

SECONDARY PLAN

20.5

November 2012



Southwest Area Plan

City of London

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Southwest

Area Plan

Introduction

20.5.1.1 Introduction

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

20.5.1.2 Purpose and Use of the Plan

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

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

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

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

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

20.5.1.3 Vision

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

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

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



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

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

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

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

Enhancements are proposed to the Natural Heritage System and open space features in the southwest designing them as neighbourhood features interwoven in the urban landscape. Specifically, enhanced corridors of 30 metres on each side of identified natural areas, and 50 metres on each side of Dingman Creek also serve to protect, maintain, enhance and rehabilitate the corridors.

A flexible approach to servicing and phasing for the southwest is also proposed. Servicing for the southwest will be consistent with the servicing strategy for the city as a whole. The review for servicing will be completed as part of the 2014 Development Charges Study, and staging of development will be determined through the City’s review of the Growth Management Implementation Strategy (GMIS).



20.5.1.4 Principles of the Secondary Plan

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

i) Creation of a Diverse and Connected Community

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

Objectives

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

ii) A Range of Housing Choices

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

Objectives

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





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

iii) A Competitive Place to Work and Invest

Provide for the growth of employment lands opportunities.

Objectives

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

iv) A Green and Attractive Environment

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

Objectives

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

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

v) A Model of Sustainable Growth Management

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

Objectives

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

20.5.1.5 Existing Approved Area Plans

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

20.5.2

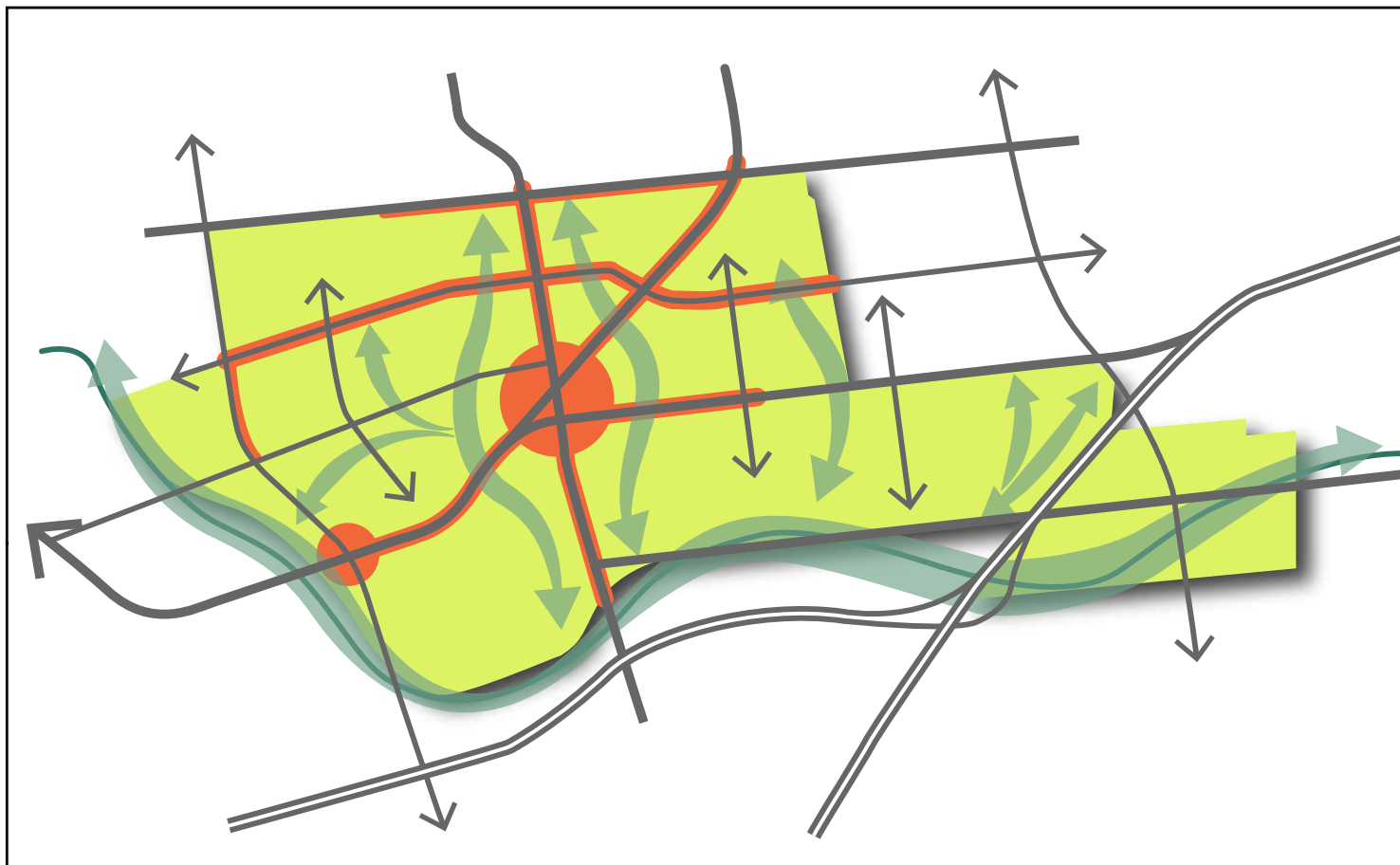
Community Structure Plan



20.5.2 Community Structure Plan

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

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



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

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



20.5.3

General Policies



20.5.3.1 Housing

i) Affordable Housing

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

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

ii) Seniors and Special Populations Housing

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

20.5.3.2 Sustainable/Green Development

i) Principles

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

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

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

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

ii) Policies

As part of a complete application for development within the Southwest Planning Area, a report shall be submitted explaining how the applicant has endeavoured to incorporate the following:

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





- k) quality materials for buildings that are durable and have high levels of energy conservation;
- l) the employment of building technologies such as “greenroofs.” Alternately, the use of reflective roof surface materials with high solar and thermal reflectivity to reduce the “heat island” effect is also desired; and
- m) the retention of identified heritage properties as a resource and to promote community identity.

20.5.3.3 Neighbourhood Central Activity Nodes

i) Intent

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

ii) Permitted Uses

Neighbourhood Central Activity Nodes have a higher intensity of activity-generating uses than other parts of the neighbourhood, but are predominantly pedestrian-scale, and, in addition to residential development, are encouraged to include a limited range of convenience and personal service commercial uses; small-scale eat-in restaurants, such as coffee or tea shops, or small-scale eat-in bakeries; civic and institutional uses such as parks, schools and churches; and live-work functions. Drive-through commercial uses shall not be permitted.

