

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee

From: George Kotsifas, P. Eng.
Managing Director, Development and Compliance Services
And Chief Building Official

Subject: Public Participation Meeting Report
31675 Ontario Ltd (York Developments Inc)
3080 Bostwick Road (Site 1)
Public Participation Meeting on: October 9, 2018

Recommendation

That, on the recommendation of the Senior Planner, Development Services, the following actions be taken with respect to the application of 31675 Ontario Ltd (York Developments Inc) relating to a portion of the property located at 3080 Bostwick Road:

- (a) The comments received from the public during the Public Engagement process attached as Appendix "A" to the staff report dated September 28, 2018, **BE RECEIVED**
- (b) **IT BEING NOTED** that staff will continue to process the application and will consider the public, agency, and other feedback received during the review of the subject application as part of the staff evaluation of the subject application.

Executive Summary

Summary of Request

The requested amendment is to permit site-specific Official Plan and Zoning By-law Amendments to allow for a mixed-use development with two towers consisting of 18 and 21 storeys, and 3,000m² of commercial and office space, at a total density of 262 units per hectare.

Purpose and the Effect of Recommended Action

The purpose and effect of the recommended action is to:

- i) Present the details of the requested amendment in conjunction with the statutory public meeting;
- ii) Preserve the appeal rights of the public and ensure that Municipal Council has had the opportunity to review the requested Official Plan and Zoning By-law Amendments prior to the expiration of the 210 day timeframe legislated for Official Plan and Zoning By-law Amendments;
- iii) Introduce the proposed development and identify matters raised to-date through the technical review and public consultation period; and
- iv) Bring forward a future recommendation report for consideration by the Planning and Environment Committee once the technical review is complete.

Analysis

1.0 Site at a Glance

1.1 Property Description

The subject site consists of 1.54ha of vacant land, which also forms part of a larger parcel of land owned by the applicant (approximately 15ha) with frontage on Southdale Road West and Bostwick Road. The portion of the site that is the subject of the Official Plan and Zoning By-law amendment is identified as “Site 1” which is located at the northwestern most part of the site, closest to the intersection of Southdale and Bostwick. The site is vacant and located south of an existing medium density neighbourhood situated on the north side of Southdale Road West.

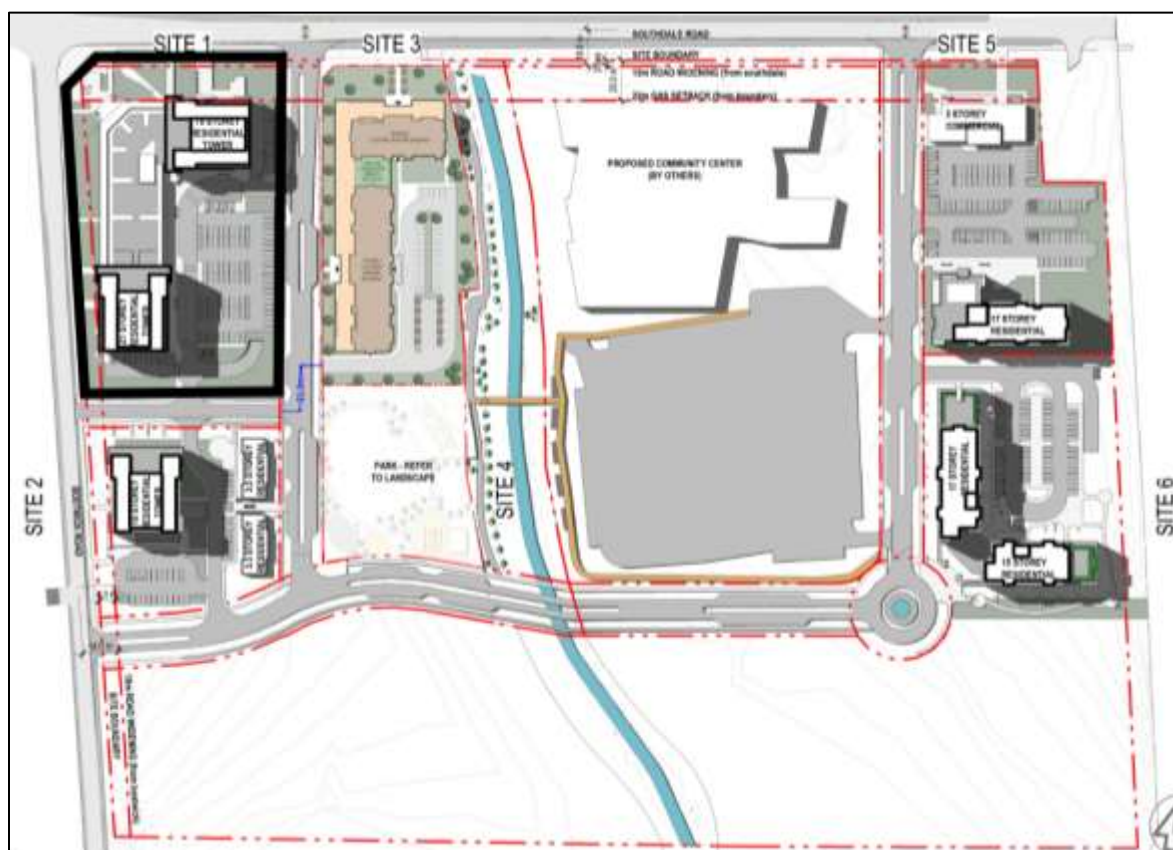


Figure 1: Proposed Master Development Plan

1.2 Current Planning Information (see more detail in Appendix C)

- Official Plan Designation – Multi-Family, High Density Residential (MFHDR)
- The London Plan Place Type – Neighbourhoods & High Density Residential Overlay
- Southwest Area Plan Designation – Multi-Family, High Density Residential (MFHDR)
- Existing Zoning – Urban Reserve (UR4) Zone

1.3 Site Characteristics

- Current Land Use – vacant
- Frontage – 99m (Southdale Road West)
- Depth – 164m (Bostwick Road)
- Area – 1.54ha
- Shape – Rectangular

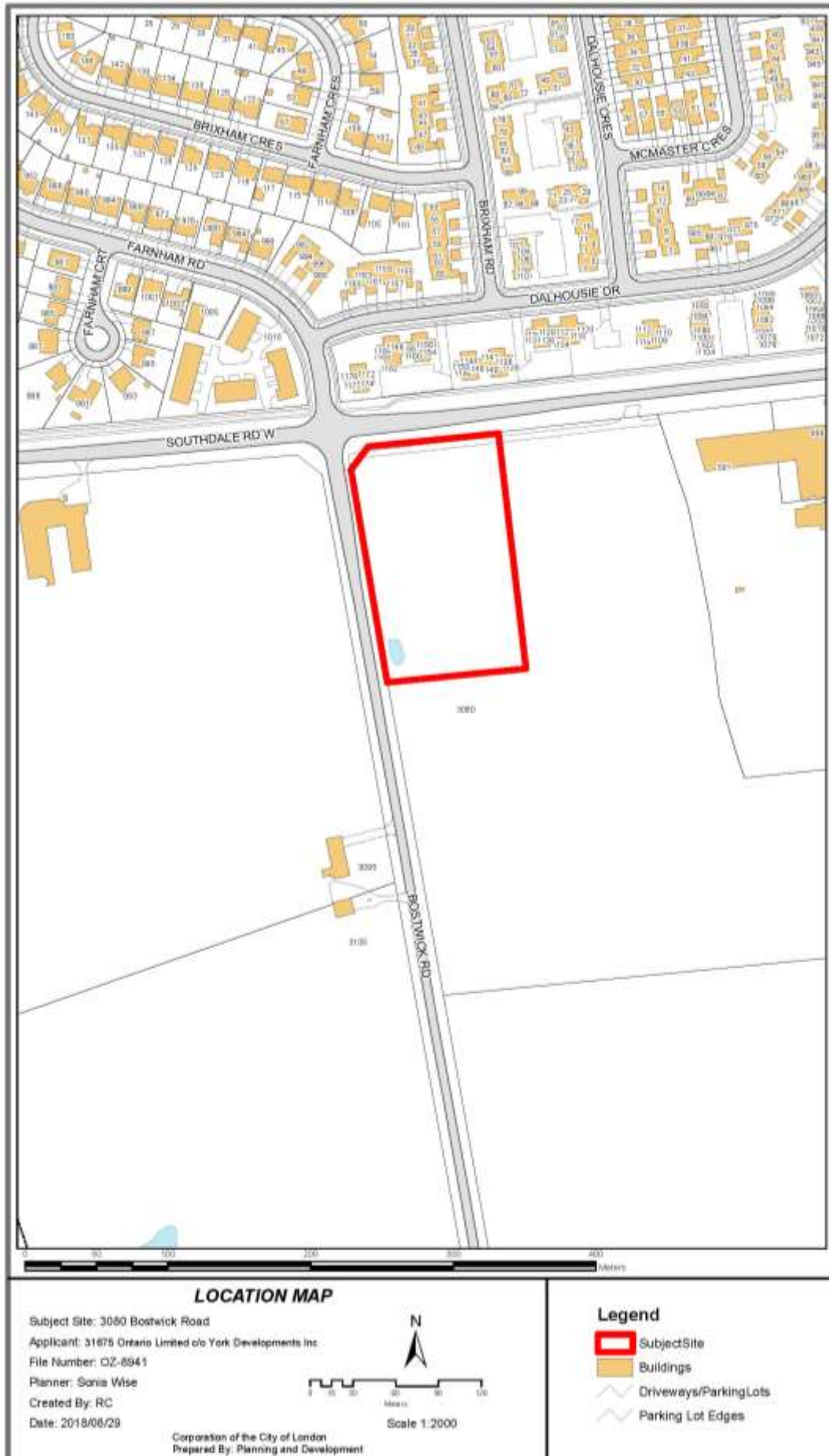
1.4 Surrounding Land Uses

- North – Residential
- East – Vacant land & Community Centre
- South – Vacant land
- West – Vacant & Agricultural

1.5 Intensification (identify proposed number of units)

- 372 residential units are being proposed within Site 1 which is located outside of the Built-area Boundary, and Primary Transit Area

1.6 Location Map



1.7 Consent Application B.032/18

The subject site is also the subject of an application for consent to sever (B.032/18), to create the separate parcel, and retain the remainder of the lands for other development

proposals. The consent application is being considered concurrently with the requested Official Plan and Zoning By-law Amendments.

