

SECONDARY PLAN

20.5

April 29, 2014 (As amended by OMB PL130020)

OPA No. 541



Southwest Area Plan

City of London

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Southwest

Area Plan

Introduction

20.5.1.1 Introduction

The Southwest Area Secondary Plan applies to lands in the southwest part of the City of London, generally bounded by Southdale Road West, White Oak Road, Exeter Road, Wellington Road South, Green Valley Road and the Urban Growth Boundary identified on Schedule “A” of the Official Plan. Comprising approximately 2,700 hectares of land, this Secondary Plan is the result of a City-led process intended to guide the long-term management and approval of growth in one of the city’s last and largest reserves of land, where a significant portion of growth will be absorbed over the next 50+ years. The Plan was developed through a comprehensive public and agency consultation process, current policy direction, and an analysis of opportunities and constraints.

20.5.1.2 Purpose and Use of the Plan

The purpose of the Secondary Plan is to establish a vision, principles and policies for the development of the Southwest Planning Area as a vibrant community in the city which incorporates a significant gateway into the city, elements of mixed-use development, an increased range and density of residential built form, sustainability, preservation of significant cultural heritage resources, walkability and high quality urban design.

This Secondary Plan provides a greater level of detail than the general policies in the City Official Plan. The Southwest Area Secondary Plan is organized around identified Neighbourhoods. In addition to general and implementation policies related to future development, specific Southwest Planning Area-based land use designations and policies are defined for each Neighbourhood in Parts 20.5.6 through 20.5.15. The Secondary Plan serves as a basis for basis for the review of planning applications which will be used in conjunction with the other policies of the Official Plan. While this Plan contains cross-references to other part of the Plan for convenience purposes, the Plan is to be read and applied in its entirety.

The goals, objectives, policies and schedules of the City’s Official Plan shall apply to all lands within the study area, except in instances where more detailed or alternative direction is provided in the

Secondary Plan, in which case the Secondary Plan shall prevail unless otherwise specified in Section 20.5.1.5 of this Plan.

All of the text and schedules of the Southwest Area Secondary Plan constitute Section 20.5 of the City of London Official Plan. The Schedules form part of the Secondary Plan and have policy status, whereas other maps, tables, illustrations and photographs included in this Secondary Plan or its appendices are provided for graphic reference, illustration and information. For ease of reference, the revised Official Plan Schedules A, B-1, and C, Projected Population Growth map and table, Woodlot Evaluation table and patch evaluations, and a residential density and height table are included as appendices to this Plan.

20.5.1.3 Vision

The Southwest Area Secondary Plan provides a new frontier of opportunities for the southwest quadrant of the city. This Plan is innovative and progressive, and places an emphasis on promoting sustainable growth patterns, attractive urbanism, strong neighbourhoods, the protection of significant natural heritage features and built and cultural heritage, and the qualities that are unique to the southwest quadrant of the city.

Wonderland Road South is a significant gateway to London, and will serve as the primary north/south connection between the 400 series Highways and central London through the southwest of the city. It is intended through this Plan that this gateway will serve as a stunning approach to the city. The Plan proposes a design for Wonderland Road South that introduces a high quality visual character for the corridor, provides the flexibility to support a wide range of adjacent land uses, and creates opportunities for redevelopment and future road connections over the life of the Secondary Plan. This Plan introduces a new land use designation for the lands in the Wonderland Corridor which allows for a complete mix of land uses, including commercial, residential, institutional and office uses. A high level of design for the adjacent built form and enhanced landscaping, tree planting and boulevard treatment along Wonderland Road South is intended to create a high quality visual presence for this vital gateway.

Lambeth, the cornerstone of the community, has a historical presence and quaint village main street core. The picturesque tree-lined streetscapes of Lambeth serve as a backdrop for new residential neighbourhoods in the southwest part of the city.



The Southwest Area Secondary Plan proposes the creation of new distinct neighbourhoods that promote:

- a mix of uses, and diverse mix of residential housing;
- emphasis on design parameters with placemaking features;
- walkability within and between neighbourhoods;
- the integration of the Natural Heritage System as an opportunity for residents to enjoy; and,
- Neighbourhood Central Activity Nodes as destination places in the neighbourhood.

This Plan recognizes the unique rural settlement of Brockley, located along Dingman Drive west of Wellington Road. The proposed policies of this Plan serve to protect the rural nature of the Brockley community by removing it from the Urban Growth Boundary and designating the lands as “Rural Settlement”. Protective design and landscape enhancement measures have been incorporated in the Brockley Rural Settlement Neighbourhood to mitigate the impact of new industrial development on the existing residential neighbourhood, as well as establishing a minimum 40 metre setback requirement from the settlement boundary for the location of any new industrial buildings and structures.

The existing industrial areas along Wonderland Road South and Exeter Road are identified in this Secondary Plan as “Transitional Industrial”. The intent is to build in the flexibility as part of this Plan that will allow for the shift in market demand from industrial to residential uses over the long term, yet still allow the existing industrial uses and properties in the identified areas to continue to develop as light industrial uses over the short term.

Enhancements are proposed to the Natural Heritage System and open space features in the southwest designing them as neighbourhood features interwoven in the urban landscape. Subject to further natural heritage studies, enhanced corridors serve to protect, maintain, enhance and rehabilitate the corridors.

An approach to servicing and phasing for the southwest is proposed which recognises growth already planned for urban uses within currently approved Area Plans. Servicing for the southwest will be consistent with the servicing strategy for the city as a whole. The review of servicing will be completed as part of the 2014 Development Charges Study, and staging of development will be determined through the City’s review of the Growth Management Implementation Strategy (GMIS). The objective is to ensure that planned infrastructure is effectively utilized.



20.5.1.4 Principles of the Secondary Plan

The preparation of this Secondary Plan has been guided by a series of principles and objectives that are described below. Any amendments to this Secondary Plan shall be consistent with these principles.

i) Creation of a Diverse and Connected Community

Create inclusive, diverse and unique neighbourhoods that have a mix of uses and have a high level of connectivity for multi-modal transportation opportunities.

Objectives

- a) Provide for a range of land uses including residential, open space, public, commercial, office and mixed-uses and community facilities.
- b) Foster a sense of community interaction by connecting diverse land uses within and between neighbourhoods using the linear park and open space systems and a system of connected streets and blocks.
- c) Provide for the extension of necessary public services and facilities to support the community.
- d) Provide for daily needs without reliance on a car.
- e) Enhance recreational opportunities throughout the neighbourhoods.
- f) Identify opportunities for places that foster community identity, and areas for a potential heritage conservation district.
- g) Enhance the public realm, including streetscapes, public spaces and infrastructure.
- h) Recognize and enhance the function and appearance of existing communities and cultural heritage resources.
- i) Integrate the new community with surrounding neighbourhoods.
- j) Design the community street pattern to create or enhance view corridors.

ii) A Range of Housing Choices

Provide for a mix of housing types, densities and designs throughout each neighbourhood.

Objectives

- a) Ensure that a range and mix of housing types is provided within developments to achieve a balanced and inclusive residential community.
- b) Ensure that housing developments and designs achieve compact residential development.
- c) Achieve an urban form which makes effective use of land,





- services, community facilities and related infrastructure.
- d) Ensure that the community caters to the needs of all ages, stages of life and income groups.
- e) Provide opportunities for live-work opportunities to reduce the need for commuting.
- f) Provide affordable housing opportunities.
- g) Promote the retention of existing identified heritage residential buildings as a contribution to the community identity.

iii) A Competitive Place to Work and Invest

Provide for the growth of employment lands opportunities.

Objectives

- a) Attract modern manufacturing and light industrial uses in logically organized and attractive campus settings.
- b) Protect an ample, highly accessible land base that will provide a long term supply of strategically positioned employment land.
- c) Provide for the extension of public facilities and services to support employment lands.
- d) Maintain and enhance the unique attributes of Lambeth Main Street as a walkable mixed-use area.
- e) Provide opportunities for the extension of existing commercial areas to meet anticipated population growth based needs.

iv) A Green and Attractive Environment

Integrate the natural and built setting to distinguish the Southwest Planning Area as a high quality, master planned and protected environment. Achieve ecological sustainability in new development and re-development, with built forms having a minimal impact on the features and systems of the natural environment.

Objectives

- a) Protect and enhance natural heritage features such as woodlands, wetlands, river and creek systems.
- b) Develop publicly owned open spaces into linear parks with generous buffers to built areas.
- c) Enhance livable neighbourhood ideals using public green spaces and urban squares/parkettes as significant design features and by designing walkable neighbourhoods.
- d) Encourage development patterns that provide extensive visual and physical public access to natural features, provided there is minimal impact to the Natural Heritage System.
- e) Encourage the planting of native vegetation to improve air quality.
- f) Provide for landscape features in significant public rights-of-

- way.
- g) Provide connections of the open spaces along the Dingman Creek and tributaries to the city's broader linear park system.
 - h) Encourage a built form and site design that is attractive and supportive of alternative modes of transportation.

v) A Model of Sustainable Growth Management

Build sustainability into all aspects of the Southwest Planning Area's growth in an efficient and financially responsible manner.

Objectives

- a) Extend infrastructure in a logical and cost-effective manner.
- b) Implement a development phasing strategy consistent with the approved Growth Management Implementation Strategy.
- c) Design a road network of walkable connected streets and neighbourhoods.
- d) Provide for local road connections to Wonderland Road South in a safe and efficient manner.
- e) Establish a high degree of connectivity between residential, open space, commercial and institutional uses within and between existing and new neighbourhoods.
- f) Ensure the use of housing densities and efficient development patterns that minimize land consumption and servicing costs.

20.5.1.5 Existing Approved Area Plans

Some areas of this Secondary Plan are also subject to existing Area Plans. If a conflict arises between the Secondary Plan policies and the existing Area Plan policies, the Area Plan policies of the Official Plan shall prevail. This policy applies to those lands that were included in the North Talbot Community (Section 3.5.11), the Bostwick East Area Plan (Sections 3.5.17 and 10.1.3 cxix), and the North Longwoods Community (Section 10.1.3 ci).

20.5.2

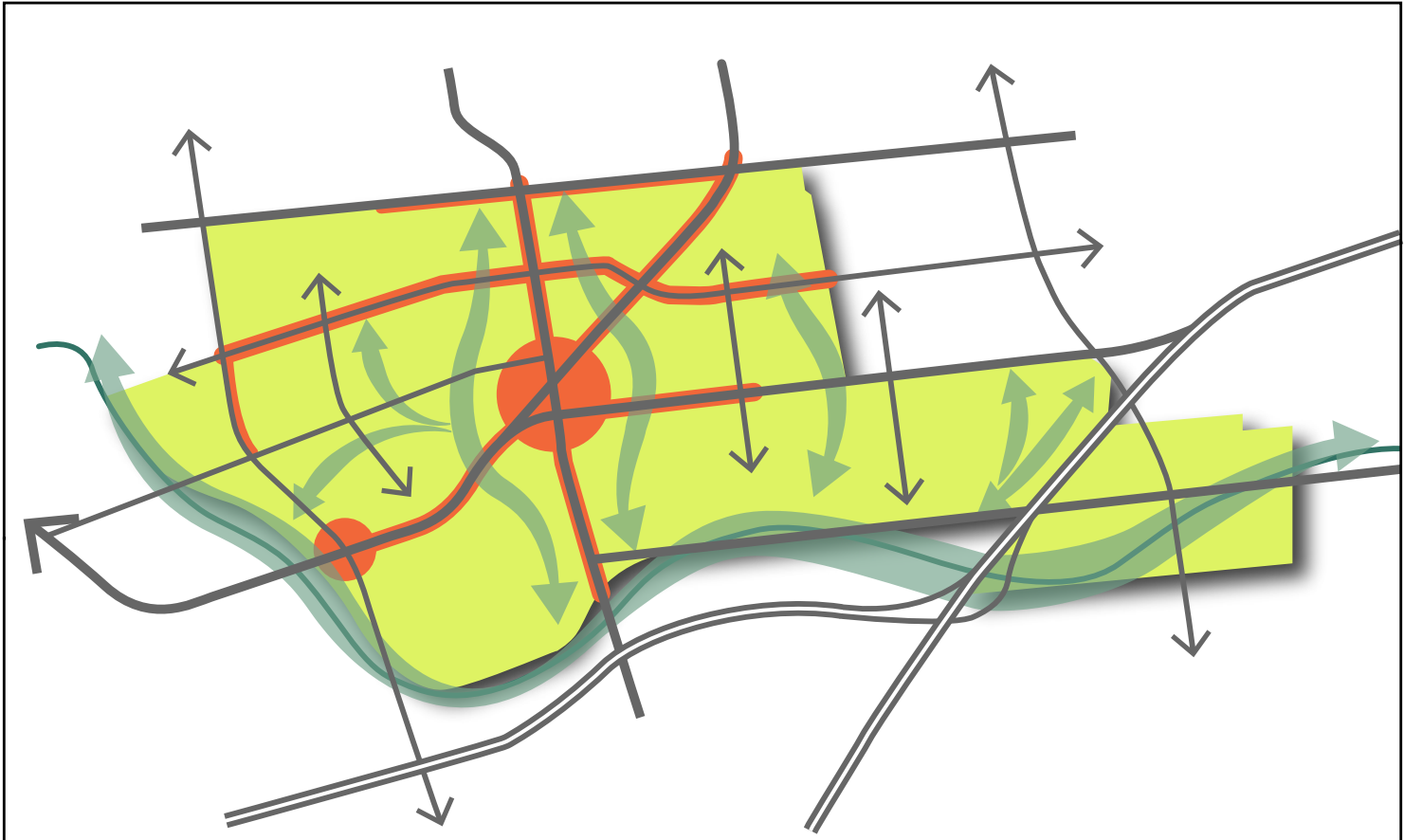
Community Structure Plan









20.5.2 Community Structure Plan

The Community Structure Plan is illustrated in Schedule 1 of this Plan and sets out the overall structural elements that are the building blocks for the Southwest Planning Area. The elements identified in this Section of the Plan are intended to assist with implementing the vision for the built form, public realm and neighbourhood street pattern. Development proposed through planning applications for the Southwest Planning Area shall implement the following community structure objectives, where appropriate or applicable:

- i) development patterns shall generally reflect a fine urban grid street network with a high level of connectivity;
- ii) Wonderland Road South shall be designed, constructed, landscaped and maintained as a multi-lane divided street that serves as an appealing gateway into the city and supports, through non-standard access provisions, mixed-use development that anchors the Secondary Plan Area and the broader southwestern area of the city;
- iii) lands at, and near the “triangle” formed by Wonderland Road South, Wharncliffe Road South and Exeter Road shall be developed as an intensive, transit-oriented, mixed-use focal area for the Community;
- iv) the arterial roads shall serve as key organizing elements and shall generally experience a higher intensity of development than the interior portions of the Planning Area;
- v) Bradley Avenue shall be completed to join with Pack Road;
- vi) Kilbourne Road shall be constructed between Colonel Talbot Road and Wonderland Road South;
- vii) the function and feel of Main Street Lambeth as a pedestrian oriented mixed-use village shall be maintained and enhanced as a focal area for the Community; and
- viii) open space areas such as woodlands, river and creek systems and utility corridors may be used to provide pedestrian and cycling linkages between places within and outside the community, that complement the transportation opportunities offered by the street network.



