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39T-11504/OZ-7991
A. MacLean

TO:	CHAIR AND MEMBERS PLANNING AND ENVIRONMENT COMMITTEE
FROM:	G. KOTSIFAS DIRECTOR OF BUILDING CONTROLS AND CHIEF BUILDING OFFICIAL
SUBJECT:	APPLICATION BY: TRICAR DEVELOPMENTS INC. 160 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 Tricar Developments Inc. relating to the property located at 160 Sunningdale Road West:

- (a) The proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on April 10, 2012 to amend the Official Plan to change the designation of lands fronting Sunningdale Road **FROM** 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; **AND** to amend Schedule C of the Official Plan **TO ADD** two secondary collector roads;
- (b) 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 Tricar Developments Inc. relating to the property located at 160 Sunningdale Road West;
- (c) Council **SUPPORTS** the Approval Authority issuing draft approval of the proposed plan of residential subdivision, as submitted by Tricar Developments Inc. (File No. 39T-11504 prepared by Stantec Consulting Inc., certified by Brian Campbell, OLS, as redline revised which shows 101 single detached residential lots, one(1) medium density residential block and one (1) medium/high density residential block, road widening and reserve blocks, served by four (4) new streets and the extensions of Pelkey Road and Callingham Drive, **SUBJECT TO** the conditions contained in the attached Appendix "39T-11503";
- (d) the proposed by-law attached hereto as Appendix "B" **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** a:
 - Holding Residential R1 (h. h-100 R1-5) 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 415 square metres (4,467.17 square feet);
 - Holding Residential R1 (h. h-100 R1-6) Zone to permit single detached dwellings on lots with a minimum frontage of 15.0 metres (49.2 feet) and a minimum lot

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area of 450 square metres (4844 square feet);

- Holding Residential R1 (h. h-94 h-100 R1-6) Zone to permit single detached dwellings on lots with a minimum frontage of 15.0 metres (49.2 feet) and a minimum lot area of 450 square metres (4844 square feet);
- Holding Residential R5/Residential R6 (h. h-53 h-100 h-108 R5-4/R6-4) Zone to permit cluster townhouse and cluster stacked townhouse dwellings at a maximum density of 40 units per hectare (16.2 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, and duplex dwellings at a maximum density of 30 units per hectare (12.15 units per acre) and a maximum height of 10.5 metres (34.45 feet);
- Holding Residential R4 (h. h-100 R4-6) Zone to permit street townhouses on lots with a minimum frontage of 5.5 metres (18 feet) and a minimum lot area of 160 square metres (1,722.28 square feet); and a
- Holding Residential R9 Bonus (h. h-100 R9-7 B ()) Zone to permit apartment buildings; lodging house class 2; senior citizens apartment buildings; handicapped persons apartment buildings and continuum-of-care facilities with a special provision for a 0.0 metre building setback and with bonusing to permit a maximum density of 250 units per hectare (101 units per acre) and a maximum height of 55 metres(180.5 feet) such increases in height and density shall be permitted in return for the construction of a specified building design which is in general accordance with the illustration included as Appendix "C" of this report that provides for the following design features:
 - common open space be constructed to provide for active and passive recreational use. This space shall include pedestrian connections to and from the site and enhanced landscape features for more passive uses, such as, but not limited to a gazebo;
 - the provision of underground parking for the two 18-storey apartment buildings;
 - two 18-storey apartment buildings and a two-storey building placed close/parallel to Sunningdale Road West to define and enhance the street frontage;
 - Defining the base, middle, and top of the apartment buildings with contrasting materials and colours:
 - with the base consisting of the portion of the façade between the ground floor and the second floor;
 - with the middle consisting of the portion of the façade between the top of the base (Third Floor) to the sixteenth floor and using coloured concrete and cornice lines to define the middle; and,
 - with the top consisting of the portion of the façade above the sixteenth floor with a series of step-backs and a roof form profile to define the top;
 - Well articulated building facades with balconies located at the corners and within the central part of the facade. The façade of the building should contain approximately 50% glass;

(e) The Site Plan Approval Authority **BE REQUESTED** to implement the design

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features proposed in part (d) above, through the Site Plan Approval process; 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 (R1-5) 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 415 square metres (4,467.17 square feet); **BE REFUSED** for the following reasons:
 - an agreement has been reached between the applicant and existing residents to the south to eliminate a portion of the R1-5 Zone and to apply a R1-6 zone which provides for lots which are more in keeping with the lot fabric in the existing neighbourhood.;

(g) **Amend** Section 4.21 of Road Allowance Requirements – Specific Roads of the Z.-1 By-law to add Callingham Drive (within this plan) and Street “A” as Secondary Collector Roads.

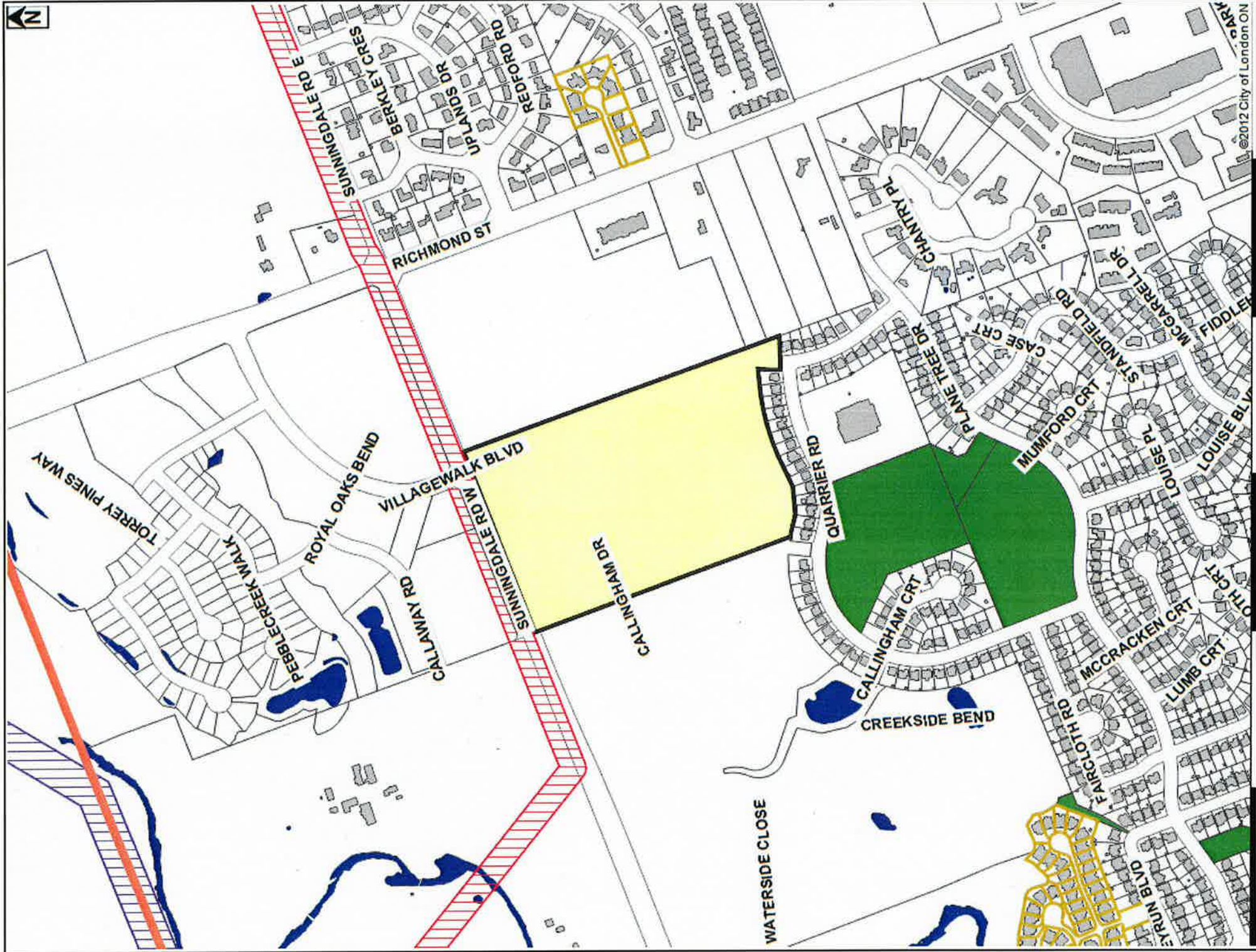
RELATED ESTIMATED COSTS AND REVENUES

Estimated Costs – This Agreement	
Claims from Urban Works Reserve Fund – General	
- Storm Sewer – subsidy for oversizing	\$230,000
- Roadworks – widening of secondary street	\$18,000
- Roadworks – channelization at Street ‘A’	\$140,000
Stormwater Management	Nil
Capital Expense	Nil
Other	Nil
Total	\$388,000
Estimated Revenues This Agreement (2012 rates)	
CSRF	\$7,024,385
UWRF	\$2,829,948
Total	\$9,854,333

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 revenues and costs in the table above are not directly comparable. This subdivision, like others in the area, also relies on the recently constructed Medway Creek Trunk sanitary sewer and the Sunningdale SWMF # 4, 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.






PREVIOUS REPORTS PERTINENT TO THIS MATTER
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LOCATION MAP

Subject Site: 160 Sunningdale Rd. W.
 Applicant: 160 Sunningdale Road West Ltd
 File Number: 39T-11504
 Planner: Allister MacLean
 Created By: Jeffrey Shaughnessy
 Date: 2012-03-14
 Scale: 1:7500

LEGEND

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



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Sunningdale Road East and West Improvements – Wonderland Road North to Adelaide Street North – Schedule C Class Environmental Assessment– In Process

June 1998 - Sunningdale Community Planning Area report to Planning Committee

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 and medium and high density residential development.

RATIONALE

1. The proposed development is consistent with the Provincial Policy Statement.
2. The proposed amendments to the Official 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 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.
6. The recommended redline draft plan provides for the necessary vehicular and pedestrian circulation.

BACKGROUND

<p>Date Application Accepted: November 17, 2011</p>	<p>Agent: Dan Young, Stantec Consulting Inc.</p>
<p>REQUESTED ACTION: Approval of a draft plan of subdivision to permit the lands to be developed for single detached dwellings and medium and high density residential development as well as associated Official Plan and Zoning By-law amendment applications.</p>	

<p>SITE CHARACTERISTICS:</p> <ul style="list-style-type: none"> • Current Land Use - vacant • Frontage – 309.42 m (1015.16 ft) • Depth – varies - maximum 527.79 m (1731.6 ft) • Area – 14.12 ha (34.89 acres) • Shape - irregular

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<p>SURROUNDING LAND USES:</p> <ul style="list-style-type: none"> • North – future multi-family and commercial development(Richmond North draft plan 39T-04513) • South –single detached dwellings, St Catherine of Sienna Elementary School • East – vacant • West – future low density residential development(Sunningdale Meadows – 39T-10502)