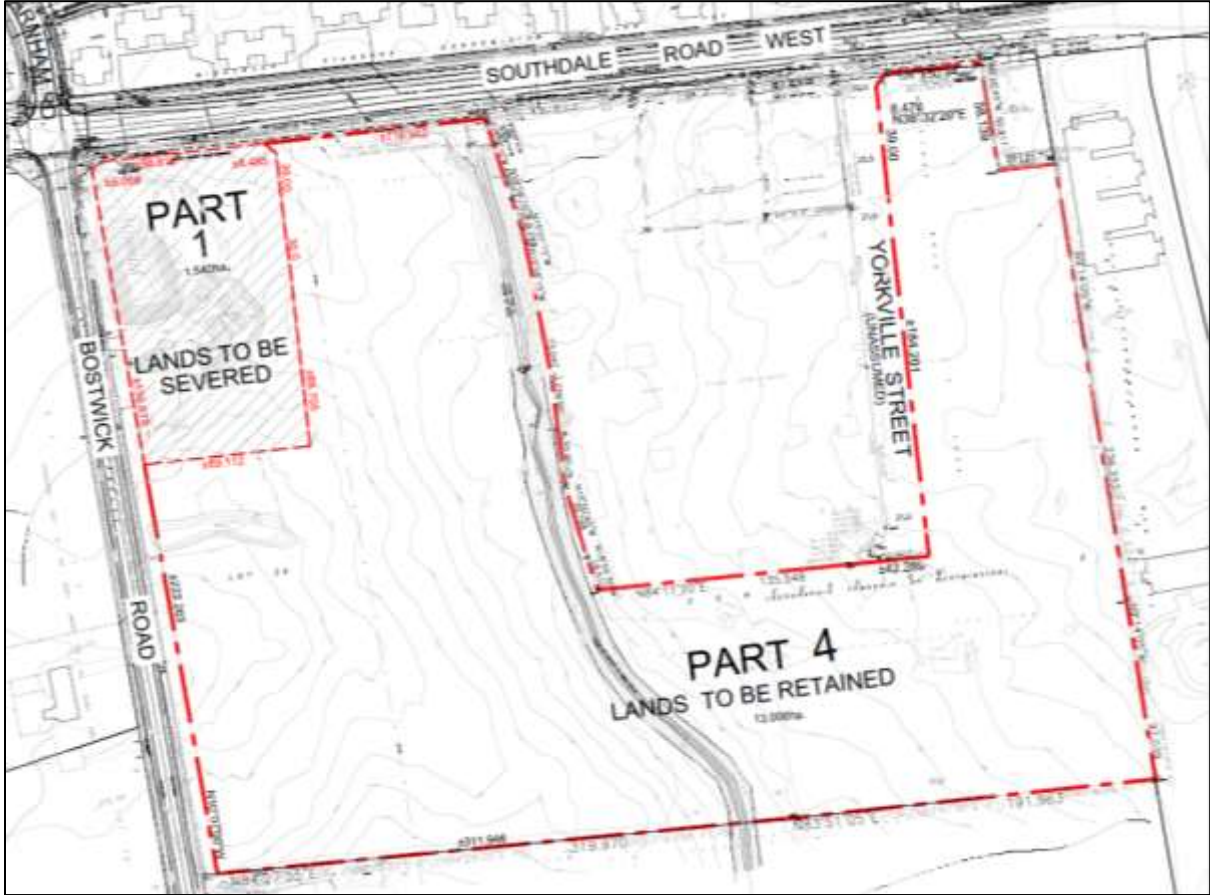


Figure 2: Proposed Severance Sketch B.032/18

1.8 Subdivision Application 39T-18502

The remainder of 3080 Bostwick Road to the south of Site 1 is the subject of an application for a draft plan of subdivision and Zoning By-law Amendment (39T-18502/Z-8931). The plan of subdivision is proposing three new roads, two new high density residential development blocks, an open space block and a new park block, as well as lands reserved for future development.

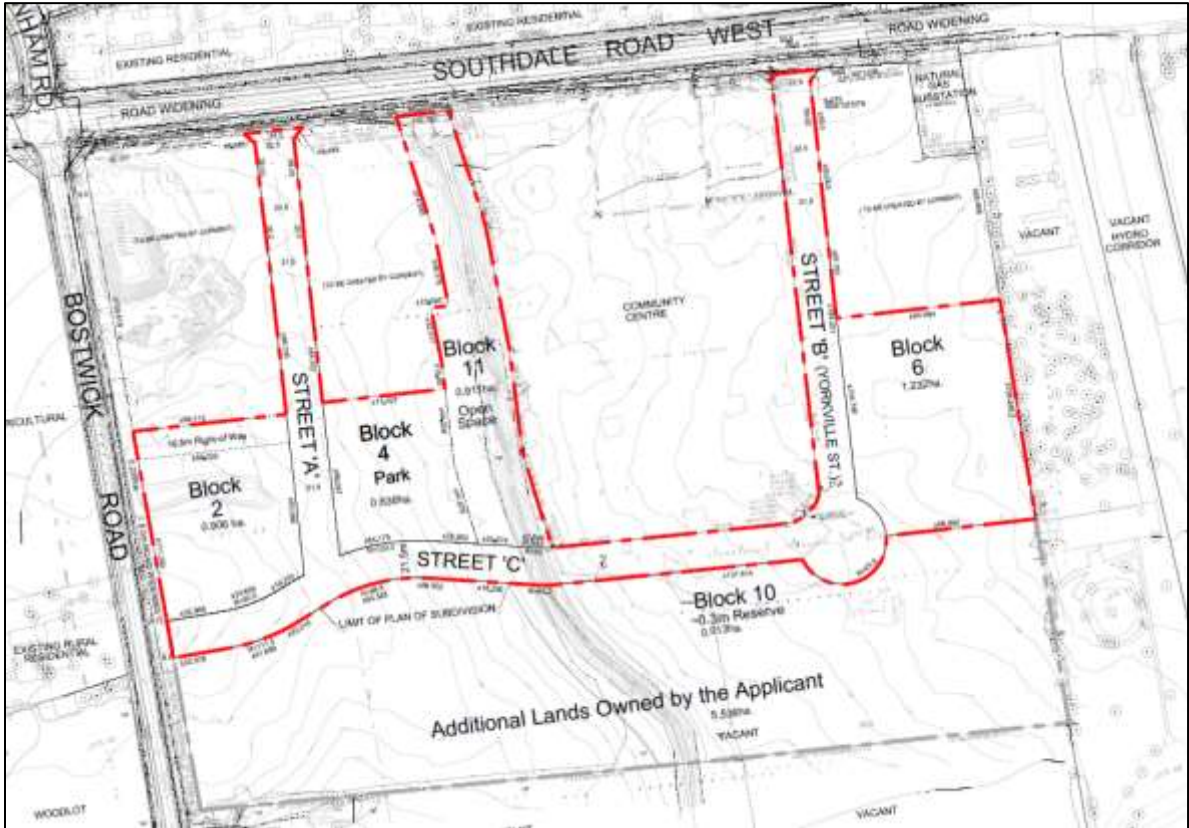


Figure 3: Proposed Draft Plan of Subdivision 39T-18502

2.0 Description of Proposal

2.1 Development Proposal

The proposal is for a mixed use development with residential apartments, offices and convenience commercial uses. There are two towers being proposed consisting of 18 and 21 storeys (77m). Both proposed towers are connected by a proposed five storey building containing 2,000m² of office space and 1,000m² of convenience commercial gross floor area. A wide range of convenience commercial uses are also being requested, including such uses as: studios, food stores, restaurants, personal service establishments, clinics, financial institutions and pharmacies.

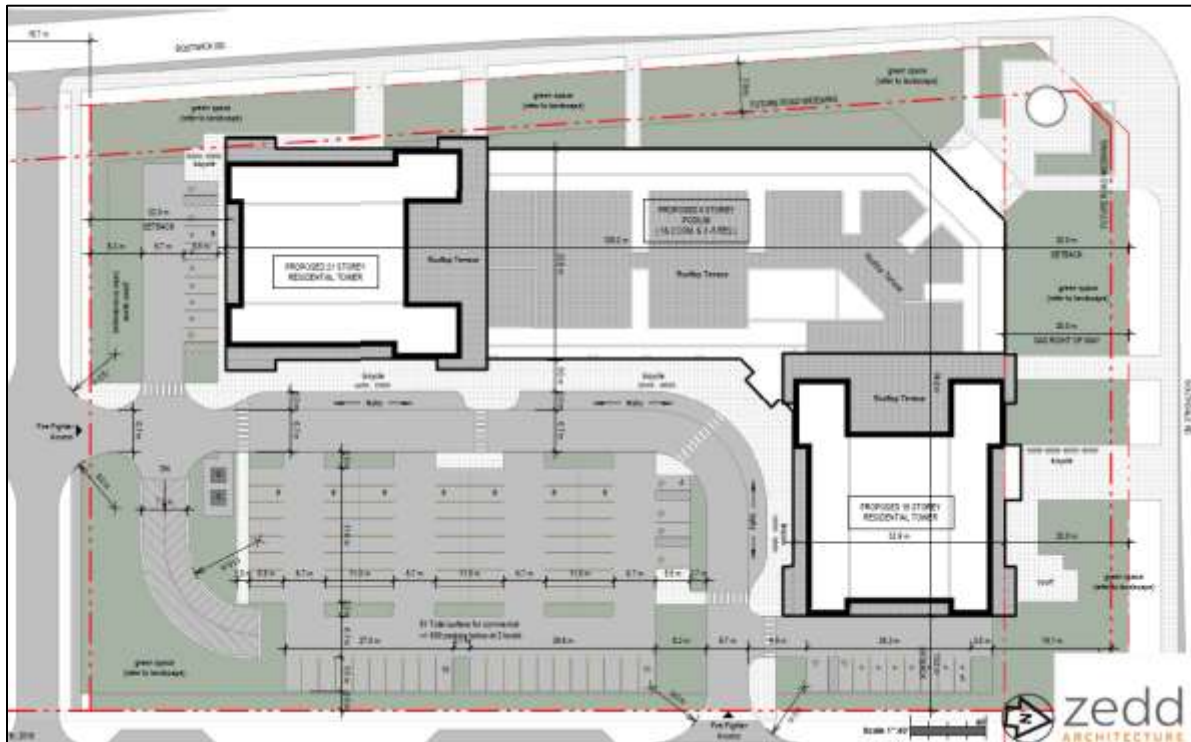


Figure 4: Conceptual Site Plan

There are a total of 372 residential units being proposed at a requested density of 262 units per hectare. A total of 725 parking spaces are proposed, located in two underground parking levels, and some surface parking spaces. Access is proposed from Street A to the east, as well as an east-west connection located to the south of the site.