Schedule 1 To Southwest Area Secondary Plan
~ Community Structure Plan ~

 Street Alignment	 Areas of High Intensity	
 Provincial Highways	 Community Focal Areas	
 Green Linkages		

20.5.3

General Policies



20.5.3.1 Housing

i) Affordable Housing

The development of the Southwest Planning Area will provide an opportunity to contribute to the supply of affordable housing and may assist the City in meeting its target for the provision of affordable housing. The following policies shall also apply to the SWAP lands:

- a) where appropriate, density bonusing will be considered for proposals that have an affordable housing component above 25% of the total dwelling count in any one development;
- b) opportunities for affordable housing shall be integrated into neighbourhoods and developments that also provide for regular market housing; and,
- c) a wide range of unit sizes within multiple-unit buildings will be encouraged.

ii) Seniors and Special Populations Housing

The City may pre-zone specific areas of the Multi-Family, Medium Density Residential designation to permit small-scale nursing homes, homes for the aged, rest homes, and continuum-of-care facilities. These zones should be located within, or in close proximity, to the Wonderland Boulevard Neighbourhood or the areas of intensive residential development set out in Section 20.5.4.1 iv) of this Plan. Permitted uses in such areas may be restricted to ensure the development of such facilities within the Southwest Planning Area.

20.5.3.2 Sustainable/Green Development

i) Principles

The Southwest Area Secondary Plan is based on a design in which one of the key goals is to maximize the potential for sustainable development. In a City Planning context, this is achieved through such features as enhanced connectivity to transit, mixed-use development, a modified grid road system, and a connected open space system.

Further, sustainable design elements shall be incorporated into municipal facilities located within the Southwest Planning

Area. Through planning applications, including subdivision design and layout, proponents are encouraged to design and construct development to meet the following criteria for sustainable development:

- a) reduce the consumption of energy, land and other non-renewable resources;
- b) minimize the waste of materials, water and other limited resources;
- c) create livable, healthy, accessible and inclusive environments; and
- d) reduce greenhouse gases.

ii) Policies

As part of a complete application for development within the Southwest Planning Area, a report may be required to identify how the applicant has endeavoured to incorporate any or all of the following, as deemed appropriate and applicable through the pre-consultation process:

- a) in new buildings and in draft plans of subdivision, green technologies to address the criteria for sustainable development set out in Section 20.5.3.2 i);
- b) in new buildings, Leadership in Energy and Environmental Design (LEED) principles;
- c) for new draft plans of subdivision, LEED Neighbourhood Development principles;
- d) alternative energy sources, including solar and appropriately sized rooftop mounted wind collectors. Such technologies should be sensitively incorporated into buildings and community design;
- e) orientation of buildings, where appropriate to maximize opportunities for passive solar gain;
- f) a range of residential dwelling types that support life-cycle housing and provide opportunities to age-in-place. This may include seniors housing;
- g) maximized landscaped areas and planting on the municipal right-of-way, on private development sites, and on the west, east and south sides of buildings and structures to reduce the urban heat-island effect, improve air quality, moderate sun and wind, and improve ground water recharge;
- h) urban agriculture into parks, buildings and landscapes;
- i) food production opportunities throughout the site. This includes but is not limited to community gardens, private gardens, greenhouses, roof-top gardens and edible landscaping programs;





- j) for new developments, the retention of existing mature trees, including appropriate measures to maintain the health and integrity of these trees in conformance with a Tree Management Strategy completed by a certified arborist;
- k) quality materials for buildings that are durable and have high levels of energy conservation;
- l) the employment of building technologies such as “greenroofs.” Alternately, the use of reflective roof surface materials with high solar and thermal reflectivity to reduce the “heat island” effect is also desired; and
- m) the retention of identified heritage properties as a resource and to promote community identity.

20.5.3.3 Neighbourhood Central Activity Nodes

i) Intent

Neighbourhood Central Activity Nodes are intended to provide a neighbourhood-scale activity and gathering place for residents of the surrounding neighbourhood. They are located generally in the centre of each neighbourhood area, at a significant intersection, and within walking distance of most residents. While predominantly residential in character, activity nodes will also permit a range of community based commercial and institutional uses.

ii) Permitted Uses

Neighbourhood Central Activity Nodes have a higher intensity of activity-generating uses than other parts of the neighbourhood, but are predominantly pedestrian-scale, and, in addition to residential development, are encouraged to include a limited range of convenience and personal service commercial uses; small-scale eat-in restaurants, such as coffee or tea shops, or small-scale eat-in bakeries; civic and institutional uses such as parks, schools and churches; and live-work functions.

iii) Location

- a) A limited number of activity nodes will be permitted throughout the Secondary Planning area. Central Activity Nodes shall be located as shown on the Neighbourhood Land Use Schedule for the respective residential neighbourhood, or alternatively, generally located at the intersection of two collector roads internal to the residential neighbourhood.

In the South Longwoods Neighbourhood, the Central Activity Node is located mid-block with the intent to incorporate access to the open space network as a key component and provide a relatively central and accessible location. The Central Activity Node in this Neighbourhood may be located at the intersection of a secondary collector road and a local road.

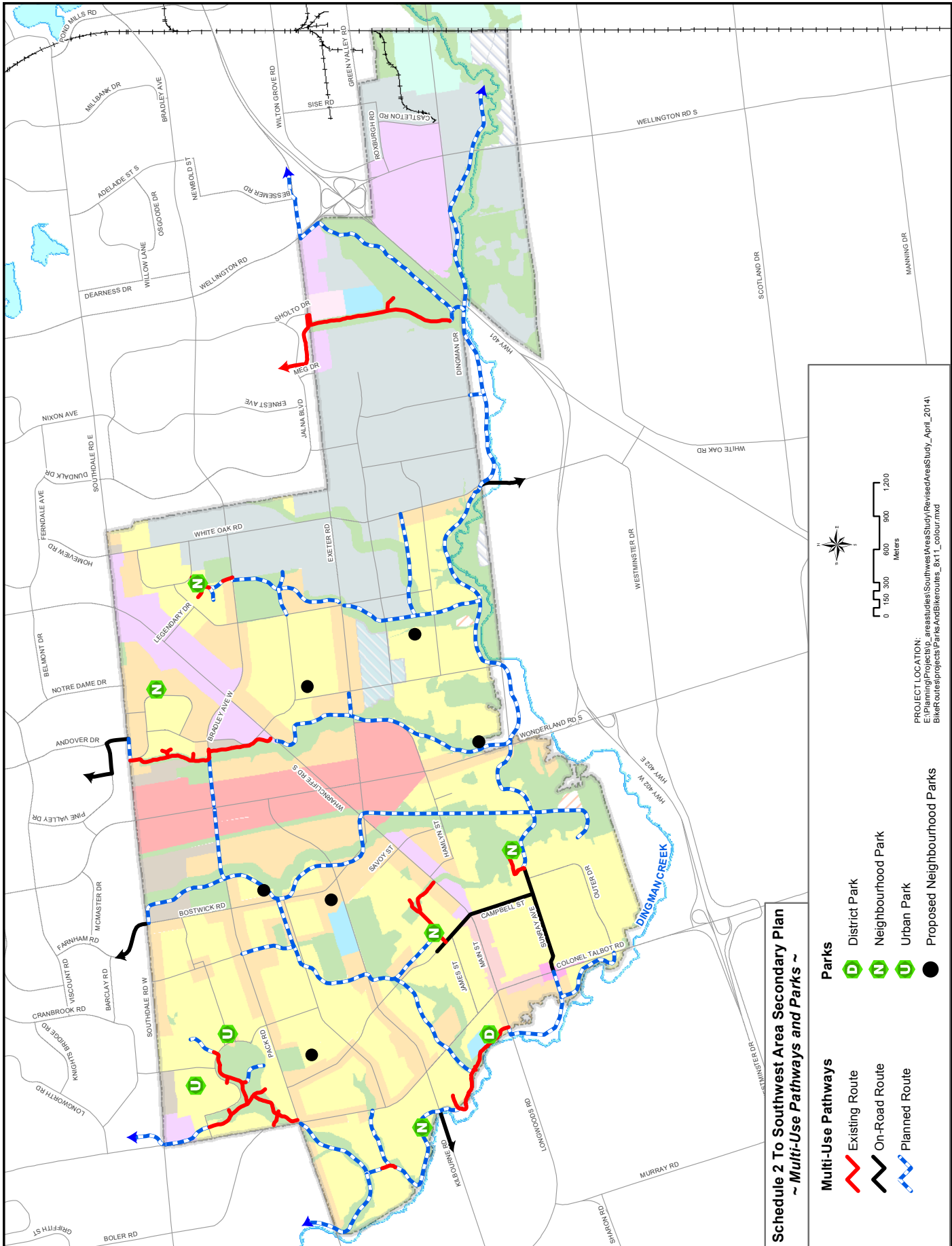
iv) Built Form and Intensity

- a) Activity Nodes shall be located in buildings and with a scale and design appropriate to the neighbourhood.
- b) Buildings shall be street-oriented on all public rights-of-way in the Central Activity Nodes, with buildings located at or near the property line and front entrances oriented to the street. Buildings shall be set back an adequate distance from the municipal right-of-way to accommodate underground infrastructure, including but not limited to sewers, inspection manholes, water service, hydro, cable, and gas lines, as well as above-ground infrastructure including but not limited to sight lines, trees and junction boxes. Adequate setback shall be provided to allow for future infrastructure maintenance within the right-of-way. Maximum setback requirement may be established in the Zoning by-law.
- c) In areas where higher intensity built form is to be located near single detached dwellings the higher intensity built form is to be designed with massing and articulation that transitions between the lower-rise form and the higher-rise form.
- d) Buildings and structures located at the termination of vistas/view corridors shall incorporate architectural design elements and massing that enhances the terminal view. Garage entrances shall be oriented such that they do not terminate a vista/view corridor.
- e) Buildings and structures located adjacent to natural heritage features may incorporate architectural elements and massing that is compatible with the feature, and may be oriented to take advantage of their location adjacent to the natural heritage feature. To minimize private property interfaces with significant natural heritage features, window streets, public parkland and/or public access adjacent to natural heritage features are encouraged, where appropriate.

20.5.3.4 Community Parkland and Trail Network

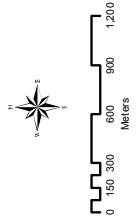
The development of the Southwest Planning Area as a sustainable community that provides for enhanced open space, encourages recreation and the use of alternative modes of transportation is largely dependent on the provision, development and incorporation of different types of parkland and open space connections into newly developing and redeveloping areas. Four distinct types of open space described in Section 20.5.4.3 of this Plan will encompass or contribute to the provision of such uses as sports fields, playgrounds and other active recreational amenities, pathways and trails, and gathering and resting places. Schedule 2 of this Plan identifies the general locations of a combination of existing and new Neighbourhood and District Parks, and proposed pedestrian and bicycle pathways.





