

Foxwood Crossing Phase 3 1959 Wharnccliffe Road South

**City of London Planning and Environment Committee
Public Meeting: April 20, 2015**

Overview

Design Objectives:

- Inclusive, 'complete' neighbourhood
- Integrate range of uses with character of Phases 1 & 2
- Contribute positively to Bostwick neighbourhood

Key Elements:

- Lower density residential uses (west of Savoy Street)
 - Building forms similar to Phases 1 & 2
- Intensive, mixed-use activities (east of Savoy Street)
 - Medium density residential forms, public uses
 - Convenience commercial uses to service local residents
- Open space areas and linkages to parkland
 - Protect core woodlot and stream corridor
 - Promote connectivity via walkways/local street network

Original Draft Plan (June 2014)

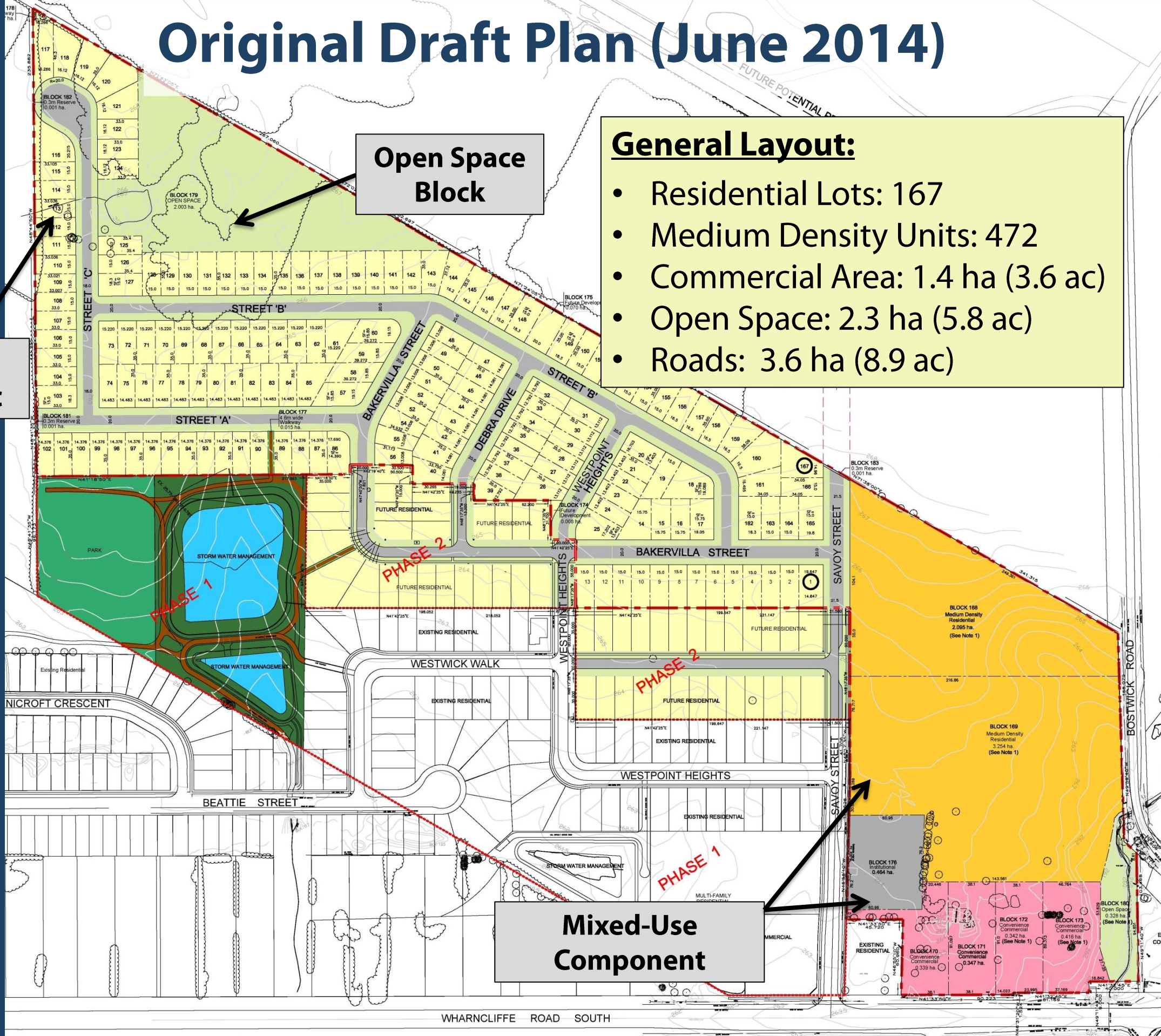


**Proposed
Cul-de-sac**

**Open Space
Block**

- General Layout:**
- Residential Lots: 167
 - Medium Density Units: 472
 - Commercial Area: 1.4 ha (3.6 ac)
 - Open Space: 2.3 ha (5.8 ac)
 - Roads: 3.6 ha (8.9 ac)

