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**File No. O-7609
Planner: G. Barrett**

TO:	CHAIR AND MEMBERS - PLANNING AND ENVIRONMENT COMMITTEE
FROM:	JOHN M. FLEMING DIRECTOR, LAND USE PLANNING AND CITY PLANNER
SUBJECT:	INFORMATION REPORT SOUTHWEST AREA PLAN (SWAP) REVISIONS TO THE LAND USE PLAN, PHASING & SERVICING STRATEGY, TRANSPORTATION NETWORK, AND NATURAL HERITAGE FEATURES PLAN AND DRAFT SOUTHWEST AREA SECONDARY PLAN MEETING ON JUNE 18, 2012 4:15 P.M.

RECOMMENDATION

That, on the recommendation of the Director, Land Use Planning and City Planner, the following report, in response to Council's request for further review and evaluation of the SWAP preferred land use plan, phasing and servicing strategy, transportation network, and natural heritage features, that the following actions **BE TAKEN** on the draft revised Southwest Area Plan and proposed amendments to the Schedules of the City Official Plan:

- a) the draft Southwest Area Secondary Plan (June 2012) **BE RECEIVED** for information and circulated to members of the public, landowners and stakeholder groups for input, noting that the June 2012 draft Secondary Plan will be available and posted in advance of the community meeting, scheduled for June 27, 2012 at the Lambeth Community Centre; and
- b) That the Official Plan Amendment to adopt the Southwest Area Secondary Plan **BE INTRODUCED** at a public participation meeting of Planning and Environment Committee to be scheduled for October 2012.

Agenda Item #	Page #

File No. O-7609
Planner: G. Barrett

PREVIOUS REPORTS PERTINENT TO THIS MATTER
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April 30, 2012	Information report to Strategic Priorities and Policy Committee on the Southwest Area Plan Servicing Strategy and how it fits into the City's Growth Management Implementation Strategy (GMIS).
December 12, 2011	Information report to Planning and Environment Committee on how four key public issues identified by Council have been addressed, including servicing and phasing strategy; and to obtain Council direction to circulate the revised SWAP plan to the public for review and feedback.
Sept. 20, 2011	Presentation to Committee of the Whole on a revised servicing and phasing strategy for the Southwest study area, as recommended by Civic Administration.
Sept. 13, 2010	Report to Planning Committee on the public comments received on the draft Southwest Area Plan report, preferred land use plan, and associated background studies.
June 15, 2010	Report to Planning Committee on interim public comments received on the draft Southwest Area Plan report and associated background studies.
April 26, 2010	Report to Planning Committee on the release of the draft Southwest Area Plan report and associated background studies.
July 20, 2009	Information report to Planning Committee on the landowner interviews, public visioning session and stakeholder workshop held in May and June of 2009.
May 6, 2009	Information report to Planning Committee on the Draft Public Participation Program.
February 9, 2009	Report to Planning Committee recommending approval of the Terms-of-Reference.

SWAP PROGRESS SINCE STAFF REPORT IN DECEMBER 2011
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In December 2011, Staff presented an update on the draft Southwest Area Plan and a preferred land use plan to the Planning and Environment Committee. In January 2012, Council requested that a second concept be developed to incorporate additional commercial land use along the Wonderland Road South corridor, south of the Bradley Avenue extension.

Since that time, the following actions have been undertaken:

- Public meeting on February 7, 2012
- Follow-up correspondence/telephone calls with public in response to inquiries
- Follow-up meetings with landowners and development community

Agenda Item #	Page #

File No. O-7609
Planner: G. Barrett

- Follow-up meetings with internal departments and outside agencies,
- On-going discussion with the Environmental and Ecological Planning Advisory Committee (EEPAC) concerning proposed refinements to Schedule B1 “Natural Heritage Features”
- Retained a consultant to undertake a commercial market analysis to be completed by May 2012
- Further financial and servicing analysis of a revised phasing and servicing options based on input received from landowners and developers in the context of the Growth Management Implementation Strategy
- Information meeting, on April 30, 2012, to Strategic Priorities and Policy Committee on possible phasing and staging of engineering servicing infrastructure for public review
- Meeting with Brockley/Shaver land owners at a community meeting on May 2, 2012

The next steps to be undertaken to complete the project:

- June 27, 2012 community meeting to review draft final preferred land use plan and draft secondary plan document, and
- October 2012 for public participation meeting at Planning and Environment Committee for consideration of the Official Plan amendment and Southwest Area Secondary Plan.

PURPOSE

This report serves to update and request direction from the Planning and Environment Committee on the following:

- i) Presentation of the proposed revised land use concept plan, the proposed amendments to Schedules “A” – Land Use, “B-1” – Natural Heritage Features, and “C” - Transportation of the City Official Plan, and the draft Secondary Plan for the Southwest Area.
- ii) Obtain Council direction to circulate the revised land use concept, proposed Official Plan amendment and draft Secondary Plan for public review and feedback prior to a Public Participation Meeting to be scheduled for October 2012.

BACKGROUND

Council Directed “Sendbacks” for further review by City Staff:

In June 2010 Staff presented the draft Southwest Area Plan and Concept Plan to Municipal Council. This Plan, prepared by the consultants (AECOM) retained by the City, was the culmination of the Southwest Secondary Planning process that began in February 2009 with the Council adoption of the terms of reference for the SWAP. At that time, Council referred the Plan back to Staff to address issues raised through the public consultation process, focusing on four key areas:

1. A revised servicing strategy.
2. Further review of the Exeter/Wonderland/Wharncliffe intersection
3. Further review of outstanding environmental issues
4. Consideration of land uses changes, particularly the extent and location of industrial lands, based upon the emerging role of the Wonderland Road South Corridor and a possible interchange at Wonderland Road South and Highway 401.

Staff reported back in December 2011 on the four referred matters. Council then directed that staff recirculate the revised land use plan and corresponding land use policies for further review.

Agenda Item #	Page #

File No. O-7609
Planner: G. Barrett

In addition to the matters previously referred for further consideration, this recommended land use concept, phasing strategy and Secondary Plan policies reflects the Transportation Master Plan (TMP) and the Growth Management Implementation Strategy (GMIS).

1. SERVICING AND PHASING STRATEGY
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The "phases" in SWAP, as presented in the May 5, 2010 report, presented two phases – Phase 1, which would accommodate a moderate amount of growth on lands already designated and approved for development, and Phase 2, which included all other lands that would require the construction of the Southside Treatment Plant before they could be developed. The “phasing strategy” in that report identified the order of development for lands within SWAP once the Southside Sewage Treatment Plant was constructed. It did not contemplate the development of any lands not currently designated until the completion of the Southside Plant. The May 5, 2010 SWAP report provided a phasing strategy for the Phase 2 lands once the Southside Treatment Plant was constructed and operational, and was consistent with the City’s policies at that time. These policies were that no lands beyond the identified Phase 1 lands could develop until the completion of the Southside Treatment Plant.

