit of the plan to be provided at the time of registration of each phase, to the satisfaction of the City.
96. In conjunction with registration of the Plan, the Owner shall provide to the appropriate authorities such easements as may be required for all municipal works and services associated with the development of the subject lands, such as road, utility, drainage or stormwater management (SWM) purposes, to the satisfaction of the City, at no cost to the City.
 97. The Owner shall decommission any abandoned infrastructure, at no cost to the City, including cutting the water service and capping it at the watermain, all to the specifications and satisfaction of the City Engineer.
 98. The Owner shall remove all existing accesses and restore all affected areas, all to the satisfaction of the City Engineer, at no cost to the City.
 99. All costs related to the plan of subdivision shall be at the expense of the Owner, unless specifically stated otherwise in this approval.
 100. The Owner shall remove any temporary works when no longer required and restore the land, at no cost to the City, to the specifications and satisfaction of the City.
 101. The Owner shall make all necessary arrangements with the abutting property owners (eg. Street 'B' abutting the south boundary, Dyer Drive abutting the south boundary and Block 14 abutting the south boundary) to regrade on the abutting properties, where necessary, to accommodate the grading and servicing of this plan, to City standards, to the satisfaction of the City.
 102. The Owner shall co-ordinate the work associated with this plan of subdivision with the City's proposed construction of the Regional Fox Hollow Community SWM System and the sanitary trunk sewer adjacent to the east boundary of this plan, to the satisfaction of the City, at no cost to the City.
 103. The Owner shall grade, service and seed all park blocks to the satisfaction of the Manager of Parks Planning and Design within 1 year of registration of the plan of subdivision which contains the park block.
 104. The proposed development must meet all existing grades at property lines where it abuts all City owned open space lands.
 105. At the design study stage, the owner shall prepare a conceptual park layout for the City owned lands and the redlined park block.. The concept plan will illustrate the park layout and matching grades. The City will undertake the construction of the park once the phase containing this block has been registered.
 106. The Owner shall construct a 1.5m high chain link fencing without gates in accordance with current City park standards (SPO 4.8) or approved alternate, along the property limit interface of all private lots and blocks adjacent to existing and/or future Park and/or Open Space Blocks. Fencing shall be completed to the satisfaction of the Manager of Parks Planning and Design, within 1 year of the registration of the plan.
 107. At the Design Study stage, the owner shall illustrate the inclusion of the multi-use pathway system into the gateway design of Street A from the roundabout to Hyde Park Road. The design studies should also address how safe bicycle and pedestrian

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- movements can be accommodated at the proposed roundabout at Dyer Drive and Street "A" should this location be required as a component of the bicycle/multi-use system.
108. Block 29 and the redlined park block accounts for a portion of the required parkland dedication. The remaining parkland dedication for Blocks 1-24 will be taken as cash-in-lieu as per By-law CP-9.
 109. The Owner agrees to register on title and include in all Purchase and Sale Agreements the requirement that the homes to be designed and constructed on corner lots flanking collector roads in this Plan, are required to have a side entry garage, with driveway access from the local street, a main entry of the home which fronts the collector road and limited chain link or decorative fencing along no more than 50% of the exterior sideyard abutting the collector road. Further, the owner shall obtain approval of their proposed design from the Director of Development Planning prior to any submission of an application for a building permit for corner lots with an exterior sideyard abutting the collector roads in this Plan.
 110. As part of the Design submission, the Owner shall submit a plan to the Approval Authority proposing the lotting pattern for all residential Blocks, which shall be consistent with the approved zoning for these blocks and acceptable to the City. The proposed block lotting plan shall also be reviewed and accepted with respect to City services, road geometries, easement requirements, etc., to the satisfaction of the City. The accepted lotting pattern shall be reflected on the final registered plan.
 111. Prior to the submission of Engineering Drawings, the Owner shall submit for approval an on-street parking plan (if necessary), whereby one on street parking space for each two dwelling units is to be used as the basis for the design, to the satisfaction of the General Manager of Planning and Development. The approved parking plan required for each registered phase of development and will form part of the subdivision agreement for the registered plan.
 112. The Owner shall include Block 27 in the first phase of the plan to be registered. The Owner shall agree to set aside Block 26 as a school site. Both school sites shall be set aside for a period of three (3) years from the date of registration of the plan containing these blocks.
 113. In conjunction with the Design Studies submission, the Owner shall have a qualified acoustical consultant prepare a noise study concerning the impact of traffic noise on future single detached lots abutting Hyde Park Road and Sunningdale Road which considers noise abatement measures that are to be applied in accordance with the requirements of the M.O.E. and City Official Plan policy to be reviewed and accepted by the City. The final accepted recommendations shall be constructed or installed by the Owner or may be incorporated into the subdivision agreement.

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Bibliography

Bibliography of Information and Materials 39T-11503/OZ-7985

Request for Approval:

City of London Subdivision, Official Plan and Zoning By-law amendment application forms (including draft plan of subdivision) submitted by Foxwood Developments Inc. November 2011.

Reference Documents:

Ontario. Ministry of Municipal Affairs and Housing. Provincial Policy Statement, March 1, 2005.

City of London. Official Plan, June 19, 1989, as amended

City of London. Zoning By-law No. Z.-1, May 21, 1991, as amended

Foxhollow Community Plan, March 1999.

Foxhollow Development Area Municipal Class EA, October 2006 – MRC Consultants

Heard Drain Realignment Class EA Implications report, June 2009 – Stantec Consulting

Fox Hollow EA Addendum - July, 2010

Correspondence: (all located in City of London File No. 39T-11503 unless otherwise stated)

Notes from Initial Proposal Review Meeting June 2011

All reports and studies submitted by applicant in support of the application (available in Livelink)

City of London Development Planning. Various written correspondence between City staff and applicant., 2011 to present

Correspondence from Departments and Agencies– 2011 to present

Public Responses:

See comments section of this report.