<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>

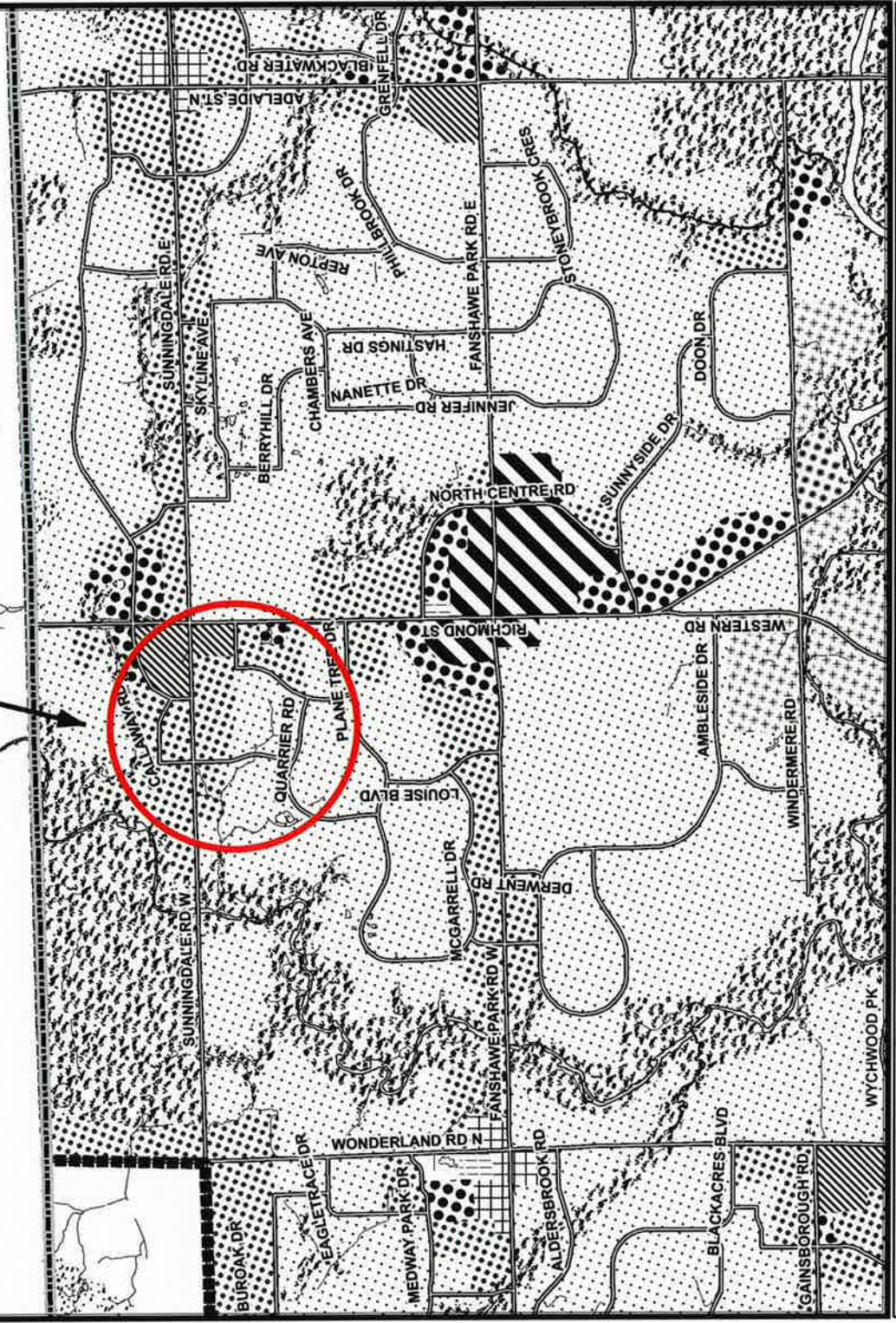
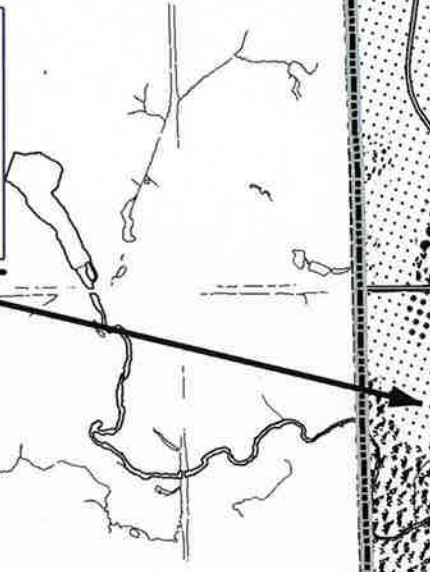
The subject lands were annexed into the City of London on January 1, 1993 and were part of the Vision '96 Official Plan review process and subsequently, the Sunningdale Community Plan review process. The final Ontario Municipal Board Order for Official Plan Amendment No. 88 was issued on December 23, 1999 and Municipal Council approved the Official Plan Amendment (O.P.A. # 125) associated with the Sunningdale Community Plan on August 4, 1998. Council did not however adopt the Plan as a Guideline document. The Plan was referred back to staff on June 22, 1998 for a further report with respect to the recommended locations for storm water management sites, financial implications, and other matters. The Conceptual Storm Water Management Plan for the Sunningdale Community Planning Area was accepted by Council on June 11, 2001.

The Official Plan amendments were appealed to the Ontario Municipal Board. The final board Order approving the schedules as adopted by Council was issued on August 16, 2000. The regulations of Zoning By-law No. 5000 continued to apply to the subject parcel until the Annexed Area Zoning By-law No. Z.-1-051390 came into force in June 27th, 2005.

Other Applications in the Area

There are two developments which have been approved in recent years immediately to the west and north of the subject lands. The Richmond North Subdivision (39T-04513) is owned by Auburn Developments and it contains single detached lots, multi family medium and high density residential blocks and a commercial block. The lands to the west are owned by Corlon Properties and this plan contains single detached lots and a multi family medium density block adjacent to Sunningdale Rd.

SUBJECT SITE



Legend

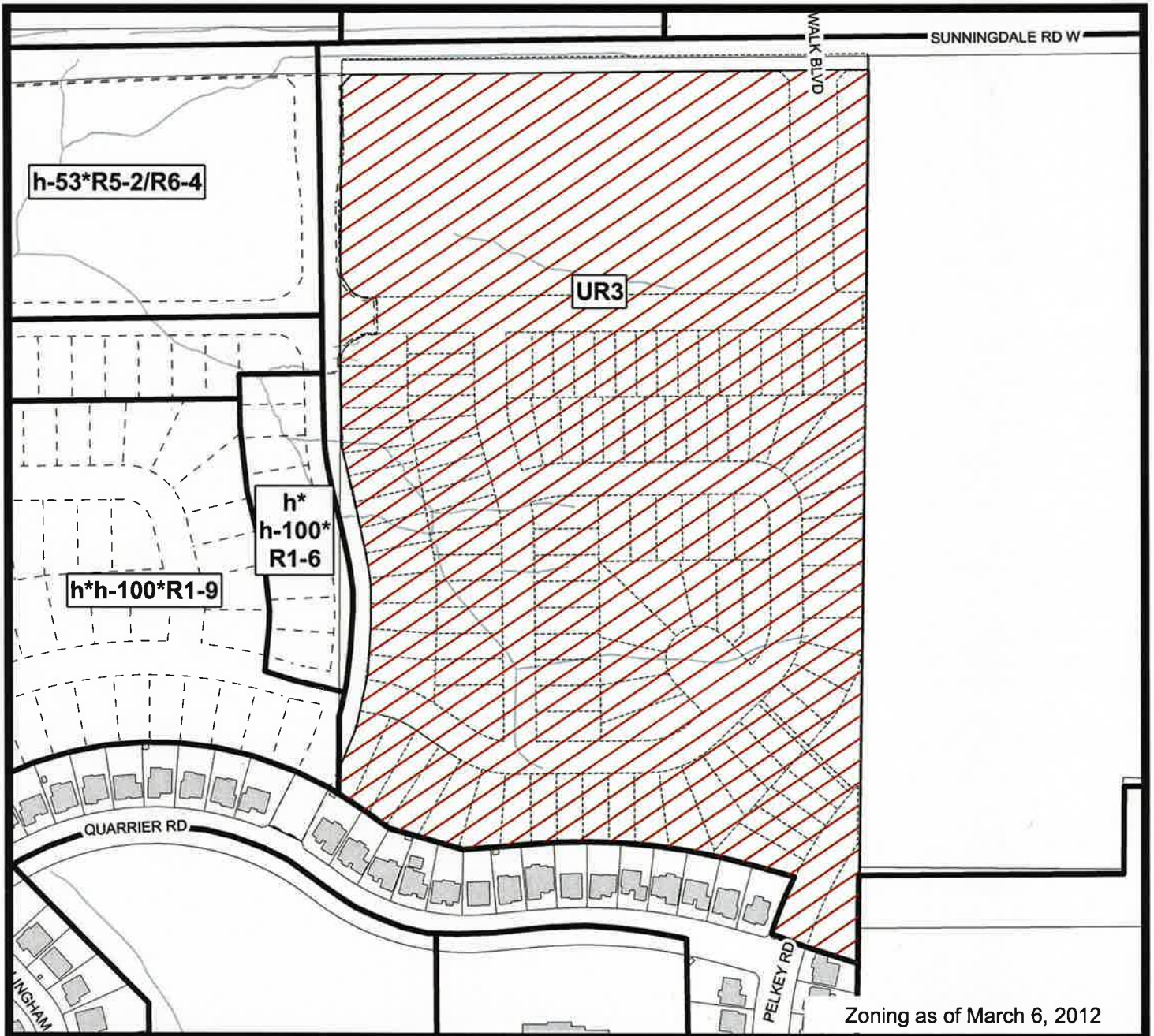
- Downtown Area
- Enclosed Regional Commercial Node
- New Format Regional Commercial Node
- Community Commercial Node
- Neighbourhood Commercial Node
- Main Street Commercial Corridor
- Auto-Oriented Commercial Corridor
- Multi-Family, High Density Residential
- Multi-Family, Medium Density Residential
- Low Density Residential
- Office Area
- Office/Residential

- Office Business Park
- General Industrial
- Light Industrial
- Regional Facility
- Community Facility
- Open Space
- Urban Reserve - Community Growth
- Urban Reserve - Industrial Growth
- Rural Settlement
- Environmental Review
- Agriculture
- Urban Growth Boundary
- Areas Under Appeal