Schedule 2 To Southwest Area Secondary Plan
 ~ Multi-Use Pathways and Parks ~

- | | |
|---------------------------|------------------------------|
| Multi-Use Pathways | Parks |
| Existing Route | District Park |
| On-Road Route | Neighbourhood Park |
| Planned Route | Urban Park |
| | Proposed Neighbourhood Parks |



PROJECT LOCATION:
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 BikeRoutes\projects\par\resAndBikeRoutes_0x11_colour.mxd

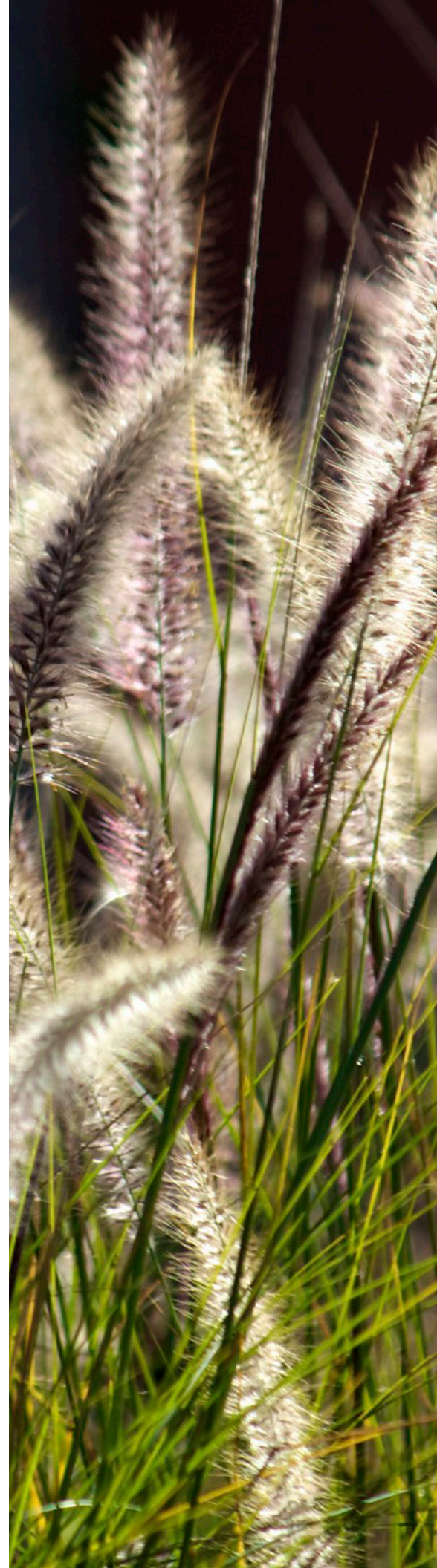
Section 16 of the Official Plan contains the policies and provisions for parkland and recreational services in the City of London. Specifically, they identify the park hierarchy system and the various attributes of each park type. In addition to Section 16, the following policies apply:

i) Pathways and Trails

- a) Pedestrian pathways and trail development will be focused along the central corridor through the community extending from Dingman Creek to Southdale Road West (and beyond), and include the Sandra McInnis Woods, Thornicroft Drain, Pincombe Drain and hydro corridor. These corridors are intended to provide major pedestrian and cycling linkages within the overall community parkland network.
- b) The City will seek to enter into an agreement with Hydro One and private landowners for the possible integration and construction of a multi-use pathway within parts of the hydro-electricity corridor for a north/south pedestrian connection through the entire Southwest Planning Area. In the event the pathway connection through these lands cannot be secured, then a linear multi-use pathway adjacent to the corridor shall be established as an alternative location through the subdivision process.
- c) The multi-use pathway network shown on Schedule 2 is intended to function as recreational pathways for pedestrians and cyclists. Lands required for this recreational pathway network may be acquired by the City in accordance with the municipal land dedication requirements of the *Planning Act* or through purchase, donation, bequest and/or expropriation, or any other means authorized by law.
- d) Subdivision design shall incorporate and provide connections of linear pathway/trail and park systems within residential neighbourhoods and between neighbourhoods where possible, and provide significant exposure of the open space feature to the residential community.
- e) The alignment of pathways and trails within Environmentally Significant Areas shall be consistent with the *Trails in ESAs Design Standards - City of London*.

ii) Parks

- a) The general location of neighbourhood and district parks is illustrated on Schedule 2. Further refinement of the location, size and configuration of these parks will be undertaken at the subdivision approval stage.
- b) An adequate distribution and balance of active parkland and play equipment shall be provided within an 800 metre radius of new residential development, without crossing major barriers such as railways, rivers or major roads.



- c) The locations of urban parks will be determined at the time of subdivision and/or site plan approval and may include areas for passive recreation, pathways and extensive hardscaping with the inclusion of public art. These parks may be in the form of urban squares, parkettes and/or village greens. They will be acquired at the time of development through outstanding parkland dedication. Urban parks will generally have a minimum area of 2,500 square metres. The size of urban parks will be determined through the development review process and shall consider street frontage and integration with the neighbourhood.
- d) In accordance with the *City of London Parks and Recreation Master Plan*, a future community centre will be located within the boundaries of the Southwest Planning Area. The community centre will also serve a neighbourhood function in one of the neighbourhoods west of Wonderland Road South. Council will undertake a separate site selection process to determine the appropriate location for the facility.
- e) Through the subdivision design and approval process, efforts will be made to incorporate neighbourhood and district parks in proximity/adjacent to natural heritage features, and provide appropriate linkages to protect and enhance the natural heritage features.

20.5.3.5 Parkland Dedication

In addition to the provisions of the *Planning Act*, the City of London Policy Manual provides Council direction regarding parkland dedication. In addition to the Parkland Conveyance & Levy By-law, the parkland dedication policies of Section 16.3.2. of the Official Plan shall apply together with the following policies:

i) Conveyance of Parkland

The public components of the Community Parkland identified in Section 20.5.3.4, and/or shown as Open Space on Schedules 5 through 17 of this Secondary Plan, may be dedicated to the City for public park purposes pursuant to the Methods of Acquisition prescribed in Chapter 16 of the Official Plan. Some components of the natural heritage/environmental features, pedestrian pathways/trails, and stormwater management systems may serve other public uses, in which case the land may be conveyed to the City for public use by other authorized means.

ii) Property Management

To address the ongoing property management of the parkland components listed in Section 20.5.3.4, an analysis of funding sources shall be undertaken by Council to identify such measures as condominium 'common element' fees, and other suitable mechanisms to ensure a viable and sustainable source of funding.

20.5.3.6 Natural Heritage

A Draft comprehensive Natural Heritage Study was completed as part of the Secondary Plan process. The natural heritage system components of the Draft Natural Heritage Study have been incorporated into the Official Plan Schedules A and B-1 and are also incorporated into the Schedules of the Southwest Area Plan.

In addition to the policies of Section 15 of the Official Plan, the following policies apply:

i) Components of the Natural Heritage System

a) Dingman Creek Significant River Corridor

The Dingman Creek is a significant river and ravine corridor which represents a continuous wildlife linkage and water resources system connecting significant core natural heritage features that extend beyond the limits of the city. The corridor remains in a largely natural state, except as affected by existing agricultural practices, industrial development and the urban area of Lambeth. There are areas of distinctive and unique natural communities and species along this system, which include physical characteristics that are susceptible to erosion. The corridor is a visual amenity for the surrounding areas and provides a physical, ecological and cultural land use feature.

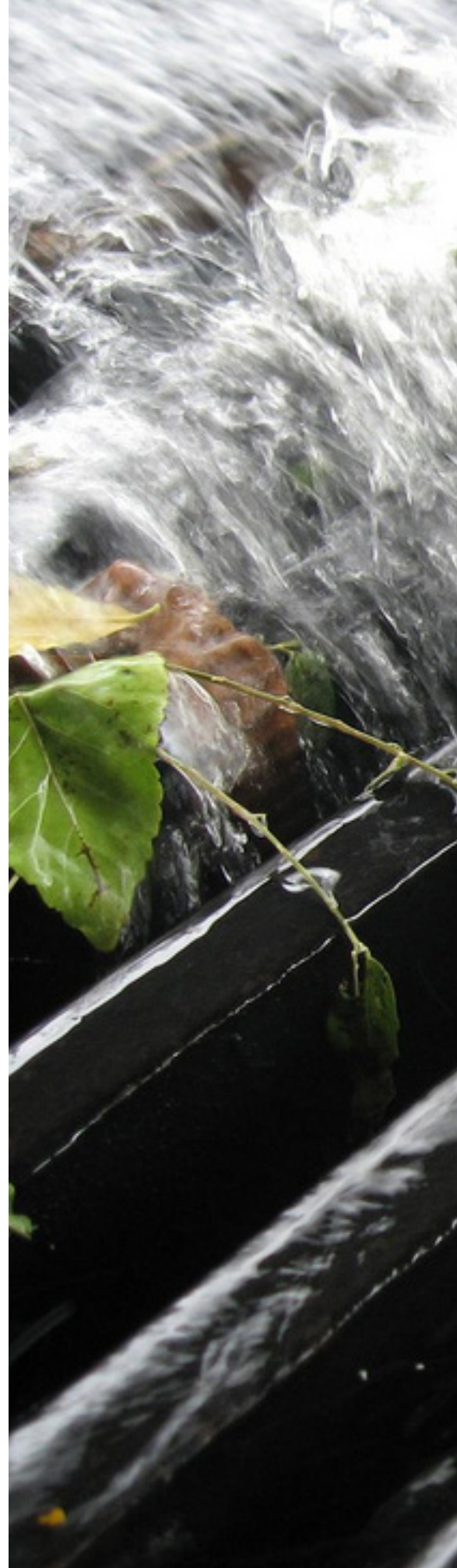
b) Width of the Dingman Creek Corridor

The protection, maintenance, enhancement and rehabilitation of the corridor are integral to the sustainability of this unique natural heritage feature and its ecological functions. An ecological buffer will be established along each side of Dingham Creek based upon the recommendations of an approved Environmental Impact Study (EIS) in accordance with Section 15 of the Official Plan.

c) Other Natural Heritage Features

Natural Heritage Features other than the Dingman Creek, which are identified on Schedule B-1 of the Official Plan will be confirmed and/or delineated through the recommendations of an approved Environmental Impact Study in accordance with Section 15 of the Official Plan.

Ecological buffers will be established for Natural Heritage Features based upon the recommendations of an approved Environmental Impact Study (EIS) in accordance with section 15 of the Official Plan





d) Development Limit

Where development occurs within distances adjacent to natural heritage features that trigger the need for an Environmental Impact Study (EIS) as set out in Table 15-1 of the Official Plan, an EIS will be scoped to confirm and delineate the natural feature, to determine the appropriate ecological buffer and to provide details on the Open Space system and naturalization opportunities to integrate the system with the adjacent features to be protected.

Where different natural heritage system components overlap, the limit of development will be established as the maximum corridor or ecological buffer width as determined by application of these policies.

Where the limits of Natural Hazards shown on Schedule B-2 exceed the identified corridor or buffer widths for natural heritage features, the development limit shall be established at the hazard limit.

e) Implementation/Acquisition of Ecological Buffers

Lands delineated as ecological buffers pursuant to Subsection 20.5.3.6 i) b) and c) may be acquired by the City pursuant to Section 16 of the Official Plan.

ii) Enhanced Open Space Corridors

In order to enhance open space opportunities within the Southwest Area, the City will seek to locate open space corridors adjacent to key natural heritage features. These corridors are intended to provide for uses such as trails, active and passive parkland and stewardship opportunities.

These enhanced open space corridors are intended to build upon the natural heritage system in the Southwest area and will help to create unique communities and neighbourhoods linked by an integrated open space system. Where there are no natural features to build upon, these corridors may, over time, provide open space connections between natural features. It is intended that these corridors will provide both active and passive recreation opportunities and will form a component of the Southwest area park system.

The City may acquire these enhanced open space corridor lands in accordance with the municipal land dedication requirements of the *Planning Act* or through purchase, donation, bequest, expropriation or other lawful means.

iii) Tree Planting Standards and Stewardship Practices

- a) All landscape plans for new development and the re-development of existing sites within the Southwest Area Secondary Plan shall comply with tree planting standards and other tree canopy cover targets established for each land use as identified in the Urban Forest Strategy.
- b) Wherever possible, enhanced tree planting will be encouraged in exterior side yards along local streets.
- c) Where an ecological buffer width overlaps with existing developed areas, stewardship programs should be introduced to educate property owners about the benefits of ecological management practices compatible with living or operating businesses adjacent to the buffer.
- d) Planting of native species, consistent with the Dingman Creek environment, is encouraged on both private and public lands where native riparian vegetation does not exist in identified buffer areas.
- e) Encourage the use of large stock tree-planting for development adjacent to arterial roads. The use planting technologies and standards to provide for long term and sustainable growth is encouraged.

iv) Municipal Environmental Assessment – Stormwater Management

- a) Recommendations arising out of a Municipal Environmental Assessment Study for lands within the Secondary Plan shall be incorporated into development plans, and will be subject to more detailed review in compliance with the policies of Chapter 15 of the Official Plan if the facilities are proposed to be located within or adjacent to components of the natural heritage system. Development of the SWAP lands shall also be consistent with the policies of Section 17.6 of the Official Plan. The following site specific policies shall also apply for on-site design:
 - to reduce the extent of impervious cover, storm drainage and stormwater management techniques such as alternative roadside drainage techniques, pervious paving, enhanced use of vegetation cover, and/or the adoption of other practices to decrease the extent of impervious cover will be encouraged, wherever feasible and appropriate; and



- Any proposed channel or watercourse restoration, rehabilitation or enhancement work within the defined Dingman Creek corridor will be subject to Section 15.1 of the Official Plan to demonstrate no negative impact on ecosystem features and ecological functions, Sections 15.4.6 iii) and 15.3.7 (d) for management and rehabilitation priorities to achieve an environmental benefit, and the regulations of the Conservation Authority.

20.5.3.7 Community Facilities

Community Facilities, such as schools and churches will be encouraged to be located in Neighbourhood Central Activity Nodes, and to serve as a focal point of the neighbourhood. Cooperation and negotiation will be required between affected land owners, the City of London, and the applicable School Board to facilitate the allocation, and possible integration, of lands proposed for school, park and community facility uses.

One school board, the Conseil Scolaire Viamonde, has identified a possible need for a school site within the planning area, specifically in the Bostwick, North Longwoods, or Central Longwoods Neighbourhood. This Board has identified a need to acquire a site with an area of two (2) hectares (5 acres), at the intersection of two collector roads, or at the intersection of an arterial road and collector road. In conjunction with the subdivision and/or site plan approval application review process, the applicant shall contact each of the school boards concerning the proposed residential application, and provide to the City a communication confirming either that the Board does not have a need for a school site within the development plan, or indicating a specific need for a possible school site within the development area with as much information supporting that need as reasonably possible.

Churches and other institutional are a permitted use within the residential land use designations.