Figure 5: Conceptual Rendering



Figure 6: Rendering – Southeast View

The increased height of 77m (21 storeys) and density of 262uph is requested through a site-specific bonus zone. The proposed bonusable facilities, services or matters include:

- To support the provision of common open space that is functional for active or passive recreational use;
- To support the provision of underground parking;
- To encourage aesthetically attractive residential development through the enhanced provision of landscaped open space;
- To support innovative and environmentally sensitive development which incorporates notable design features, promotes energy conservation, waste and water recycling and use of public transit; and
- To support the provision of design features that provide for universal accessibility in new construction and/or redevelopment.

2.2 Submitted Studies

A number of reports and studies were submitted to support the requested amendment, including:

- Transportation Impact Assessment;
- Urban Design Brief;
- Planning Justification Report;
- Sanitary Servicing and Feasibility Analysis;
- Preliminary Geotechnical Investigation;
- Storm Drainage and Stormwater Management Plan;
- Environmental Impact Study;
- Archaeological Assessment;
- Hydrogeological and Water Balance Analysis;
- Drain Erosion Assessment;
- Wind Study; and
- Noise Study.

2.3 Requested Amendment

The requested amendment is for an Official Plan/Zoning By-law Amendment to permit the proposed mixed-use development. An Official Plan Amendment is required to add

the site to the list of preferred location for convenience commercial uses. A Zoning By-law Amendment is required to permit the proposed scale and intensity of residential, commercial and office uses on a site-specific basis. The Zone requested by the applicant is for a Residential R9/Convenience Commercial Special Provision/Restricted Office Special Provision Bonus (R9-7/CC4(_)/RO2(_)*B-__) Zone.

3.0 Relevant Background

3.1 Planning History

The subject lands previously formed part of the Town of Westminster which were annexed into the City of London in 1993. The lands were designated “Urban Reserve – Community Growth” and “Environmental Review” in 1996 when the Official Plan amendment for the annexed area was adopted.

In 2004, the current owner of 3080 Bostwick Road, in its entirety, applied for an Official Plan and Zoning By-law amendment (OZ-6662) to allow for a range of commercial and residential development on the lands. The planning application was considered to be premature in the absence of a comprehensive plan for the area, and was put ‘on hold’ to allow for the completion of the Southwest Area Secondary Plan. The Southwest Area Secondary Plan came into effect on April 29, 2014 (OPA No. 541), following an Ontario Municipal Board hearing. Recent amendments to the Plan were undertaken in April of 2017 to incorporate referenced policies from the 1989 Official Plan prior to the full London Plan coming into effect.

At the time of the draft plan in 2012, the recommended designation of the subject lands was for Multi-Family, Medium Density Residential. During the review of the SWAP, the owner requested a Multi-Family, High Density Residential designation instead of the Medium Density recommended, which was endorsed by the Planning and Environment Committee on October 15, 2012 as follows:

ix) the portion of the property located at 3080 Bostwick Road west of the open space be designated “Multi-Family, High Density Residential”

In 2014, a portion of the lands was the subject of a Zoning By-law Amendment Application (Z-8386) to facilitate development of the Bostwick Community Centre. A local road connection was created along the easterly boundary of the Community Centre lands and municipal services were extended along Southdale Road to support the Community Centre.

3.2 Community Engagement (see more detail in Appendix A)

Notice of Application was circulated on August 17, 2018, and notice was published in the Londoner on August 16, 2018. There were 7 responses provided through the community consultation period. A summary of the comments include:

Concern for:

- Increased traffic and congestion (x5)
- Increased cut through traffic in the established neighbourhood to the north (x3)
- Pedestrian safety
- Road improvements should be implemented as recommended in the Southdale EA (x3)
- Only the ward 9 councillor was identified on the notice, not the nearby ward 10
- The local school capacity and ability to accommodate increased number of pupils (x2)
- Site 1 – building height is too high, should be 14 storeys or less
- Greater building heights are difficult to evacuate in emergencies and may block satellite signals
- Provide convenient drop-off/pick-up spaces for para transit vehicles
- Provide affordable housing options and small-lot, small home options

Support for:

- Positive to see the site finally develop
- Interest in investing in the project

3.3 Policy Context (see more detail in Appendix B)

Provincial Policy Statement, 2014

The Provincial Policy Statement (PPS) 2014, provides policy direction on matters of provincial interest related to land use planning and development. The following policies support efficient and resilient development patterns through a range of uses and efficient use of land:

Healthy, liveable and safe communities are sustained by accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs (1.1.1 b); Land use patterns within settlement areas shall be based on: a) densities and a mix of land uses which: 1) efficiently use land and resources; 2) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion (1.1.3.2); and Long-term economic prosperity should be supported by encouraging a sense of place,[and] by promoting well-designed built form (1.7.1. d).

In accordance with section 3 of the *Planning Act*, all planning decisions 'shall be consistent with the PPS'.

The London Plan

The London Plan directs that all of the relevant policies of the Plan that relate to a planning and development application such as the requested Official Plan and Zoning By-law Amendment, should be read in their entirety and form the basis for evaluating its conformity with this Plan (1577-1578). Planning and development applications are evaluated with consideration of the use, intensity, and form that is proposed, as well as conformity with the policies of:

1. Our Strategy
2. Our City
3. City Building Policies
4. Our Tools
5. Place Type Policies
6. Availability of Municipal Services
7. Potential impacts on adjacent and nearby properties
8. The degree to which the proposal fits within its context and policy goals

Our Strategy

Relevant planning strategies to support key directions to guide planning and development include the following:

Implement a city structure plan that focuses high-intensity, mixed-use development to strategic locations - along rapid transit corridors and within the Primary Transit Area (59.1); Link land use and transportation plans to ensure they are integrated and mutually supportive (60.4); and Focus intense, mixed-use development to centres that will support and be served by rapid transit integrated with walking and cycling (60.5).

Our City – City Structure Plan

The City Structure Plan provides a framework for London's growth and change for the future, including the following policies:

The London Plan places an emphasis on growing "inward and upward" to achieve a compact form of development. This should not be interpreted to mean that greenfield forms of development will not be permitted, but rather there will be a greater emphasis on encouraging and supporting growth within the existing builtup area of the city (79); It is a target of this Plan that a minimum of 45% of all new residential development will be achieved within the Built-Area Boundary of the city, as defined by Figure 2. For the purposes of this Plan, this will be referred to as the "intensification target". The Built-Area Boundary is defined generally as the line circumscribing all lands that were substantively built out as of 2006. This boundary will be used on an on-going basis to monitor intensification and will not change over time (81); and Subject to the Place Type, City Design, Our Tools and other relevant policies of this Plan, the most intense forms of development will be directed to the Downtown, Transit Villages, and at station locations along the Rapid Transit Corridors, where they can be most effective in meeting multiple objectives of this Plan (86).

City Building Policies

The City Building Policies provide over-arching direction for how the City grows, including the following:

Throughout this Plan we have recognized that mobility and land use are inextricably linked. The design of a street and its associated public right-of-way will have a large impact on the use, intensity and form of development that can be supported along any corridor. In this way, how we plan our streets will dictate the quality of our neighbourhoods, our ability to facilitate positive infill and intensification along rapid transit corridors, and our success in promoting and supporting a viable transit system. It will also establish our ability to move people, goods, and services efficiently from one location to another within the city and to other parts of the world (309); and Utilize rapid transit services to strategically promote and stimulate intensification and support our growth management policies (313.3).

Neighbourhoods Place Type

The subject site is within the Neighbourhoods Place Type in The London Plan and located at the intersection of two Civic Boulevards. The range of permitted uses include: single detached dwellings, semi-detached dwellings, townhouses, triplexes, small-scale community facilities, stacked townhouses, fourplexes, and low-rise apartment buildings. Secondary permitted uses in this location include: stand-alone retail, service and office uses and mixed-use buildings. The development form is intended for a minimum of 2 storeys and a maximum of 4 storeys, with a potential to bonus up to 6 storeys (Tables 10-12).

High Density Residential Overlay

The London Plan directs higher density uses towards strategic locations to support and take advantage of public transit, such as in transit villages and along rapid transit corridors; though also recognizes some remnant high density residential areas (954). The subject lands are designated in the 1989 Official Plan as High Density Residential, which are recognized in the High Density Residential (HDR) Overlay and retain greater development potential despite not being in a targeted growth location (955).

Lands located within the High Density Residential Overlay but outside of the Primary Transit Area may be permitted to develop up to 12 storeys with a density up to 150 units per hectare. On large sites or areas within the High Density Residential Overlay, capable of accommodating multiple buildings, a diversity of housing forms such as mid-rise and low-rise apartments and multiple attached dwellings will be required. Zoning

may not allow for the full range of height and density identified in these policies. (958.2,3 & 5).

1989 Official Plan

The subject site is within the Multi-family, High Density Residential (MFHDR) designation, which primarily permits multiple-attached dwellings, and low and high-rise apartment buildings. Some secondary permitted uses are contemplated within the MFHDR designation that are considered to be integral to, and compatible with, high density residential development. Uses such as community facilities, small-scale office developments, and convenience commercial uses may be considered where they meet relevant policies (3.4.1).

Southwest Area Secondary Plan (SWAP)

Both The London Plan and the 1989 Official Plan recognize the need for a Secondary Plan to provide more detailed policy guidance for a specific area that goes beyond the general policies. The Southwest Area Secondary Plan (SWAP) forms part of The London Plan and the 1989 Official Plan, and its policies prevail over the more general Official Plan policies if there is a conflict (1556 & 1558). The Secondary Plan serves as a basis for the review of planning applications, which will be used in conjunction with the other policies of the Official Plan. While the Plan is to be read and applied in its entirety, the most relevant policies for the consideration of the requested amendment include the following:

20.5.1.4 Principles of the Secondary Plan

The Southwest Area Plan is guided by a series of objectives and principles. Any amendments to the Secondary Plan shall be consistent with the following principles:

20.5.1.4.i) Creation of a Diverse and Connected Community

- a) Provide for a range of land uses including residential, open space, public, commercial, office and mixed-uses and community facilities; and*
- d) Provide for daily needs without reliance on a car.*

20.5.1.4 ii) A Range of Housing Choices

- 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;*
- e) Provide opportunities for live-work opportunities to reduce the need for commuting; and*
- f) Provide affordable housing opportunities.*

20.5.1.4 v) A Model of Sustainable Growth Management

- a) Extend infrastructure in a logical and cost-effective manner;*
- e) Establish a high degree of connectivity between residential, open space, commercial and institutional uses within and between existing and new neighbourhoods; and*
- f) Ensure the use of housing densities and efficient development patterns that minimize land consumption and servicing costs.*

20.5.2 Community Structure Plan

The Community Structure Plan assists with implementing the vision for the built form, public realm and neighbourhood street pattern, including the following objectives:

- i) development patterns shall generally reflect a fine urban grid street network with a high level of connectivity; and*

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.