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



FILE NUMBER: 39T-11504
 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



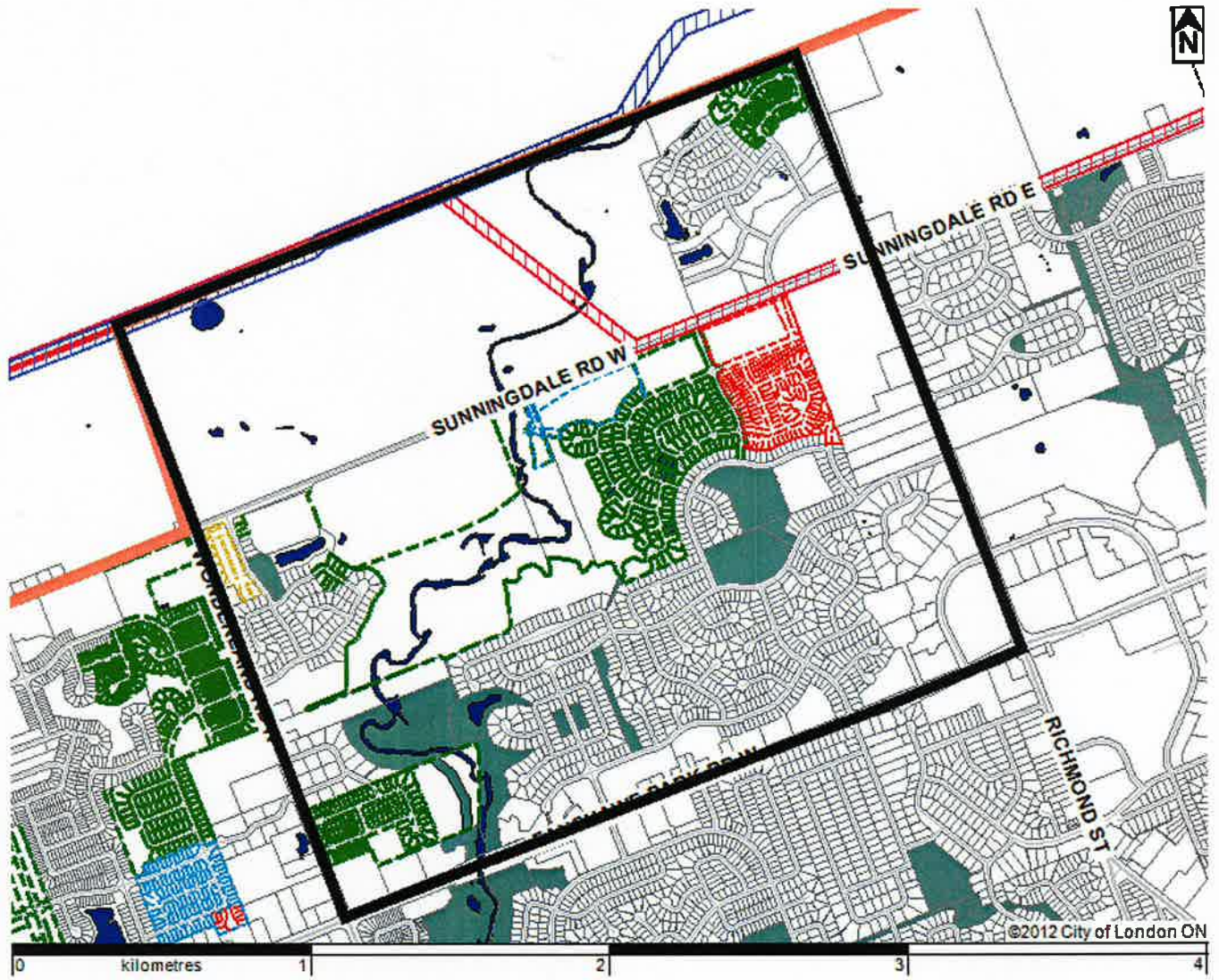
FILE NO:
39T-11504 AM

MAP PREPARED:
March 14, 2012 JS

1:3,500
0 15 30 60 90 120
Meters

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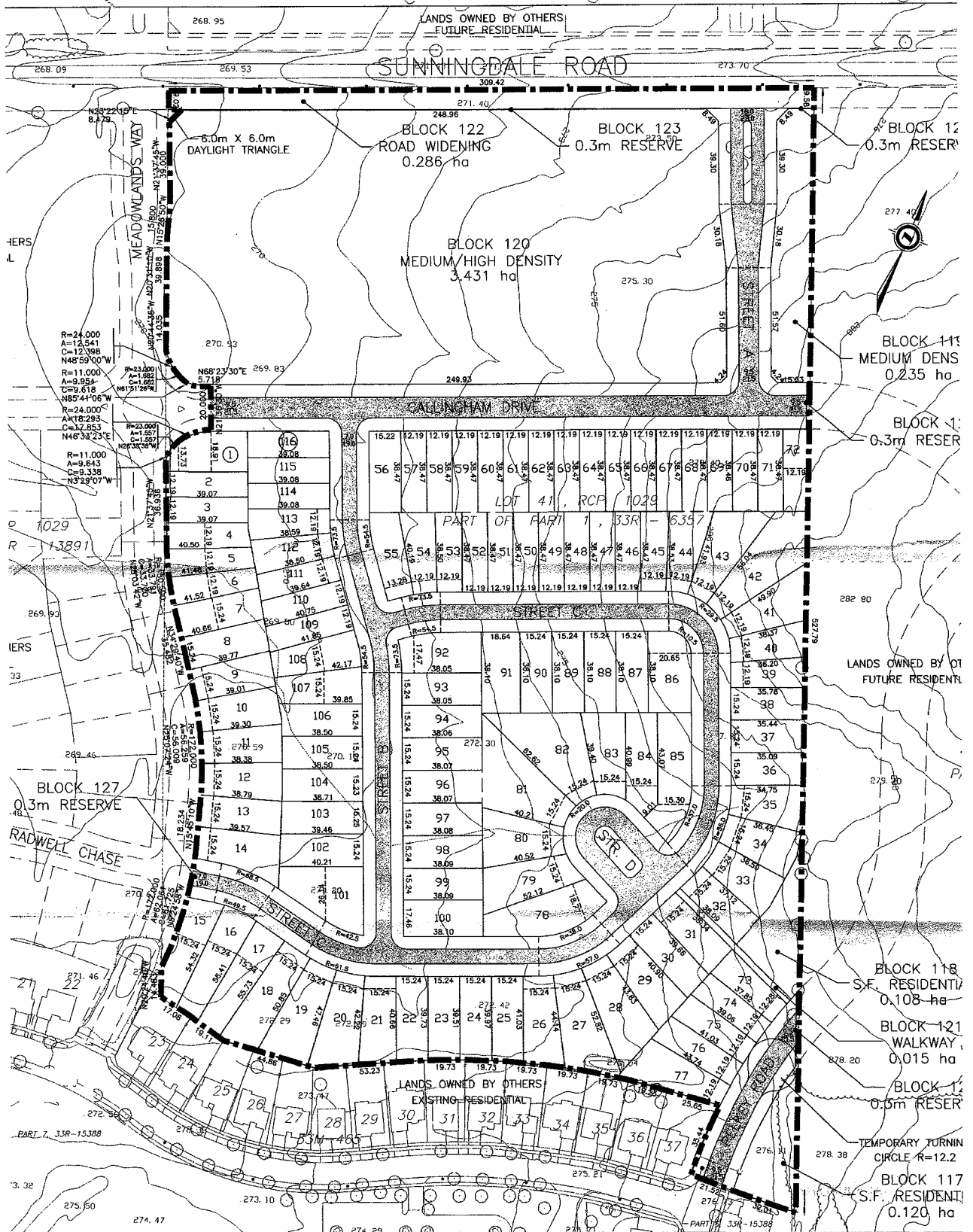
Sunningdale Community Planning Area



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Submitted Draft Plan



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SIGNIFICANT DEPARTMENT/AGENCY COMMENTS

London Transit Commission(LTC)

London Transit has reviewed the above referenced proposed plan of subdivision, and submits the following comments:

Transit service is planned for Callingham Drive and Street 'A'. The specific route design timing of service implementation and the level of transit service provided is subject to an assessment of potential demand generated by the proposed and adjacent developments. Included in this assessment is a review of the area densities and built form in contrast to the projections in the Sunningdale Community Plan. 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 time the developer should install the signpost and sign (sign to be provided by LTC). The potential future transit stop location, subject to Transportation Division approval, is as follows:

- 1. Eastbound on Callingham Drive east of Meadowlands Way at lot #1
- 2. Southbound on Street 'A' north of Callingham Drive at Block 120
- 3. Northbound on Street 'A' south of Sunningdale Road at Block 119

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 (i.e. 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.

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 :

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

Bell Canada

Prior to commencing any work within the Plan, the developer must confirm that sufficient wire-line communication/telecommunication infrastructure is currently available within the proposed development to provide communication/telecommunication service to the proposed development. In the event that such infrastructure is not available, the developer may be required to pay for the connection to and/or extension of the existing communication/telecommunication infrastructure. If the developer elects not to pay for such connection to and/or extension of the existing communication/telecommunication infrastructure, the developer shall be required to demonstrate to the municipality that sufficient alternative communication/telecommunication facilities are available within the proposed development to enable, at a minimum, the effective delivery of communication/telecommunication services for emergency management services (i.e., 911 Emergency Services). If there are any conflicts with existing Bell Canada facilities or easements, the Owner/Developer shall be responsible for re-arrangements or relocations.

London Hydro

London Hydro does not have adequate 27.6kV aerial distribution in place along Sunningdale Rd for this development. The applicant will be responsible for the cost associated with the overhead expansion along Sunningdale Rd and underground system in this development, but may receive rebates from London Hydro based on connected load over a five year connection window. The internal servicing of this development should present no foreseeable problems. Transformation lead times are minimum 16 weeks. London Hydro recommends you contact their engineering department to confirm transformer requirements and availability. The applicant will be

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responsible for the cost associated with the relocation of any existing infrastructure as a result of this development. London Hydro has no objection to this proposal to the zoning or official plan amendment

PUBLIC LIAISON:	On December 2, 2011, 42 letters were sent to surrounding property owners advising of the application. Notice of the application was also published in the December 10, 2011 Living in the City section of the London Free Press.	16 replies.
<p>Nature of Liaison: Consideration of a Residential Plan of Subdivision with 116 single detached residential lots, one(1) medium density residential block and one (1) medium/high density residential block, road widening and reserve blocks, served by four (4) new streets and the extensions of Pelkey Road and Callingham Drive.</p> <p>Possible Official Plan Amendment to change the designation of the northern portion of these lands certain portions of this plan from “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 at a maximum density of 250 units per hectare and a maximum height of 55 metres.</p> <p>Possible Amendment to Zoning By-law Z-1 to change the zoning from an Urban Reserve (UR3) Zone to a variety of zones including:</p> <ul style="list-style-type: none"> • Residential R1 (R1-5) 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 415 square metres (4,467.17 square feet); • Residential R5/Residential R6 (R5-4/R6-4) to permit cluster townhouse and cluster stacked townhouse dwellings at a maximum density of 40 units per hectare (16.2 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, and duplex dwellings at a maximum density of 30 units per hectare (12.15 units per acre) and a maximum height of 10.5 metres (34.45 feet); • Residential R4 (R4-6) to permit street townhouses on lots with a minimum frontage of 5.5 metres (18 feet) and a minimum lot area of 160 square metres (1,722.28 square feet); and a • Residential R9 Special Provision (R9-7()D 250 H 55) to permit apartment buildings; lodging house class 2; senior citizens apartment buildings; handicapped persons apartment buildings and continuum-of-care facilities at a maximum density of 250 units per hectare (101.22 units per acre) and a maximum height of 55 metres(180.45 feet) with a special provision for a 0.0 metre building setback. <p>The City is also considering the following amendments:</p> <ul style="list-style-type: none"> • 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. <p>Change Section 4.21 of Road Allowance Requirements – Specific Roads of the Z.-1 By-law to add Callingham Drive (within this plan) and Street “A” as Secondary Collector Roads.</p>		

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Responses: -inquired about lot sizes abutting her property; how big is the high density development going to be?; Will it be visible from her property?; when will road adjacent to her property be developed?; application notification process is weak and does not meet the spirit of notification provisions under legislation; proposed draft plan and amendments are not in keeping with the quality of the neighbourhood; Development should be limited to 87 lots with zoning consistent with existing neighbourhood; Zoning to permit more lots with smaller lot frontages will negatively impact property values and this is unfair; Previous Mayor committed to no allow additional high density development in this area; City should adhere to the intended plan for this neighbourhood(ie the Sunningdale Community Plan); no additional high density development required in this area; does not agree that development would be considered compatible with the existing natural heritage and its proximity to the Medway Valley ESA; if supported this high density development will negatively impact the existing low density residential; neighbourhood to the south and south west and planned residential developments to the west and north; there is no rationale to support high density residential development at this location as it is not close to shopping and there is no bus route; high density was not identified through the community planning process, therefore the proposed high density deviates from the land uses identified during the Sunningdale Community Plan; high density would set a precedent for more high density development in this area; high density should only be permitted along the Richmond Street corridor; a full environmental assessment should be carried out based on the proposed density of this development, impacts on the Medway Valley should be addressed; a site contamination analysis should be carried out; a sanitary servicing analysis should be carried out; a water servicing analysis should be carried out; a new stormwater analysis is required to determine the impact of this development based on the proposed densities; a transportation analysis is required to determine the impacts of higher densities in this area; if development for high density is to proceed, a green space buffer would need to be established to offset impacts on the existing residential neighbourhood to the south, this should also be established for the planned development immediately to the south of the proposed high density development and to the west; is their adequate parkland(ie 5% open space) available to address an increase in density; more demand for open space based on higher densities; what will be developed on Block 117; issues with drainage on 2058 Pelkey Rd and potential impacts this development may have on drainage; the plan is illogical and is counter to the existing community values; the plan is aesthetically offensive, and opens the door to problems for the existing area residents; a logical extension of existing growth is wider lots, less density, and the elimination of the apartment proposal(or at the least have the development be consistent with adjacent developments); proposed development will mean a decline in property values; twin 18 storey apartment buildings will be an eyesore in this area (the existing apartment building along Richmond Street at only 12 storey's detracts from the vista); 18 storey buildings will encroach on existing residents privacy; increase in traffic as a result of higher densities; peace and safety will be compromised by this development; high density development should be directed to the downtown core; existing high rise on Richmond Street is not fully occupied, therefore it does not make sense to add more high density development when there is no market to support it; the zoning for single detached lots should remain as originally conceived (ie R1-6 and R1-9 Zones); if high density is to proceed, it should be no greater than 12 storeys; highrise development should be limited to 8 storeys as this would allow for screening(ie trees) for privacy for adjacent single detached neighbourhood; the proposed development is not consistent with the adjacent developments including the new Sunningdale development; the two 18 storey apartment buildings, the one 6-8 storey retirement home and the smaller lot sizes are all a major change to the existing developments; have the people building the new homes north of Sunningdale Road been made aware of this application?

ANALYSIS

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

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Public Comments

- Lot Sizes
- Height and density of highrise buildings
- Impacts on existing and planned low density neighbourhoods
- Loss of privacy
- When will Pelkey Rd be developed
- Drainage issues as a result of this development
- Weak notification process
- Proposal does not match the Community Plan
- Proposed development is not compatible with the existing natural heritage and its proximity to the Medway Valley ESA
- No rationale to support high density residential development at this location as it is not close to shopping and there is no bus route
- Impacts on property values
- Permitting high density would set a precedent for more high density development in this area
- Additional reports required to justify this development
- Insufficient parkland(as a result of the increased density)
- Twin 18 storey apartment buildings will be an eyesore in this area and detract from the vista
- Increased traffic
- High density development should be directed to the downtown core
- No market to support additional high density in this area

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 plan incorporates lots with a mix of lot frontages to provide for a variety of single detached housing and medium and high density residential forms of development to assist in meeting projected needs. 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;
- conservation of natural resources and flood control;

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- 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.

As previously noted 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 Official Plan designates this area for low and medium density forms of housing. As a result, an amendment to the Official Plan to permit high density residential development on a block of land abutting Sunningdale Rd. W. will be required. The recommended redline plan will be integrated with adjacent subdivisions to the east and north. An amendment to the Official Plan will also be required to include two new secondary collector roads within this area. The external transportation infrastructure will be designed to accommodate this development. Improvements to the surrounding arterial and collector roads will ensure that there will be convenient and safe access to this community.

The proposed zoning provides for a range of low density residential lot mixes and medium and high density forms of housing. There will be no restriction on adjoining land as a result of approving this draft plan of subdivision. There are no natural resources or natural hazards within the subject lands. The owner will be required as a condition of draft approval to construct the necessary utilities and services. There is an existing elementary school (St Catherine of Sienna) located south of the subject lands. The development of the medium and high density residential uses will be addressed through the Site Plan Approval process.

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

OFFICIAL PLAN POLICIES

The Sunningdale Community Plan provided the basis for the types of land use within this area. In accordance with the Plan, the subject lands were 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 these lands 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 north portion of this parcel adjacent to Sunningdale Rd W. 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 (see above) may also be considered within this land use designation. The proposed development complies with the Low Density and Multi-Family Medium Density Residential policies of the Official Plan.

The low density component of this draft plan of subdivision and the recommended low density zoning conforms to the Official Plan policies in terms of building form and density. In order to consider the high density residential uses proposed by the applicant, an amendment to the Official Plan is required.

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Official Plan Amendment Request

The preferred locations, as identified by Official Plan policies, for the Multi-Family, High Density Residential designation includes 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. The subject parcel is located close to lands designated Community Commercial Node within the Richmond North Subdivision(immediately north of Sunningdale Rd) and at the south west corner of Sunningdale Rd. W. and Richmond Street. The proposed block is also located at the intersection of two(proposed) collector roads and Sunningdale Road W. (which is classified as an arterial road).

When considering designating lands multi-family high density residential issue such as compatibility, availability of services, transportation impacts, buffering, and proximity to transit services and shopping must be examined.

The applicant is proposing two 18 storey, high density residential buildings fronting Sunningdale Road, a 6-8 storey retirement complex at the corner of Meadowlands Way and Sunningdale Road and three storey street townhousing along the Callingham Drive frontage. The existing lands uses immediately abutting this proposed high density block are: future low density residential to the south, medium density residential to the west(in the Sunningdale Meadows draft plan-39T10502) future medium density residential designated lands to the east and future medium density development to the north. There is also an existing single detached residential development approximately 400 metres to the south. Given the absence of development in the immediate area, the proposed high density development should not have a significant impact on surrounding land uses. The applicant is proposing to develop the high rise development with reduced setbacks (0.0 metres) to Sunningdale Road which will increase the separation from the existing single detached uses along Quarrier Road. Increased density at this location will also assist in sustaining the proposed commercial development within the Richmond North Subdivision(immediately to the north). The proposed seniors complex and street townhouse components of this development provides for a transition to the future medium density uses to the west and the future(and existing) residential uses to the south.