20.5.3.8 Transportation

The transportation network within this Plan consists of Arterial, Primary and Secondary Collector roads. Local Streets may connect to appropriately designed arterial roads to provide new connections to the community neighbourhoods. The local street pattern will provide an organizing structure for each of the Neighbourhood areas. In addition to Section 11 of the Official Plan, the Transportation policies specific to the Neighbourhood areas, and the applicable urban design policies in Section 20.5.3.9 of this Plan, the following policies shall apply:

i) General Policies

- a) The street patterns shall support pedestrian-oriented development patterns, with strong relationships to the natural heritage features in the Southwest Planning Area.
- b) The Neighbourhood area street pattern shall support transit, cycling and walking.
- c) At the subdivision and/or site plan application stage, traffic controls, including the provision of signalized intersections and turning movements, and street frontages that may be subject to full or partial restrictions on individual driveway access, shall be identified as part of the appropriate traffic studies required as part of a complete application.
- d) The use of Common Elements Condominiums should be considered for the ownership, use and maintenance of common laneways and driveways.
- e) Special design treatments shall be implemented in appropriate locations, on local and secondary collector streets, to slow or restrict traffic movements and place a priority on pedestrian movements.
- f) At the subdivision and/or site plan application stage, where applicable, the Owner shall convey and construct the Primary and/or Secondary Collector roads, identified on Schedule C of the Official Plan, to ensure future opportunities for connectivity between neighbourhoods.
- g) In addition to engineering guidelines for technical design criteria, design guidelines, including right-of-way cross sections, urban street infrastructure and facilities, plantings, surface treatments, parking and service and utility placement, may be prepared to provide further guidance for the development of public rights-of-way to support pedestrian and cyclist friendly environments. In the absence of these specifically prepared design guidelines, the City's Urban Design Guidelines shall be utilized.





- h) Long stretches of on-street parking on local roads shall be broken-up with landscaped “bump-outs” sufficiently sized to support boulevard trees.
- i) Mitigation and replacement of any natural heritage feature that may be impacted or lost as a result of roads shall be required.
- j) In order to establish an organizing structure for the present and future development for lands within the “Wonderland Road Community Enterprise Corridor” land use designation, local street connections may be established perpendicular to Wonderland Road South for the full width of the blocks adjacent to both the east and west sides of Wonderland Road South as part of the development or redevelopment of any lands within the Wonderland Road Community Enterprise Corridor.

The City may enter into an encroachment agreement with the property owner for the use of a local street right-of-way in advance of its development as a local street. The property owner may enter an agreement with the City to convey a future local street right-of-way when it is required for road development.

ii) Access to Bradley Avenue

- a) Public road access to Bradley Avenue and Pack Road shall be restricted to one road connection approximately mid-block between each set of intersecting arterial roads, provided a minimum separation distance between intersections of 200 metres can be reasonably achieved. Access to local or collector roads at these locations shall have restricted turning movements.
- b) Private driveway access to Bradley Avenue and Pack Road shall be in accordance with the City of London *Access Management Guidelines*.
- c) Public pedestrian access from the internal parts of the neighbourhood to Bradley Avenue that is safe, accessible, and integrated into public streets or individual developments shall be provided at intervals of approximately 75 to 100 metres.

iii) On-Street Parking in the Lambeth Village Core

The utilization of on-street parking opportunities, shall be incorporated into the design of the public right-of-way in the Lambeth Village Core to provide opportunities for vehicular parking, and to provide an alternative to large surface parking areas.

iv) Design for Wonderland Road South

a) Intent

As the primary gateway to Central London from the 400 series Highways, Wonderland Road South will be developed to fulfill the two functions of this major transportation corridor: a major arterial designed to carry high volumes of traffic in a safe and efficient manner, and as a major gateway and arrival corridor into the city. Wonderland Road South will serve as the spine of the Southwest Area, and will link both the existing and newly developing neighbourhoods within the area to one another and to the rest of the city. For these reasons, a high design standard, including landscaping, medians, opportunities for on-street parking and bicycle lanes, and local street connections may be provided within a widened road allowance. A Municipal Class Environmental Assessment shall be conducted to determine the arterial road cross section for the Wonderland Road South corridor. Recommendations and design requirements arising out of the Municipal Class Environmental Assessment will be incorporated into road development. Building setbacks and design elements, as set out in Section 20.5.3.9 of this Plan, may relate to this design to provide an effective interface between the public and private realms.



20.5.3.9 Urban Design

Throughout the Southwest Area Plan the public realm, which includes public rights-of-way and public space, will play a pivotal role in determining the urban design outcomes within the planning area and the Neighbourhood Areas. The buildings and public spaces constructed within the study area will directly respond to the design of the public right-of-way. This is why there is a strong reliance on a high quality public realm. By ensuring there is integration between the private and public realm, neighbourhoods can be created that are vibrant and dynamic with a character that encourages social interaction. This area is also the first contact that visitors from the 402 and 401 will have with the City of London. Therefore, it is important that this gateway showcases the city and creates a sense of civic pride. The following are general policies that apply to the entire study area:

i) Development Design Policies

- a) All development, particularly in the Wonderland Boulevard, Lambeth Village Core, Neighbourhood Central Activity Nodes and residential areas, shall be designed in a form that is to be compact, pedestrian oriented and transit friendly. Mixed-use development will be encouraged in the areas of Wonderland Boulevard, Lambeth Village Core and the Neighbourhood Central Activity Nodes.
- b) A hierarchy of civic, institutional and commercial uses shall be established in locations which form part of mixed-use areas (rather than isolated in single-use complexes) which allow them to serve as focal points for the Planning Area as a whole.
- c) Development shall be based on a modified grid road system with interconnected networks of roads designed to disperse and reduce the length of vehicular and pedestrian trips and support the integration and long term viability of transit service. For local roads, the modified grid road system will respond to topography, the Open Space System and the nodal areas identified in the Plan. Cul-de-sacs will generally be permitted only when warranted by natural site conditions.
- d) The Open Space System forms a central feature of the Planning Area and the development form should reflect this fact. In addition, an interconnected system of trails will be developed that supports recreation, transit and transportation and connects the Wonderland Boulevard, Lambeth Village Core and the Neighbourhood Central Activity Nodes.
- e) Public safety, views and accessibility, both physically and visually to the Open Space System, as well as to parks, schools and other natural and civic features, will be an important consideration in community design. This will be accomplished through a range of different approaches including, but not limited to, the use of single loaded roads, combining public open space with other public or institutional facilities (e.g. school/park campuses, easements, stormwater management ponds adjacent to the Open Space System) and the location of high density residential and employment buildings.

Priority will be given to maintaining views and accessibility at key trail access points of the Open Space System. In addition, views to other public facilities, such as schools and parks, shall be ensured through the provision of a minimum of a combination of a public right-of-way and/or open space immediately adjacent to a minimum of 50 percent of



- the perimeter of the property.
- f) Parks, neighbourhood Central Activity Nodes, and other civic areas will serve as central “meeting places” for residents, particularly within neighbourhoods.
 - g) Building densities and land uses located along identified transit routes are to be designed to support transit and the users of those services.
 - h) The incorporation of cultural heritage resources into the community, including their use and adaptive reuse, shall be encouraged.
 - i) The length of the block contributes significantly to creating a pedestrian-friendly environment. Blocks should be short and regular in length to make walking efficient and allow for variation in routes. Where it is impossible or undesirable to provide short blocks, wide public mid-block corridors should be provided to shorten walking distances. Development adjacent to such connections shall be designed to provide an active building facade for a minimum of 50 percent of the length of the pedestrian connection.
 - j) Views of the following features shall be created at appropriate locations:
 - Civic buildings;
 - Natural features and open spaces; and
 - Significant heritage properties.
 - k) Civic buildings, other institutional buildings and other major buildings and structures shall be encouraged to locate:
 - At the termination of a street or view corridor;
 - At street intersections; and,
 - On Wonderland Road South in the Wonderland Boulevard Neighbourhood.
 - l) Safe Community Design is to promote safety, security and accessibility in public spaces through urban design including the design and siting of buildings and structures that:
 - Encourages continuous occupancy of public spaces;
 - Provides for opportunities for visual connections and ease of public access to adjacent streets, parks and other public areas;
 - Results in clear, unobstructed views of parks, school grounds, and open spaces from adjacent streets;
 - Ensures appropriate lighting, visibility and opportunities for informal surveillance are provided for walkways, parking lots, parking garages and open space areas;
 - Results in the selection and siting of landscape elements in a manner which maintains views for safety and surveillance;
 - Encourages the provision of views into, out of and





- through publicly accessible interior spaces;
 - Precludes entrapment or the perception of entrapment through properly identified exits and signage; and,
 - Results in accessibility for the disabled and elderly.
- m) Community linkages will be established to connect other parts of the city where possible through road, transit, pedestrian and bicycle links, to ensure that the entire city functions in an integrated manner.

ii) Public Realm

The public realm consists of streets and public frontages. The streets provide the traffic and parking capacity. The public frontages provide for pedestrian circulation and contribute to the character of the public right-of-way. The design of the public realm is defined by the type of sidewalk, curbing, planters, street furniture and street trees. Section 20.5.3.8 of this Plan provides detailed direction with respect to the design of typical streets, while Urban Design Guidelines may be prepared to give direction for public frontages and other design treatments.

- a) Four street typologies exist within the plan (exclusive of Highway 401). The following urban design policies will establish the general design intent of these typologies. Variations may be considered by the City of London based on circumstances such as topography, the proposed abutting land use(s), relationship to the Open Space System and achievement of other design objectives.

- **Arterial Roads**

Arterial/Transit Corridors are high capacity roads which serve as both a major entry way into the Planning area and the city as a whole, along with being a route through the Planning Area to other parts of the city. A balance must be achieved between their transportation function, including accommodation for transit, and their ability to provide access to adjacent land uses, and to act as socially vibrant public space. To assist in achieving this balance, these streets will have the highest form of design treatment, including wide sidewalks, special tree and feature planting, paving, lighting and signage design.

- **Primary and Secondary Collector Roads**

The collector roads connect neighbourhoods together, along with connecting these neighbourhoods to Wonderland Boulevard, the Lambeth Village Core, Neighbourhood Central Activity Nodes and other major focal points of the community. These roads will have a

higher level of design than Local Streets through the extended use of tree and feature planting, paving, lighting and signage design. The design will complement the planned adjacent land uses. For example, where these streets provide access to street related retail and mixed-use development, in the Neighbourhood Centre Activity Nodes, their design shall include on-street parking, wider sidewalks, and street furniture such as benches.

- **Local Streets**

Local streets play a dual role as neighbourhood socialization spaces, as well as supporting transportation needs. The design requirements, while less substantial than for arterial and collector streets, must support the dual role of local streets.

- **Lanes/Window Streets**

Where direct driveway access from a roadway is not appropriate or in response to special design features such as a development fronting directly onto open space, lanes shall be utilized, and in limited circumstances, “window” streets. The design requirements for these lanes and window streets will establish certain minimum standards to address issues such as pavement width and relationship to parking areas. Where such roads are to be public roads, they shall be designed:

- To provide access for public maintenance vehicles, including snow plows and garbage trucks, as well as emergency vehicles, where deemed necessary by the City;
- To maximize safety and security;
- Where the City’s policies for urban design are such that the use of lanes is required, the lanes may be in public ownership.

b) Sidewalks shall generally be required on both sides of all streets with the exception of:

- Residential streets with less than ten dwelling units or cul-de-sacs, where sidewalks shall be required on only one side of the street;
- Lanes, where no sidewalks shall be required;

c) Street furniture such as lighting, signage, parking meters, bicycle parking facilities, newspaper boxes, utilities, and garbage facilities shall be designed and placed within a consistent and integrated system of form, pattern, shape, colour, and texture to avoid clutter. Utilities will be grouped or clustered wherever possible and shall not compromise the overall intended character and design response for the street as identified in this section and associated



- Neighbourhood policies.
- d) Pedestrian/cyclist comfort and safety shall be considered in the streetscape design for roads under the control of the City of London. In commercial, office, and mixed-use areas and Neighbourhood Central Activity Nodes, the design will provide for an enhanced streetscape and sidewalk environment for pedestrians. In these same areas, bicycle routes shall be appropriately placed to avoid conflict between on-street parking and the intended character of the public right-of-way.
 - e) Rear lotting is not permitted along the arterial roads in the Southwest Area Plan. In instances where the City is satisfied that there is no other alternative due to topographic or other site constraints, a range of alternatives such as lanes, service roads, and “window” streets will be used to ensure a high quality of streetscape design. If there is no alternative to rear lotting, landscaping, as well as site and building design, will be used to mitigate the impact on the streetscape.
 - f) Properties subject to noise impacts shall be buffered through mechanisms such as restrictions on the type of use, building design and location, siting of outdoor living areas and through the provision of landscaping including street trees. Buffering such as noise walls or fences, berms and rear lotting, which restrict visual and physical access to the street, shall be prohibited.
 - g) Provision shall be made for street trees and an appropriate planting environment along all streets within this plan.
 - h) Where permitted, utilities shall co-locate under the sidewalk to provide optimal growing space for trees. In addition, above grade utility boxes/features are to be minimized and/or clustered. The preference is for these services to be placed below grade.
 - i) Landscape walls or features for the purposes of identifying or delineating community/subdivision entrances shall not be permitted.
 - j) Public Realm Design Guidelines, including Rights-of-Way cross-sections, may be prepared to provide further guidance for the development of public rights-of-ways in all designations of this plan.