iii) Location

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

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

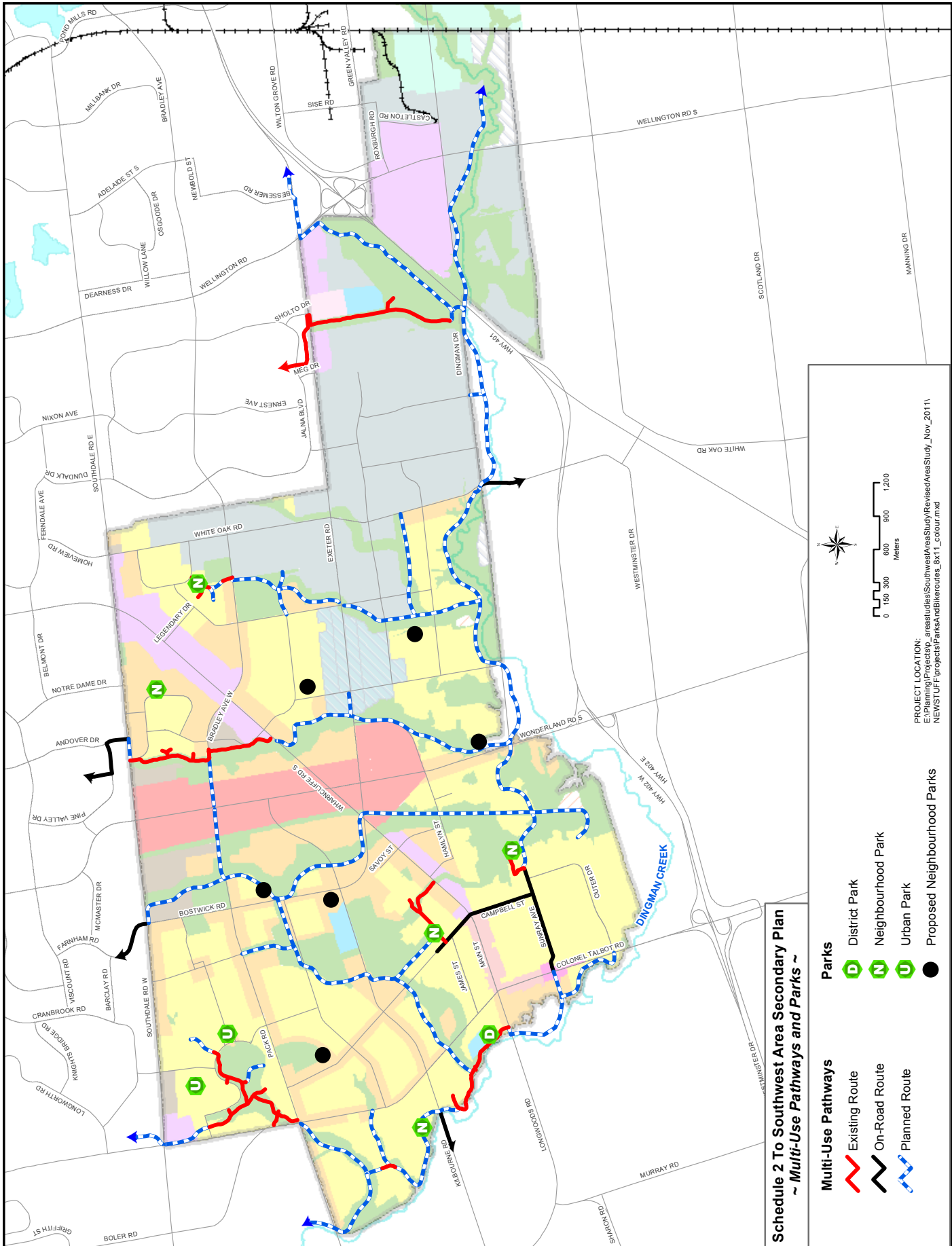
iv) Built Form and Intensity

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

20.5.3.4 Community Parkland and Trail Network

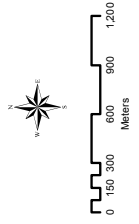
The development of the Southwest Planning Area as a sustainable community that provides for enhanced open space, encourages recreation and the use of alternative modes of transportation is largely dependent on the provision, development and incorporation of different types of parkland and open space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





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

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



PROJECT LOCATION:
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 NEWS\TUPF\projects\ParksAndRoutes_3x11_colour.mxd