20.5.3 General Policies

The general policies of the Southwest Area Plan apply to all the lands within the secondary plan boundary as well as all the Neighbourhoods and designations, and include the following policies:

20.5.3.1 Housing i) Affordable Housing

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; and

b) opportunities for affordable housing shall be integrated into neighbourhoods and developments that also provide for regular market housing.

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.

ii) Policies

b) in new buildings, Leadership in Energy and Environmental Design (LEED) 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;

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; and

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.

20.5.3.6 Natural Heritage 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; and

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.

20.5.3.8 Transportation i) General Policies

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.

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;

h) Long stretches of on-street parking on local roads shall be broken-up with landscaped “bump-outs” sufficiently sized to support boulevard trees; and

i) Mitigation and replacement of any natural heritage feature that may be impacted or lost as a result of roads shall be required.

20.5.3.9 Urban Design

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;

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;

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; and

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

a) 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;

b) Sidewalks shall generally be required on both sides of all streets;

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; and

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.

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;*
- *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;*

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;*
 - *parking should be located underground for large buildings, such as high-rise residential buildings, office buildings, and mixed-use buildings;*
 - *the use of landscaping or decorative paving to reduce the visual expanse of large parking areas;*
 - *provision of pedestrian walkways adjacent to stores, between building clusters, and to provide pedestrian access to transit stops, public sidewalks and adjacent developments.*
- 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.*

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”.

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; and

c) *Mix of Residential Forms* Plans of subdivision shall accommodate a diversity of building types.

20.5.5 Neighbourhoods and Land Use

This Secondary Plan is organized on the basis of Neighbourhood Areas which have specific functions and characteristics implemented by special policies pertaining specifically to the land use designations within that Neighbourhood. The subject lands are within the Bostwick Residential Neighbourhood which include the following policies:

20.5.9 Bostwick Residential Neighbourhood

i) Function and Purpose

The Bostwick Neighbourhood will provide for residential development with the highest intensity of all of the Residential Neighbourhood Areas in the Southwest Planning Area, to support activities in the Wonderland Boulevard Neighbourhood.

Higher intensity mid-rise, transit-oriented development is encouraged along portions of the arterial road network to support the provision of transit services as detailed in Section 20.5.4.1 iv) of the General Residential policies.

ii) Character

The residential areas will develop as traditional suburban neighbourhoods, with characteristics similar to those found in the older areas of the city, reflecting a compact development, a diversity of building types, and walkable amenities to enhance the day to day living experience.

20.5.9.2 High Density Residential

i) Intent

The High Density Residential designation provides for transit-oriented, mid-to high-rise, residential development that may be 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, including community centres, allowed in the High Density Residential designation of the Official Plan may be permitted within these areas.

iii) Built Form and Intensity

a) *New development may be permitted to a maximum density of 150 units per hectare and a maximum building height of 12 storeys, subject to further urban design review at*

the site plan approval stage;

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; and

c) Notwithstanding Section 20.5.9.2(iii)(a), Sections 3.4.3(ii) and (iv) of the Official Plan shall apply.

20.5.17.1 Appendix 4: Official Plan Extracts – Policies

Relevant policies from the 1989 Official Plan have been included in the Secondary Plan to ensure that the policies that are required to fully implement the Secondary Plan are carried forward and become part of this Secondary Plan. Where policies of the 1989 Official Plan are referenced in the Secondary Plan and are not carried forward, it is the intent that this Secondary Plan is to be read in conjunction with the policies of The London Plan.

20.5.17.3 - 3.6.5. Convenience Commercial and Service Stations

In accordance with section 20.5.9.2 ii) of SWAP, secondary permitted uses such as convenience commercial uses may be contemplated as permitted uses, and include the following policies:

The preferred location for convenience commercial uses and service stations is within the various Commercial land use designations. However, it is recognized that on some sites in Residential designations where specific locational and land use compatibility criteria are met, this type of development may be appropriate as a secondary use. The policies of the Plan recognize existing convenience commercial uses and service stations that are appropriately located in Residential designations. New convenience commercial uses and service stations within the Residential designations will require an Official Plan amendment and zone change.

i) Function

Convenience commercial uses and service stations should be designed to function at a neighbourhood scale while providing services to surrounding residential areas and the travelling public.

ii) Permitted Uses

Convenience commercial and service station uses permitted within the Residential designations include the following: ... variety stores; video rental outlets; film processing depots; financial institutions; medical/dental offices; small take-out restaurants, small food stores; and gasoline sales associated with a variety store. For convenience commercial sites with a gross floor area in excess of 500m², additional uses including offices, studios, commercial schools, day care centres, bake and florist shops, pharmacies, restaurants eat-in and convenience business service establishments may be permitted. In special circumstances, Council may permit low impact uses such as small commercial schools and day care centres in convenience commercial sites smaller than 500m² in size through a Zoning Bylaw Amendment. A variety store, or personal service establishment located on the ground floor of an apartment building may be permitted provided it is oriented towards serving the needs of the residents of the building and the immediate surrounding area. The exact range of permitted uses will be specified in the Zoning By-law.

iii) Location

Convenience commercial uses and service stations will be located on arterial or primary collector roads where it can be demonstrated that such uses are compatible with surrounding land uses and will not have a serious adverse impact on the traffic-carrying capacity of roads in the area. The preferred locations for convenience commercial uses and service stations are at the intersections of major roads.

iv) Scale of Development

The size of individual convenience commercial uses and service stations will be specified in the Zoning By-law, and will be at a scale which is compatible with surrounding land uses.

(a) Convenience commercial centres or stand-alone uses should not exceed 1,000 square metres (10,764 square feet) of gross leasable area

v) Form of Development

Convenience commercial uses and service stations will be permitted as stand-alone uses or as part of a convenience commercial centre. It is not the intent of convenience commercial policies to permit large free-standing uses that should be located in other commercial designations.

1989 Official Plan - 3.6.8 New Office Development

In accordance with section 20.5.9.2 ii) of SWAP, secondary permitted uses such as new office development may be contemplated as permitted uses, and include the following policies:

Small-scale, free-standing office buildings may be permitted as secondary uses in the Multi-Family, Medium and Multi-Family, High Density Residential designations, subject to the following provisions:

i) Location

Office developments shall be located on an arterial or primary collector road. In established neighbourhoods, office developments will only be permitted in areas where the residential amenity of properties fronting onto the arterial or primary collector road has been substantially reduced.

ii) Buffering

Provision shall be made for landscaping, privacy screening, building setbacks and other appropriate measures necessary to protect the amenity of adjacent residential properties.

iii) Scale, Appearance

The proposed building shall be sensitive to the scale and appearance of adjacent residential uses.

iv) Planning Impact Analysis

Proposals for new office developments shall require a Zoning By-law amendment. A Planning Impact Analysis as described in Section 3.7 will be required to determine if the proposed development is appropriate.

20.5.17.3 - 3.4.3 Scale of Development

Further to the built form and intensity policies in section 20.5.9.2 iii) of SWAP, the 'Scale of Development' policies set out in section 3.4.3 ii) & iv) apply and include the following:

Height and Density outside of the Downtown and Central London Areas are guided by the following policies:

i) Height and Density outside of the Downtown and Central London Areas

Outside of the Downtown and Central London areas it is Council's intention that a mixing of housing types, building heights and densities shall be required in large designated Multi-Family, High Density Residential areas. Such areas, which will

normally exceed 3 hectares (7.4 acres) in size, will be guided by the following criteria:

- (a) a transition in scale shall be encouraged, where appropriate, to avoid extremes in building height and bulk between the new development and the existing built fabric of adjacent properties;
- (b) all areas shall include a diversity of housing forms such as midrise and low-rise apartments and multiple attached dwellings, in order to minimize the overwhelming effect of large high-rise developments;
- (c) high-rise structures shall be oriented, where possible, closest to activity nodes (shopping and employment centres) and points of high accessibility (arterial roads, transit service) with densities and building heights decreasing as the distance from an activity node increases;
- (d) massive, at-grade or above-grade parking areas shall not dominate the site. Pedestrian circulation and access to transit services should be facilitated through site design and building orientation; and
- (e) conformity with this policy and the urban design principles in Section 11.1, shall be demonstrated through the preparation of a secondary plan or a concept plan of the site, and the final approval of zoning may be withheld pending a public participation meeting on the site plan, and the enactment of a satisfactory agreement with the City.

ii) Criteria for Increasing Density

Notwithstanding Section i) above, on any lands designated Multi-Family High Density Residential, Council may consider proposals to allow higher densities than would normally be permitted. Zoning to permit higher densities will only be approved where a development will satisfy all of the following criteria:

- (a) the site or area shall be located at the intersection of two arterial roads or an arterial and primary collector road, and well-served by public transit;
- (b) the development shall include provision for unique attributes and/or amenities that may not be normally provided in lower density projects for public benefit such as, but not limited to, enhanced open space and recreational facilities, innovative forms of housing and architectural design features;
- (c) 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;
- (d) conformity with this policy and urban design principles in Section 11.1 shall be demonstrated through the preparation of a secondary plan or a concept plan of the site which exceed the prevailing standards; and
- (e) 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.

iv) Density Bonusing

Council, under the provisions of policy 19.4.4. and the Zoning By-law, may allow an increase in the density above the limit otherwise permitted by the Zoning By-law in return for the provision of certain public facilities, amenities or design features. The maximum cumulative bonus that may be permitted without a zoning by-law amendment (as-of-right) on any site shall not exceed 25% of the density otherwise permitted by the Zoning Bylaw. Bonusing on individual sites may exceed 25% of the density otherwise permitted, where Council approves site specific bonus regulations in the Zoning By-law. In these instances, the owner of the subject land shall enter into an agreement with the City, to be registered against the title to the land.