iii) Buildings and Site Design

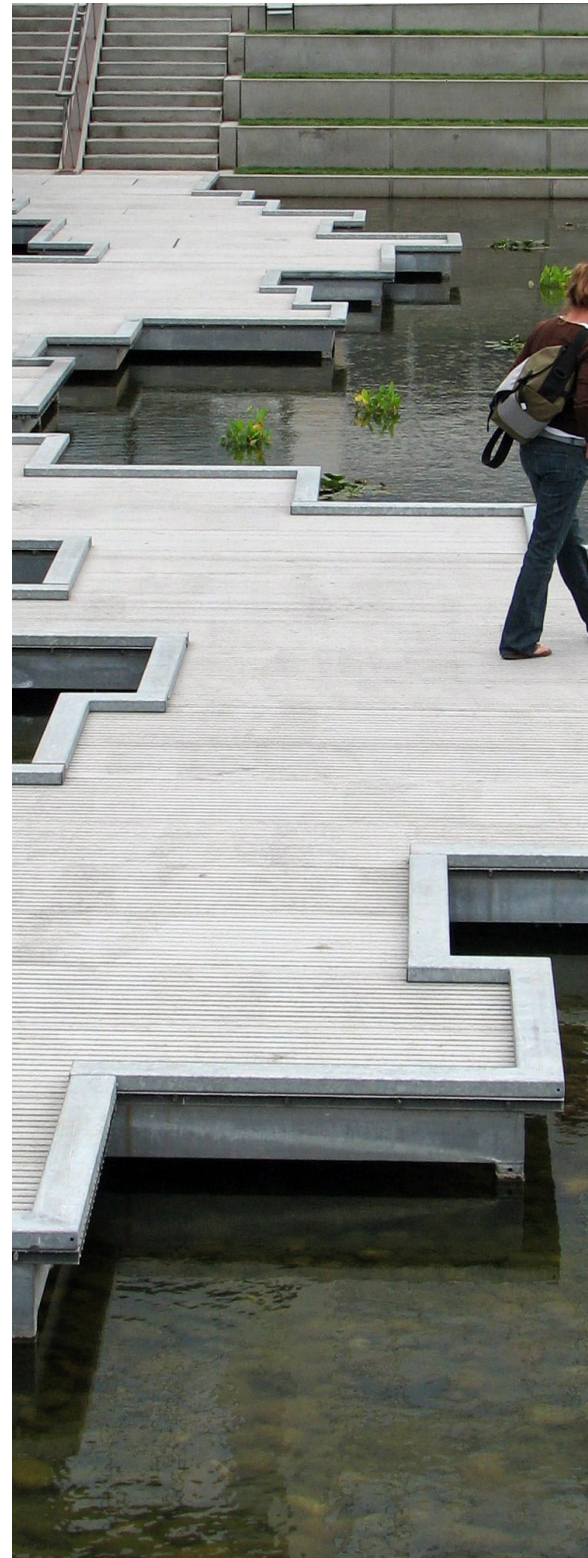
- a) Buildings, structures and landscaping shall be designed to provide visual interest to pedestrians, as well as a “sense of enclosure” to the street. Generally, heights of buildings shall also be related to road widths to create a more comfortable pedestrian environment, so that the wider the road width, the higher the building height.
- b) Where commercial development is permitted it will be encouraged in a “main street” format where retail and service commercial uses are oriented to the street creating a pleasant, pedestrian shopping environment, whether in stand-alone stores or in the ground floor of mixed-use buildings. In these areas:
 - the principal public entrance shall provide direct access onto the public sidewalk;
 - the primary windows and signage shall face the street;
 - buildings facing the street shall be encouraged to have awnings, canopies, arcades or front porches to provide weather protection;
 - no parking, driveways, lanes or aisles shall be permitted between the buildings and public sidewalks;
 - buildings shall have a consistent setback and parking lots abutting the street shall be limited and designed in accordance with the parking provisions in subsection g) below;
 - the location and design of any large-format retail stores shall consider the design alternatives set out in subsection g) below; and,
 - any commercial nodes including large-format retail stores shall be integrated into the pattern of streets and blocks of which they are a part. The pattern of blocks and the physical design of the buildings in relation to the street shall encourage pedestrian circulation to, from and within this commercial area. Streets, sidewalks and the orientation of buildings shall be designed to create comfortable, enjoyable pedestrian movement in a vibrant public realm.
- c) Buildings on corner lots at the intersections of arterial and collector roads shall be sited and massed toward the intersection.
- d) The rear and side building elevations of all buildings on corner lots shall be designed to take advantage of their extra visibility.





- e) In residential areas, garages shall be designed so that they are not the dominant feature in the streetscape. In particular, attached garages shall not:
- project beyond the façade of the dwelling or the façade (front face) of any porch; or
 - contain garage doors that occupy more than 50% of the frontage of a lot unless the City is satisfied through the submission of detailed plans by the applicant that the garage doors can be appropriately integrated with the streetscape.
- f) Where there is a significant transition in height between, it is preferable that this transition occurs over a street; meaning that one side of the street has one height and the opposite side is the other height. Where this is not possible there should be a gradual transition of height across the block. In some instances landscaping or other design mitigation measures may be used where, but not limited to, issues such as changes in topography or patterns of land assembly, mitigation measures shall be to the satisfaction of the City.
- g) Off-street parking areas shall be designed to reduce their visual impact on both the adjoining streetscape and on people using the site and/or facility by:
- screening of the parking lot at the public right-of-way through the use of features such as low fences, walls and landscaping and in a manner which reflects the safe community design policies of this Section;
 - locating the parking lot, within commercial or mixed-use developments, to the side or rear of the main building and permitting no or only minimal parking in front of the main building. Where large-format retail stores are proposed, design alternatives that contribute to the creation of a vibrant and active streetscape, may include, but not be limited to, locating large-format retail structures in the interior or at the rear of commercial or mixed-use development blocks with smaller stores and buildings oriented to the surrounding public rights-of-way to create a strong street presence. Alternatively, the frontage of the large-format retail store facing the public right-of-way should be lined with smaller stores with entrances oriented to the streetscape. Parking areas will be integrated with development associated with large-format retail stores, in a manner designed to contribute to the objective of a vibrant and active streetscape;

- for all commercial, office, mixed-use and apartment building development proposals, appropriate buffering shall be provided between parking areas and “back-of-building” functions, such as loading/receiving areas and garbage/storage areas and adjacent land uses;
 - for all office and apartment building development, parking shall be located underground in a structure integrated into the building;
 - the use of landscaping or decorative paving to reduce the visual expanse of large parking areas;
 - joint access to parking lots on adjoining properties where feasible;
 - provision of pedestrian walkways adjacent to stores, between building clusters, and to provide pedestrian access to transit stops, public sidewalks and adjacent developments. These walkways may need to cross parking lots to provide the required access;
 - the interior of the site be designed to give pedestrian connections from the public right-of-way priority through the site/parking field, while enhancing the pedestrian environment and ensuring the site is easily navigable.
- h) All commercial and office development proposals shall demonstrate safe, effective and accessible pedestrian and bicycle and transit oriented transportation linkages from residential areas, and between and within these developments.
- i) Landscaping requirements shall ensure:
- the creation of a human scale within new development;
 - the enhancement of pedestrian comfort;
 - the provision of features which contribute to the definition of public open space, framing of views and focal points, direction of pedestrian movement and demarcation of areas with different functions; and,
 - landscape design that promotes the use of native species and enhancement of ecological stability and integrity to reduce the heat island effect.
- j) Where industrial development is permitted it shall contribute to the public realm in the following ways:
- development is to be integrated in the streetscape utilizing quality and varied built forms and by minimizing parking facilities and other hardstand areas along the street frontage;



- parking within the front yard is discouraged. Preferably, parking should be located behind and/or at the side of the building.
- garbage holding areas, and loading and servicing areas shall be designed as an integral part of the development on each site. It is preferred that loading bays be entirely contained within buildings. Where it is not possible to internalize loading and servicing areas, external loading and servicing areas will be fully screened from view. The garbage holding area facility is to be fully screened from public view and is to be located clear of all landscaped areas, driveways, turning areas, truck standing areas and car parking spaces.
- the siting of buildings is to spatially define the street, provide high quality active frontages and provide opportunities for landscape planting in order to improve the visual quality of the streetscape;
- all major rooftop or exposed structures including lift motor rooms, plant rooms etc., together with air conditioning, satellite dishes, ventilation and exhaust systems, should be suitably screened and integrated with the building. Parapets can help in screening such services;
- building facades are to be of a simple modern architectural style and include a variety of material types that reflect the industrial character of the street;
- where large areas of car parking are proposed (in excess of 20 spaces) at the side or rear of the building, 'garden bays' comprising vegetated landscaped areas and/or landscape trees with grass areas, are encouraged at regular intervals in order to soften the appearance of these areas and to provide shade during summer.



20.5.4

General Land Use Policies

20.5.4.1 Residential

i) Function and Purpose

It is intended that the Low, Medium and High Density Residential designations will support an urban housing stock, with residential intensity generally decreasing with greater distance from the Wonderland Road South corridor. Residential areas are to accommodate a diversity of dwelling types, building forms and heights, and densities in order to use land efficiently, provide for a variety of housing prices, and to allow for members of the community to “age-in-place”. The maintenance and enhancement of existing residential areas, and the development of new residential areas at higher than current densities, will provide a population base to help to support neighbourhood community facilities, the stores and services offered in the Village Core and Wonderland Road South Commercial Area, and the provision of transit routes along the higher order roads serving the area. Planning applications to reduce the specified minimum residential density of these areas may be considered in accordance with policy 20.5.16.4 (v). General policies which follow apply to the Low, Medium and High Density Residential designations within the following Neighbourhood Areas of this Secondary Plan. Individual policies that apply to the residential designations within specific Neighbourhood Areas are detailed within the relevant Neighbourhood Area policies of this Plan:

- a) Wonderland Boulevard
- b) Lambeth
- c) Lambeth Village Core
- d) Bostwick Residential
- e) North Lambeth Residential
- f) Central Longwoods Residential
- g) South Longwoods Residential
- h) North Talbot Residential
- i) North Longwoods Residential

ii) Character

Primarily, the residential areas will develop as traditional suburban neighbourhoods with characteristics similar to those found in the older areas of the City of London, reflecting compact development, a diversity of building massing and types, and walkable amenities to enhance the day-to-day living experience. This designation will have a variety of setbacks, depending on the built form and level of intensity. Medium Density Residential designations and Transitional Industrial designations along parts of the arterial road network, and the Residential designation within the Wonderland Boulevard Neighbourhood, will provide for higher than the traditional densities found in traditional suburban neighbourhoods.

iii) All Residential Designations in all Neighbourhoods

a) Access to Arterial Roads

The primary transit network is expected to be provided on the arterial roads. For all Draft Plan of Subdivision, Consent and Site Plan applications that include land within 400 metres of an arterial road, the requirements for a complete application shall include the submission of a plan that demonstrates the provision of viable, safe and effective pedestrian linkages to the arterial road, to provide pedestrian access to potential future transit services. Public streets are preferred, however, pathway connections may be considered on a case-specific basis.

b) Access to Bradley Avenue

Public road, private vehicular, and pedestrian access to Bradley Avenue shall be in accordance with the Transportation policies in Section 20.5.3.8 ii) of this Plan.

c) Mix of Residential Forms

Plans of subdivision shall accommodate a diversity of building types. Semi-detached, duplex and cluster dwellings are encouraged. Along all arterial, primary and secondary collector roads, a variety of townhouse forms is encouraged, including 2 storey townhouses, 3 storey townhouses and stacked townhouses.

iv) Residential Development Intensity Adjacent to Arterial Roads

a) Function and Purpose

It is intended that arterial roads can serve as significant routes for public transit services. Specific policies apply along portions of the arterial network that are intended to focus intense, medium density housing forms along transit-oriented corridors, consistent with the Province of Ontario *Transit Supportive Guidelines*. This would also support





alternative modes of transportation, such as walking and bicycling.

This policy applies in the Medium Density Residential, and the Transitional Industrial designations in the following specific areas:

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

It is important that residential development along arterial road corridors provides opportunities that are designed to create linkages between the Community's interior and the arterial roads to provide access to the major transportation corridors and to be active, attractive and safe for pedestrian users. Rear lotting of free-hold lots, and building orientation within multi-family blocks that presents the backs of buildings to the arterial roads shall be avoided along arterial road streetscape. High quality landscaping in combination with street-oriented built form, are the key elements required to ensure functionality and appearance of arterial road streetscapes as pedestrian-friendly transit-oriented corridors.

b) Character

Development along the arterial road corridors will include street-oriented and higher intensity housing forms such as stacked townhouses and low-rise apartment buildings. However, to encourage a diverse and interesting streetscape, built forms that are traditionally less intensive may also be permitted, provided minimum density targets are met. Arterial road boulevards will provide opportunities for landscaping, street trees and furniture, to create a vibrant urban context.

c) Intent

This policy area is intended to provide for transit-oriented, low-rise to mid-rise residential development at a slightly higher intensity than is typical for medium density development, providing for development at suitable densities to support transit along the arterial road network.



d) Permitted Uses

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

e) Built Form and Intensity

- Development shall occur at a minimum density of 30 units per hectare and a maximum density of 100 units per hectare. Building heights shall be a minimum of two storeys and a maximum of nine storeys.
- A residential density exceeding 100 units per hectare (up to 120 units per hectare) may be permitted through a site specific zoning by-law amendment, site plan application, and associated urban design review. A request for an increase in density shall also be subject to the following criteria:
 - conformity with the policies of Section 11.1 of the Official Plan and this Secondary Plan shall be demonstrated through the preparation of a concept plan of the site that exceeds the prevailing densities for the planning area;
 - parking facilities shall be designed to minimize the visual impact from adjacent properties and the public realm and provide for enhanced amenity and recreation areas for the residents of the development;
 - buildings shall be located close to the street and designed to be street oriented such that the functional front and main entrances to the building face the street;
 - subdivisions and site plans shall provide for safe and accessible pedestrian connections for the public between the arterial road and the interior of the adjacent neighbourhoods, which are integrated into the design and function of the site; and,
 - subdivisions and site plans shall provide for an enhanced pedestrian environment adjacent to the arterial road.

v) Applications To Expand or Add

Applications to expand the Medium Density Residential designation applicable to portions of the arterial road network will be evaluated using all of the policies of this Secondary Plan. It is not intended that this policy will be applied within the internal portions of the Neighbourhoods, and any expansions or additions to the areas affected by this policy shall be adjacent to, and have exposure to, an arterial road on which transit service is to be provided.





20.5.4.2 Institutional

The policies of the Official Plan shall apply to all Institutional designations.

20.5.4.3 Open Space

i) Function and Purpose

The Open Space designation will apply to lands within the Southwest Planning Area that are intended for active and passive recreation, and that are components of the city's natural heritage system. Visible connections and linkages to the Open Space designation will serve as prominent features and amenities to residential neighbourhoods. Open space lands will also serve as a buffer for the residential neighbourhoods adjacent to the high intensity land uses of the Wonderland Boulevard Neighbourhood. Enhanced, visible connections to the open space areas will be incorporated into all Neighbourhood Areas, and will promote appropriate linkages within and between neighbourhoods.