Over the past year, there has been extensive strategic review and collaborative efforts of City Departments on citywide phasing and servicing, including the southwest quadrant of the City.

On September 20, 2011 and April 30, 2012, City staff presented an interim servicing solution to the Strategic Priorities and Policy Committee, to provide for the development of some lands in the SWAP area until an ultimate servicing solution is identified and constructed.

This review has resulted in a possible 3-Phase Servicing Strategy for the new southwest lands:

1. Approved Developable Lands
 - lands within draft approved or registered plans of subdivision,
2. Interim Developable Lands
 - opportunity for new growth in the short to medium term that does not require the ultimate wastewater servicing solution, and
3. Ultimate Developable Lands
 - build out beyond the “Interim Developable Lands” phase, which will require the construction of the ultimate wastewater servicing solution.

Based on the anticipated yearly residential construction citywide that could develop in the southwest, it is expected that full build out of the Interim Developable Lands designated low density residential could occur in 17 years. It is estimated that it would take approximately 4 years to undertake the EA, design, construction and commissioning of the ultimate wastewater servicing solution. Based on the current rate of residential growth, the Municipal Class Environmental Assessment (EA) would need to be initiated in 13 years (2025), which would correspond to approximately 75% buildout of the low density residential units. The timing of the proposed trigger of this EA and subsequent buildout of the Ultimate Lands (e.g. remaining developable lands in the Southwest Area) depends on both the demand for housing and services in the Southwest Area and the ability of the DC rate structure to finance the expansion. The timing and costs related to the commencement of the ultimate wastewater servicing EA will be reflected in the 2014 Development Charges (DC) Study.

The timing associated with bringing on the “Ultimate Developable Lands” will be a function of the market demand for residential units in the southwest, the identification of the required infrastructure in the DC project list, and the timing of the infrastructure in the GMIS.

Agenda Item #	Page #

File No. O-7609
Planner: G. Barrett

Given that there is limited capacity available at Greenway PCP (both conveyance and treatment capacity), only a portion of the SWAP lands can be included in Interim Developable Lands. An approach that would allocate capacity between landowners that would need to be negotiated for inclusion in the Interim Developable Lands, would identify certain lands as “in” or “out” and may not necessarily reflect “good planning” from a logical progression of development. For example, the development of residential uses in North Lambeth over industrial/commercial uses in Brockley would not promote an appropriate mix of residential and commercial land uses, at a reasonable cost to the City, comparable to the proposed Interim Developable Lands scenario that was previously supported by Council.

It is recognized that the GMIS will need to be revised to stage the servicing for the Interim Developable Lands. This may mean that some lands that are currently planned for servicing may be “pushed out” to be serviced at a later date. This will be evaluated prior to the completion of the final recommended plan in October.

Recommended “Interim Developable Lands” Servicing Strategy:

Wonderland Corridor North to South Staging Strategy is focused on completing the Central Longwoods neighbourhood and allowing for the orderly progression of development within the Wonderland corridor. This was presented as Scenario “B” in the April 2012 presentation to Strategic Priorities and Policy Committee. Development would start from the existing commercial lands south of Southdale Road West, and extend southerly along Wonderland Road South to Dingman Drive. This would also allow for completion of the Longwoods residential community to the east of the corridor. A pumping station is recommended to postpone the ultimate trunk sanitary sewer (located south of Wharncliffe Road) until the widening of the Wonderland Road South corridor is required. The coordination of the sewer and road project (south of Wharncliffe Road South) would provide a substantial cost savings. As a result, this is the least costly near term scenario. There is adequate capacity within the existing sanitary conveyance and treatment system for this scenario. Servicing for growth in Lambeth would be deferred until the ultimate wastewater servicing solution is established.

The servicing of the “Interim Developable Lands” includes:

- Full build out of Wonderland Corridor, starting from the existing commercial lands south of Southdale Road West and progressing southerly to Dingman Drive,
- A sanitary pumping station to service the lands within the northern part of the corridor,
- A permanent trunk sanitary sewer to be coordinated with the widening of Wonderland Road South, south of Wharncliffe Road South to the pump station at Dingman Drive,
- Full buildout of the Central Longwoods residential community, including all permanent servicing,
- A trigger for the ultimate servicing solution upon 75% of buildout of the low density residential lands within the “Interim Developable Lands”. This would include initiating a Municipal Class EA to determine the preferred wastewater servicing solution, and
- The projects and staging of projects within the Interim Developable Lands would be used in the preparation of the 2013 GMIS Update, and would be reflected in the 2014 DC Study Update, with the timing to be confirmed in that study.

As part of the review of the interim servicing strategy, staff met with landowners in the area regarding the extent of the lands identified in the Interim Developable Area. Most landowners agreed with the underlying premise of Scenario B, i.e.: a north to south servicing strategy focused on the Wonderland Road S corridor.

Staff reviewed various submissions, and is proposing a modified Scenario B that would still meet the following criteria:

- Any additional lands must be able to be serviced within the treatment and conveyance constraints at the Greenway Pollution Control Plant, and

Agenda Item #	Page #

File No. O-7609
Planner: G. Barrett

- Any infrastructure required for additional lands must be identified within the current DC project list, and be reflected in the DC rate.

As a result of this review, the currently designated lands adjacent to Lambeth (primarily lands north of Main Street and east of Colonel Talbot Road) have been added to the Interim Developable Lands. Preliminary engineering review has indicated that these lands can be accommodated within the servicing constraints and proposed phasing strategy. Additional work to confirm the infrastructure projects and costing will be undertaken prior to the final recommendation in October.

This modified Scenario B would also be consistent with the evaluation of the scenarios included in the April report, attached as Appendix “B” to this report.

Based on Council’s direction in May 2012, staff will continue to engage the public on the proposed servicing and phasing strategy, supported by Council in May 2012.

2. RATIONALIZING THE TRAFFIC “TRIANGLE”
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Through the SWAP Vision sessions, and identified by the City Transportation Division, the need to rationalize the Wharncliffe/Exeter/Wonderland intersection was identified as an issue to be addressed.

The objectives of the SWAP review, concerning the intersection, are to resolve the following:

- traffic constraints at the intersection, particularly with the anticipated increase in traffic on Wonderland Road South once an interchange with Highway 401 is constructed,
- provide opportunities to reduce truck traffic through Lambeth to encourage greater pedestrian orientation along Main Street, and
- establish the collector road system for the lands north of Lambeth between Bostwick and Colonel Talbot Roads.

The principles of the transportation system in SWAP are to identify the following:

- opportunities and constraints, including the traffic triangle,
- consistent/integrated approach with the Transportation Master Plan,
- include east/west road network to connect neighbourhoods, and
- identify local needs/traffic capacity to re-distribute traffic flow through the neighbourhoods.

A significant SWAP issue raised by the public related to the proposed alignment of Wharncliffe Road South and resulted in one of four Council “send-backs”. Other transportation related issues that were raised by the public include:

- impact of road network on woodlots, and the need to align the east/west road to protect the woodlot,
- impact of the road network on orientation of established business operation/institutional facility, and
- driveway location and access issues.