The developer will be required as a condition of draft approval to confirm that there is sufficient sanitary servicing capacity for this development. A holding provision will be applied to the zoning of this block (and the entire plan) to ensure that downstream sanitary and stormwater management systems are constructed and operational to service this development. A traffic study will be required at the time of Design Studies (post draft approval) to address any potential traffic impacts associated with this development.

The subject lands are 3.4 hectares in size. As noted above, the developer is requesting a reduced front yard setback which will allow the buildings to be located closer to Sunningdale Road thus increasing the separation distance from the future and existing low density uses to the south. In addition, the developer is proposing underground parking which will provide for a substantial amount of on-site green space for the future residents.

The LTC have advised that transit service is planned for Callingham Drive and Street 'A'. The specific route design timing of service implementation and the level of transit service provided is subject to an assessment of potential demand generated by the proposed and adjacent developments. As previously noted the proposed high density block is located adjacent to the Community Commercial Node (in the Richmond North Subdivision immediately across Sunningdale Rd) and as a result future residents will have convenient access to shopping facilities. In addition to Plane Tree Park(located adjacent to St Catherine of Sienna elementary School on Quarrier Road) the developer is proposing a substantial green space within this multi-family block for future residents of this development. Based on the above analysis the proposed amendment to the Official Plan to change the designation of this block from multi-family medium density residential to multi-family high density

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residential is considered appropriate.

Scale of Development

The scale of development in the Multi-Family, High Density Residential designation typically vary by location. The Official Plan notes that net residential densities will normally be less than 350 units per hectare (140 units per acre) in the Downtown Area, 250 units per hectare (100 units per acre) in Central London (the area bounded by Oxford Street on the north, the Thames River on the south and west and Adelaide Street on the east), and 150 units per hectare (60 units per acre) outside of Central London. The Official Plan also notes that Council, under the provisions of policy 19.4.4. and the Zoning By-law, may allow an increase in the density above the limit otherwise permitted by the Zoning By-law in return for the provision of certain public facilities, amenities or design features. In these instances, the owner of the subject land shall enter into an agreement with the City, to be registered against the title to the land.

For individual sites, the determination of appropriate height and density limitations may be based on a concept plan showing how the area will be developed and integrated with surrounding uses. The applicant is proposing a development with a maximum density of 250 units per hectare and a maximum height of 55 metres. The following concept plan has been submitted in support of the requested increase in density for this development.

Proposed Multi-Family Development



Community Planning and Urban Design staff have reviewed the applicants Design Brief, which was submitted in support of this proposal, and they have concluded that the design features described in the applicant’s design brief are consistent with the objectives of bonus zoning described in the Official Plan in that it:

- supports the provision of common open space that is functional for active or passive recreational use;
- provides underground parking;
- encourages aesthetically attractive residential developments through the enhanced

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provision of landscaped open space; and

- it supports innovative and environmentally sensitive development which incorporates notable design features, promotes energy conservation, waste and water recycling and use of public transit.

In addition the applicant has presented the development proposal to the City's Urban Design Peer Review Panel(UDPRP) on March 21st. Given the timing to complete the staff report and meet agenda deadlines, staff will advise the Planning and Environment Committee on March 26th Public Meeting on the outcome of discussions at the UDPRP

New Proposed Collector Roads

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 proposes two new secondary collector roads – the extension of Callingham Drive(from the west) and the addition of a new road connection to align with Village Walk Boulevard on the north side of Sunningdale Rd W. It is appropriate to designate this portion of Callingham Drive as a collector road given the proposed medium and high density residential uses proposed on the north side of this street abutting Sunningdale Rd W. Also this road will extend to connect with the proposed collector road system already approved (as identified on Schedule C of the Official Plan) on adjacent lands to the east. The proposed north/south collector road (which is to align with Village Walk Boulevard) is appropriate as it will assist in providing proper traffic circulation through this subdivision and the Richmond North subdivision. The proposed addition of these secondary collector roads is considered appropriate.

SUBDIVISION DESIGN

Road Pattern

There are two (2) collector roads and 3 local streets proposed within this draft plan. One collector road (Street "A") will allow for vehicular access from Sunningdale Road and the second collector road (the extension of Callingham Drive) will provide access to lands to the west (within draft plan 39T-10502) and for a future connection to undeveloped lands to the east. In addition, local Street "C" will provide access to Meadowlands Way (immediately abutting this plan to the west) which will integrate the vehicular(and pedestrian) circulation throughout this neighbourhood.

Lotting Pattern

The intent of the Sunningdale Community Plan is to provide for a built form of development compatible with existing developments in the area. Based on the applicants original design, 116 single detached dwellings would be produced from this draft plan. The lot sizes range from 12 to 15 metres in frontage and 38 to 50+ metres in depth. A number of area residents immediately to the south raised concerns regarding the size the lots proposed within this draft plan. As a result the applicant has agreed to redline the plan to increase the size of the lot frontages from the 12 to 18 metre range which results in the reduction of lots from 116 to 101.

The proposed lot sizes are consistent with the lots sizes in the adjacent subdivision to the south which will assist in contributing to the market demand for premium lots and provide for a form of development compatible with existing developments in this area. In general, the design of the subdivision is acceptable and represents good land use planning

OPEN SPACE AND ACTIVE PARKLAND

A number of area residents raised concerns that additional parkland should be provided as a

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result of the high density residential development. The parkland dedication for this subdivision has been previously satisfied in a separate agreement where the City acquired Plane Tree Park (on Quarrier Rd immediately south of this draft plan). No additional active parkland is sought in this draft plan. (see map below illustrating parkland in this area).

Bicycle Path

The City anticipates an in-boulevard pathway on the south side of Sunningdale Road leading from the SWM Facility #4 to Street "A" which will ultimately provide for a connection to Village Walk Boulevard in the Richmond North Subdivision (north of Sunningdale Rd).

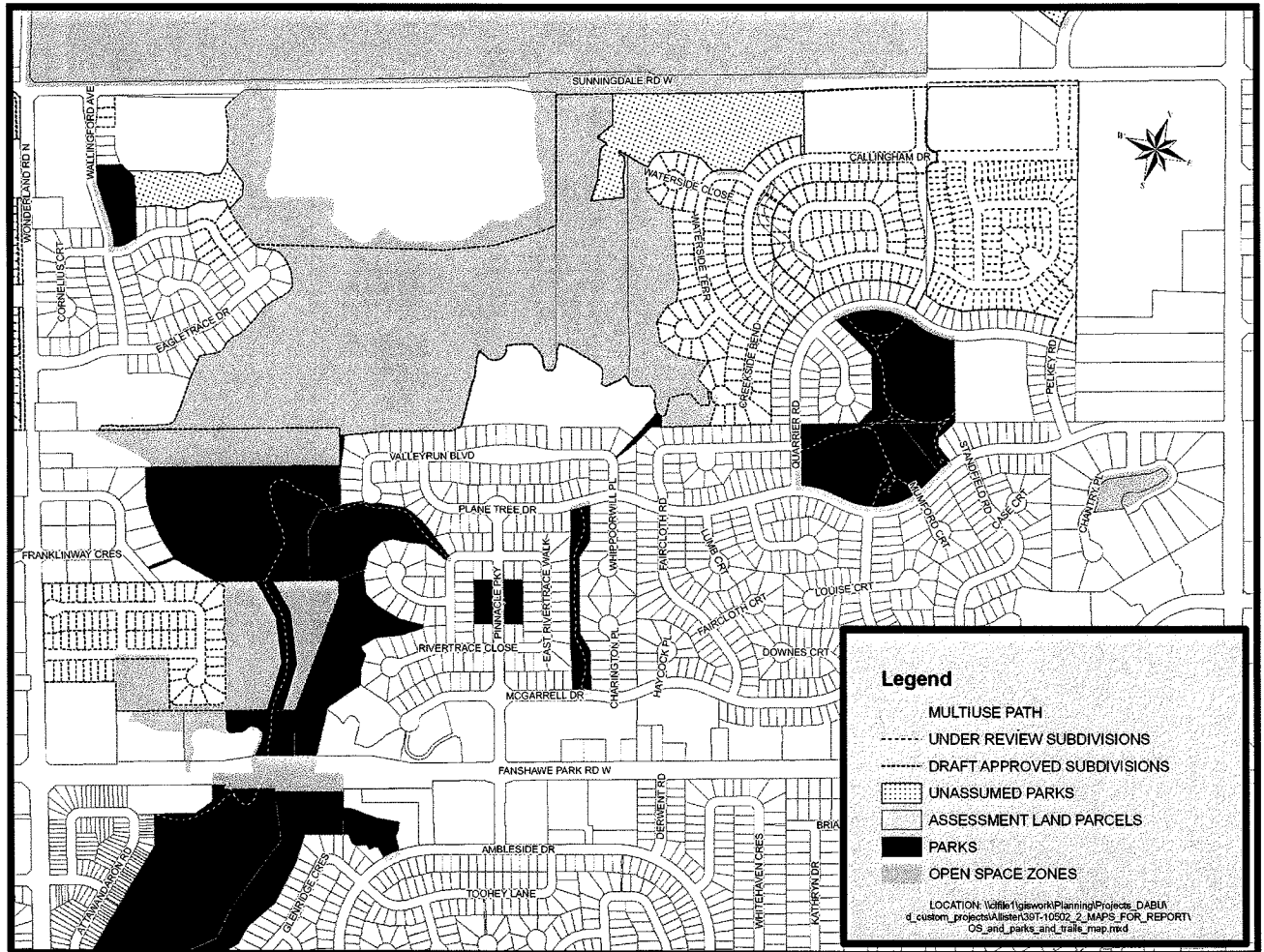
Street Trees

Street trees will be required for this subdivision and this will be addressed as per the standard subdivision clause.

Gateways

Gateway features for the entranceway from Sunningdale Road are to be designed and constructed to City Standards. They are reviewed by Parks Planning and Design as part of detailed engineering plan submissions.

Area Parkland



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SERVICING

Sanitary

The Owner will be required to construct sanitary sewers and connect them to the proposed municipal sewer on Callingham Drive at Meadowlands Way (located within draft plan of subdivision 39T-10502) and the sanitary sewer on Pelkey Road, located in Plan 33M-465. If the draft plan develops in advance of the subdivision to the west of this plan (39T-10502), the Owner will be required to make arrangements with the affected property owner(s) for the construction of any portions of the outlet sewers situated on private lands outside this plan. The Owner will also be required to construct services to connect Lots 1 to 14 to the proposed sanitary sewer on Meadowlands Way or make arrangements for these works to be completed with the owner of the adjacent lands.

A holding provision is recommended for Block 120 to confirm capacity of the sanitary outlet sewers for the proposed high density residential use, to the satisfaction of the City Engineer.

Storm

The Owner will be required to construct storm sewers and connect them to the proposed municipal storm sewer located on Callingham Drive which will outlet to the Regional Sunningdale SWM Facility 4. The Owner must also construct storm sewers and connect them to the storm sewer located on Pelkey Road in Plan 33M-465. If the draft plan develops in advance of the subdivision to the west of this plan (39T-10502), the Owner shall make arrangements with the affected property owner(s) for the construction of any portions of the outlet sewers situated on private lands outside this plan. The Owner must construct services to connect Lots 1 to 14 to the proposed storm sewer on Meadowlands Way or make arrangements for these works to be completed with the owner of the adjacent lands.

Water

The Owner must construct watermains to serve this Plan and connect them to the existing watermain on Callingham Drive at west limit of this plan, the proposed watermain on Bradwell Chase at Meadowlands Way (39T-10502) at the west limit of this plan, the proposed watermain on Sunningdale Road West at Street 'A' and the existing watermain on Pelkey Road at Quarrier Road. If the subject plan develops in advance of the subdivision to the west of this plan (39T-10502), the Owner shall make arrangements with the affected property owner(s) for the construction of any portions of the watermains situated on private lands outside this plan. In addition, the Owner must construct water services to connect Lots 1 to 14 to the proposed watermain on Meadowlands Way or make arrangements for these works to be completed with the owner of the adjacent lands.

A holding provision(h-100) be applied to ensure that the watermain system will be looped prior to the issuance of the 81st building permit.

Transportation

The Owner shall construct all roads to City standards and to the satisfaction of the City Engineer. A gateway treatment on Street 'A' at the intersection of Sunningdale Road West is also required. Access to lots or blocks opposite gateway treatments will be restricted to right-in and right-out only.

The Owner will be required to construct a left turn lane on Sunningdale Road at Street 'A' with sufficient storage and taper to accommodate traffic anticipated by the full build out of the area, to the satisfaction of the City.

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A holding provision(h-100) be applied to ensure that the watermain system will be looped prior to the issuance of the 81st building permit.

Transportation

The Owner shall construct all roads to City standards and to the satisfaction of the City Engineer. A gateway treatment on Street 'A' at the intersection of Sunningdale Road West is also required. Access to lots or blocks opposite gateway treatments will be restricted to right-in and right-out only.