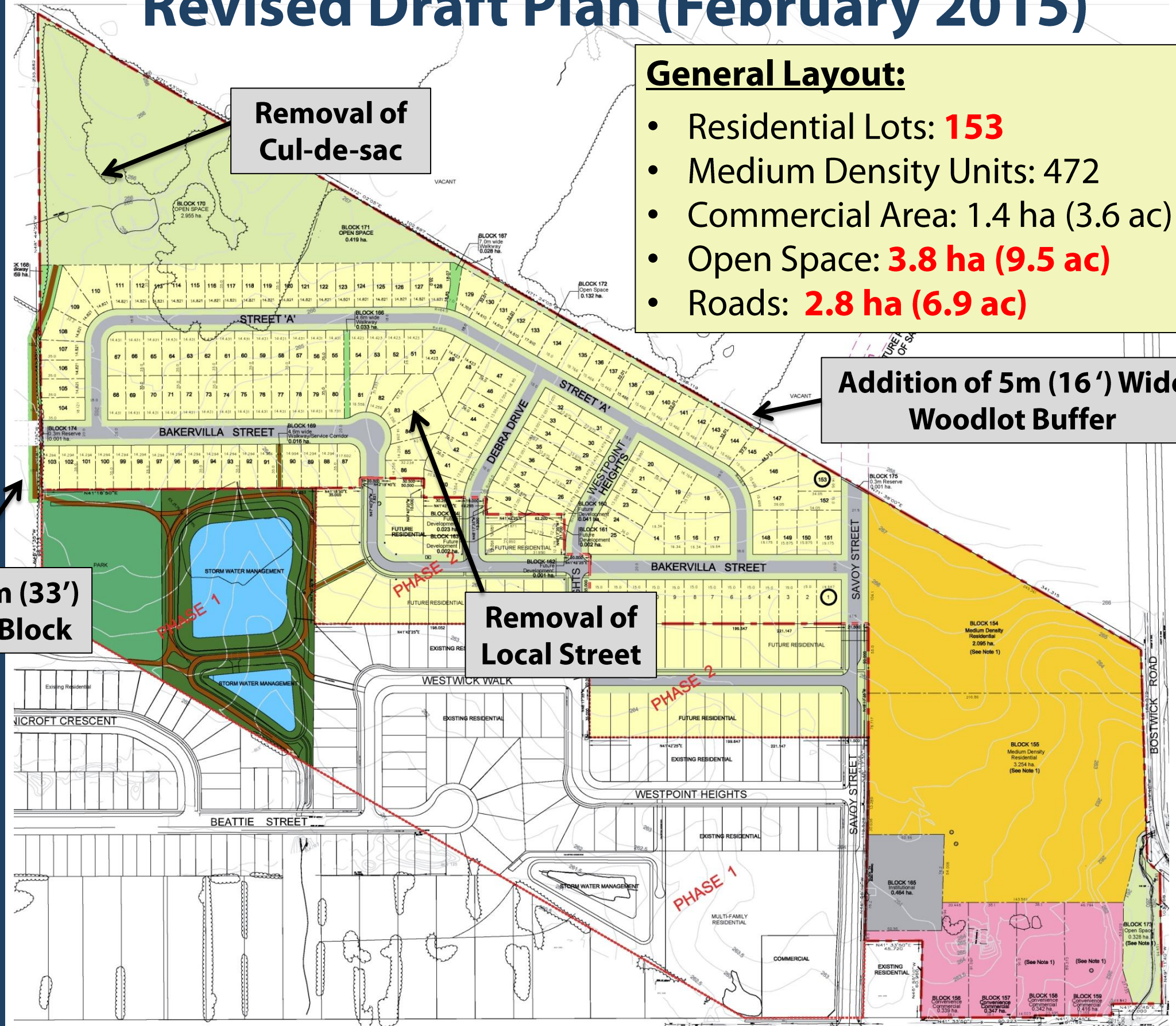
**Mixed-Use
Component**



Revised Draft Plan (February 2015)



- General Layout:**
- Residential Lots: **153**
 - Medium Density Units: 472
 - Commercial Area: 1.4 ha (3.6 ac)
 - Open Space: **3.8 ha (9.5 ac)**
 - Roads: **2.8 ha (6.9 ac)**



Removal of Cul-de-sac

Addition of 5m (16') Wide Woodlot Buffer

Removal of Local Street