The land use concept plan, presented to Planning and Environment Committee in December 2011, reinstated the current alignment of Wharncliffe Road South and the “triangle”.

The major road network for SWAP is reflected in the attached proposed amendment to Schedule C of the Official Plan. The proposed amendment to Schedule C shows the road classification – arterial, primary collector, and secondary collector, and the proposed location of these roads. The proposed road alignments have also been modified to avoid natural areas. The proposed road alignments are all subject to confirmation of a revised traffic study, to be completed prior to bringing forward the Official Plan amendment for SWAP.

Agenda Item #	Page #

File No. O-7609
Planner: G. Barrett

A major feature of the Southwest Area is the Wonderland Road South gateway. With the completion of an interchange at Highway 401, Wonderland Road South will become a major north/south connection to the Provincial highway system for the entire west end of the City. The proposed gateway design treatment for Wonderland Road South will serve two major functions:

- a high volume north/south arterial with a minimum of four through traffic lanes (two northbound and two southbound), and
- a pedestrian-oriented road with on-street parking opportunities, local street connections, and a high landscape design standard that will accommodate significant tree planting within widened medians.

Three different design treatments are proposed along Wonderland Road South from its intersection with Highway 401 north to Southdale Road West. These road sections will be accommodated in a widened right-of-way (approximately 57 metres wide), and will provide an opportunity for both residential and commercial uses along this high volume corridor. A consistent element of this gateway design is a 7.5 metre wide centre median with a raised planting bed. This will accommodate significant planting.

The function of the street and streetscape serves to provide the following:

- a non-standard, 6-lane right-of-way cross section to maximize traffic safety, and ensure safe and efficient traffic movement along Wonderland Road South and through the “triangle” area,
- adequate capacity for future Wonderland Road South interchange with Highway 401,
- a tree-lined “gateway” corridor treatment into the Forest City,
- an enhanced public realm and landscaping to create a pedestrian friendly walking environment,
- support mixed-use land use anticipated to be located adjacent to six lanes of traffic,
- building setbacks and site design strategies for large commercial block adjacent to Wonderland Road South to ensure that the sights are both internally integrated, but also integrated with Wonderland Road South,
- an aesthetic excellence within the public right-of-way along the Wonderland Corridor, between the Bradley Avenue extension and Dingman Drive.

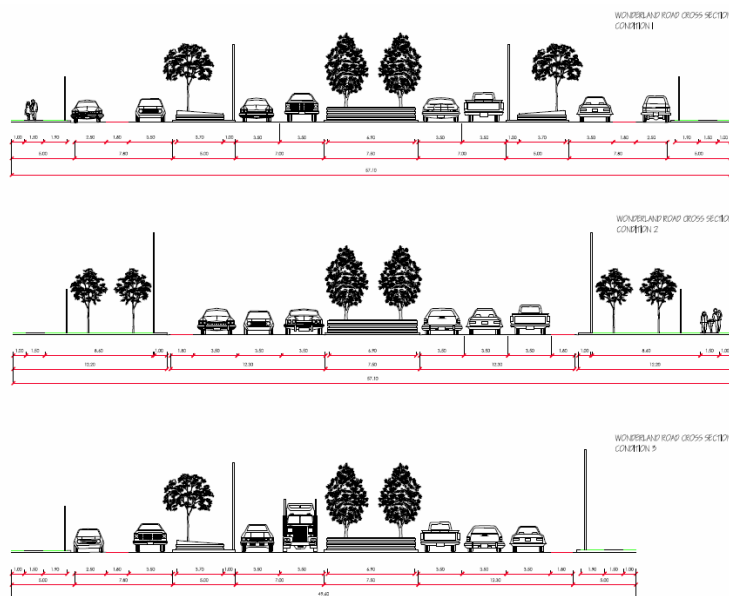


Figure 1 - Wonderland Boulevard Cross-Section

Agenda Item #	Page #

File No. O-7609
Planner: G. Barrett

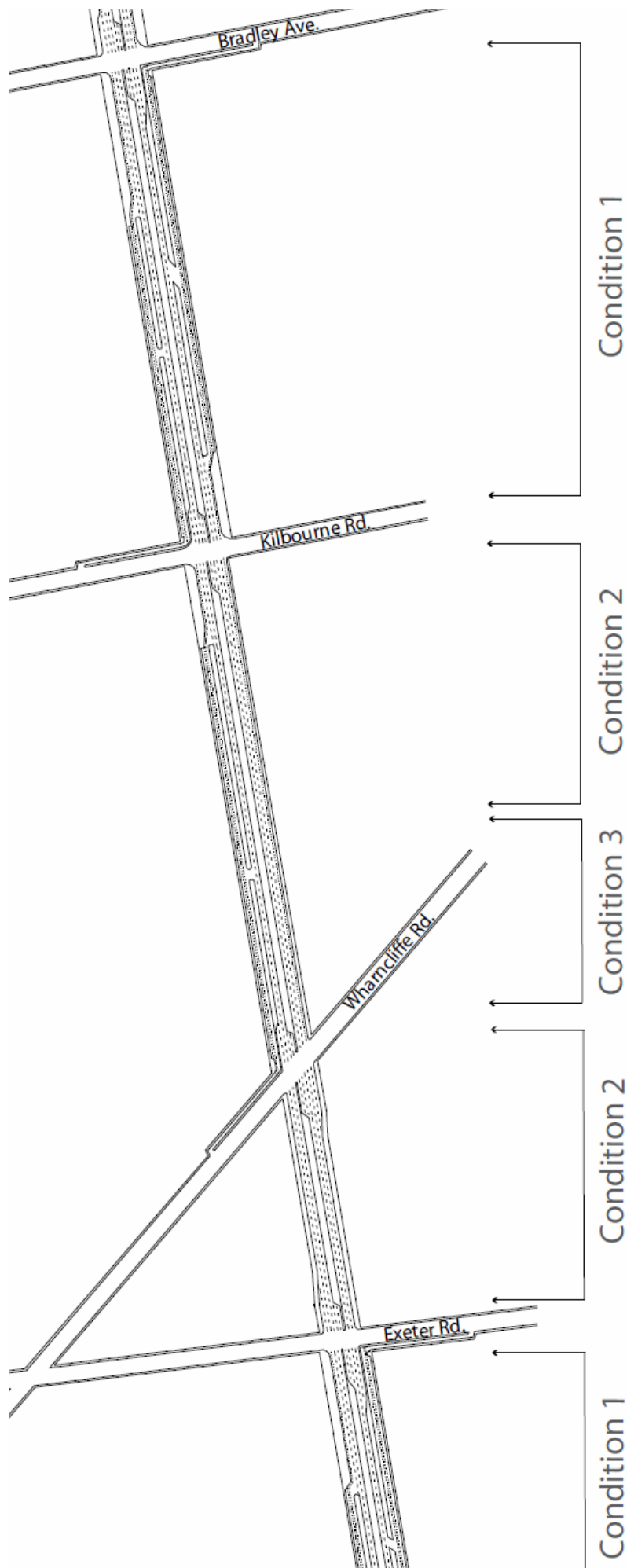


Figure 2 –
 Wonderland Boulevard
 Intersections

Agenda Item #	Page #

File No. O-7609
Planner: G. Barrett

3. LAND USES

“Neighbourhood Areas” are being proposed for the revised SWAP plan to describe the range of land uses and specific policies applicable to each Neighbourhood Area. The intent is to create a community structure that establishes the road network, natural heritage features to be protected, and to provide the policy framework for use, intensity and form. A collaborative approach between landowners is encouraged to achieve the target mix of uses and minimum densities within a neighbourhood. A detailed servicing analysis for the revised SWAP Plan will be completed prior to bringing forward the final Official Plan amendment.