The Owner will be required to construct a left turn lane on Sunningdale Road at Street 'A' with sufficient storage and taper to accommodate traffic anticipated by the full build out of the area, to the satisfaction of the City.

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All vehicular access is to be via the internal subdivision streets. No vehicular access will be permitted to Blocks 119 and 120 from Sunningdale Road West. The Owner will also be required to construct traffic calming measures along Callingham Drive, including parking bays, curb extensions and other measures, to the satisfaction of the City.

All construction traffic associated with this draft plan of subdivision shall be directed to utilize Sunningdale Road West via Street 'A' or Meadowlands Way or other routes as designated by the City Engineer.

PROPOSED ZONING

The subject lands are currently zoned Urban Reserve(UR3). The applicant has requested the Residential R1 (R1-5) Zone to permit single detached dwellings with lot frontages ranging from 12 metres to 15 metres and lots areas ranging from 469 m2 +- to 605 m2 +-. In response to concerns raised by area residents, the applicant has agreed to revise their request to change the zoning from R1-5 to R1-6 and provide for redline amendments to the plan to increase the lot sizes. This results in many of the lots abutting the existing low density residential area to the south to be increased to 18 m+ which is more in keeping with the existing lot fabric along Quarrier Road and Callingham Crt. south of this draft plan.

Medium Density Residential

The applicant has requested the R5/R6 compound zone for Block 119 and the R4 zone be applied to the frontage of Block 120 to provide for a transition from the high density uses to the north. The requested zones conform with the existing multi-family medium density residential designations (and the proposed high density designations) which apply to these areas. These zones will permit development which will be compatible with existing and future land uses. There will be sufficient services available to service these blocks when they come forward for development. Block 119 must be developed with adjacent lands to the east and a result a holding provision (h-108) is also being applied to this zone to ensure that this will happen. The area to be zoned R4 is of sufficient size to accommodate street townhouse dwellings. It should be noted that the size of the individual street townhouse parcels will be reviewed in greater detail at the Site Plan Approval stage to ensure that there is sufficient room to provide services to these lots. These parcels are in close proximity to public open spaces(ie Plane Tree Park to the south and the Medway Valley), Catherine of Sienna Elementary School, and the LTC have indicated that transit service will be provided to this area in the future.

Community Planning and Urban design have noted the design of the proposed landscape space on the north side of Callingham Drive should encourage a positive interface between the space and the proposed townhouses. Through the Site Plan Approval process these and other urban design considerations will be explored to ensure that the development of these blocks will take into account proper building massing and scale, appropriate vehicular access points, and buffering of surrounding land uses.

High Density Residential

The R9 Zoning requested by the applicant is to be applied to the remainder of Block 120. A bonus zone has been included to increase the density to 250 UPH and a maximum height of 55 metres. As previously noted, Community Plan and Urban Design staff have concluded that the design features described in the applicant's design brief are consistent with the objectives of bonus zoning described in the Official Plan. As a result, it is recommended that a Bonus zone be applied to this development to ensure that the development incorporates the necessary urban design elements to ensure successful integration within this plan and the Sunningdale Community.

Staff recommend that the requested increase in height and density be permitted in return for the construction of a specified building and site design which is in general accordance with the illustration shown on page 15 of this report that provides for the following design features:

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- That the common open space be constructed to provide for active and passive recreational use. This space shall include pedestrian connections to and from the site and enhanced landscape features for more passive uses, such as, but not limited to a gazebo;
- The provision of underground parking for the two 18-storey apartment buildings;
- Two 18-storey apartment buildings at a maximum height of 55 metres and a maximum density of 250 units per hectare and a two-storey building placed close/parallel to Sunningdale Road West to define and enhance the street frontage;
- Defining the base, middle, and top of the apartment buildings with contrasting materials and colours:
 - with the base consisting of the portion of the façade between the ground floor and the second floor;
 - with the middle consisting of the portion of the façade between the top of the base (Third Floor) to the sixteenth floor and using coloured concrete and cornice lines to define the middle; and,
 - with the top consisting of the portion of the façade above the sixteenth floor with a series of step-backs and a roof form profile to define the top;
- Well articulated building facades with balconies located at the corners and within the central part of the facade. The façade of the building should contain approximately 50% glass.

In addition to these site specific considerations all future proposed buildings north of Callingham Drive should consist of a well defined base, middle and top with a diversity of material types. In addition, the proposed corner building located at Sunningdale Road and Meadowlands Way should enhance the streetscape by incorporating a pedestrian-scaled base that is sympathetic to the base of the adjacent apartment buildings on Sunningdale Road. Also, to enhance the public realm, the exposure of surface parking fields to the public right-of-way should be minimized for the proposed buildings north of Callingham Drive.

In conclusion the proposed Bonus zone is considered appropriate and represents sound land use planning.

Holding Provisions

The h-100 Holding Provision is proposed to be applied to this development to ensure that no more than 80 units are developed until a looped watermain system is constructed and that a second public access is in place prior to final approval of any phase of this development.

In addition, the general h. holding provision which is also recommended for all zones within this development will address the provision of adequate services through the execution of the subdivision agreement.

A holding provision (h-53) is recommended for multi-family block 119 to encourage street-oriented development and discourage noise attenuation walls along arterial roads. These issues will be addressed at the site plan approval stage for this block.

The h-94 holding provision is recommended for Lot 15 so that it may be combined with Block 170 in plan 39T-10502. The h-94 holding provision is also recommended for Block 117, 118 and the h-108 holding provision is to be applied to Block 119 until lands to the east can be combined with these blocks to create developable lots/blocks.

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Phasing

Lots 1 to 14 should not be developed until the abutting road (Meadowlands Way 39T-10502) is constructed and operational, including all underground services and downstream outlets. As a result, it is recommended that this be addressed as part of the phase limits which come forward for registration (see condition 10 in the attached Appendix 39T-11504).

The recommended zones are appropriate and consistent with the intent of the area plan and the land use designations which apply to these areas. In summary, the recommended zoning represents good land use planning.

Urban Design

The focal point of this neighbourhood is the school block which is located south of this plan. The draft plan allows for appropriate vehicular circulation throughout the community and to abutting lands to the east, west and south. All streets in the subdivision will have sidewalks on at least one side of the street allowing for proper pedestrian movements. Through negotiations with the developer, a connecting walkway has been included in the design of the subdivision (linking Street "C" with Pelkey Rd).

Response to Public Comments

As previously noted the applicant has agreed in response to the neighbourhoods concerns to recline the draft plan and amend the zoning to reflect larger lots which is more in keeping with the existing neighbourhood to the south. Staff's review of the height, massing and density of the highrise development have concluded that given the proposed setback and the amount of private open space proposed this will not have a negative impact on the existing low density residential neighbourhood to the south and future residents immediately abutting this high density block will be aware of the proposal prior to purchasing in this area.

The timing of development of this subdivision will be at the discretion of the developer, however, they have indicated that it is their intention to develop the multi family block first. The issue of drainage will be addressed as part of the City's review of engineering drawings (post draft approval stage). The developer will be required to control drainage so that there is no impact on adjacent lands.

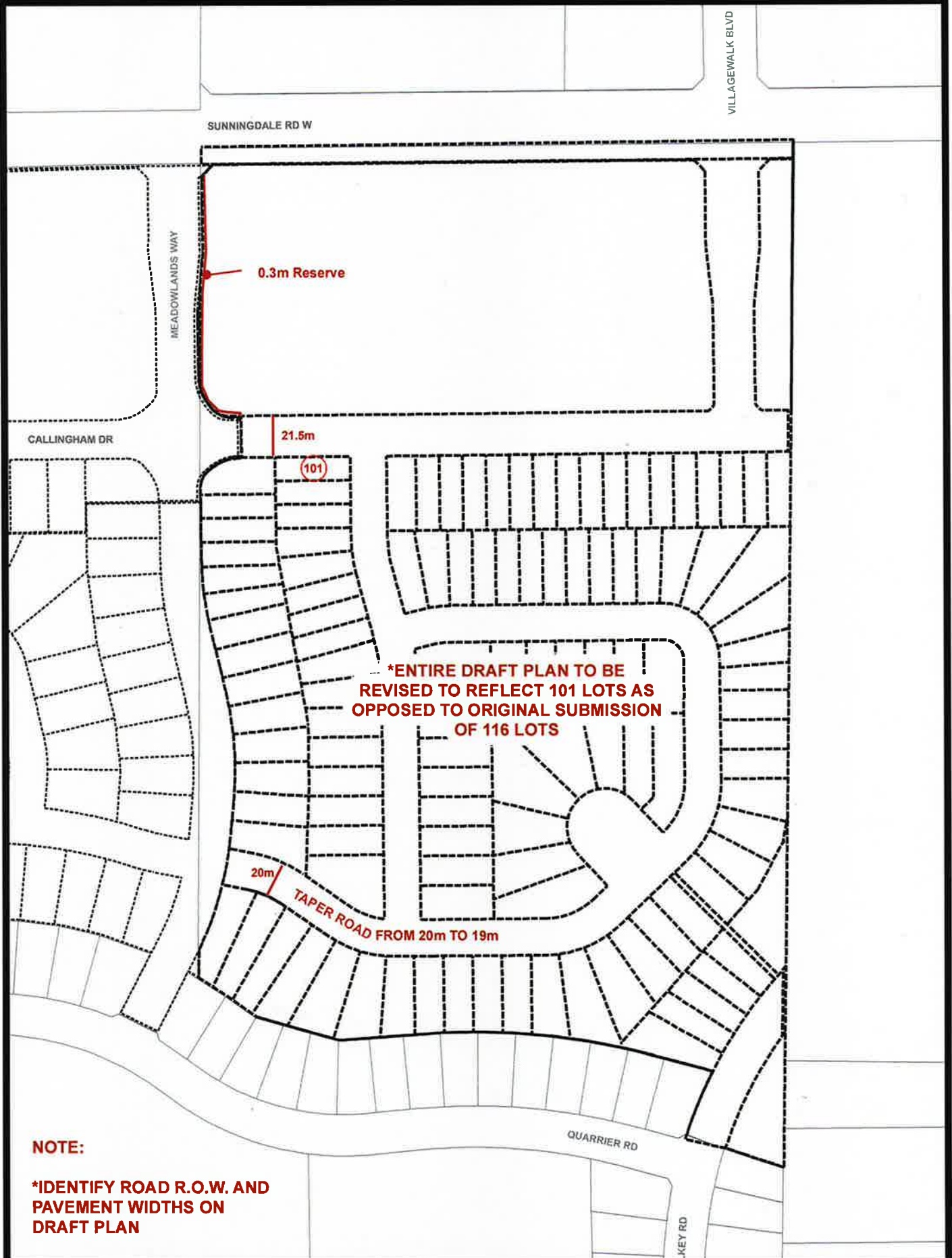
The City has carried out a notification process which is beyond that required by legislation. The Planning Act notes that notification of the application and public meeting should be provided by either a liaison mailed to property owners within 120 metres of the subject lands or notification in the newspaper. The City of London implements both strategies with respect to development applications and also provides for signage on site advising the public of a possible land use change.

It is acknowledged by staff that the proposal does not meet the intent of the Sunningdale Community Plan which was prepared in 1998, however, it is not uncommon for areas to evolve over time. There are numerous instances where Community plan have been amended to address changing community needs. In this instance, because the Sunningdale Community Plan was never formally adopted by Council, there is no need to formally amend the plan. An amendment to the Official Plan, however, is necessary to reflect the applicant's proposal. It is staff's contention that the development is appropriate given the proximity to the Medway Valley. Official Plan policies actually encourage high density development to be located in close proximity to areas designated open space.

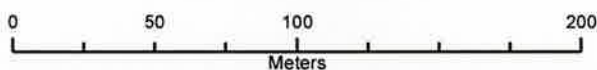
Although there is no shopping or bus routes at present time, this area is planned to have shopping(at the N/W and S/W intersection of Richmond Street and Sunningdale Rd. W.) and transit services in the future when it is deemed warranted. Staff have no information to suggest that property values will be reduced as a result of this development. Precedence is not a determining factor in planning land uses. Land use planning is done on a site specific and area wide basis however each application is reviewed on its own merit.



IVEST MEADOWS SUBDIVISION (39T-11504) REDLINE AMENDED DRAFT PLAN



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The applicant, through the design studies process, will be required to provide the necessary sanitary, storm, water servicing and transportation reports to support their development proposal. There is sufficient public (and in this case private) open space to service this development and the existing and future residents. There are no significant vistas which will be obstructed as a result of this development proposal.

Official Plan policy permits site specific developments to include higher than normal densities in certain instances where appropriate. Staff have no information to suggest that there is no market to support this development proposal.