1989 Official Plan - 19.4.4 Bonus Zoning

Under the provisions of the Planning Act, a municipality may include in its Zoning By-law, regulations that permit increases to the height and density limits applicable to a proposed development in return for the provision of such facilities, services, or matters, as are set out in the By-law. This practice, commonly referred to as bonus zoning, is considered to be an appropriate means of assisting in the implementation of this Plan.

i) Principle

The facilities, services or matters that would be provided in consideration of a height or density bonus should be reasonable, in terms of their cost/benefit implications, for both the City and the developer and must result in a benefit to the general public and/or an enhancement of the design or amenities of a development to the extent that a greater density or height is warranted. Also, the height and density bonuses received should not result in a scale of development that is incompatible with adjacent uses or exceeds the capacity of available municipal services.

ii) Objectives

Bonus Zoning is provided to encourage development features which result in a public benefit which cannot be obtained through the normal development process. Bonus zoning will be used to support the City's urban design principles, as contained in Chapter 11 and other policies of the Plan, and may include one or more of the following objectives:

- (a) to support the provision of the development of affordable housing as provided for by 12.2.2;*
- (b) to support the provision of common open space that is functional for active or passive recreational use;*
- (c) to support the provision of underground parking;*
- (d) to encourage aesthetically attractive residential developments through the enhanced provision of landscaped open space;*
- (e) to support the provision of, and improved access to, public open space, supplementary to any parkland dedication requirements;*
- (f) to support the provision of employment-related day care facilities;*
- (g) to support the preservation of structures and/or districts identified as being of cultural heritage value or interest by the City of London;*
- (h) to support innovative and environmentally sensitive development which incorporates notable design features, promotes energy conservation, waste and water recycling and use of public transit;*
- (i) to support the preservation of natural areas and/or features; and*
- (j) to support the provision of design features that provide for universal accessibility in new construction and/or redevelopment.*

The London Plan - City Design Policies 193 (1989 Official Plan – Chapter 11 Policies)

In all of the planning and development we do and the initiatives we take as a municipality, we will design for and foster:

- 1. A well-designed built form throughout the city;*
- 2. Development that is designed to be a good fit and compatible within its context;*
- 3. A high-quality, distinctive and memorable city image;*
- 4. Development that supports a positive pedestrian environment;*
- 5. A built form that is supportive of all types of active mobility and universal accessibility;*
- 6. High-quality public spaces that are safe, accessible, attractive and vibrant;*
- 7. A mix of housing types to support ageing in place and affordability;*
- 8. Sustainably designed development that is resilient to long-term change; and*
- 9. Healthy, diverse and vibrant neighbourhoods that promote a sense of place and character.*

The London Plan - Bonusing Provisions Policy 1652

Under Type 2 Bonus Zoning, additional height or density may be permitted in favour of facilities, services, or matters such as:

- 1) Exceptional site and building design.*
- 2) Cultural heritage resources designation and conservation.*
- 3) Dedication of public open space.*

- 4) *Provision of off-site community amenities, such as parks, plazas, civic spaces, or community facilities.*
- 5) *Community garden facilities that are available to the broader neighbourhood.*
- 6) *Public art.*
- 7) *Cultural facilities accessible to the public.*
- 8) *Sustainable forms of development in pursuit of the Green and Healthy City policies of this Plan.*
- 9) *Contribution to the development of transit amenities, features and facilities.*
- 10) *Large quantities of secure bicycle parking, and cycling infrastructure such as lockers and change rooms accessible to the general public.*
- 11) *The provision of commuter parking facilities on site, available to the general public.*
- 12) *Affordable housing.*
- 13) *Day care facilities, including child care facilities and family centres within nearby schools.*
- 14) *Car parking, car sharing and bicycle sharing facilities all accessible to the general public.*
- 15) *Extraordinary tree planting, which may include large caliper tree stock, a greater number of trees planted than required, or the planting of rare tree species as appropriate.*
- 16) *Measures that enhance the Natural Heritage System, such as renaturalization, buffers from natural heritage features that are substantively greater than required, or restoration of natural heritage features and functions.*
- 17) *Other facilities, services, or matters that provide substantive public benefit.”*

The London Plan - Affordable Housing 516

New neighbourhoods will be planned to include a variety of different housing types such that it is possible for people to remain in a neighbourhood as their housing needs change over time (509);

A target of 25% of new housing, in aggregate, is to be affordable to low- and moderate-income households as defined by the Provincial Policy Statement and this Plan. This target may be met through residential greenfield development and the many forms of intensification identified in the City Structure policies of this Plan (517); and Secondary plans and larger residential development proposals should include a 25% affordable housing component through a mix of housing types and sizes. In keeping with this intent, 40% of new housing units within a secondary plan, and lands exceeding five hectares in size outside of any secondary plan, should be in forms other than single detached dwellings (518).

4.0 Matters to be Considered

A complete analysis of the application is underway and includes a review of the following matters, which have been identified to date:

Provincial Policy Statement (PPS)

- Consideration for consistency with policies related to a mix of residential and commercial uses, efficient use of land, infrastructure and services

Range of Uses

- If the range of residential, commercial and office uses are appropriate in this location

Intensity

- If the requested intensity of 262 units per hectare is appropriate for the site, surrounding context, and is able to be serviced,
- If the proposed intensity is consistent with the Our City, Our Strategy, City Building, Intensification Targets, City Structure, and Place Type policies

Bonusing

- If the requested bonus zone results in enhanced public benefit and is commensurate to the increased height and density

SWAP

- Conformity to policies related to the appropriateness of the level of proposed intensity in the Bostwick Neighbourhood and broader secondary plan

Technical Review

- Functional servicing analysis and available sanitary capacity to accommodate the proposed intensity
- A review of the Transportation Impact Assessment to ensure no negative impacts on existing roads, and to ensure future road construction can be managed through the consent application
- Appropriate and desirable design of towers and consideration before the Urban Design Peer Review Panel

Zoning

- Suitability of the requested bonus zone and regulation amendments in relation to the proposed development and neighbourhood

More information and detail is available in the Appendices of this report.

5.0 Conclusion

Development Services staff will continue to review the merits of the application and the comments received with respect to the requested Official Plan and Zoning By-law Amendment. A subsequent planning report will be prepared when the review is complete, including a recommended action for the consideration of the Planning and Environment Committee and Municipal Council.

Recommended by:	Sonia Wise, MCIP, RPP Senior Planner, Development Services
Reviewed by:	Lou Pompili, MCIP RPP Manager, Development Planning (Subdivision)
Concurred in by:	Paul Yeoman, RPP, PLE Director, Development Services
Submitted by:	George Kotsifas, P.ENG Managing Director, Development and Compliance Services and Chief Building Official
Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Development Services	

October 1, 2018
/sw

CC: Matt Feldberg, Manager, Development Services (Subdivisions)

Z:\Shared\ADMIN\1- PEC Reports\2018 PEC Reports\15 - Oct 09 '18 PEC\draft_OZ-8941-3080_Bostwick_Rd_Site_1_PEC_Report_1_of_1.docx

Appendix A – Public Engagement

Community Engagement

Public liaison: On August 17, 2018, Notice of Application was sent to 552 property owners and residents in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on August 16, 2018. A “Planning Application” sign was also posted on the site.

7 replies were received

Nature of Liaison: The purpose and effect of this Official Plan and zoning change is to permit a mixed use development with residential, office and convenience commercial uses. Possible amendment to the Official Plan to add the subject site to the list of preferred sites to allow convenience commercial uses. Possible change to Zoning By-law Z.-1 **FROM** an Urban Reserve (UR4) Zone **TO** a Residential R9/Convenience Commercial Special Provision/Restricted Office Special Provision Bonus (R9-7/CC4(_)/RO2(_)*B-__) Zone to permit a range of high density residential uses in two towers of 18 & 21 storeys with a 5 storey podium, and 1,000m² of convenience commercial uses, and 2,000m² of office uses. A bonus zone is requesting an increased height of 21 storeys, and a density of 261 units per hectare in return for such facilities, services or matters described in section 19.4.4 of the Official Plan, and policies 1638-1655 of The London Plan.

Responses: A summary of the various comments received include the following:

Concern for:

- Increased traffic and congestion (x5)
- Increased cut through traffic in the established neighbourhood to the north (x3)
- Pedestrian safety
- Road improvements should be implemented as recommended in the Southdale EA (x3)
- Only the ward 9 councillor was identified on the notice, not the nearby ward 10
- The local school capacity and ability to accommodate increased number of pupils (x2)
- Site 1 – building height is too high, should be 14 storeys or less
- Greater building heights are difficult to evacuate in emergencies and may block satellite signals
- Provide convenient drop-off/pick-up spaces for para transit vehicles
- Provide affordable housing options and small-lot, small home options

Support for:

- Positive to see the site finally develop
- Interest in investing in the project

Responses to Public Liaison Letter and Publication in “The Londoner”

Telephone	Written
Tom Brimson 12-1015 Farnham Rd London ON N6K 1S3	Amanda Nash 1172 Dalhouse Dr London ON N6K 2Y1
Jim Cressman 957 Dalhousie Dr London ON N6K 1M8	Susan Spencer-Paton 31 Brixham Road London ON NK 1P5
Wing Man Lin	Esther Corcoran 143 McMaster Drive London ON N6K 1J5
	Ed Morrison

From: amanda nash [mailto:]
Sent: Monday, August 27, 2018 3:23 PM
To: Wise, Sonia <swise@london.ca>; Hopkins, Anna <ahopkins@london.ca>
Subject: 3080 bostwick rd development

As a resident of Dalhousie dr. We are concerned about traffic on surrounding streets. Traffic is already horrific on southdale and very often backs up through the intersection of Bostwick rd and Southdale rd. It will often back up through the lights at Wonderland and as far west as Colonel Talbot at times. If you add in another potential 1000 plus units that could make this neighbourhood basically inaccessible at many times of day.

With the added population density where will the children go to school ? If even half of the 1000 plus units even have just 2 children where do you suggest these schools put 1000 more students ? The plans do not show any plans for a new school building, so that means our children who already go to these crowded schools will suffer greatly from the overpopulation of their class rooms and school fundings will be stretched even thinner.