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

i) Pathways and Trails

- a) Pedestrian pathways and trail development will be focused along the central corridor through the community extending from Dingman Creek to Southdale Road West (and beyond), and include the Sandra McInnis Woods, Thornicroft Drain, Pincombe Drain and hydro corridor. These corridors are intended to provide major pedestrian and cycling linkages within the overall community parkland network.
- b) The City will seek to enter into an agreement with Hydro One and private landowners for the possible integration and construction of a multi-use pathway within parts of the hydro-electricity corridor for a north/south pedestrian connection through the entire Southwest Planning Area. In the event the pathway connection through these lands cannot be secured, then a linear multi-use pathway adjacent to the corridor shall be established as an alternative location through the subdivision process.
- c) The multi-use pathway network shown on Schedule 2 is intended to function as a pedestrian and bicycle corridor and shall be dedicated to the City in accordance with the municipal land dedication requirements of Section 51.1 (25)b of the *Planning Act*. Lands included in the pathway network that are in excess of 5 metres in width will be recognized as parkland dedication and credited accordingly. Lands described as pedestrian corridors in Section 20.5.4.3 - Open Space are considered to be part of the multi-use pathway network.
- d) Subdivision design shall incorporate and provide connections of linear pathway/trail and park systems within residential neighbourhoods and between neighbourhoods where possible, and provide significant exposure of the open space feature to the residential community.
- e) The alignment of pathways and trails within Environmentally Significant Areas shall be consistent with the *Trails in ESAs Design Standards - City of London*.

ii) Parks

- a) The general location of neighbourhood and district parks is illustrated on Schedule 2. Further refinement of the location, size and configuration of these parks will be undertaken at the subdivision approval stage.



- b) An adequate distribution and balance of active parkland and play equipment shall be provided within an 800 metre radius of new residential development, without crossing major barriers such as railways, rivers or major roads.
- c) The locations of urban parks will be determined at the time of subdivision and/or site plan approval and will allow for passive recreation, pathways and extensive hardscaping with the inclusion of public art. These parks may be in the form of urban squares, parkettes and/or village greens. They will be acquired at the time of development through outstanding parkland dedication. Urban parks will generally have a minimum area of 2,500 square metres with extensive and integrated street frontage. A minimum of one urban park shall be provided in each new residential neighbourhood.
- d) In accordance with the *City of London Parks and Recreation Master Plan*, a future community centre will be located within the boundaries of the Southwest Planning Area. The community centre will also serve a neighbourhood function in one of the neighbourhoods west of Wonderland Road South. Council will undertake a separate site selection process to determine the appropriate location for the facility.
- e) Through the subdivision design and approval process, efforts will be made to incorporate neighbourhood and district parks in proximity/adjacent to natural heritage features, and provide appropriate linkages to protect and enhance the natural heritage features.

20.5.3.5 Parkland Dedication

The City of London Policy Manual provides Council direction regarding parkland dedication. In addition to the Parkland Conveyance & Levy By-law, the parkland dedication policies of Section 16.3.2. of the Official Plan and the following policies apply:

i) Conveyance of Parkland

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

ii) Property Management

To address the ongoing property management of the parkland components listed in Section 20.5.3.4, an analysis of funding

sources shall be undertaken by Council to identify such measures as condominium 'common element' fees, and other suitable mechanisms to ensure a viable and sustainable source of funding.

20.5.3.6 Natural Heritage

A comprehensive Natural Heritage Study (NHS) was completed as part of the Secondary Plan process. The recommendations of the NHS have been incorporated into the Official Plan Schedules A and B-1, as well as the Schedules in the Southwest Area Secondary Plan, and Features listed in Appendix 2.

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

i) Components of the Natural Heritage System

a) Dingman Creek Significant River Corridor

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


b) Width of the Dingman Creek Corridor

The protection, maintenance, enhancement and rehabilitation of the corridor are integral to the sustainability of this unique natural heritage feature and its ecological functions. To further protect the corridor and provide opportunities for enhancement the minimum width of the Dingman Creek Corridor will be comprised of a minimum 50 metres on each side of the watercourse measured from the ordinary high water mark, as determined by a qualified hydrogeomorphologist or hydrogeologist.

c) Other Natural Heritage Features

To increase the natural cover within the Southwest Secondary Planning Area, and to protect the features and ecological functions for which the natural area has been identified, a minimum 30 metre corridor will be





established on each side of the feature, measured from the edge of any other Natural Heritage Feature other than the Dingman Creek, identified on Schedule B-1 of the Official Plan.

d) Development Limit

Where development is proposed adjacent to the 50 metre minimum width of the Dingman Creek corridor, and the existing land use in the adjacent lands is not otherwise constrained by the presence of other natural heritage features or natural hazards, the requirement for an EIS will be waived.