The Open Space designation is made of four sub-areas:

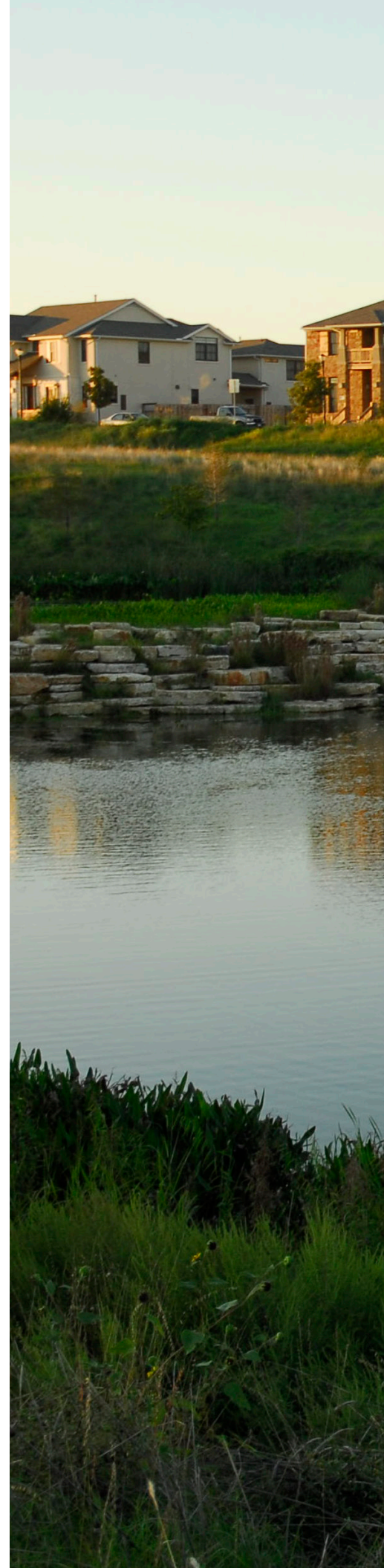
- Public Parkland – Active Recreation;
- Public Parkland – Urban Parks;
- Natural Heritage/Environmental; and
- Stormwater Management.

ii) Character

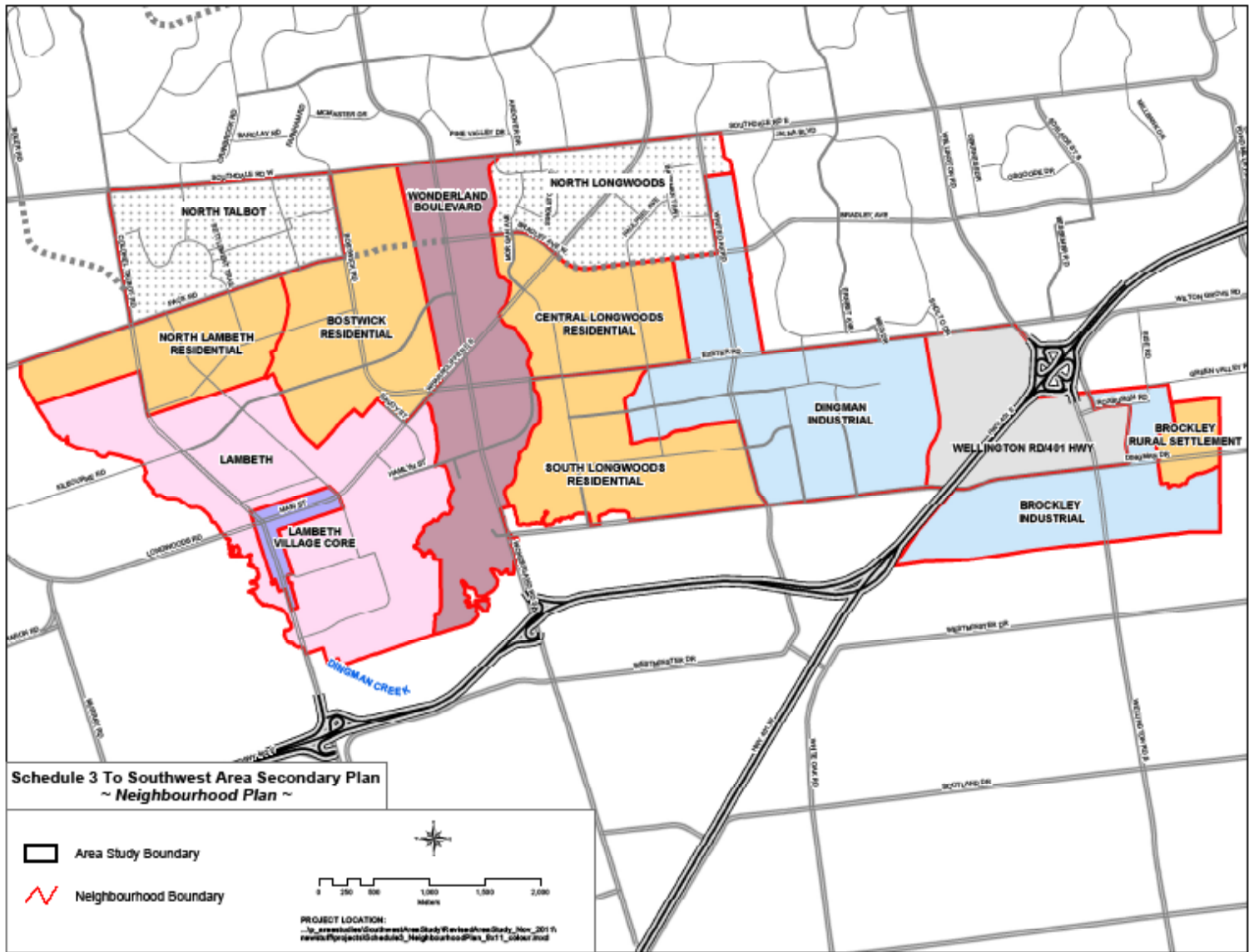
Four distinct types of open space are identified in this Plan:

- a) Public Parkland - Active Recreation – This area will have an active recreation character. The primary design focus will be to accommodate neighbourhood recreational needs such as multi-use and recreational pathways, play structures, basketball, skateboarding and playing fields. Opportunities for passive recreation are also to be integrated into active recreation park spaces.
- b) Public Parkland – Urban Parks – These smaller parks, will generally have a minimum area of 2,500 square metres and will be situated at key neighbourhood locations and provide a higher standard of design and amenity than Active Recreation parks. Features such as sitting areas, arbours, plazas, pedestrian pathways and enhanced planting shall be encouraged. Urban parks will be designed as an integral and natural extension of the public right-of-way.
- c) Natural Heritage/Environmental – This open space area is intended to protect the features and functions of the Natural Heritage System. In addition to providing opportunities to enhance the natural heritage system through naturalization and restoration of environmental buffers and linkages, it may allow for pedestrian trails and other forms of passive recreation, where appropriate.

- d) Stormwater Management – Subject to Sections 15.3.3 and 17.6 of the Official Plan, stormwater management facilities may be located adjacent to, or within the natural heritage system and shall be integrated into their environment. Stormwater management facilities may also form part of an integrated trail system.







20.5.5

Neighbourhoods

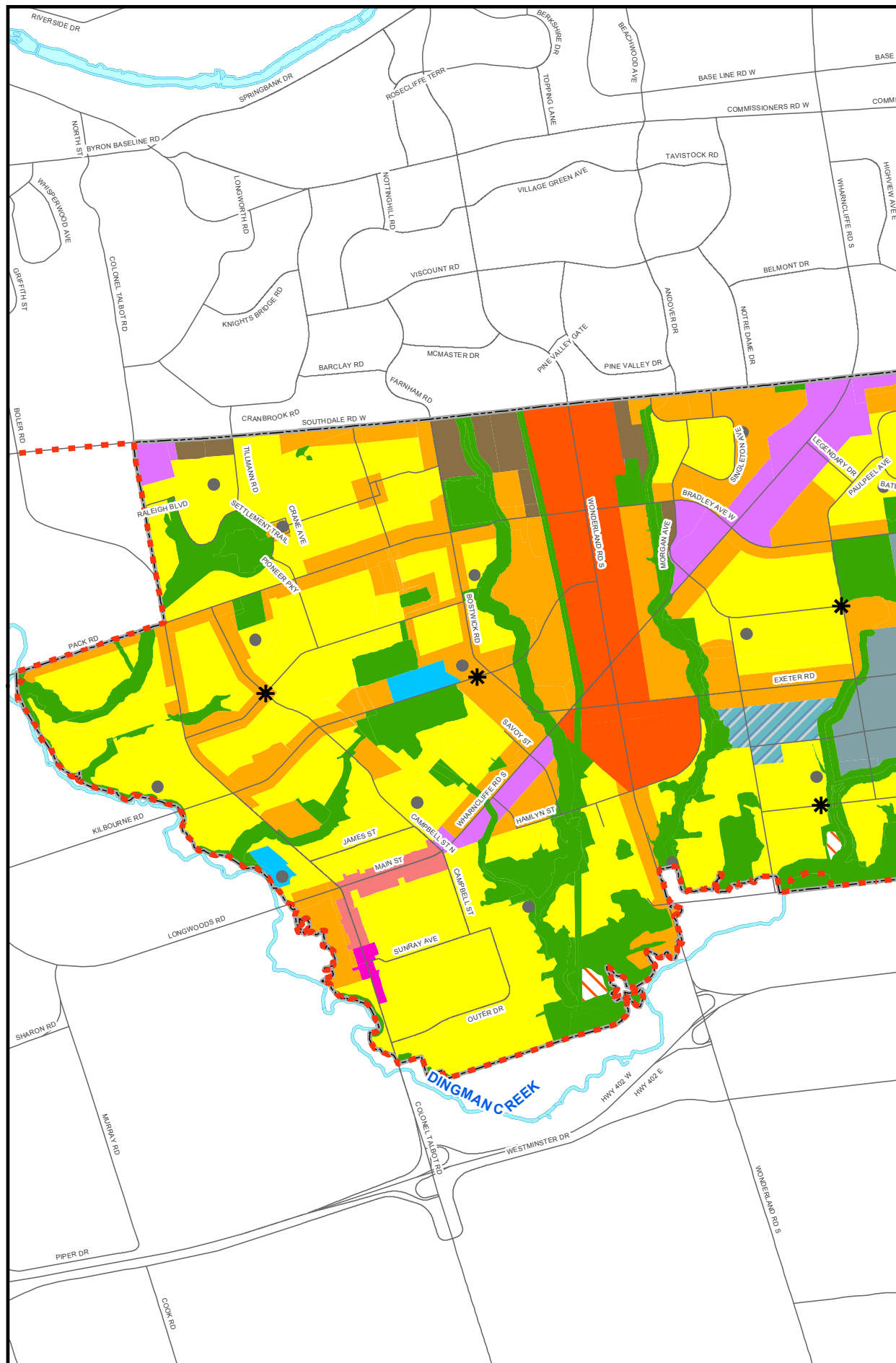
20.5.5 Neighbourhoods and Land Use

This Secondary Plan is organized on the basis of Neighbourhood Areas which have specific functions and characteristics. The Neighbourhoods are delineated on Schedule 3 of this Plan. Parts 20.5.6 through 20.5.15 of this Plan contain Schedules showing the Secondary Plan Land Use Designations for the applicable Neighbourhoods, along with special policies pertaining specifically to the Land Use Designations within that Neighbourhood. Neighbourhoods that are similar in nature and have similar special policies, have been grouped together in one Part. These Parts are to be read in conjunction with the remainder of this Secondary Plan and with the relevant policies of the City of London Official Plan. The Neighbourhoods within the Southwest Planning Area are as follows:

- i) Wonderland Boulevard
- ii) Lambeth Residential
- iii) Lambeth Village Core
- iv) Bostwick Residential
- v) North Lambeth Residential
- vi) Central Longwoods Residential
- vii) South Longwoods Residential
- viii) North Talbot Residential
- ix) North Longwoods Residential
- x) Brockley Rural Settlement
- xi) Dingman Industrial
- xii) Brockley Industrial
- xiii) Wellington Road/Highway 401