LONDON CONDOMINIUM CORPORATON # 15
31 Brixham Road, London ON N6K 1P5

September 4, 2018

Sonia Wise
swise@london.ca

Dear Ms. Wise:

Re: Planning Application, 3080 Bostwick Road

We represent London Condominium Corporation # 15 which consists of 43 townhouse units along McMaster Drive, Brixham Road, Dalhousie Crescent and Farnham Road. Although we are pleased to finally see that the weeds and mounds of dirt at the corner of Bostwick and Southdale replaced by development, we have concerns about the increase in traffic that it will bring to the area and through our streets.

Although, the majority of our condominium residents are seniors and mature adults, there are also many children living in the area and using these streets to attend the three schools in Westmount. Even without the addition of the proposed 1,670 new residents, plus expanse of commercial retail and office use, the traffic along Southdale Road and through our streets has increased tremendously over the past couple of years. With the addition of this number of residents without improvements, the traffic congestion and safety of pedestrians is a great concern.

We urge the City to implement the recommendations for road improvements proposed in the Environmental Study presented by York Developments in 2017, prior to the completion of and new high rise buildings on Southdale Road

Respectfully submitted,

Susan Spencer-Paton
Susan Spencer-Paton
President

Doris E. Hall
Doris E. Hall
Treasurer

Email: [REDACTED]

Cc: Anna Hopkins <ahopkins@london.ca>
Virginia Ridley <vridley@london.ca>

From: Esther Corcoran [mailto:]
Sent: Monday, September 17, 2018 8:16 PM
To: Wise, Sonia <swise@london.ca>
Subject: Re: 3080 Bostwick Road Planning Applications

Dear Ms. Wise,

I also forgot to add that to better serve the community and our city, with all the new developments that there is limited affordable homes and rentals with the tightening of the requirements for obtaining a mortgage this greatly impacts young families, single people and those that have already retired and those approaching retirement. People on restricted income or a lack of income growth (eg - seniors), that affordable housing or single family homes are also required. There is a small circle of homes within our subdivision of detached homes that have yards slightly larger than townhome has. Many of them are single floors and this is something that is also needed for those just entering the housing market, downsizing or disabled.

Thank you
Esther Corcoran

-----original message-----

From: Esther Corcoran [mailto:]
Sent: Sunday, September 16, 2018 8:39 PM
To: Hopkins, Anna <ahopkins@london.ca>
Cc: Wise, Sonia <swise@london.ca>
Subject: Re: 3080 Bostwick Road Planning Applications

Dear Anna,

We reside in Westmount and would like to share some of our concerns for the proposals for 3080 Bostwick Road. At this time, traffic from Wonderland Rd. S., to Colonel Talbot Rd along Southdale Rd is extremely heavy especially during the early hours and later afternoon (eg - 7am-10am & 4pm-6pm). With the proposed additions of housing the traffic will increase drastically and Southdale is not equipped to handle the increase in traffic and should be expanded prior to any more additional housing being built.

Proposal for Site 1 - the residential apartment building(s) are too high for the surrounding neighborhood as proposed at 21 & 18 storeys high. They should be no higher than 14 storeys. Concern is two fold in that should there be a power outage or fire, any elderly, disabled, expectant mother, young children would have a difficult time in descending 21 or 18 storeys to safety. The other concern is for surrounding homes that may be utilizing satellite signals that the height of such a high rise may disrupt the signal.

Proposal for Site 3 - would be the same as above as it is being proposed for a 17 storey apartment building.

Proposal for Site 5 - It is not clear as to how many parking spaces will be available for 168 units. Many seniors continue to drive.

Our final concern for all proposals is that there should be a spot for each apartment building that allows for easy access for para transit vehicles (eg Voyager etc.) so that they can easily get in and out for pick ups and drop offs. Many newer buildings aren't allowing easy access for these vehicles.

Sincerely,

Esther Corcoran

From: Ed Morrison [mailto:]
Sent: Thursday, September 27, 2018 11:54 AM
To: Wise, Sonia <swise@london.ca>
Subject: Re: 3080 Bostwick Road Development

Hello Mrs. Wise

My biggest concern so far is when the development will take place. The widening of Southdale from Pine Valley to Colonel Talbot is slated to be finished by 2030. If this development takes place before the widening it will further aggravate the already congested area.

Ed Morrison

Agency/Departmental Comments

August 1, 2018 – Urban Regeneration: Email Excerpt

No further archaeological work is required for the assessed area

September 20, 2018 – Development Services Engineering: Memo

The City of London's Environmental and Engineering Services Department offers the following comments with respect to the aforementioned Official Plan and Zoning By-Law amendment application:

Comments for the Re-zoning Application

- A holding provision for the provision of access to the satisfaction of the City Engineer is required.
- Transportation has reviewed the TIA provided and cannot support a full access for Street 3, the Southdale Road EA identifies a median at this location restricting the access to right in/right out, furthermore the signal spacing does not meet the minimum spacing as identified in the Access Management Guidelines. The timing of various DC road projects is currently being reviewed through the DC update and may impact future road capacity assumptions contained in the TIA. The applicant should update the TIA to reflect the above mentioned street 3 access restriction.
- A general "h" provision to ensure the orderly development of lands and the adequate provision of municipal services (i.e. to ensure the detailed design and agreement to construct the required watermain has been satisfied).
- An "h-100" provision to ensure the looped watermain discussed above is constructed, commissioned, and put into service.
- A revised sanitary capacity analysis to demonstrate flows from all three sites do not exceed the 7.5l/s sanitary allocation. All three sites and the draft plan of subdivision (excluding the SWCC) combined cannot exceed 7.5l/s as agreed upon in the Agreement of Purchase and Sale for these lands. Alternatively, flows above the allocated 7.5l/s for the subject lands may be able to be serviced by the future GMIS Bostwick Road Sanitary Sewer. The applicant should be advised that his consulting engineer can contact Wastewater and Drainage Engineering prior to submitting the revised analysis for further clarification regarding the scope of the sewer assessment.
- Provide a Professional Engineers stamp for the Noise Assessment.

Transportation

The following items are to be considered during the future development application stage:

- The applicant shall construct all external works as identified in the future accepted TIA to facilitate the development of the subject lands;
- Widen Southdale Road to a maximum width of 24.0 metres in perpendicular width from the centerline of Southdale Road along the entire frontage of the subject lands.
- Widen Bostwick Road to a maximum width of 18.0 metres in perpendicular width from the centerline of Bostwick Road along the entire frontage of the subject lands.
- Provide a 0.3m road reserve block along the Bostwick Road and Southdale Road frontages.
- Provide sufficient right-of-way widening to dedicate 6.0 m x 6.0 m "daylighting triangle" at the intersection of Bostwick Road and Southdale Road.

- Provide plan and profile drawings demonstrating the design of the private access road to be located within the future dedicated right of way. The conceptual centerline design of the draft plan of subdivision road network shall be included to ensure the private access road does not impact any future development.
- Individual access from Blocks 1 and 3 will not be permitted to Southdale Road.
- The access road is to be constructed to a standard suitable for winter maintenance, including but not limited to, installation of granular's, base asphalt and curb and gutter. The road structure shall be built to the road classification (as determined by the future draft plan of subdivision) standards.
- A plan/profile of Bostwick Rd may be required to determine sight line requirements as identified in the City's Design and Specifications and Requirements Manual at all street connections. If desirable decision sight distances cannot be achieved the applicant shall undertake works on Bostwick road at no cost to the City to achieve the desirable decision sight distances.
- A temporary turnaround may be required depending on the length of the private access.
- Any road and/or servicing crossing over the Thornicroft drain may require an Environmental Assessment Opinion Letter.
- Access arrangement will need to comply with the Southdale Road EA <https://www.london.ca/residents/Environment/EAs/Pages/Southdale-Road-West-Bostwick-Road-Improvements-.aspx>

Water

The following items are to be considered during the future development application stage:

- Individual water service connections from the site directly to Southdale Road and/or Bostwick Road will not be permitted.
- The proposed municipal watermain shall be sized to accommodate the future draft plan of subdivision and any external tributary lands.
- The alignment of the proposed municipal watermain along the private access road (future dedicated right of way) shall be in standard location as per UCC 1M.

Wastewater

The following items are to be considered during the future development application stage:

- Development of the site should be coordinated with the future draft plan of subdivision.
- The proposed municipal sewers shall be sized to accommodate the future draft plan of subdivision and any external tributary lands.
- The alignment of the proposed municipal sewers along the private access road (future dedicated right of way) shall be in standard location as per UCC 1M.

Stormwater

The following items are to be considered during the future development application stage:

- City of London Permanent Private System policy applies and all post development flows for all storm events up to the 100 year storm shall be controlled to the pre-development levels.
- Quality controls to the standards of the Ministry of the environment, Conservation and Parks – MECP (formerly MOECC) shall be achieved by the use of an OGS (or any other applicable options such as catchbasin hoods, bioswales, etc.) providing normal (70% TSS removal) level.
- An MECP ECA may be required for the design and construction of any proposed outfall (e.g. the outfall proposed in Fig.-2 of the IPR TS2016-008). The applicant will have to contact the MECP to confirm if a new ECA is required. Please note

that any required ECA may be obtained through B.032/18 or B.033/18. Coordination will be required.

- Any proposed LID solution should be supported by a Geotechnical Report and/or hydrogeological investigations prepared with focus on the type of soil, its infiltration rate, hydraulic conductivity (under field saturated conditions), and seasonal high ground water elevation. The report(s) should include geotechnical and hydrogeological recommendations of any preferred/suitable LID solution.

Noise

The following items are to be considered during the future development application stage:

- The noise assessment will be required to be submitted as part of a future application for acceptance by the City. Ensure the report is updated to reflect any changes in design and layout.