The changes to the land use plan, from the draft concept plan presented to Planning and Environment Committee on December 12, 2011, are summarized as follows:

1. address natural heritage features,
2. show the Brockley residential community outside of the Urban Growth Boundary and show as “Rural Settlement”,
3. decrease amount of industrial lands,
4. decrease amount of mixed-use,
5. decrease amount of high density residential,
6. increase amount of medium density and low density residential,
7. increase amount of new commercial area
8. decrease amount of new office area, and
9. incorporate revised fine grain grid local road network
10. incorporate slip roads along Wonderland Road S to accommodate local road connections to the arterial road system.

The attached neighbourhood land use designation map, and a corresponding proposed amendment to Schedule A of the Official Plan reflects the proposed changes to the SWAP plan. The summary provided below is intended to give an overview of the focus areas of discussion since the Planning and Environment Committee meeting on December 12, 2011, and how any changes, based on those discussions, have been incorporated into the revised land use plan.

Employment Lands:

Council’s desire to capitalize industrial opportunities along Highway 401 is expected in the near future, through the Industrial Land Development Strategy (ILDS). The review will include the identification of future industrial lands in strategic locations along the Highway 401/402 corridor, which provides an opportunity to re-examine the industrial land uses for the area along the Wonderland Road South and Exeter Road corridors, especially for consideration of residential and mixed-use land uses. In light of the review of the ILDS, changes are proposed on the revised concept plan to incorporate residential land uses on lands that were originally contemplated for possible future industrial development within the Southwest London Planning Area, including lands on the north and south sides of Exeter Road, and portions of land on the east and west sides of Wonderland Road.

Wonderland Road corridor – “Wonderland Boulevard”:

This Neighbourhood Area is intended to serve as the primary north/south gateway to the west end of the City from Highway 401. The design of Wonderland Road South right-of-way will provide an opportunity for a mix of land uses along this strategic corridor, and create a strong visual image for the Southwest Area. Key features of this Neighbourhood Area include:

- promote pedestrian first, vehicles second with respect to land use on the site,
- orientation of buildings to enhance pedestrian movement to and through the site,
- incorporate high connectivity within the site,

Agenda Item #	Page #

File No. O-7609
Planner: G. Barrett

- relate the on-site building orientation and pedestrian access to one another, and
- a mix of land uses to serve both local/neighbourhood needs and citywide/regional needs.

i) Commercial Designation

A commercial study was completed by Kircher Research Associates Ltd. (Retail Market Demand Analysis for SWAP, dated May 15, 2012). The study area comprises lands south of the Thames River, including the lands in SWAP.

The inventory of existing commercial occupied space in the study area is approximately 500,000 square feet, and the total demand identified as being warranted for SWAP is approximately 570,000 square feet by 2014. The recommendations of the study indicate the total cumulative retail and related service space, by specific target years that would be required, as follows:

Target Year **2014** – 570,000 square feet
 2016 – 685,000 square feet
 2021 – 925,000 square feet
 2026 – 995,000 square feet

The Kircher commercial study states that single use developments (e.g. large format retail) are becoming less desirable over time, and that the trend is leading towards a preference for mixed-use developments, and where warranted, increased intensity of mixed use rather than single level projects. Based on the commercial study, refinements to the extent of commercial designated lands were taken into consideration in the revised land use schedules.

In response to the Council direction to identify opportunities for additional commercial land in the Wonderland Road corridor, the revised land use plan shows an extension of commercial lands (approximately 380,000 square feet) along the Wonderland Road South corridor, south of the proposed Bradley Avenue extension. The form of commercial is proposed to be large format development, similar to the existing commercial lands located north of the proposed Bradley Avenue extension. The revised Plan also identifies the opportunity for up to 200,000 square feet of additional commercial development within the Main Street Wonderland mixed use area.

The proposed commercial lands identified in “Wonderland Boulevard” achieve the following:

- provide opportunity for some additional commercial designated lands in SWAP, consistent with the findings of the Kircher commercial study,
- provide flexibility to extend more commercial uses, south of the proposed commercial designated lands, subject to demand and warranted through a commercial feasibility study, and
- complete the commercial node, proposed to be located at the intersection of Wonderland Road South and the proposed Bradley Avenue extension.

ii) High Density Residential Designation

The lands immediately south of the proposed commercial designation are proposed to be designated “High Density Residential” (HDR). A proposed special policy in the Secondary Plan would provide some opportunity for redevelopment potential as commercial use, subject to certain criteria. The intent of the policy is to ensure that at least 75 percent of the commercial designated vacant lands, considered vacant prior to the adoption of SWAP, are developed before considering an Official Plan amendment to change the HDR designated lands to provide for additional commercial development. The need for additional commercial designated lands along Wonderland Road South is subject to demand for new commercial uses and warranted

Agenda Item #	Page #

File No. O-7609
Planner: G. Barrett

through a commercial feasibility study.

iii) Office Designation

The proposed “Office” designation along the Wonderland Road South corridor is intended to serve as an office area in a suburban context. The office use is being proposed within the SWAP planning area to capitalize on proximity and access to Hwy 401/402.

iv) Main Street Wonderland Designation

The proposed “Main Street Wonderland” will contain “mixed-use” land use that accommodates an integrated mix of primarily residential uses with commercial and/or office uses within the same floor plate.

For the lands located on the north east corner and the lands located on the south west corner of Wonderland Road South and Wharnccliffe Road South, the land use designation is proposed to recognize the existing commercial use and permit new commercial uses in single use buildings. In addition, it is proposed that the designation will allow the potential for expansion of the existing commercial uses in these areas.

For the lands on the opposite corners, located on the north west corner and the lands located on the south east corner of Wonderland Road South and Wharnccliffe Road South, the land use designation is proposed to allow for high density residential use with commercial and/or office on the ground floor, and up to three levels for office. Given the existing road alignment, it is anticipated that the proposed high density residential uses on the east side of the “triangle” located between Wharnccliffe Road South and Exeter Road will likely have a more inward focus towards the “Medium Density Residential” designated lands located east of Wonderland Road, rather than a focus towards Wonderland Road.