Where development is proposed adjacent to the 30 metre minimum corridor for other natural heritage features, and the distance for the preparation of an EIS as set out in Table 15-1 of the Official Plan is less than 30 metres, the requirement for an EIS is waived. Where the distance for the preparation of an EIS for the natural heritage feature exceeds 30 metres, an EIS shall be prepared to confirm and delineate the limit of the buffer.

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

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

e) Implementation/Acquisition

For lands adjacent to Dingman Creek, 20 metres of the corridor adjacent to the Creek shall be dedicated to the City in accordance with the City's policies regarding the dedication of environmentally significant lands, at the reduced rates as defined in the Parkland Conveyance and Levy By-Law CP-9. For the remaining 30 metres to be dedicated, development credit equal to the land area will be assigned to the adjacent land for the purposes of density, coverage and lot area calculations. As full development credit for these lands to be dedicated is to be provided, no parkland credit will be provided for the remaining 30 metres.

For lands adjacent to any Natural Heritage Feature identified on Schedule "B-1"-Natural Heritage Features, 10 meters of the corridor adjacent to the natural heritage feature shall

be dedicated to the City in accordance with the City's policies regarding the dedication of environmentally significant lands, at the reduced rates as defined in the Parkland Dedication and Conveyance By-Law CP-9. For the remaining 20 metres to be dedicated, development credit equal to the land area will be assigned to the adjacent land for the purposes of density, coverage and lot area calculations. As full development credit for these lands to be dedicated is to be provided, no parkland credit will be provided for the remaining 20 metres.

No additional setbacks to a buffer adjacent to the Dingman Creek or a natural heritage feature acquired under this policy will be required other than as required by the regulations of the zone applied to the adjacent lands.

ii) Tree Planting Standards and Stewardship Practices

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

iii) Municipal Environmental Assessment – Stormwater Management

- a) Recommendations arising out of a Municipal Environmental Assessment Study for lands within the Secondary Plan shall be incorporated into development plans, and will be subject to more detailed review in compliance with the policies of Chapter 15 of the Official Plan if the facilities are proposed to be located within or adjacent to components of the natural heritage system. Development of the SWAP lands shall also be consistent with the policies of Section 17.6 of the Official



Plan. The following site specific policies shall also apply for on-site design:

- to reduce the extent of impervious cover, storm drainage and stormwater management techniques such as alternative roadside drainage techniques, pervious paving, enhanced use of vegetation cover, and/or the adoption of other practices to decrease the extent of impervious cover will be encouraged, wherever feasible and appropriate;
- stormwater management facilities shall not be permitted to be located within significant components of the natural heritage system or within environmental hazard lands;
- Any proposed channel or watercourse restoration, rehabilitation or enhancement work within the defined Dingman Creek corridor will be subject to Section 15.1 of the Official Plan to demonstrate no negative impact on ecosystem features and ecological functions, Sections 15.4.6 iii) and 15.3.7 (d) for management and rehabilitation priorities to achieve an environmental benefit, and the regulations of the Conservation Authority.

20.5.3.7 Community Facilities

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

One school board, the Conseil Scolaire Viamonde, has identified a possible need for a school site within the planning area, specifically in the Bostwick, North Longwoods, or Central Longwoods Neighbourhood. This Board has identified a need to acquire a site with an area of two (2) hectares (5 acres), at the intersection of two collector roads, or at the intersection of an arterial road and collector road. As a requirement for submission of a complete application, the Owner shall demonstrate that each of the school boards have been contacted concerning the proposed residential application, and provide to the City either a sign-off from each school board confirming the Board does not have a need for a site within the development plan, or alternatively, incorporate a possible school site on the plan based on the identified need by the applicable School Board.