Addition of 10m (33') Wide Pathway Block



Draft Plan Redlines/Conditions

Outstanding Concerns:

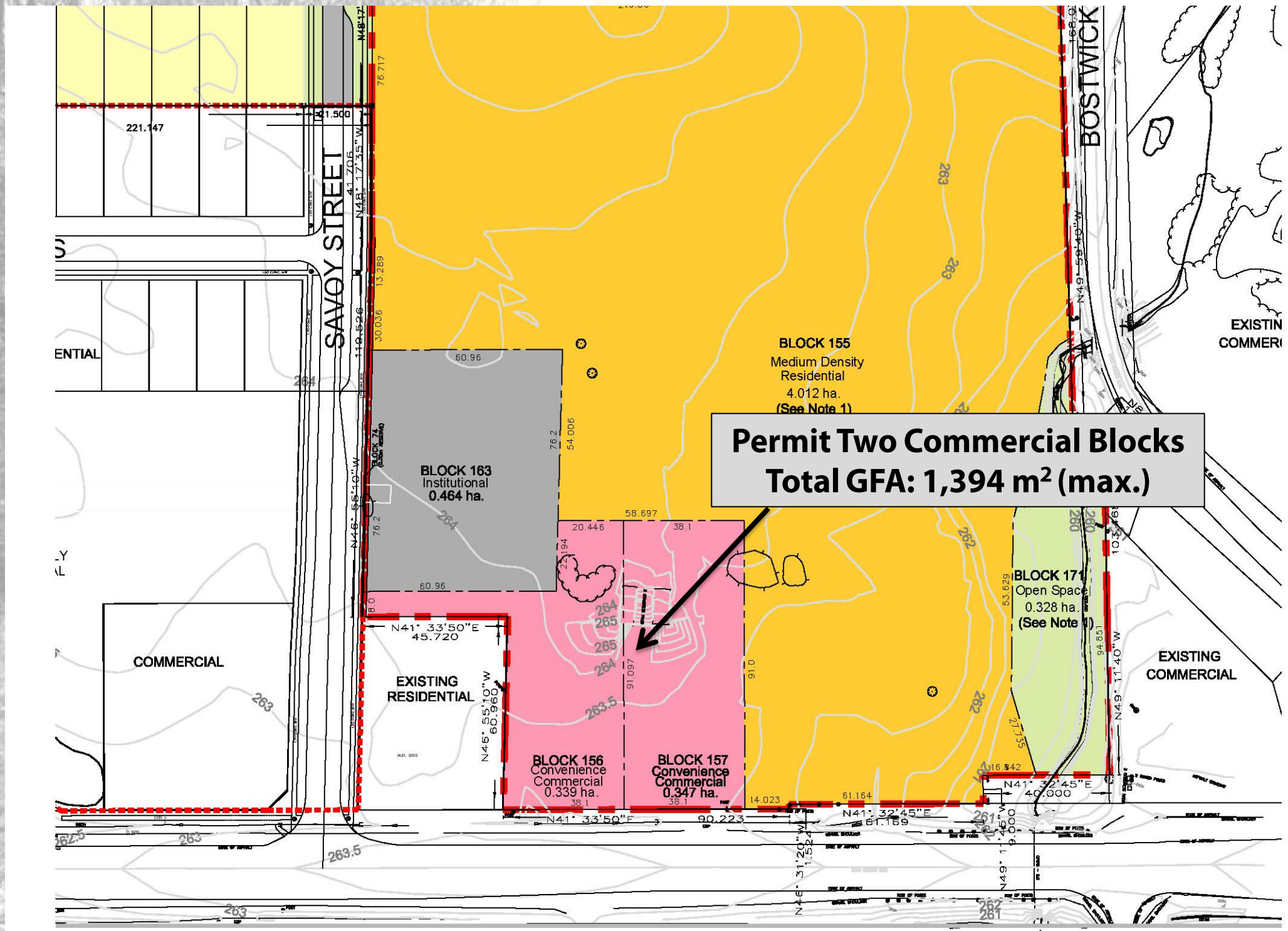
- Removal of convenience commercial blocks
 - Proposed Draft Plan redline
- 20m (66') wide rights-of-way for most local streets
 - Proposed Draft Plan Condition 59 and redlines
- Sidewalks required on both sides of local streets
 - Proposed Draft Plan Conditions 66 and 67