Given the site constraints of the lands on the east side of Wonderland Rd South, a “slip lane” is not proposed on the east side of Wonderland Road South at the “triangle” intersection. In this scenario, a window street would achieve the pedestrian orientation for adjacent development while restricting local road accesses at this particular intersection. The lands on the opposite corner, located on the north-west corner of Wharnccliffe Road South and Wonderland Road South, may accommodate a “slip” street, as described in section No. 2, above, and also provide opportunities for pedestrian-oriented development on the adjacent lands.

v) Low Density and Medium Density Residential Designation

The lands within the “Wonderland Boulevard” Neighbourhood Area, south of Exeter Road, are proposed to be designated “Low Density Residential” and “Medium Density Residential”. Wonderland Road South is proposed to be designed with “slip lanes” to accommodate fine grain grid local street connections to the arterial road system, and to separate the high volume arterial road traffic from the adjacent residential land uses.

Brockley:

The Brockley area is identified as an area for growth servicing and will be evaluated as part of the City’s Industrial Land Development Strategy. Brockley is one of the proposed areas identified as part of the “Ultimate Developable Lands” under the proposed servicing and phasing strategy for SWAP.

As a result of neighbourhood issues raised at a Planning and Environment Committee meeting, on April 16, 2012, it was confirmed that the lands adjacent to the residential community within

Agenda Item #	Page #

File No. O-7609
Planner: G. Barrett

the Urban Growth Boundary would be reviewed as part of the SWAP process. Limitations on the nature of the future industrial development, or other potential land uses were to be considered for these lands.

A community meeting was held on May 2, 2012 and subsequent discussions were held with individual landowners/stakeholders and members of the Brockley/Shaver community group. Based on the discussions, the draft policy for the Secondary Plan is proposed to include the following:

- Maintain the proposed policy, of the May 2010 report, to prohibit outside storage or any source of noise or odour emission from locating within 40 meters of the Brockley Rural Settlement boundary. This proposed policy is intended to apply to the full range of possible industrial uses in proximity to the settlement boundary.
- Create a green space buffer surrounding the settlement boundary. This proposed policy is intended to establish a visual separation between the existing settlement and new industrial uses.
- Incorporate site-specific mitigation buffers for the proposed industrial lands on the east side of Wellington Road S. Types of mitigation measures may include:
 - Light reflectors,
 - Minimize parking adjacent to sensitive land uses, including residential,
 - Establish a maximum building size to address massing and scale in proximity to existing residential uses,
 - Limit range of industrial uses requiring certificate of approval, based on Ministry of Environment D-series guidelines, to minimize potential for increase odour, noise and dust,
 - Establish zoning regulations to require increased landscaped setbacks adjacent to the Brockley settlement area, and
 - Establish zoning regulations to limit the range of Light Industrial land uses.

4. NATURAL HERITAGE FEATURES

A detailed review and analysis of the Natural Heritage Background Study has been completed to ensure that all significant components of the natural heritage system have been identified and evaluated, in response to the concerns expressed by the public, UTRCA, EEPAC and the City. The identified natural heritage features are reflected on the proposed amendment to Schedule 'B-1', and on proposed amendment to Schedule 'A' of the Official Plan.

The Natural Heritage Study provided as part of the background studies for SWAP provides sufficient information to ensure that the significant components of the natural heritage system have been identified and designated as Open Space. The information and the submissions made regarding the Natural Heritage Study have been reviewed, and have determined that the background information provided by the consultant was comprehensive enough for the City evaluate and make recommendations.

A detailed summary of the recommended patch protection levels and corresponding data sheets, prepared by the City's Ecologist, will be included as a technical appendix to the secondary plan document.

To address one of Council's "sendbacks" from June 2010 to further protect the Natural Heritage areas and provide opportunities for enhancement, specific policies are proposed in Part 20.5.3.6 the draft secondary plan to require the following:

Agenda Item #	Page #

File No. O-7609
Planner: G. Barrett

- i) **Dingman Creek Corridor** - the minimum width of the Dingman Creek Corridor will be established as a minimum 50 metres on each side of the watercourse measured from the high water mark.
- ii) **For other Natural Heritage Features** - a minimum 30 metre ecological buffer will be established, measured from the edge of any other Natural Heritage Feature, other than the Dingman Creek, identified on Schedule B-1 of the Official Plan.

SUMMARY

The Southwest Area Secondary Plan accomplishes a number of key objectives:

1. Preserve natural heritage features, and use these features to define Neighbourhood Areas,
2. Complete residential communities, and provide for a wide range of densities and housing types,
3. Establish new commercial nodes at strategic locations, i.e. extend some commercial lands, and transition some lands to other uses,
4. Identify transition areas where it is anticipated that the current land uses will change over time,
5. Provide for some office use to capitalize on proximity and access to Hwy 401/402,
6. Encourage higher mixed-use/intensity at Wonderland Rd /Wharnccliffe Rd intersection,
7. Preserve Main Street area in Lambeth, and maintain the current Wharnccliffe Road South road connection at Wonderland Road South,
8. Decrease the amount of future industrial land within the Southwest Area to take advantage of new industrial opportunities along the 401/402 corridor.
9. Provide for an "Interim Developable Lands" servicing plan that is consistent with both land use and financially sustainable development goals that will provide for a mix of land uses with an affordable servicing strategy, and
10. Incorporate policies for establishing a range of uses and mitigation measures for industrial uses in proximity to sensitive land uses, specifically to address the neighbourhood issues raised in the Brockley Neighbourhood Area.

These changes to the Southwest Area Plan reflect both the direction of Council for additional commercial opportunities along Wonderland Road South be reviewed, and public comments received based on both the land use concept presented to the public and Council in September, and the additional commercial corridor concept proposed by Council.

A significant change to the Southwest Area Plan has been the identification of "Interim Developable Lands" that has not been contemplated in the previous plan. These lands provide an opportunity for development within the Southwest Area in advance of the ultimate servicing solution, which will be required to fully service all of the lands within the Southwest Area.

A community meeting with the public will be scheduled in June 27, 2012 to present the revised draft of the SWAP Secondary Plan and proposed Official Plan amendments. City staff will continue to receive and consider comments over the next couple of months in preparation of the final plan for consideration and approval by Council. It is anticipated that through this consultation, other changes may be made to the Secondary Plan, and the lands to be included in the Interim Developable Lands for servicing will be further refined and finalized.

Following this consultation, Staff proposes to bring the SWAP Secondary Plan and Official Plan amendments back for Council approval in October 2012.

Agenda Item # Page #

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File No. O-7609
Planner: G. Barrett

Acknowledgements:

The Southwest Area Secondary Plan document was prepared in consultation with Planning Division, specifically with John Fleming, Gregg Barrett, Jim Yanchula, Mark Boulger, Barb Debbert, Sean Galloway, Kerri Killen, Sean McGaffey, Heather McNeely, and Paul Yeoman; Scott Mathers of the Development Services Division; and Shawna Milanovic, John Lucas, Maged Elmadhoon and Andy Couvillon of the Environmental and Engineering Services Division.