Appendix B – Policy Context

The following policy and regulatory documents were considered in their entirety as part of the evaluation of this requested land use change. The most relevant policies, by-laws, and legislation are identified as follows:

Provincial Policy Statement, 2014

- 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns
- 1.1.3 Settlement Areas
- 1.7 Long-Term Economic Prosperity

The London Plan

- 54 Our Strategy
- 79 Our City – City Structure Plan
- 193 City Design Policies
- 309 City Building Policies
- 516 Affordable Housing
- 916 Neighbourhoods
- 954 High Density Residential Overlay
- 1556 Secondary Plans
- 1577 Evaluation of Planning Applications
- 1645-1655 Bonus Zoning

Southwest Area Secondary Plan

- 20.5.1.4 Principles of the Secondary Plan
- 20.5.2 Community Structure Plan
- 20.5.3 General Policies
- 20.5.4.1 General Land Use Policies
- 20.5.5 Neighbourhoods
- 20.5.9 Bostwick Neighbourhood
- 20.5.17 Appendix 4: Official Plan Excerpts – Policies

1989 Official Plan

- 2.1 Council Strategic Plan
- 3.4. Multi-Family, High Density Residential
- 3.6.5 Convenience Commercial and Service Stations
- 3.6.8 New Office Development
- 11.1 Urban Design
- 19.4.4 Bonus Zoning
- 20 Secondary Plans

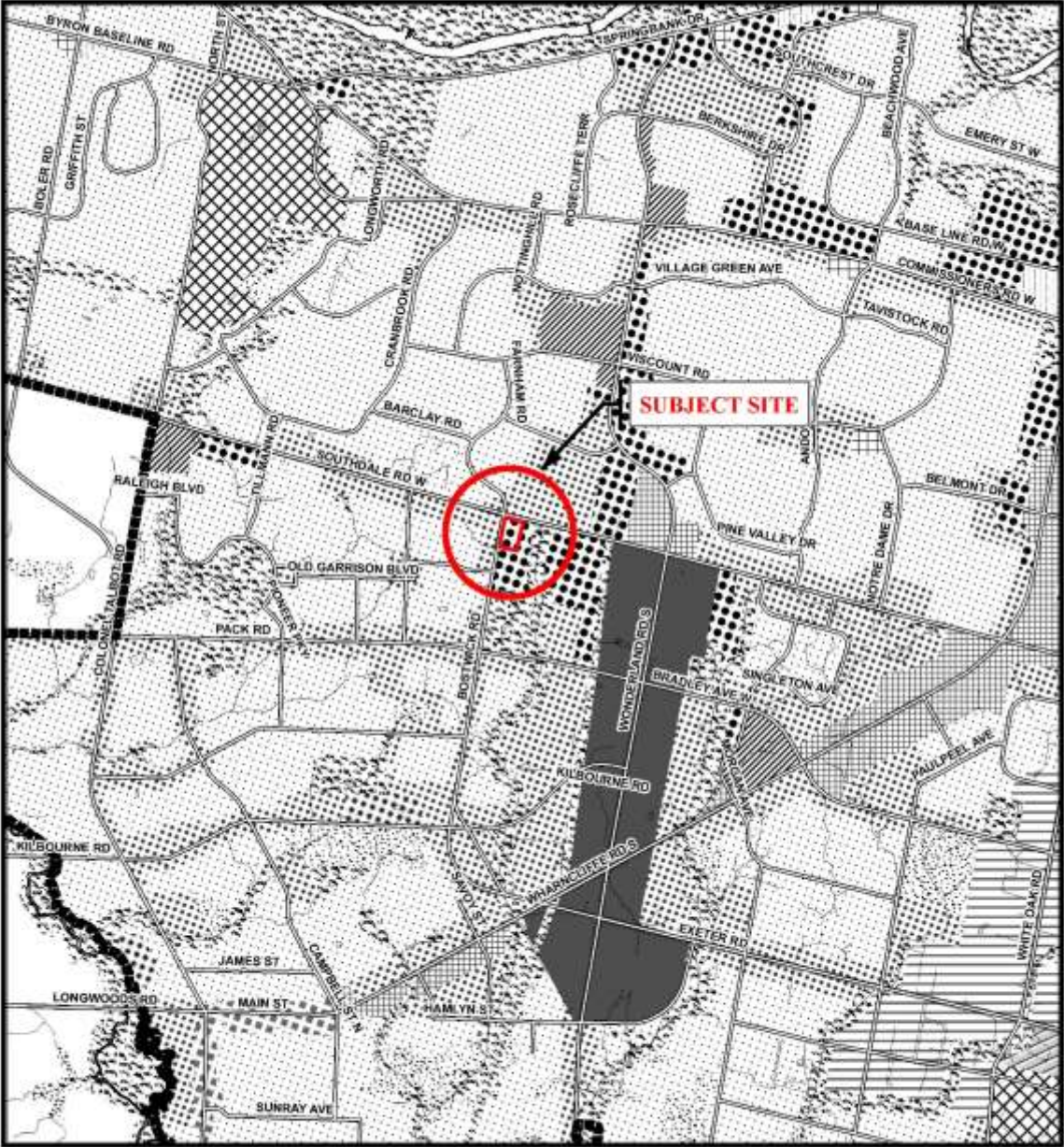
Z.-1 Zoning By-law

- Section 3: Zones and Symbols
- Section 4: General Provisions
- Section 13: Residential R9 Zone

Appendix C – Additional Information

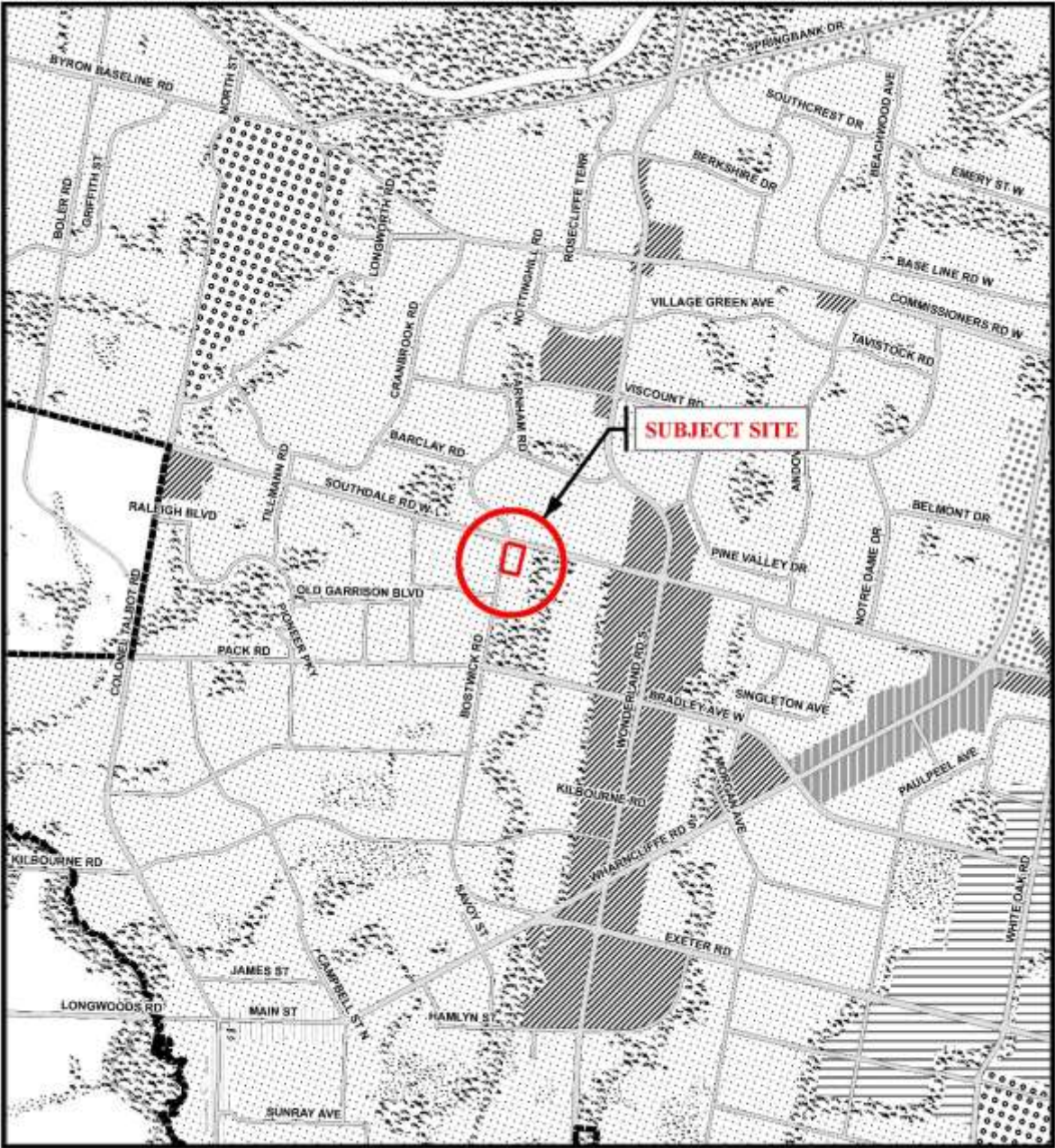
Additional Maps





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

<p>CITY OF LONDON Planning Services / Development Services OFFICIAL PLAN SCHEDULE A - LANDUSE -</p> <p>PREPARED BY: Graphics and Information Services</p>	 Scale 1:30,000 Meters	<p>FILE NUMBER: OZ-8941</p> <p>PLANNER: SW</p> <p>TECHNICIAN: RC</p> <p>DATE: 2018/09/29</p>
--	----------------------------------	--



Legend

Downtown	Future Community Growth	Environmental Review
Transit Village	Heavy Industrial	Farmland
Shopping Area	Light Industrial	Rural Neighbourhood
Rapid Transit Corridor	Future Industrial Growth	Waste Management Resource Recovery Area
Urban Corridor	Commercial Industrial	Urban Growth Boundary
Main Street	Institutional	
Neighbourhood	Green Space	

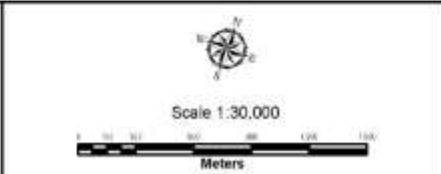
This is an excerpt from the Planning Division's working consolidation of Map 1 - Place Types of the London Plan, with added notations.

At the time of the printing of this map, the Rapid Transit EA is in progress. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of The London Plan.