1. Commercial Blocks

Key Merits:

- **SWAP permits convenience commercial uses in the 'Medium Density Residential' designation (Bostwick)**
 - eg. variety stores, medical/dental offices, studios
- Potentially 1,000 households within close walking distance
- **Site-specific zoning would limit retail space and focus on localized personal services**
- Provides effective transition between arterial road corridor and low and medium density residential
- Site design would minimize impacts to adjacent uses
 - No direct access to Wharncliffe Road South
 - No drive-throughs

Proposed Modification



2. 20m Wide Rights-of-Way

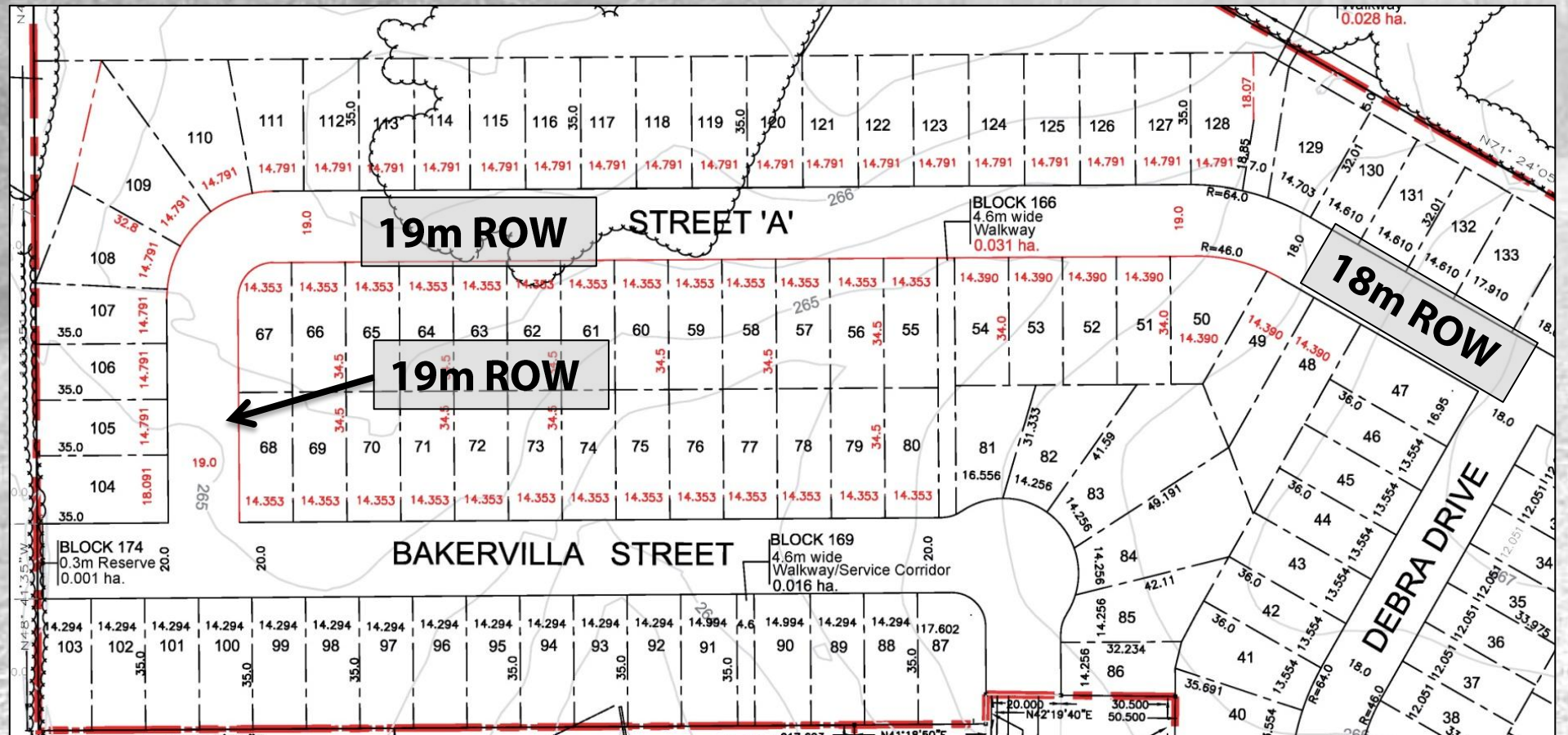
Concerns:

- Draft Plan designed with 18m (59') ROW width to accommodate services/functions
 - ie. traffic circulation, servicing, sidewalks, trees, snow storage
- Narrower ROW/lane width promotes traffic calming
- Reduction in lot areas impacts on marketability

Proposed Modification

Condition 59:

- Widen west length of Street 'A' to 19m (62') wide ROW
- Maintain 18m ROW for other local streets
- Redline lot layout for lands west of Lots 50 & 128



3. Sidewalks on Both Sides of Local Streets

Concerns:

- Conditions 66 & 67 imposed to address SWAP policy, rather than a City-wide practice:

20.5.3.9 ii b)