PREPARED BY:	SUBMITTED BY:
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RECOMMENDED BY:	
JOHN M. FLEMING, MCIP DIRECTOR, LAND USE PLANNING & CITY PLANNER	

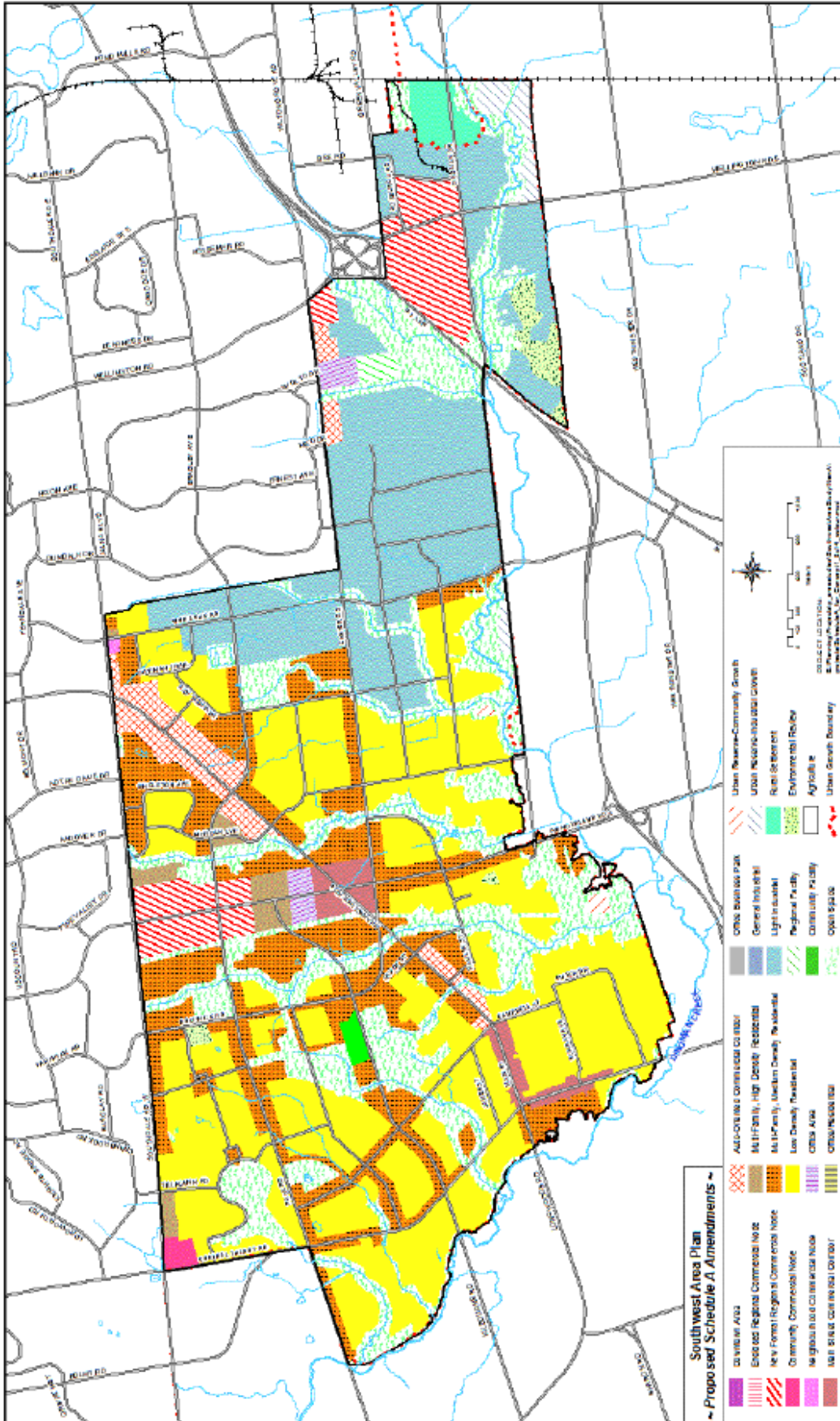
June 11, 2012

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