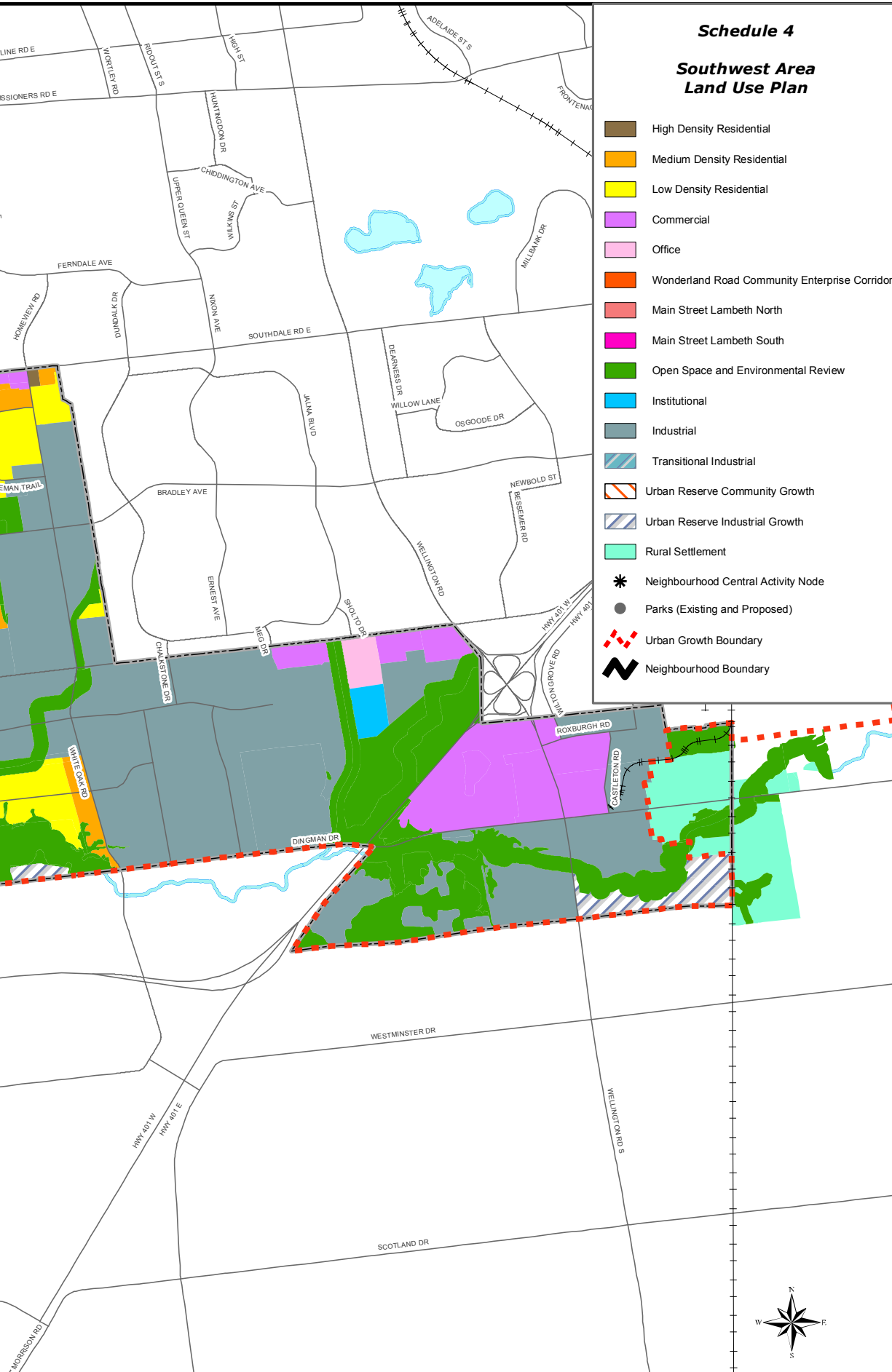
For ease of reference, a compiled Land Use Designation Plan is included in this Part as Schedule 4. Should there be an discrepancy between Schedule 4 and Schedules 5 through 17, Schedules 5 through 17 shall prevail.

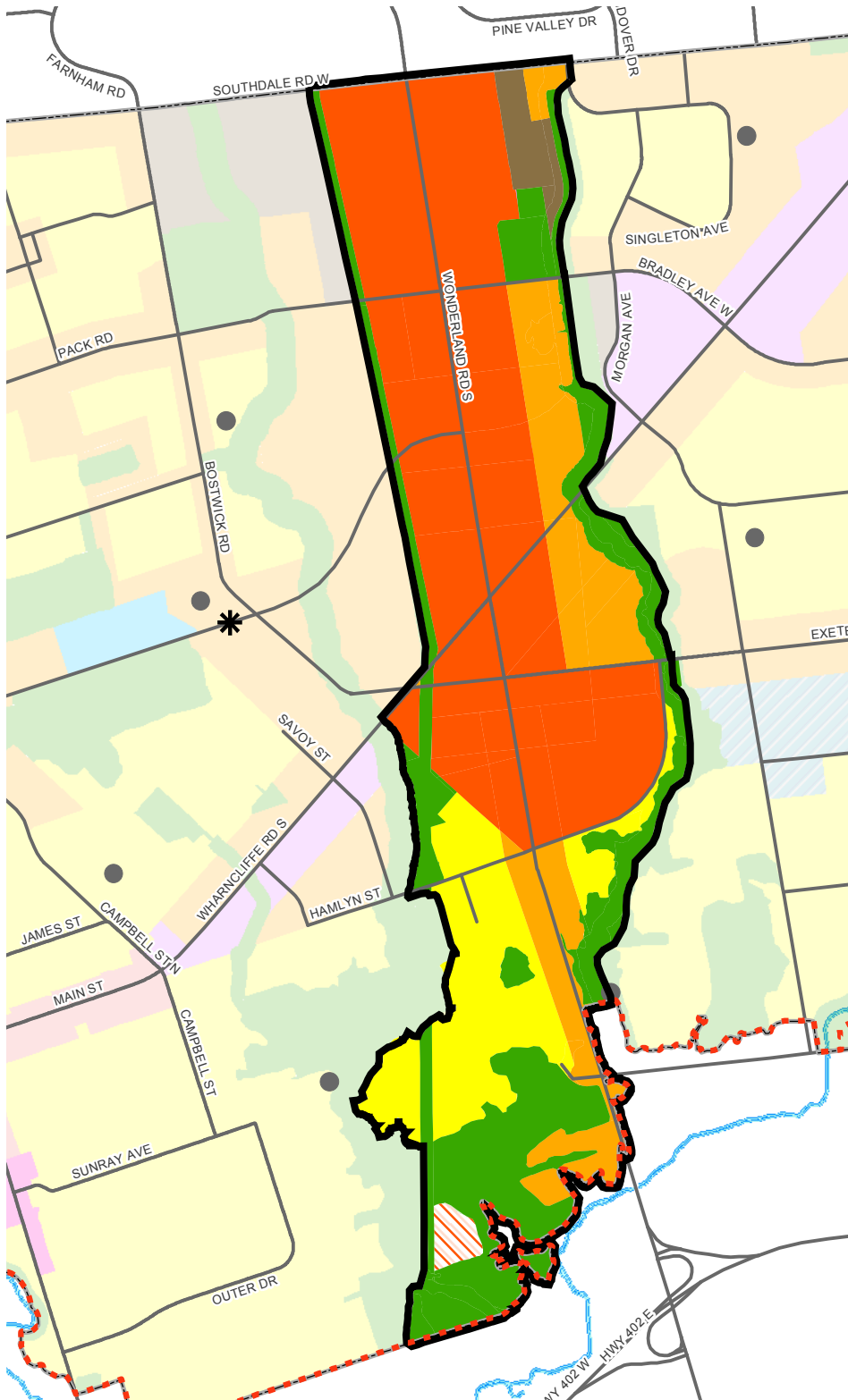




Schedule 4
Southwest Area
Land Use Plan

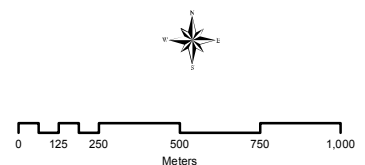
-  High Density Residential
-  Medium Density Residential
-  Low Density Residential
-  Commercial
-  Office
-  Wonderland Road Community Enterprise Corridor
-  Main Street Lambeth North
-  Main Street Lambeth South
-  Open Space and Environmental Review
-  Institutional
-  Industrial
-  Transitional Industrial
-  Urban Reserve Community Growth
-  Urban Reserve Industrial Growth
-  Rural Settlement
-  Neighbourhood Central Activity Node
-  Parks (Existing and Proposed)
-  Urban Growth Boundary
-  Neighbourhood Boundary





**Schedule 5
To
Southwest Area Secondary Plan
*Wonderland Boulevard
Land Use Designations***

- High Density Residential
- Medium Density Residential
- Low Density Residential
- Commercial
- Office
- Wonderland Road Community Enterprise Corridor
- Main Street Lambeth North
- Main Street Lambeth South
- Open Space and Environmental Review
- Institutional
- Industrial
- Transitional Industrial
- Urban Reserve Community Growth
- Urban Reserve Industrial Growth
- Rural Settlement
- Neighbourhood Central Activity Node
- Parks (Existing and Proposed)
- Urban Growth Boundary
- Neighbourhood Boundary



PROJECT LOCATION:
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20.5.6

Wonderland Boulevard Neighbourhood



20.5.6 Wonderland Boulevard Neighbourhood

The Land Use Designations for this neighbourhood are shown on Schedule 5.

i) Function and Purpose

The centrepiece of the Wonderland Boulevard Neighbourhood is Wonderland Road South, which is the primary north/south arterial corridor functioning as a gateway into the city from Highways 401 and 402, and as a focal area which will create the identity for the broader Southwest Secondary Planning Area. Wonderland Road South will be designed to allow for unique and convenient access between land uses that may be developed on the lands adjacent to Wonderland Road South to the adjacent neighbourhoods east and west of the corridor. The Wonderland Boulevard Neighbourhood is planned to be a diverse community that provides the highest degree of amenities and employment opportunities for its residents and those of the neighbouring areas. The Wonderland Road Community Enterprise Corridor land use designation and policies for the Wonderland Road South corridor between Southdale Road West and Hamlyn Street create opportunities for a broad mix of commercial, office, residential and institutional uses. The Plan also provides for a mix of medium and low density housing forms at a higher than usual level of intensity in this Neighbourhood Area. Together, the range and intensity of permitted uses support a higher order transportation corridor along Wonderland Road South, consistent with the Province of Ontario “Transit Supportive Guidelines”. The corridor also emphasizes walking and bicycling as an alternative means of transportation.

The Wonderland Boulevard Neighbourhood, as shown in Schedule 5, is subject to the general policies and the following Neighbourhood Area policies of this Secondary Plan, for the following land use designations:

- a) Low Density Residential
- b) Medium Density Residential
- c) High Density Residential
- d) Wonderland Road Community Enterprise Corridor

ii) Character

The Wonderland Boulevard Neighbourhood will develop as a mixed-use community characterized by a high intensity of built form to support transit services. Wonderland Road South may be designed to facilitate the efficient movement of through-traffic, provide enhanced landscaping, on-street parking, bicycle lanes and sidewalks to provide easy and safe access to the adjacent land uses and contribute to a high degree of pedestrian amenity. Where appropriate, specific building setbacks and site design strategies adjacent to Wonderland Road South will be encouraged to facilitate a visually pleasing, tree lined gateway into the Forest City.

Portions of this Neighbourhood may develop with a very “urban” character within a suburban setting. The corridor design provides opportunities for pedestrian-scale, street oriented land use development along a suburban transit corridor.

A key element of this corridor is the Wonderland Road Community Enterprise Corridor land use designation. This designation is intended to provide for a mix of commercial, office, residential and institutional land uses within the corridor without allocating those uses to a specific location within the corridor.

20.5.6.1 Wonderland Road Community Enterprise Corridor

i) Intent

The Wonderland Road Community Enterprise Corridor designation is intended to provide for a wide range of large scale commercial uses, medium scale office development, high density residential uses, and institutional uses. Both stand-alone and mixed-use developments are permitted.

It is anticipated that the area may redevelop over time, such that new mixed-use developments or reformatted commercial development may occur. In order to provide for these redevelopment opportunities, a grid pattern of development shall be encouraged through the provision and dedication of local roads and/or right of ways aligned perpendicular to Wonderland Road South for the lands designated as Wonderland Road Community Enterprise Corridor. In advance of redevelopment, this grid pattern will establish an organizing structure for the land uses permitted within the designation.

Commercial uses within this designation are intended to complement the more traditional commercial uses and forms in the Lambeth Village Core, and serve local, neighbourhood and city needs. It is not intended that the specific location of commercial





uses be identified within this designation, however, such uses shall be encouraged to locate in mixed use developments over time with the opportunity to incorporate office and/or residential uses.

ii) Permitted Uses

Permitted commercial uses will include those uses outlined in the “New Format Regional Commercial Node” designation in the Official Plan.

Office uses within the Wonderland Road Community Enterprise Corridor are not intended to compete with the Downtown; therefore, office uses that do not require access to the provincial highway system for work-related activities shall be encouraged to locate in the Downtown. In addition to the office uses that are permitted in accordance with the “Office Area” policies of the Official Plan, research, development and information processing establishments and businesses with a mobile sales-based workforce requiring access to the provincial highway system shall be permitted. Secondary uses permitted in Office Areas shall not be permitted.

High Density Residential uses are permitted at heights and scales greater than normally provided for in suburban locations.

Institutional and public uses such as libraries, community centres, and residential care facilities shall be permitted.

A mix of any of these permitted uses within a single building is also permitted and shall be encouraged.

iii) Development Pattern/Local Street Connections

In order to establish an organizing structure for the present and future development for lands within the “Wonderland Road Community Enterprise Corridor” the policies in 20.5.3.8 i) j) shall apply.

Local street right-of-ways may be dedicated for any development or redevelopment within the Wonderland Road Community Enterprise Corridor. The dedication shall occur as a condition of a plan of subdivision or consent. Where the development or redevelopment of the site is subject to site plan control, land area dedicated to the city for right-of-way will be included in the lot area calculation permitted density, coverage and floor area.