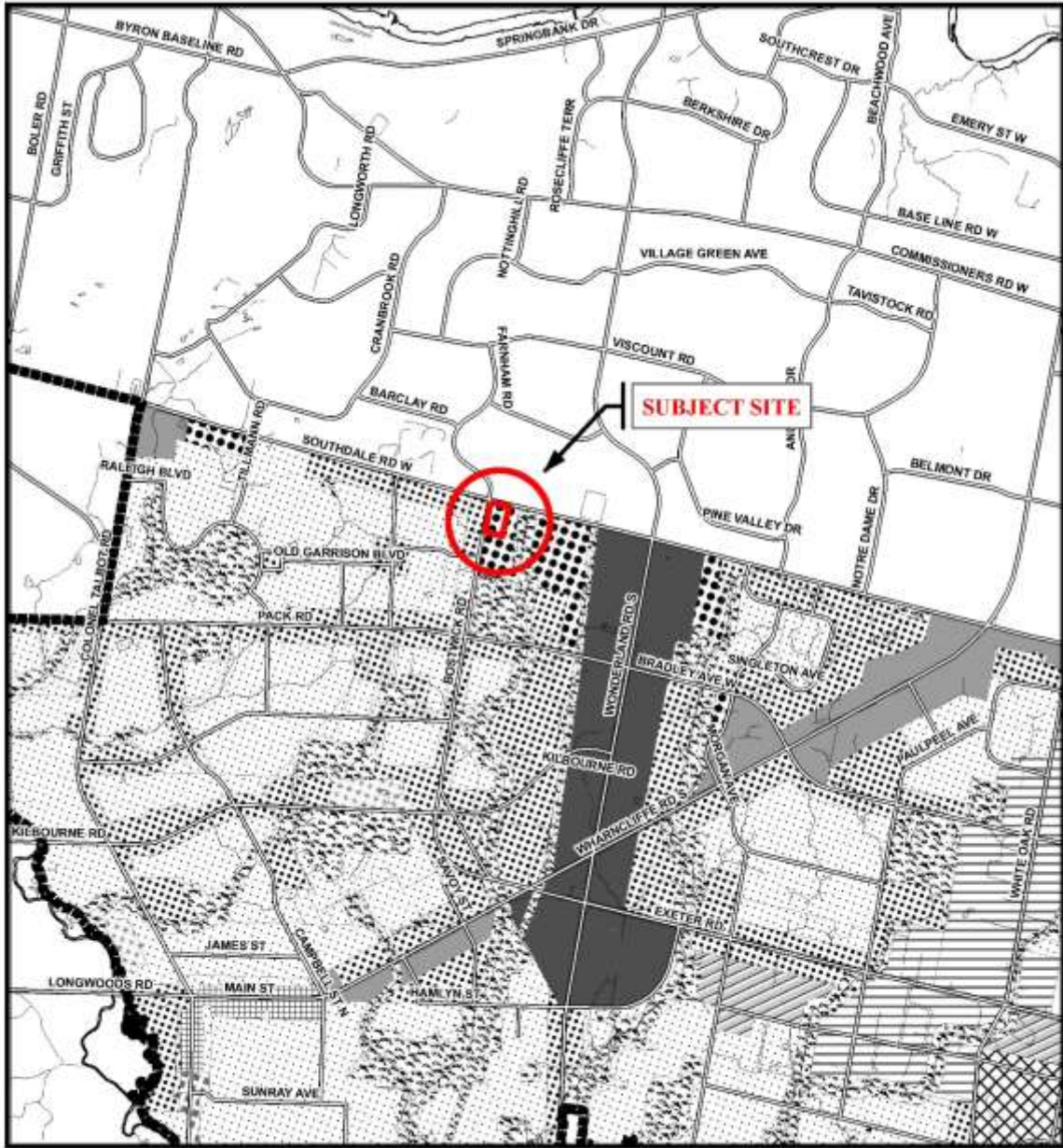
CITY OF LONDON
Planning Services /
Development Services

LONDON PLAN MAP 1
- PLACE TYPES -

PREPARED BY: Planning Services

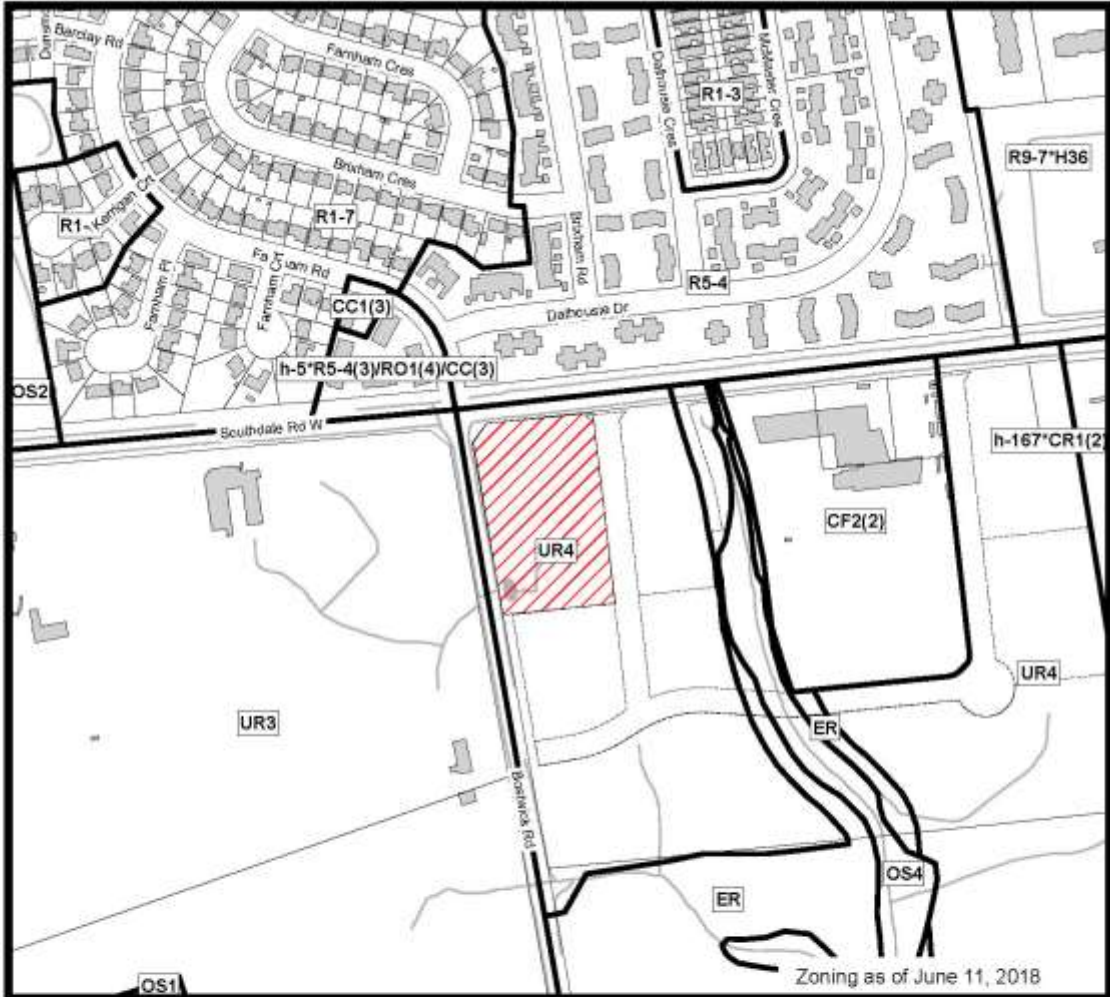


File Number: OZ-8941
Planner: SW
Technician: RC
Date: August 29, 2018



Legend	
	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
	Institutional
	Industrial
	Commercial Industrial
	Transitional Industrial
	Urban Reserve Community Growth
	Urban Reserve Industrial Growth
	Rural Settlement
	Urban Growth Boundary

<p>CITY OF LONDON Planning Services / Development Services</p> <p>SOUTHWEST AREA STUDY SECONDARY PLAN - LANDUSE -</p> <p>PREPARED BY: Graphics and Information Services</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: OZ-8941</p>
		<p>PLANNER: SW</p> <p>TECHNICIAN: RC</p> <p>DATE: 2018/08/29</p>



 **COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:**

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

- | | |
|--|---|
| <ul style="list-style-type: none"> R1 - SINGLE DETACHED DWELLINGS R2 - SINGLE AND TWO UNIT DWELLINGS R3 - SINGLE TO FOUR UNIT DWELLINGS R4 - STREET TOWNHOUSE R5 - CLUSTER TOWNHOUSE R6 - CLUSTER HOUSING ALL FORMS R7 - SENIOR'S HOUSING R8 - MEDIUM DENSITY/LOW RISE APTS. R9 - MEDIUM TO HIGH DENSITY APTS. R10 - HIGH DENSITY APARTMENTS R11 - LODGING HOUSE
 DA - DOWNTOWN AREA RSA - REGIONAL SHOPPING AREA CSA - COMMUNITY SHOPPING AREA NSA - NEIGHBOURHOOD SHOPPING AREA BDC - BUSINESS DISTRICT COMMERCIAL AC - ARTERIAL COMMERCIAL HS - HIGHWAY SERVICE COMMERCIAL RSC - RESTRICTED SERVICE COMMERCIAL CC - CONVENIENCE COMMERCIAL SS - AUTOMOBILE SERVICE STATION ASA - ASSOCIATED SHOPPING AREA COMMERCIAL
 OR - OFFICE/RESIDENTIAL OC - OFFICE CONVERSION RO - RESTRICTED OFFICE OF - OFFICE | <ul style="list-style-type: none"> RF - REGIONAL FACILITY CF - COMMUNITY FACILITY NF - NEIGHBOURHOOD FACILITY HER - HERITAGE DC - DAY CARE
 OS - OPEN SPACE CR - COMMERCIAL RECREATION ER - ENVIRONMENTAL REVIEW
 OB - OFFICE BUSINESS PARK LI - LIGHT INDUSTRIAL GI - GENERAL INDUSTRIAL HI - HEAVY INDUSTRIAL EX - RESOURCE EXTRACTIVE UR - URBAN RESERVE
 AG - AGRICULTURAL AGC - AGRICULTURAL COMMERCIAL RRC - RURAL SETTLEMENT COMMERCIAL TGS - TEMPORARY GARDEN SUITE RT - RAIL TRANSPORTATION
 N - HOLDING SYMBOL *D* - DENSITY SYMBOL *H* - HEIGHT SYMBOL *B* - BONUS SYMBOL *T* - TEMPORARY USE SYMBOL |
|--|---|

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

**ZONING
BY-LAW NO. Z-1
SCHEDULE A**



THIS MAP IS AN UNOFFICIAL EXTRACT FROM THE ZONING BY-LAW WITH ADDED NOTATIONS

FILE NO:
OZ-8941 SW

MAP PREPARED:
2018/08/28 RC

1:5,000
0 25 50 100 150 200 Meters

Additional Reports

OZ-6662: 2004 Request for Official Plan and Zoning By-law Amendments to develop site for various residential and commercial uses

O-7609: 2012 Council Approved Official Plan Amendments associated with Southwest Area Plan

Z-8386: 2014 Zoning by-law Amendment to facilitate the development of the Bostwick Community Centre