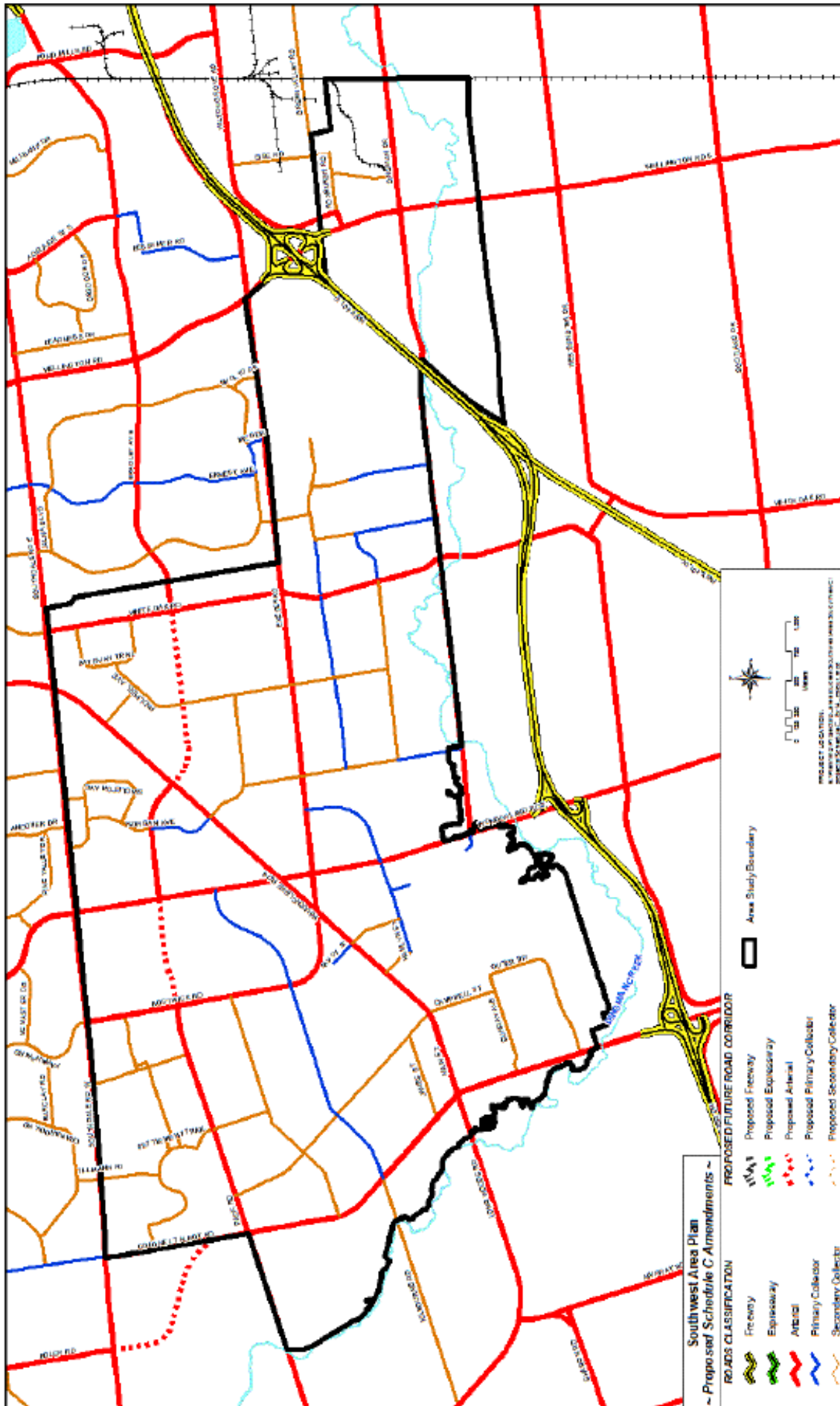
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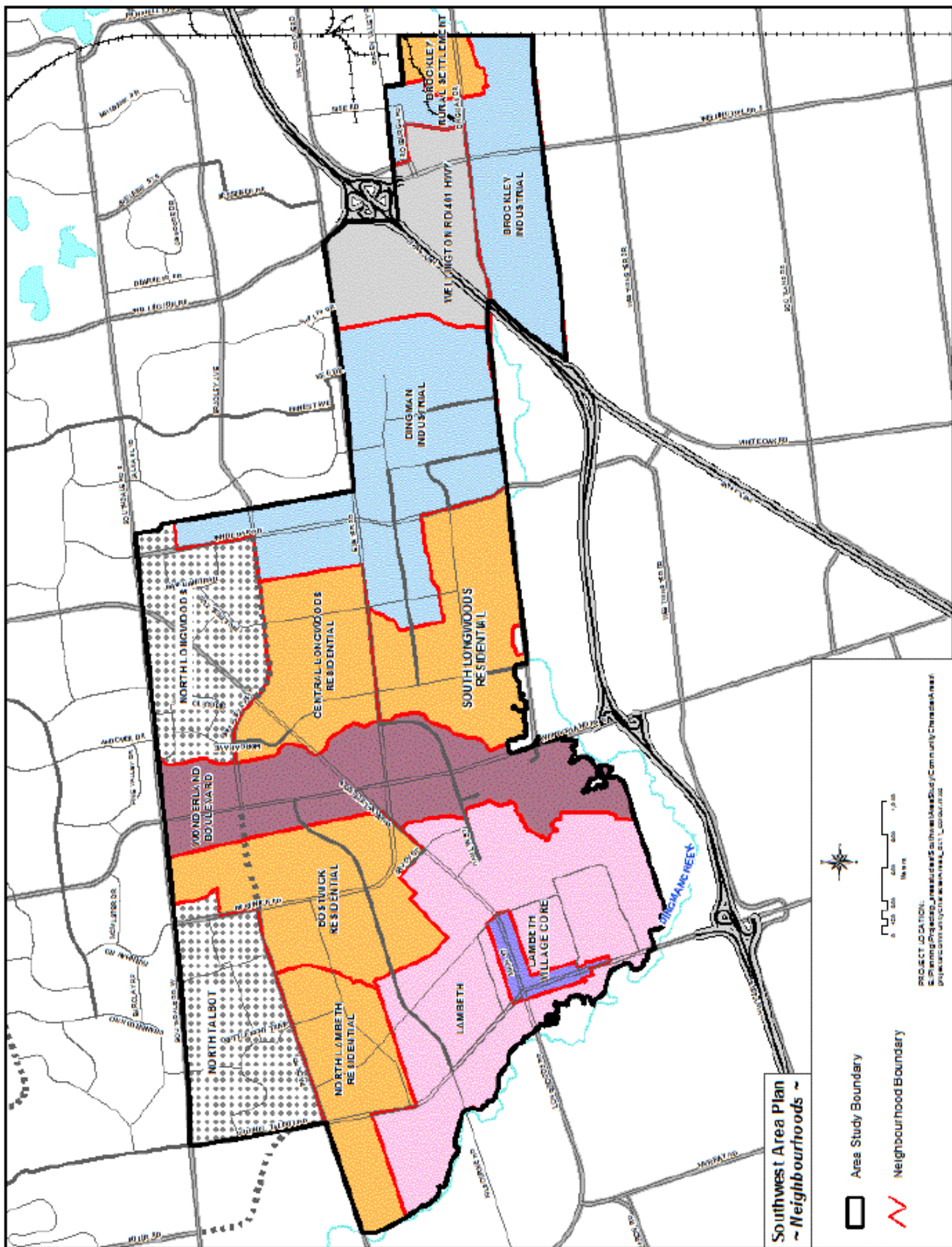
Appendix A



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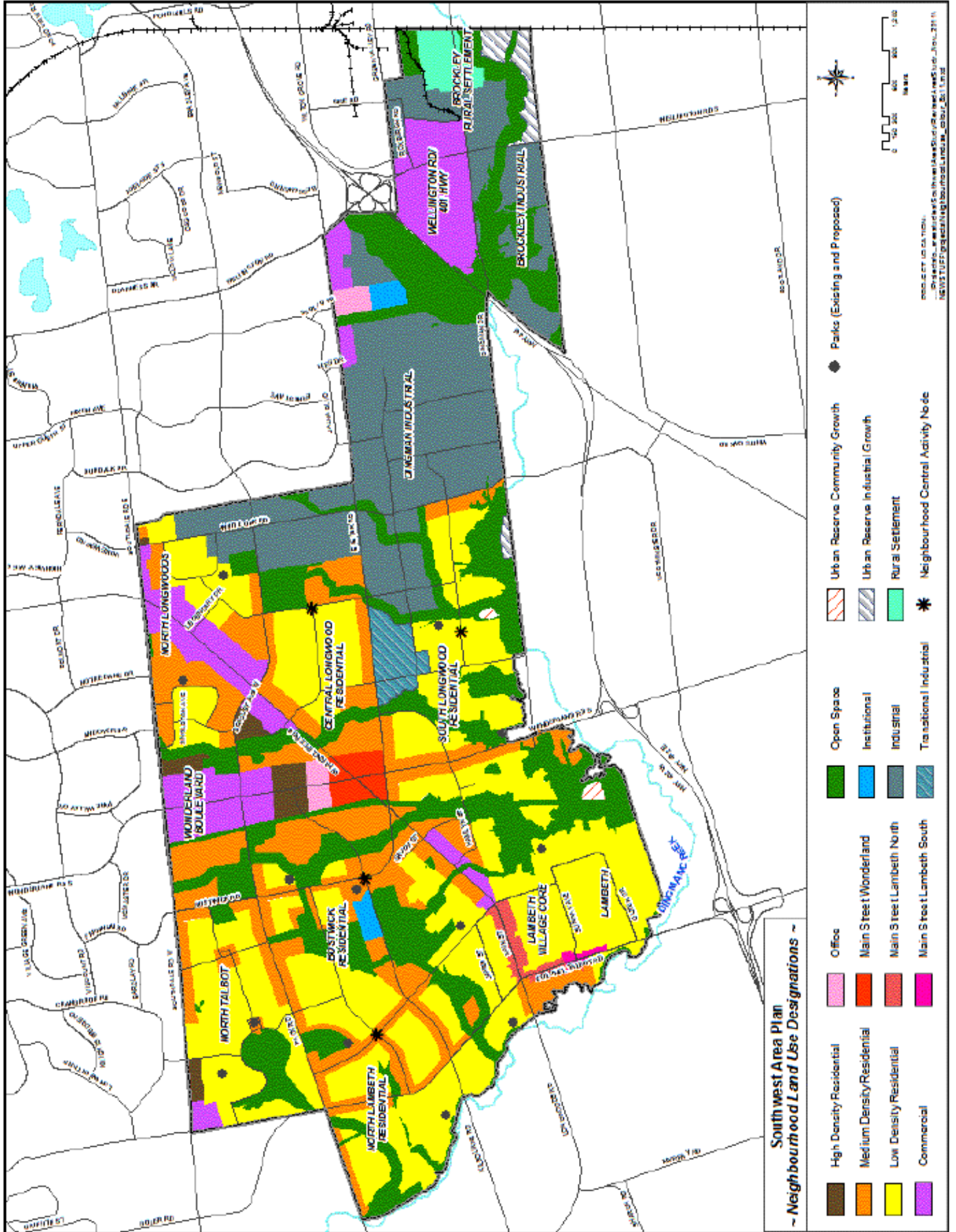