Redline Revisions

The following redline revisions are recommended:

- Identify radii on Pelkey Road
- Add temporary 0.3 metre reserves along Block 120 abutting proposed Meadowlands Way in Plan 39T-10502
- Taper 20m to 19 m roads to City standards
- Revise Street 'C', between the west limit of the plan and Street 'B', to be a 20.0 m right-of-way
- Confirm Callingham Drive right-of-way width (west limit external to this plan) to be a 21.5 metre right-of-way.
- Identify road R.O.W and pavement widths on draft plan

CONCLUSION

The subject lands are being developed in accordance with Official Plan Policy and the Sunningdale Community Plan. Holding Provisions 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 is appropriate. It is the opinion of staff that the amended draft plan of subdivision with associated conditions (Appendix 39T-11504) 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 – DEVELOPMENT CONTROLS	

March 16, 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>Sandra McKeen 2087 Quarrier Rd</p> <p>-inquired about lot sizes abutting her property -how big is the high density development going to be? Will it be visible from her property? - when will road adjacent to her property be developed?</p>	<p>Chris Callahan</p> <ul style="list-style-type: none"> -application notification process is weak and does not meet the spirit of notification provisions under legislation -proposed draft plan and amendments are not in keeping with the quality of the neighbourhood -Development should be limited to 87 lots with zoning consistent with existing neighbourhood -Zoning to permit more lots with smaller lot frontages will negatively impact property values and this is unfair -Previous Mayor committed to no allow additional high density development in this area -City should adhere to the intended plan for this neighbourhood(ie the Sunningdale Community Plan) -no additional high density development required in this area -does not agree that development would be considered compatible with the existing natural heritage and its proximity to the Medway Valley ESA. -if supported this high density development will negatively impact the existing low density residential neighbourhood to the south and south west and planned residential developments to the west and north -there is no rationale to support high density residential development at this location as it is not close to shopping and there is no bus route -high density was not identified through the community planning process, therefore the proposed high density deviates from the land uses identified during the Sunningdale Community Plan -high density would set a precedent for more high density development in this area -high density should only be permitted along the Richmond Street corridor -a full environmental assessment should be carried out based on the proposed density of this development, impacts on the Medway Valley should be addressed. -a site contamination analysis should be carried out -a sanitary servicing analysis should be carried out -a water servicing analysis should be carried out -a new stormwater analysis is required to determine the impact of this development based on the proposed densities -a transportation analysis is required to determine the impacts of higher densities in this area -if development for high density is to proceed, a green space buffer would need to be established to offset impacts on the existing residential neighbourhood to the south, this should also be established for the planned development immediately to the south of the proposed high density development and to the west - is their adequate parkland(ie 5% open space) available to address an increase in density -more demand for open space based on higher densities

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39T-11504/OZ-7991
A. MacLean

<u>Telephone</u>	<u>Written</u>
<p>Janet Connolly 2058 Pelkey Rd</p> <p>-Wants to know what will be developed on Block 117 -Drainage issues from lands to the north and east.</p>	<p>Janet Connolly 2058 Pelkey Rd</p> <p>-issues with drainage on her site and potential impacts this development may have on drainage</p>
<p>Carol Birchmore Requested copy of application</p>	<p>Bill & Aggie Kalapun 1960 Callingham Ct</p> <p>-opposed to the development -they support Anna D'Oria's response to the issues.</p>
	<p>Anna D'Oria 1992 Callingham Ct</p> <p>-the plan is illogical; is counter the existing community values. Is aesthetically offensive, and opens the door to problems for the existing area residents -a logical extension of existing growth is wider lots, less density, and the elimination of the apartment proposal(or at the least have the development be consistent with adjacent developments) -proposed development will mean a decline in property values -twin 18 storey apartment buildings will be an eyesore in this area (the existing apartment building along Richmond Street at only 12 storey's detracts from the vista -18 storey buildings will encroach on existing residents privacy; -increase in traffic as a result of higher densities; peace and safety will be compromised by this development</p>
	<p>Sam Katsios 1926 Callingham Ct</p> <p>- supports Anna D'Oria's response to the issues.</p>
	<p>Jenn and Chris Maciejowski 1944 Callingham Ct</p> <p>- twin 18 storey apartment buildings will be an eyesore in this area (the existing apartment building along Richmond Street at only 12 storey's detracts from the vista -18 storey buildings will encroach on existing residents privacy; -increase in traffic as a result of higher densities; peace and safety will be compromised by this development</p>
	<p>Ross Stachow 1932 Callingham Ct</p> <p>- supports Anna D'Oria's response to the issues. -high density development should be directed to the downtown core -existing high rise on Richmond Street is not fully occupied, therefore it does not make sense to add more high density development when there is no market to support it</p>

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39T-11504/OZ-7991
A. MacLean

<u>Telephone</u>	<u>Written</u>
	Vijai Kanthan 1992 Callingham Court - supports Anna D'Oria's response to the issues.
	Cathy Lourenco -supports Anna D'Oria's response to the issues.
	Chris and Lydia VanSlyke 2175 Quarrier Rd -the zoning for single detached lots should remain as originally conceived in the Initial Proposal report(ie R-16 and R1-9 Zones) -if high density is to proceed, it should be no greater than 12 storeys
	Jason Maillet 1976 Callingham Crt - supports Anna D'Oria's response to the issues. -highrise development should be limited to 8 storeys. This would allow for screening(ie trees) for privacy for adjacent single detached neighbourhood.
	Jordan Pi 1874 Callingham Crt - supports Anna D'Oria's response to the issues.
	Ken and Kat Russell 1965 Quarrier Rd -supports Chris and Lydia Van Slykes comments on this proposal
	Jason Enright 21399 Quarrier Rd -The proposed development is not consistent with the adjacent developments including the new Sunningdale development. The two 18 storey apartment buildings, the one 6-8 storey retirement home and the smaller lot sizes are all a major change to the existing developments. -have the people building the new homes north of Sunningdale Road been made aware of this application.

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Appendix "A"

Bill No. (number to be inserted by Clerk's Office)
2012

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 160 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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39T-11504/OZ-7991
A. MacLean

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 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 two new secondary collector roads to Schedule C of the Official Plan for the City of London .

B. LOCATION OF THIS AMENDMENT

1. This Amendment applies to lands located 160 Sunningdale Road West in the City of London.

C. BASIS OF THE AMENDMENT

When considering designating lands multi-family high density residential issue such as compatibility, availability of services, transportation impacts, buffering, and proximity to transit services and shopping must be examined.

The applicant is proposing two 18 storey, high density residential buildings fronting Sunningdale Road, a 6-8 storey retirement complex at the corner of Meadowlands Way and Sunningdale Road and three storey street townhousing along the Callingham Drive frontage. The existing lands uses immediately abutting this proposed high density block are: future low density residential to the south, medium density residential to the west(in the Sunningdale Meadows draft plan-39T10502) future medium density residential designated lands to the east and future medium density development to the north. There is also an existing single detached residential development approximately 400 metres to the south. Given the absence of development in the immediate area, the proposed high density development should not have a significant impact on surrounding land uses. The applicant is proposing to develop the high rise development with reduced setbacks (0.0 metres) to Sunningdale Road which will increase the separation from the existing single detached uses along Quarrier Road. Increased density at this location will also assist in sustaining the proposed commercial development within the Richmond North Subdivision(immediately to the north). The proposed seniors complex and street townhouse components of this development provides for a transition to the future medium density uses to the west and the future(and existing) residential uses to the south.

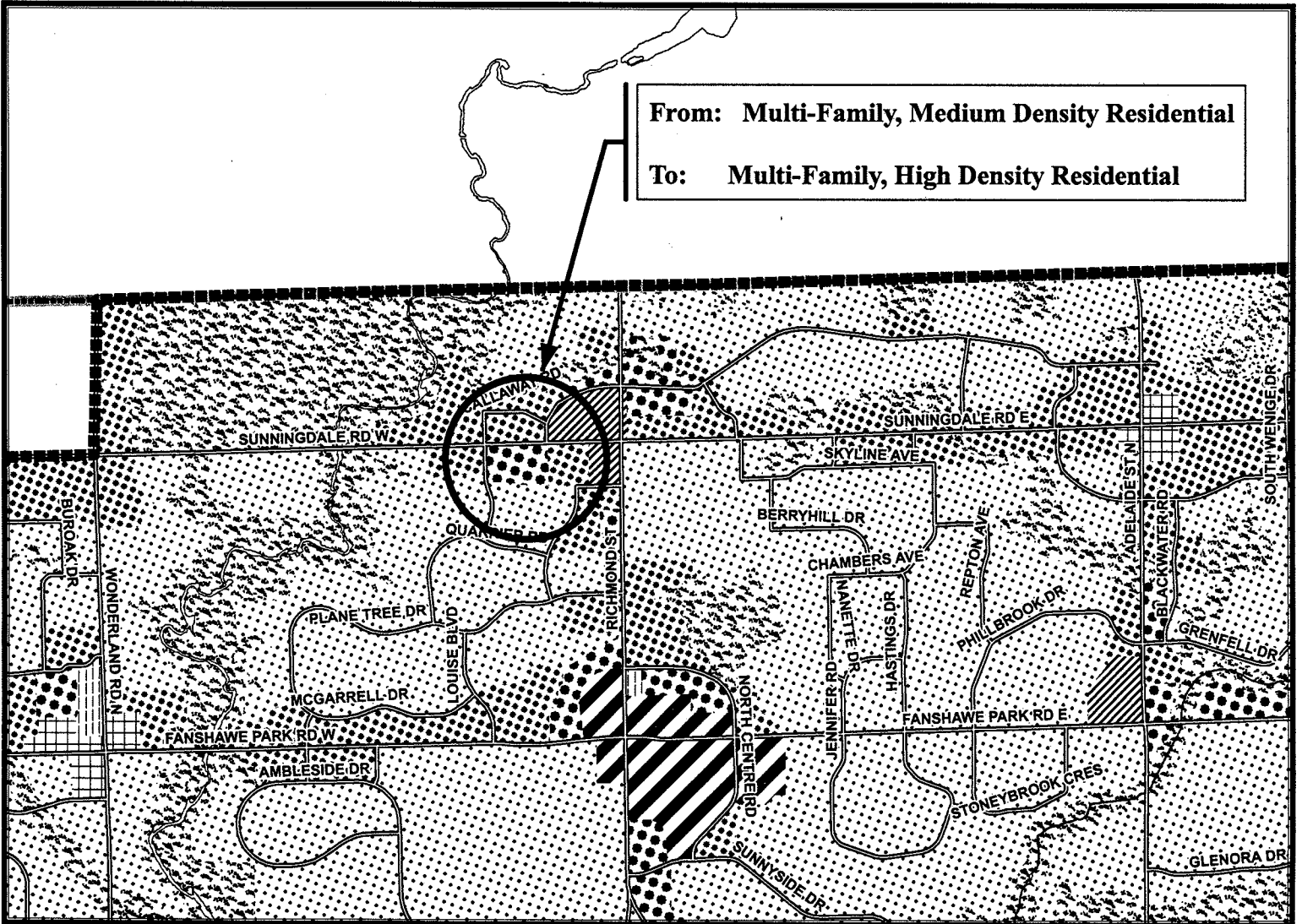
The developer will be required as a condition of draft approval to confirm that there is sufficient sanitary servicing capacity for this development. A holding provision will be applied to the zoning of this block (and the entire plan) to ensure that downstream sanitary and stormwater management systems are constructed and operational to service this development. A traffic study will be required at the time of Design Studies (post draft approval) to address any potential traffic impacts associated with this development.

The subject lands are 3.4 hectares in size. As noted above, the developer is requesting a reduced front yard setback which will allow the buildings to be located closer to Sunningdale Road thus increasing the separation distance from the future and existing low density uses to the south. In addition the developer is proposing underground parking which will provide for a substantial amount of on-site green space for the future residents.

The LTC have advised that transit service is planned for Callingham Drive and Street 'A'. The specific route design timing of service implementation and the level of transit service provided is

AMENDMENT NO:

From: Multi-Family, Medium Density Residential
 To: 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