Internal access and shared internal driveways across adjacent lands may be required.



iv) **Compatibility Between Land Uses**

Lands within the Wonderland Road Community Enterprise Corridor may develop over a period of time, and the location of the various permitted land uses is not prescribed. In order to ensure compatibility between developments, design guidelines shall be developed to ensure appropriate relationships between different forms of development and different land uses. Minimum landscape requirements, shared parking areas, and integrated site access shall be required. Development proposals on lands within the Wonderland Road Community Enterprise Corridor shall demonstrate how they are integrated, and compatible with adjacent development.

v) **Built Form and Intensity-Commercial Development**

- a) Commercial development for the entire Wonderland Road Community Enterprise Corridor designation shall not exceed 100,000 square metres gross floor area. For the purposes of this limit, this shall not include those lands generally located north of the Bradley Avenue extension that are currently developed or are approved/under construction as of October, 2012.
- b) Commercial built form may be of a low to mid-rise height, however minimum height and setbacks may be established in the zoning by-law to ensure that development will result in a strong, street-related built edge and achieve other design objectives for this area. In particular, commercial development will be encouraged in a “main street” format where commercial development is oriented to a public street. Commercial uses may be in stand-alone development or buildings or in mixed use developments or buildings.
- c) Development shall be planned on the basis that future intensification will occur, either by intensification or redevelopment or through a combination of approaches. Nevertheless, except for minor buildings and structures, development will be viewed as permanent (i.e. potentially remaining for the long term). Accordingly, development shall be located at appropriate locations so that future phases of intensification are not inhibited. Over time, the redevelopment of lands within this designation will be encouraged to include residential or office uses in a mixed-use format.
- d) Development shall be designed to be pedestrian and transit friendly from the outset. In particular, development shall be generally oriented to the street where possible and designed to promote a vital and safe street life and to support early provision of transit. However, where large scale stores are permitted, given that they are often not conducive to a pedestrian oriented street setting, design alternatives to

address this issue will be utilized. These may include locating these stores in the interior of a commercial or mixed use development block with small-scale stores and other buildings oriented to the surrounding major roads to create a strong street presence. Alternatively, the frontage of the building facing a major road could be lined with small-scale stores and/or have multiple entrances.

vi) Built Form and Intensity-Office Development

- a) Office development for the entire Wonderland Road Community Enterprise Corridor shall not exceed 20,000 square metres gross floor area.
- b) Single user buildings will be encouraged within this designation.
- c) Each building shall have a maximum gross floor area of 5,000 square metres.
- d) Buildings and structures within this designation shall have a low to mid-rise height. Maximum heights shall not exceed four storeys.

vii) Built Form and Intensity-Residential Development

- a) Development shall occur at a minimum density of 150 units per hectare, and a maximum density of 175 units per hectare.
- b) Building heights shall not be less than 6 storeys, and shall not exceed 14 storeys.
- c) The Urban Design policies of Section 20.5.3.9 of this Plan shall apply.

viii) Built Form and Intensity-Institutional Development

- a) Buildings and structures within this designation shall have a low to mid-rise height. Maximum heights shall not exceed four storeys.
- b) Development proposals shall adhere to the area and site design criteria provided in Section 6.2.5 of the Official Plan.

ix) Parking-Office and Residential Development

- a) Parking will be located underground, in a structure integrated into the building or at the rear of the property behind the building or in a surface parking field to the rear of the building. Surface parking may be considered in the interior side yard, provided design measures are used to mitigate the view of the parking field from the public realm. Parking is not permitted along the property frontage between the building and the public right-of-way.
- b) Appropriate buffering shall be provided between parking areas and “back of building” functions, such as loading/receiving areas and garbage/storage areas, and adjacent land uses or the public realm.



x) Allocation of Commercial and Office Development

In order to ensure that the limits on commercial and office development are not allocated to development that is not imminent or near-term, applications for Zoning By-law amendments for commercial and/or office development on lands within the Wonderland Road Community Enterprise Corridor shall be considered to be premature if the required municipal infrastructure to support the development is not scheduled to be provided within three years of the date of application.

20.5.6.2 Low Density Residential

i) Intent

The Low Density Residential designation is intended to provide for a higher intensity of low density residential development than typically occurs in suburban low density areas. These lands are located south of Exeter Road east and west of Wonderland Road South. These areas are adjacent to natural areas, and opportunities for innovative development that takes advantage of these natural heritage features shall be encouraged.

ii) Permitted Uses

Permitted uses in the Low Density Residential designation shall include single detached, semi-detached, duplex, townhouse and stacked townhouse dwellings.

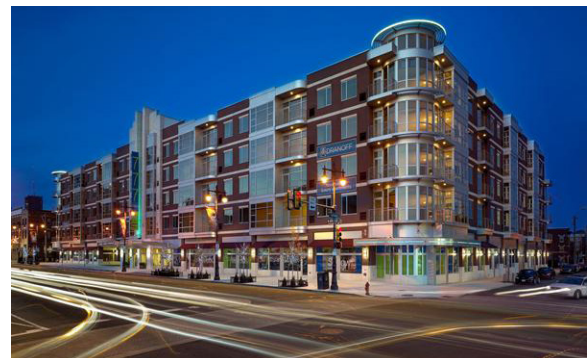
iii) Built Form and Intensity

- a) Development shall occur at a minimum density of 15 units per hectare. A residential density exceeding 30 units per hectare may be permitted through a site specific zoning by-law amendment, site plan application, and urban design review.
- b) Development shall be subject to height limitations in the Zoning By-law which are sensitive to the scale of development in the surrounding neighbourhood. Building heights shall be a maximum of four storeys.
- c) The Urban Design policies of Section 20.5.3.9, and the General Residential policies of Section 20.5.4.1 of this Plan shall apply.

20.5.6.3 Medium Density Residential

i) Intent

The Medium Density Residential designation is intended to provide for a higher intensity of medium density residential development than typically occurs in medium density areas. This is to be achieved by requiring a minimum density of development and encouraging the integration of the permitted range of housing types within individual developments and with the adjacent developments within the Neighbourhood Area.



ii) Permitted Uses

The primary permitted uses in the Multi-family, Medium Density Residential designation of the Official Plan will be permitted, including triplex and fourplex dwellings and with the exception of single detached, duplex and semi-detached dwellings. Convenience commercial uses and secondary permitted uses allowed in the Multi-family, Medium Density Residential designation of the Official Plan shall not be permitted within these areas.

iii) Built Form and Intensity

- a) Development shall occur at a minimum density of 35 units per hectare.
- b) Building heights shall generally not be permitted to exceed six storeys.
- c) The Urban Design policies of Section 20.5.3.9 and the General Residential policies of Section 20.5.4.1 of this Plan shall apply.
- d) A residential density exceeding 75 units per hectare (up to 100 units per hectare) may be permitted through a site specific zoning by-law amendment and site plan application. Urban design review shall be required. A request for an increase in density shall also be subject to the following criteria:

- the development is to be designed and occupied for seniors housing, or shall include provision for unique attributes and/or amenities that may not normally be provided for in medium density projects having a public benefit, such as, but not limited to, enhanced open space and recreational facilities, innovative forms of housing and architectural design features;
- Parking facilities shall be designed to minimize the visual impact off-site and provide for enhanced amenity and recreation areas for the residents of the development;
- Conformity with the policies of Section 11.1 of the Official Plan and this Plan shall be demonstrated through the preparation of a concept plan of the site that is consistent with the standards for the planning area; and,
- The final approval of zoning shall be withheld pending a public participation meeting on the site plan and the enactment of a satisfactory agreement with the City.



20.5.6.4 High Density Residential for Lands North of Exeter Road

i) Intent

The High Density Residential designation provides for transit-oriented, mid-to high-rise, residential development that is not mixed use in nature.

ii) Permitted Uses

Permitted uses in the High Density Residential designation shall include mid-rise to high-rise apartment buildings, apartment hotels, nursing homes, rest homes, and homes for the aged. Convenience commercial uses and secondary permitted uses allowed in the High Density Residential designation of the Official Plan shall not be permitted within these areas.

iii) Built Form and Intensity

- a) Development shall be subject to height limitations in the Zoning By-law which are sensitive to the scale of development in the surrounding neighbourhood.
- b) The Urban Design policies of Section 20.5.3.9 and the General Residential policies of Section 20.5.4.1 of this Plan shall apply.

20.5.6.5 17 and 31 Exeter Road

The following policies will apply to the lands identified in Land Use Schedule 6A and municipally known as 17 and 31 Exeter Road.

i) Applicable Policies

All the policies of the Wonderland Road Community Enterprise Corridor apply except where modified by these site specific policies.

ii) Function and Purpose

The property known as 17 and 31 Exeter Road is located at the southwest corner of two major arterial roads (Exeter Road and Wonderland Road) within the Southwest Area Plan. The intersection of Exeter Road and Wonderland Road is identified as a Focal Node in the Southwest Area Plan. The land uses on these properties will contribute to the function of the Focal Node as a gateway to the Southwest Area of London and the Wonderland Road Community Enterprise Corridor, as well as provide a transition from other areas, such as the Lambeth Community, to the uses located within the Wonderland Road Community Enterprise Corridor while supporting the Wonderland Road Community Enterprise Corridor uses.

The lands will develop as a mixed use area through a comprehensive planned approach. Development on the lands may include a range of land uses including mixed use buildings with ground floor retail commercial, free standing high density



residential buildings, free standing office buildings, free standing institutional buildings and some smaller scale free standing commercial buildings including automobile oriented commercial buildings.

Buildings are to be focused to the street with parking areas to be located predominantly in side or rear yards and/or within structured parking facilities. New internal public and/or private streets may be created with a view to limiting direct access to arterial roads. Emphasis shall be placed on architectural quality and urban design to create an urban main street character.

iii) Character

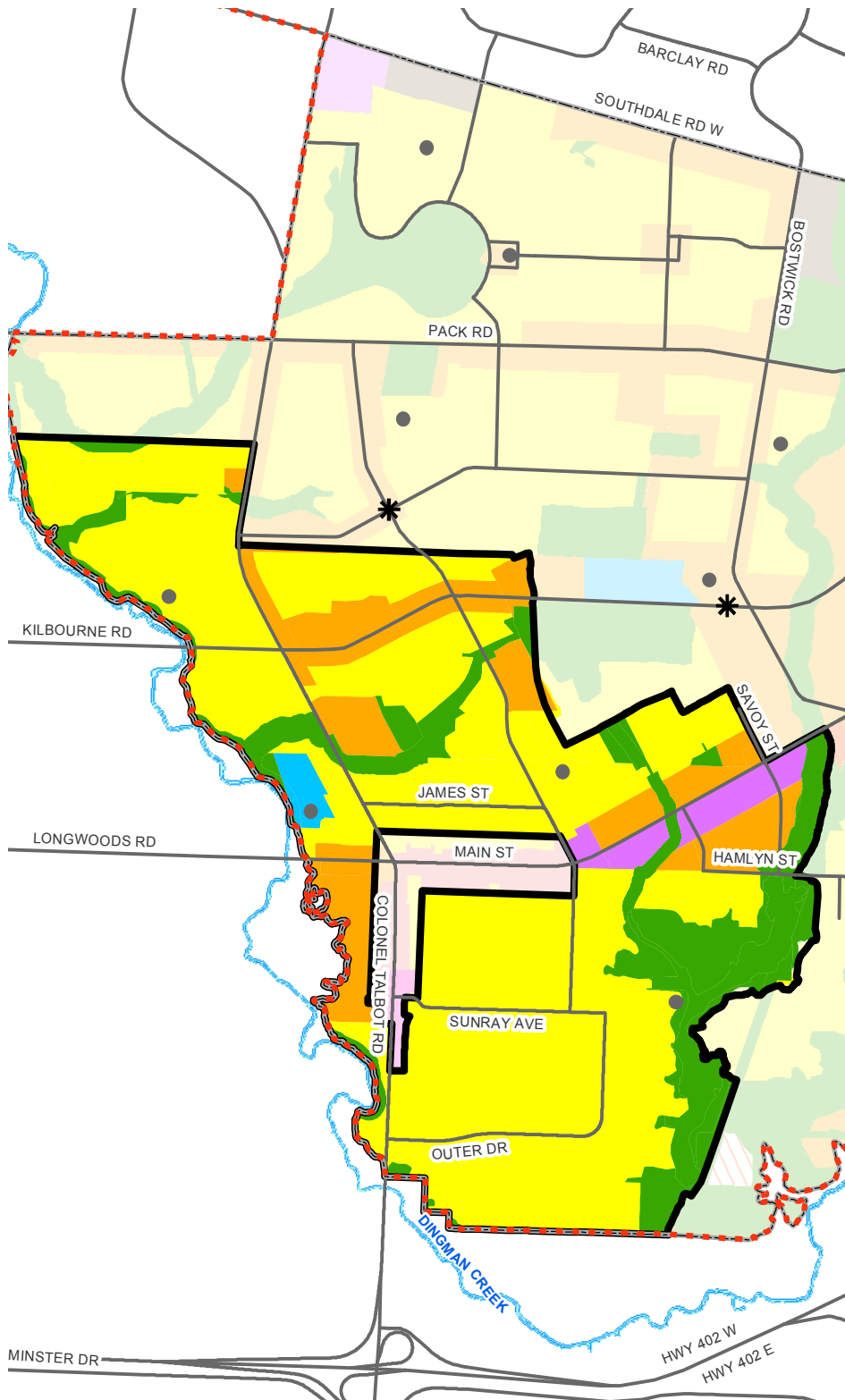
Development should provide for a walkable urban main street experience on a pedestrian scale. Buildings along Exeter and Wonderland Road should be street oriented, with the public right-of-way designed to support pedestrian activity and street oriented retail or other active uses. Boulevards may include wider sidewalks and may include outdoor patio areas, and hard and soft surface landscaping treatments, including street trees and furniture; all to create a vibrant street context.

iv) Permitted Uses

- a) Commercial/institutional land uses including but not limited to retail commercial uses; service and repair establishments, food stores; convenience commercial uses; personal and business services; pharmacies; restaurants; financial institutions; professional and personal service offices; entertainment uses; galleries; studios; automobile oriented commercial uses; community facilities such as libraries and day care centres.
- b) Office Uses
- c) High Density Residential Uses
- d) Mixed Use Buildings that include two or more of the following uses: Office Uses, Residential Uses, Commercial Uses, Institutional Uses

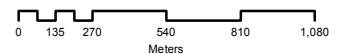
v) Special Use Provisions

- a) No individual commercial use on these lands is to exceed 2,800 square metres gross floor area. (30,139 square feet).
- b) Mixed use commercial/office/ residential buildings shall not exceed 75 residential units per hectare and a maximum height of 4 storeys.
- c) High density residential buildings shall not exceed 150 residential units per hectare and 10 to 12 storeys in height.



**Schedule 6
To
Southwest Area Secondary Plan
*Lambeth Residential
Neighbourhood Land Use
Designations***

- High Density Residential
- Medium Density Residential
- Low Density Residential
- Commercial
- Office
- Wonderland Road Community Enterprise Corridor
- Main Street Lambeth North
- Main Street Lambeth South
- Open Space and Environmental Review
- Institutional
- Industrial
- Transitional Industrial
- Urban Reserve Community Growth
- Urban Reserve Industrial Growth
- Rural Settlement
- Neighbourhood Central Activity Node
- Parks (Existing and Proposed)
- Urban Growth Boundary
- Neighbourhood Boundary



PROJECT LOCATION:
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