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File No. O-7609
 Planner: G. Barrett



**SOUTHWEST AREA PLAN
INTERIM DEVELOPMENT SCENARIO EVALUATION**

	SCENARIO A	SCENARIO B	SCENARIO C	SCENARIO D	SCENARIO E
TOPIC	DC Scenario	North to South Corridor Development	South to North Corridor Development	Auburn Proposal	Southwest Landowners Group Proposal
ECONOMIC	- Baseline case; DC currently in deficit due to slow Growth 	- Cost savings to DC of approximately \$5.4M 	- Cost savings to DC of approximately \$1.6M 	- Additional \$12.5M to existing DC projects 	- Additional \$95M to DC projects due to triggering significant wastewater treatment works
SOCIAL/ CULTURAL	Partially address the logical progression of growth to complete a residential neighbourhood. 	Preferred option that best achieves a logical-staged progression of growth, and completes a residential community which supports additional commercial lands in future stages of development. 	This option partially address the logical progression of growth to complete a residential neighbourhood. 	Least preferred option. This option represents 'leap-frog' development with incomplete neighbourhoods on intervening lands in the community. 	This option partially addresses the completion of residential neighbourhoods, but does not adequately demonstrate the staging of development to promote logical and orderly progression of growth.
PLANNING	Partially addresses the logical and orderly progression of growth. 	- Completes the Central Longwoods community and Wonderland Corridor - Preferred option that best achieves a logical and orderly progression and staging of growth. 	- Completes the Central Longwoods community and Wonderland Corridor - This option partially addresses the logical and orderly progression of growth. 	- Least preferred option. This option does not represent logical and orderly progression of growth within the southwest planning area. 	- This option does not adequately address the staging of development to promote logical progression of growth.
NATURAL ENVIRONMENT	- Environmental corridors and natural heritage features are equally enhanced for all options in accordance with SWAP Natural Heritage Features Plan. - Municipal Class EA required to confirm stormwater management requirements for south Wonderland. 	- Environmental corridors and natural heritage features are equally enhanced for all options in accordance with SWAP Natural Heritage Features Plan. - Municipal Class EA required to confirm stormwater management requirements for south Wonderland. 	- Environmental corridors and natural heritage features are equally enhanced for all options in accordance with SWAP Natural Heritage Features Plan. - Municipal Class EA required to confirm stormwater management requirements for south Wonderland. 	- Environmental corridors and natural heritage features are equally enhanced for all options in accordance with SWAP Natural Heritage Features Plan. - Municipal Class EAs required for stormwater management and sanitary treatment for Lambeth Growth area. 	- Environmental corridors and natural heritage features are equally enhanced for all options in accordance with SWAP Natural Heritage Features Plan. - Municipal Class EAs required for stormwater management and sanitary treatment for Lambeth Growth area.
TECHNICAL	- Status quo. No revisions to DC study/GMIS required - Includes projects for Wonderland Corridor, Bostwick West, Central Longwoods, and Lambeth communities; however, does not include all projects necessary to service each community. - Inadequate capacity in Gordon Ave lands; triggers Phase 3 	- DC Study/GMIS update required ahead of South Wonderland Corridor requires interim sanitary servicing. Interim solution allows more flow to be generated prior to construction of ultimate sewer; balanced with operation/maintenance costs. - Ultimate sanitary sewer construction can be coordinated with trigger for Wonderland Rd expansion within 20-year period to realize cost savings. - Includes servicing for Central Longwoods - Adequate capacity in Gordon Ave system for this proposal. - Does not include servicing for Growth in Lambeth 	- DC Study/GMIS update required for South Wonderland Corridor ahead of North Wonderland Corridor requires construction of ultimate trunk sanitary sewer that would be oversized for 20-year needs. High Wonderland Rd restoration costs. - Triggers Wonderland Rd expansion within 20-year period separate from sanitary sewer construction. - Includes servicing for Central Longwoods - Adequate capacity in Gordon Ave system for this proposal. - Does not include servicing for Growth in Lambeth 	- DC Study/GMIS update required - Servicing to Wonderland Corridor and Lambeth including ultimate trunk sanitary sewer on Wonderland Road; High Wonderland Road restoration costs. - Triggers Wonderland Rd expansion within 20-year period separate from sanitary sewer construction. - Growth in Lambeth triggers improvements to existing infrastructure - Does not include servicing for Growth in Central Longwoods - Adequate capacity in Gordon Ave system for this proposal. 	- DC Study/GMIS update required - Servicing to Wonderland Corridor, Lambeth, and Central Longwoods including ultimate trunk sanitary sewer on Wonderland Rd. - Recommends a two phased approach; however, phasing may lead to servicing needs, phasing may lead to servicing gaps of vacant parcels - Triggers Wonderland Rd expansion within 20-year period separate from sanitary sewer construction. - Growth in Lambeth triggers improvements to existing infrastructure - Inadequate capacity in Gordon Ave trunk sewer to accommodate all lands since must consider flow contribution from existing areas; triggers Phase 3.
OVERALL EVALUATION	N/A	1 - PREFERRED	2	3	4

LEGEND	MOST PREFERRED LEAST IMPACT	LOW TO MODERATE IMPACT	MODERATE IMPACT	MODERATE TO HIGH IMPACT	HIGH IMPACT LEAST PREFERRED

Agenda Item # Page #

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Appendix B