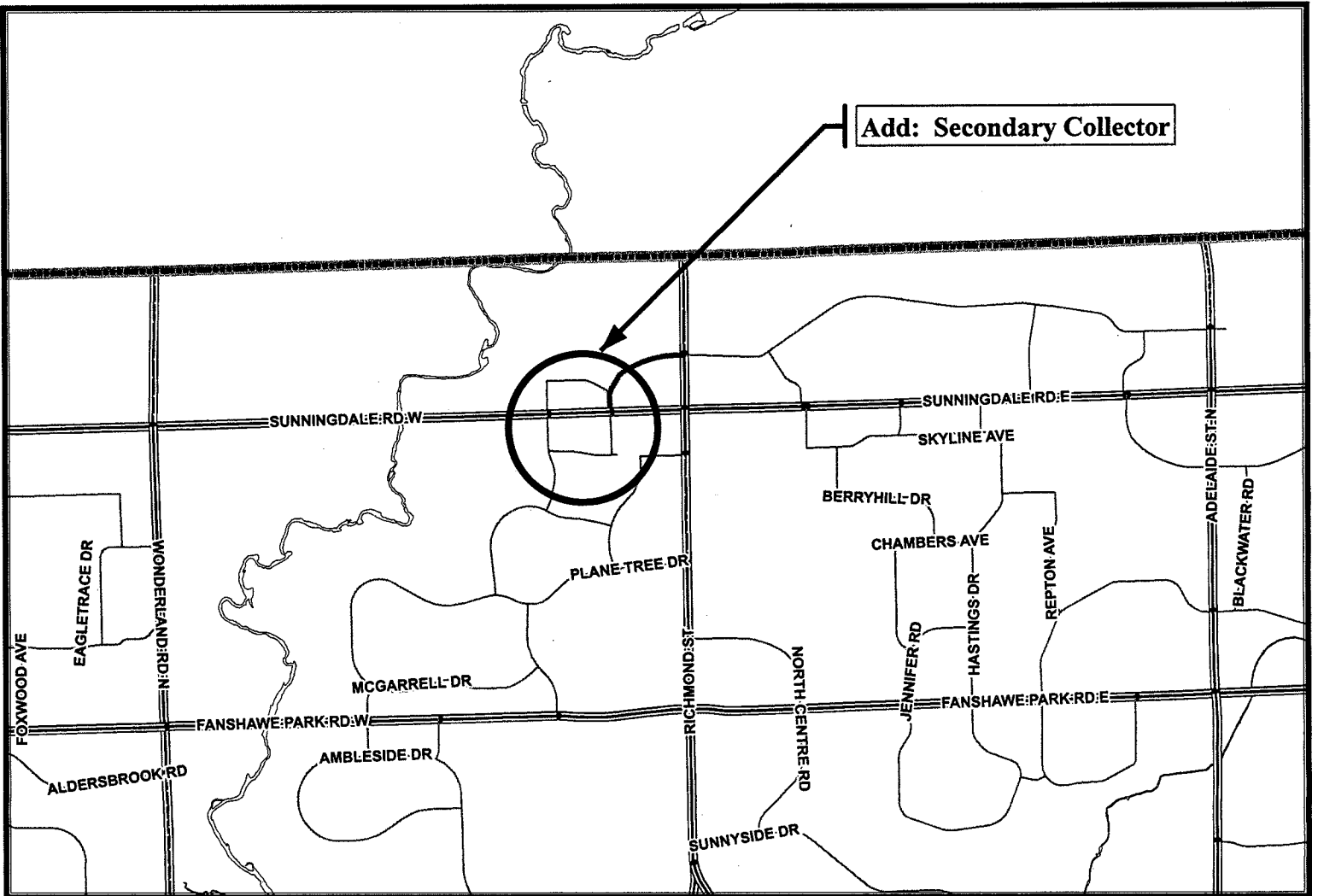
FILE NUMBER: 39T-11504, OZ-7991

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-11504, OZ-7991

PLANNER: AM

TECHNICIAN: DT

DATE: March 16, 2012

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subject to an assessment of potential demand generated by the proposed and adjacent developments. As previously noted the proposed high density block is located adjacent to the Community Commercial Node (in the Richmond North Subdivision immediately across Sunningdale Rd) and as a result future residents will have convenient access to shopping facilities. In addition to Plane Tree Park (located adjacent to St Catherine of Sienna elementary School on Quarrier Road) the developer is proposing a substantial green space within this block to provide for future residents of this development. Based on the above analysis the proposed amendment to the Official Plan to change the designation of this block from multi-family medium density residential to multi-family high density residential is considered appropriate.

The applicant proposes two new secondary collector roads – the extension of Callingham Drive (from the west) and the addition of a new road connection to align with Village Walk Boulevard on the north side of Sunningdale Rd W. It is appropriate to designate this portion of Callingham Drive as a collector road given the proposed medium and high density residential uses proposed on the north side of this street abutting Sunningdale Rd W. Also this road will extend to connect with the proposed collector road system already approved (as identified on Schedule C of the Official Plan) on adjacent lands to the east. The proposed north/south collector road (which is to align with Village Walk Boulevard) is appropriate as it will assist in providing proper traffic circulation through this subdivision and the Richmond North subdivision. The proposed addition of these secondary collector roads is considered appropriate.

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 160 Sunningdale Road West in the City of London, as indicated on "Schedule 1" attached hereto 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 two new secondary collector roads.

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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 160 Sunningdale Road West.

WHEREAS Tricar Developments Inc. have applied to rezone an area of land located at 160 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 160 Sunningdale Road West, as shown on the attached map, from an (Urban Reserve (UR3) Zone to a Holding Residential R1 (h. h-100 R1-5) Zone; a Holding Residential R1 (h. h-100 R1-6) Zone; a Holding Residential R1 (h. h-94 h-100 R1-6) Zone; a Holding Residential R5/Residential R6 (h. h-53 h-100 h-108 R5-4/R6-4) Zone; a Holding Residential R4 (h. h-100 R4-6) Zone; and a Holding Residential R9 Bonus (h. h-100 R9-7 B ()) 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)
Callingham Dr.	Meadowlands Way	East limit of Plan 39T-11504	Secondary Collector	10.75m(35 feet)
Street "A"	Sunningdale Road	Callingham Dr	Secondary Collector	10.75m(35 feet)

- 2) Section Number 4.3 (Bonus Zones) of the General Provisions to By-law No. Z.-1 is amended by adding the following Site Specific Bonus Provision:

4.3(4) B-() 160 Sunningdale Road West

The increase in height and density to the zoning of the subject lands shall be permitted in return for enhanced urban design elements and urban design features that consist of:

- common open space be constructed to provide for active and passive recreational use. This space shall include pedestrian connections to and from the site and enhanced landscape features for more passive uses, such as, but not limited to a gazebo;

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- the provision of underground parking for the two 18-storey apartment buildings;
- two 18-storey apartment buildings and a two-storey building placed close/parallel to Sunningdale Road West to define and enhance the street frontage;
- Defining the base, middle, and top of the apartment buildings with contrasting materials and colours:
 - with the base consisting of the portion of the façade between the ground floor and the second floor;
 - with the middle consisting of the portion of the façade between the top of the base (Third Floor) to the sixteenth floor and using coloured concrete and cornice lines to define the middle; and,
 - with the top consisting of the portion of the façade above the sixteenth floor with a series of step-backs and a roof form profile to define the top;
- Well articulated building facades with balconies located at the corners and within the central part of the facade. The façade of the building should contain approximately 50% glass;

The following regulations apply:

i)	Height (Maximum)	55 metres (180.5 feet)
ii)	Density (Maximum)	250 units per hectare (101 units per acre)
iv)	Setbacks from adjacent streets (Minimum)	0.0 metres
v)	Landscape Open Space cumulative within this Bonus Zone (Minimum)	50%

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.

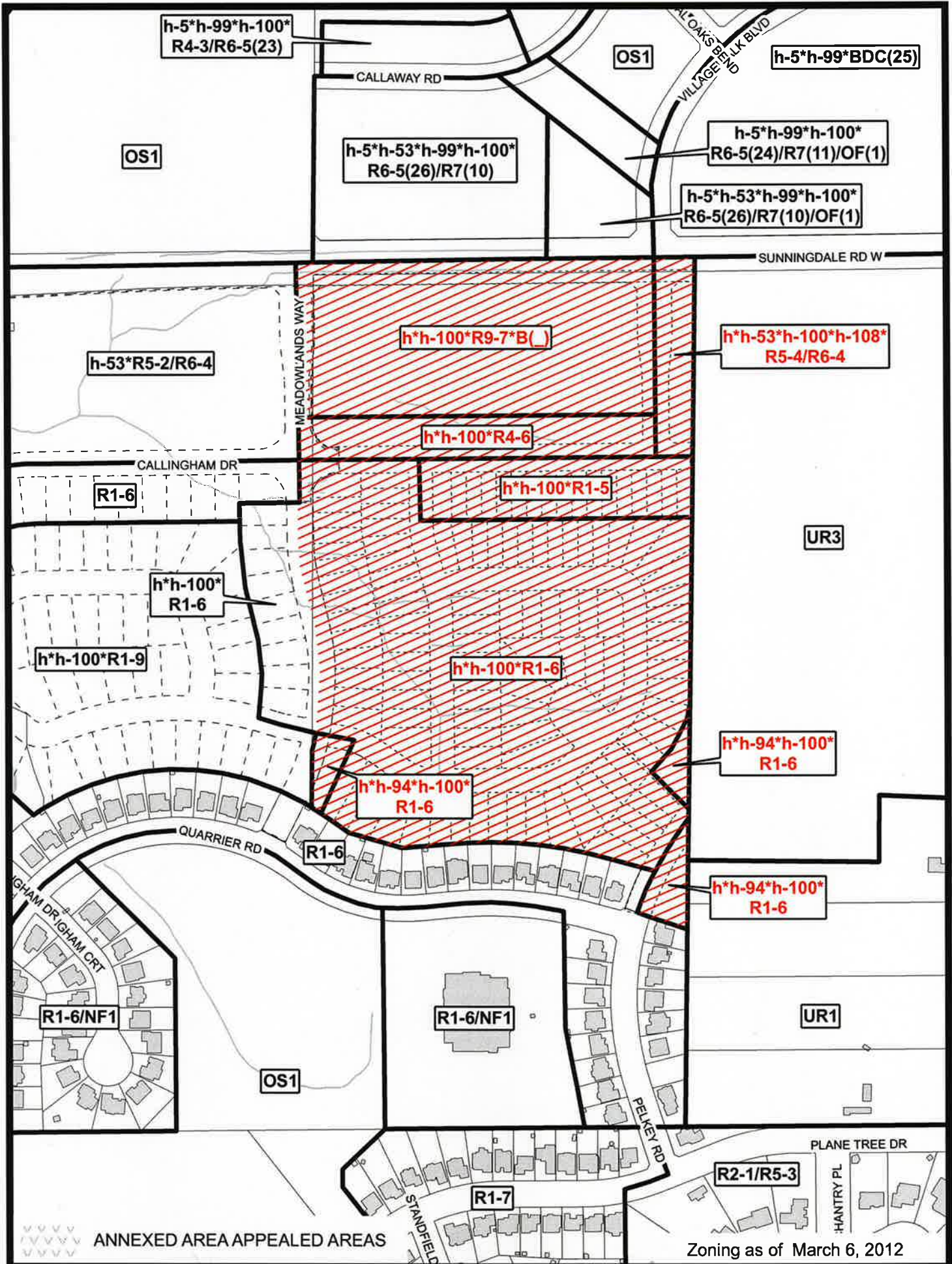
Joe Fontana
Mayor

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-11504, OZ-7991

Planner: AM

Date Prepared: March 15, 2012

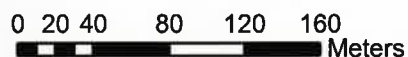
Technician: DT

By-Law No: Z.-1-

SUBJECT SITE



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39T-11504/OZ-7991
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Appendix "C"



CONCEPT PLAN

CITY OF LONDON
COUNTY OF MIDDLESEX, ONTARIO

PROJECT LAND USES AND AREAS

NO.	DESCRIPTION	AREA (SQ. METERS)	PERCENTAGE OF TOTAL AREA
1	RESIDENTIAL	10,000	100%
2	PARKING	1,000	10%
3	LANDSCAPING	1,000	10%
4	OTHER	1,000	10%
5	TOTAL	10,000	100%

DATE OF LAND USES REVIEW: 21 APRIL 2011

SCALE: 1:1000

PROJECT NO: 39T-11504/OZ-7991

DATE: APRIL 2011

BY: [Signature]

FOR: [Signature]

PROJECT LOCATION MAP

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A. MacLean

APPENDIX 39T- 11504
(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-11504 ARE AS FOLLOWS:

NO.	CONDITIONS
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Standard

1. This draft approval applies to the draft plan submitted by Tricar Developments Inc. (File No. 39T-11504 prepared by Stantec Consulting Ltd., certified by Brian Campbell, OLS (dated October 27, 2011), as redline revised which shows 101 single detached residential lots, one(1) medium density residential block and one (1) medium/high density residential block, road widening and reserve blocks, served by four (4) new streets and the extensions of Pelkey Road and Callingham 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 City.
11. 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.
12. 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 City. The Owner acknowledges that, in the event that a submission does not include the complete information required by the City, such submission will be returned to the Owner

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without detailed review by the City.

13. Prior to final approval for the registration of any phase of the subdivision by the Approval Authority, the City is to be advised in writing by the Finance Department, City of London that all financial obligations/encumbrances on the said lands have been paid in full, including property taxes and local improvement charges.
14. The Owner shall obtain and submit to the City 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.
15. 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

16. In conjunction with the Design Studies submission, the Owner shall have his consulting engineer prepare and submit the following sanitary servicing design information:
 - i) Provide a sanitary drainage area plan, identifying the preliminary sanitary sewer routing and the external areas to be serviced, to the satisfaction of the City;
 - ii) Provide an updated sanitary design sheet for the adjacent plan of subdivision to the west to confirm that there is adequate capacity in the downstream sewers to serve this plan (including the high density Block 120), to the satisfaction of the City.
 - iii) Provide an analysis which shall indicate the water table level of lands within this plan with respect to the depth of the sanitary sewers and an evaluation of additional measures, if any, which will need to be undertaken in the design and construction of the sewers to ensure that the sewer will meet allowable inflow and infiltration levels as identified by OPSS 410 and OPSS 407. Any required measures shall be identified in the engineering drawings for the subdivision.

17. In accordance with City standards or as otherwise required by the City, 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 proposed municipal sewer system, namely, the proposed 200 mm (12") diameter sanitary sewer located on Callingham Drive at Meadowlands Way located within draft plan of subdivision 39T-10502 and the existing 200 mm (12") diameter sanitary sewer on Pelkey Road, located in Plan 33M-465. If the subject plan develops in advance of subdivision file 39T-10502, the Owner shall make arrangements with the affected property owner(s) for the construction of any portions of the outlet sewers situated on private lands outside this plan and shall provide satisfactory easements to the City, as necessary, all to the specifications of the City
 - 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;
 - iii) Construct private services to connect Lots 1 to 14 to the proposed sanitary sewer on Meadowlands Way or make arrangements for these works to be completed with the owner of the adjacent lands.