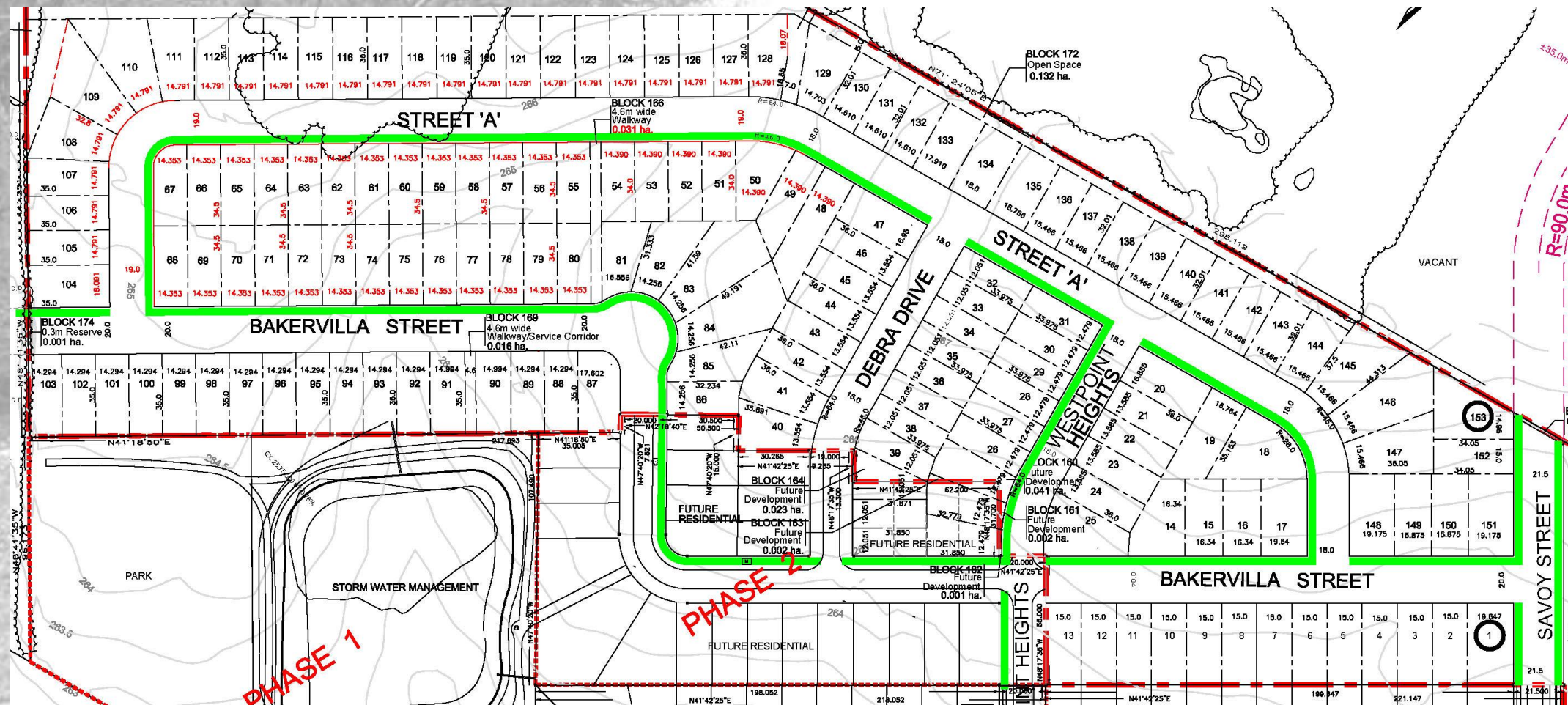
Sidewalks shall generally be required on both sides of all streets with the exception of:

- *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;*
- Arrangement is problematic for several reasons:
 - Not warranted given limited pedestrian/traffic volumes
 - Additional capital/maintenance/environmental costs
 - Reduces driveway parking available for residential lots

Proposed Modification

Condition 66:

- Apply current City practices to sidewalk design
 - Single sidewalks on longer local roads



Proposed Modification

Condition 67:

- Requires construction of sidewalks on both sides of local streets in Foxwood Crossing Phase 2
- Conditions should not apply to external lands
- **Request Condition 67 be removed**
 - Modify Phase 2 Draft Plan Conditions, if required

Summary

York Developments and MHBC support the Staff Recommendation, provided:

- The recommended Zoning By-law Amendment is revised to permit convenience commercial uses;
- Right-of-way widths for local streets remain at 18m, other than the western length of 'Street 'A' (19m);
- Sidewalk requirements are based upon current City practices (Condition 66);
- Condition 67 applying to Phase 2 is removed; and
- Staff provide a pathway concept concurrently with York's submission of Design Studies (Conditions 14 & 15).

Thank you