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18. 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, have its 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.
19. Prior to registration of this Plan, the Owner shall obtain consent from the City to reserve capacity at the Greenway/Adelaide Pollution Control Plant for this subdivision. This treatment capacity shall be reserved by the City 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

20. In conjunction with the Design Studies submission, the Owner shall have his consulting engineer prepare and submit a Storm/Drainage and SWM Servicing Letter/Report of Confirmation to address the following:
- i) Identify the storm/drainage and SWM servicing works for the subject lands and how the interim drainage from external lands will be handled, all to the satisfaction of the City;
 - ii) Identify major and minor storm flow routes for the subject and external lands, to the satisfaction of the City;
 - 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. This Plan is to include measures to be used during all phases on construction; and
 - iv) Implement SWM soft measure Best Management Practices (BMP's) within the Plan, where possible, to the satisfaction of the City. 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.
21. In accordance with City standards or as otherwise required by the City, the Owner shall complete the following for the provision of stormwater services for this draft plan of subdivision:
- i) Construct storm sewers, in compliance with the Medway Creek Subwatershed Study, and connect them to the municipal storm sewer system, namely, the 1500 mm (60") diameter storm sewer located on Callingham Drive which will outlet to the Regional Sunningdale SWM Facility 4 on Part 7, Reference Plan 33R-13891 and the existing 1050 mm (42") diameter storm sewer located on Pelkey Road in

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- Plan 33M-465. If the subject plan develops in advance of the subdivision to the west of this plan (39T-10502), the Owner shall make arrangements with the affected property owner(s) for the construction of any portions of the outlet sewers situated on private lands outside this plan and shall provide satisfactory easements to the City, as necessary, all to the specifications of the City
- ii) Construct private services to connect Lots 1 to 14 to the proposed storm sewer on Meadowlands Way or make arrangements for these works to be completed with the owner of the adjacent lands.
 - iii) Grade and drain the west boundary of Lots 1 to 15 to blend in with the abutting road (Meadowlands Way) in Plan 39T-10502, to the satisfaction of the City, at no cost to the City.
 - iv) Make provisions to oversize and deepen the internal storm sewers in this plan to accommodate flows from upstream lands external to this plan, all to the specifications of the City Engineer; and
 - v) Construct and implement erosion and sediment control measures as accepted in a Storm/Drainage and a SWM Servicing Letter/Report of Confirmation for these lands satisfactory to the City and the Owner shall correct any deficiencies of the erosion and sediment control measures that should occur forthwith.
22. The above-noted Storm/Drainage and 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 any addendums/amendments;
 - ii) The accepted Schedule 'B' Municipal Class EA for Storm/Drainage and Stormwater Management Servicing Works for Sunningdale Area Storm Drainage and Stormwater Management servicing for Undeveloped Lands and any addendums/amendments;
 - iii) The approved Storm/Drainage and SWM Servicing Functional Report for the subject lands;
 - iv) The approved Functional Stormwater Management Plan for Sunningdale SWM Facility 4 or any updated Functional Stormwater Management Plan;
 - v) The City of London Environmental and Engineering Services Department Design Specifications and Requirements, as revised;
 - vi) The City's Waste Discharge and Drainage By-laws, lot grading standards, Policies, requirements and practices;
 - vii) The Ministry of the Environment SWM Practices Planning and Design Manual, as revised; and
 - viii) Applicable Acts, Policies, Guidelines, Standards and Requirements of all required approval agencies.
23. 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, all internal and downstream 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; and

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- ii) Construct and have operational the major and minor storm flow routes for the subject and external lands, to the satisfaction of the City;
24. Prior to 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.
25. The Owner shall provide 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 properly implement and maintain the required ESCP, the ESCP security will be used to undertake all necessary clean-up work for the Sunningdale SWM Facility 4, all to the satisfaction of the City Engineer.

Watermains

26. 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:
 - Reflect the proposed population information proposed for Block 120
 - Identify external water servicing requirements;
 - Confirm capacity requirements are met;
 - Identify need to the construction of external works;
 - 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.
27. In accordance with City standards or as otherwise required by the City Engineer, the Owner shall complete the following for the provision of water services for this draft plan of subdivision:
- i) Construct watermains to serve this Plan and connect them to the existing Uplands Pumping Station high level water distribution municipal system, namely, the 200 mm (8") diameter watermain on Callingham Drive at west limit of this plan , the proposed 200 mm (8") diameter watermain on Bradwell Chase at Meadowlands Way (39T-10502) at the west limit of this plan, the 300 mm (12") diameter watermain on Sunningdale Road West at Street 'A' and the existing 300

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mm (12") diameter watermain on Pelkey Road at Quarrier Road. If the subject plan develops in advance of the subdivision to the west of this plan (39T-10502), the Owner shall make arrangements with the affected property owner(s) for the construction of any portions of the watermains situated on private lands outside this plan and shall provide satisfactory easements, as necessary, all to the specifications of the City

- ii) Construct water services to connect Lots 1 to 14 to the proposed watermain on Meadowlands Way or make arrangements for these works to be completed with the owner of the adjacent lands.
28. 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 26 i) to address the water quality requirements for the watermain system, to the satisfaction of the City Engineer, at no cost to the City.

General Servicing

29. In conjunction with Design Studies submission, the Owner shall have his consulting engineer submit a plan which shows how all servicing (water, sanitary, storm, gas, hydro, street lighting, water meter pits, Bell, Rogers, etc.) shall be provided to condominiums/townhouses indicated on Callingham Drive as part of Block 120. It will be a requirement to provide adequate separation distances for all services which are to be located on the municipal right-of-way to provide for required separation distance (Ministry of Environment Design Standards) and to allow for adequate space for repair, replacement and maintenance of these services in a manner accepted to the City of London and other utilities.

Transportation

30. In conjunction with the Design Studies submission, the Owner shall have it's professional engineer provide a proposed layout of Street 'D', including but not limited to the right-of-way requirements, road requirements, island dimensions, landscaping, accesses, servicing, utilities and land requirements, to the specifications of the City.
31. In conjunction with the Design Studies submission, the Owner shall have his consulting engineer provide a proposed layout of the tapers for streets in this plan that change right-of-way widths with minimum 30 metre tapers (eg. from 20.0 metre to 19.0 metre road widths – Street 'B' and Street 'C'), all to the satisfaction of the City. The road shall be equally aligned from the centreline.
32. The Owner shall align:
- the right-of-way of Street 'A' in this plan with Villagewalk Boulevard to the north of this plan in Plan 33M-633, based on the centrelines of the street aligning through their intersections thereby having these streets centred with each other, to the satisfaction of the City;
 - the 21.5 metre right-of-way of Callingham Drive in this plan with Callingham Drive to the west of this plan in Plan 39T-10502, based on the centrelines of the street aligning through their intersections thereby having these streets centred with each other, to the satisfaction of the City;
 - the right-of-way of Street 'C' in this plan with Bradwell Chase to the west of this plan in Plan 39T-10502, based on the centrelines of the street aligning through their intersections thereby having these streets centred with each other, to the satisfaction of the City; and,

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- the right-of-way of Pelkey Road in this plan with Pelkey Road in Plan 33M-465 at the south easterly limit of this plan, based on the centrelines of the street aligning through their intersections thereby having these streets centred with each other, to the satisfaction of the City.
33. The Owner shall construct Street 'A', Pelkey Road and Callingham Drive to fully-serviced secondary collector road standards, to the satisfaction of the City Engineer.
 34. 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 all bends on streets in this plan, including around the cul-de-sacs, to the satisfaction of the City.
 35. Access to lots and blocks adjacent to gateway treatments shall be restricted to rights-in and rights-out only.
 36. In conjunction with the Design Studies submission, the Owner shall have it's professional engineer provide a conceptual design layout and alignment of the proposed gateway design on Street 'A'.
 37. The Owner shall install temporary street lighting (to be determined at the design studies stage) at the intersection of Street 'A' and Sunningdale Road West, to the specifications of the City Engineer, at no cost to the City.

Sidewalks/Bikeways

38. The Owner shall construct a 1.5 metre (5') sidewalk on both sides of the following streets:
 - i) Street 'A'
 - ii) Pelkey Road
 - iii) Callingham Drive
39. The Owner shall construct a 1.5 (5') sidewalk on one side of the following streets:
 - i) Street 'C' – outside boulevard (south, east and north boulevard)
 - ii) Street 'B' – west boulevard
 - iii) Street 'B' – east boulevard from Callingham Drive to Street 'C'
40. The Owner shall construct the pedestrian walkway on Block 121 to the "City Standard for Pedestrian Walkways" in accordance with City requirements and standards, to the satisfaction of the City Engineer.
41. The Owner shall install walkway lighting on the walkway to the satisfaction of the City Engineer.

Street Lights

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

Boundary Road Works

43. In conjunction with the Design Studies submission, the Owner shall complete the following:

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- i) update the transportation impact assessment submitted with the plan of subdivision, to the satisfaction of the City Engineer. The Owner shall undertake any recommendations of the assessment as required by the City, to the satisfaction of the City and at no cost to the City.
 - ii) the Owner shall have its consulting engineer provide a layout of the proposed left turn lane for the City's review and acceptance
44. Prior to the issuance of any Certificates of Conditional Approval, the Owner shall construct a left turn lane on Sunningdale Road W. at Street 'A' with sufficient storage and taper to accommodate traffic anticipated by the full build out of the area, to the satisfaction of the City.
45. The Owner shall use the centreline profile for Sunningdale Road W. that was developed for the Sunningdale Road Environmental Assessment for site grading purposes, to the satisfaction of the City Engineer.

The Owner shall have the common property line of Sunningdale Road West graded in accordance with the City of London Standard "Subdivision Grading Along Arterial Roads", at no cost to the City.

46. The Owner shall make minor boulevard improvements on 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.

Road Widening

47. The Owner shall dedicate sufficient land to widen Sunningdale Road West to 18.0 metres (59.06') from the centreline of the original road allowance.
48. The Owner shall dedicate 6.0 m x 6.0 m "daylighting triangles" at the intersection of Street 'A' with Sunningdale Road West in accordance with the Z-1 Zoning By-law, Section 4.24.

Traffic Calming

49. In conjunction with the Design Studies submission, the Owner shall have it's professional engineer propose traffic calming measures along Callingham Drive, including parking bays, curb extensions and other measures, to the satisfaction of the City.
50. Prior to the issuance of any Certificate of Conditional Approval, the Owner shall construct traffic calming measures along Callingham Drive, including parking bays, curb extensions and other measures, to the satisfaction of the City.
51. The Owner shall address at the Design Studies stage how the driveway for Lot 1 will not be conflict with the roundabout diverter islands.

Construction Access/Temporary/Second Access Roads

52. The Owner shall direct all construction traffic associated with this draft plan of subdivision to utilize Sunningdale Road West via Street 'A' or Meadowlands Way or other routes as designated by the City Engineer.
53. The Owner shall not remove the existing barricade on Pelkey Road in Plan 33M-465 at the south limit of this plan until such time as Pelkey Road in constructed to base asphalt, to the satisfaction of the City.
54. 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

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the satisfaction of the City for any construction activity that will occur on existing public roadways. The Owner shall have its 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.

55. The Owner shall construct a temporary turning facility for vehicles at the following locations:
- i) Pelkey Road – northeast limit
 - ii) Street 'C' – west limit, if lands to the west are not developed

to the specifications of the City.

56. Temporary turning circles for vehicles shall be provided to the City as required by the City Engineer, complete with any associated easements and/or security and barricades. When the temporary turning circles(s) are no longer needed, the City will quit claim the easements which are no longer required, at no cost to the City.

GENERAL CONDITIONS

57. 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.
58. Prior to the issuance of a Certificate of Conditional Approval for each construction stage of this subdivision, all servicing works for the stage and downstream and dependant external works must be completed and operational in accordance with approved design criteria and accepted drawings, all to the specification and satisfaction of the City.
59. 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.
60. 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.
61. 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 to the City along the routing of services which are necessary to service upstream lands outside of this draft plan to the limit of the Plan.
62. 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.

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63. 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.

64. 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 and Chief Building Official immediately, and if required by the City 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 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 and Chief Building Official shall be implemented and carried out under the supervision of the professional engineer, to the satisfaction of the City 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 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, 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.

65. 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.

66. 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.

67. 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".

68. In conjunction with the Design Studies submission, the Owner shall have 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.

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.

69. 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.

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70. 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.
 - 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.

71. 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.

72. 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.

73. The Owner shall remove all existing accesses and restore all affected areas, all to the satisfaction of the City, at no cost to the City.

74. All costs related to the plan of subdivision shall be at the expense of the Owner, unless specifically stated otherwise in this approval.

75. 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.

76. In conjunction with the Design Studies for the phase containing lots 73 and 74, the Owner must illustrate how proper access to these lots can be achieved, all to the satisfaction of the City.

77. 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 Manager of Community Planning and Design 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.

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Bibliography

Bibliography of Information and Materials 39T-11504/OZ-7991

Request for Approval:

City of London Subdivision, Official Plan and Zoning By-law amendment application forms (including draft plan of subdivision) submitted by Tricar 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

Sunningdale Community Plan, June 1998.

Sunningdale Road East and West Improvements – Wonderland Road North to Adelaide Street North – Schedule C Class Environmental Assessment– In Process

Correspondence: (all located in City of London File No. 39T-11504 unless otherwise stated)

Notes from Initial Proposal Review Meeting August 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.