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



20.5.3.8 Transportation

The transportation network within this Plan consists of Arterial, Primary and Secondary Collector roads. Local Streets may connect to appropriately designed arterial roads to provide new connections to the community neighbourhoods. The local street pattern will provide an organizing structure for each of the Neighbourhood areas. A conceptual local road network is depicted in Figure 1. In addition to Section 11 of the Official Plan, the Transportation policies specific to the Neighbourhood areas, and the applicable urban design policies in Section 20.5.3.9 of this Plan, the following policies shall apply:

i) General Policies

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



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

Local street right-of-way dedications shall be consistent with the Conceptual Road Network of this Plan. The City may enter into an encroachment agreement with the property owner for the use of the local street right-of-way in advance of its development as a local street.

ii) Access to Bradley Avenue

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

iii) On-Street Parking in the Lambeth Village Core

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

iv) Design for Wonderland Road South

a) Intent

As the primary gateway to Central London from the 400 series Highways, Wonderland Road South will be developed with a non-standard six-lane arterial road cross section. The intent of this design is to fulfill the two functions of this major



transportation corridor-as a major arterial designed to carry high volumes of traffic in a safe and efficient manner, and as a major gateway and arrival corridor into the city. Wonderland Road South will serve as the spine of the Southwest Area, and will link both the existing and newly developing neighbourhoods within the area to one another and to the rest of the city. For these reasons, a high design standard, including landscaping, medians, opportunities for on-street parking and bicycle lanes, and local street connections will be provided within a widened road allowance.

Based on a six lane profile, conceptual designs have a minimum of two through lanes in each direction within the Southwest Planning Area to carry traffic through the area in a safe and efficient manner. Where feasible, the third lane in each direction is designed as a parallel frontage street, allowing for local streets to run to the east and west directly from the arterial road right-of-way.

This design allows for the slowing of traffic, and the creation of an intimate pedestrian street environment adjacent to the development along the corridor. Bicycle lanes and on-street parking within the frontage street, and a wide landscaping strip planted with trees and other vegetation between the through lanes and the frontage street lane, will contribute to the sense of enclosure and the pedestrian feel for this area, while supporting street oriented development and front door opportunities. Building setbacks and design elements as set out in Section 20.5.3.9 of this Plan, will relate to this design to provide an effective interface between the public and private realms.

The through lanes in either direction will be divided by a wide raised median developed as a showcase of landscaping and trees, providing amenity for the street and enhancing this corridor as a significant gateway to the city that is representative of the Forest City.

b) Design Concepts

Technical restrictions due to the distance between the intersections of Wharncliffe Road South and Exeter Road with Wonderland Road South, and existence of the recently constructed London Transit Commission bus barn north of Wharncliffe Road South, result in the need for three cross section variations or “conditions”. These are concepts



only and are included in this Plan for the purpose of demonstrating the intent and functions of the design, and approximate road allowance requirements. The cross sections will be refined at the time of road design and construction. These are described and depicted as follows:

- **Condition 1 – Double Frontage Street**
This condition applies south of Exeter Road, and between the London Transit Commission (LTC) site and Bradley Avenue. It consists of four through lanes divided by a median, with a single, one-way frontage street on each side incorporating a landscaped median, bicycle lane, sidewalk and green area for utility co-location. The centre median is designed to accommodate one or two left turn lanes at the intersections with Exeter Road and Kilbourne Road, to accommodate potential requirements based on future traffic studies. The cross section and plan views of this design are shown in Figures 2, 5 and 6.
- **Condition 2 – No Frontage Street**
This condition applies between Exeter Road and Wharncliffe Road South. It consists of six through lanes divided by a median. Large municipal boulevards on either side of the roadway will accommodate sidewalks, bicycle lanes, utility locations and significant plantings. The median is designed to accommodate one or two left turn lanes at the intersections with Exeter Road and Wharncliffe Road South, to accommodate potential requirements based on future traffic studies. Private or local road access to sites adjacent to this segment shall be from Exeter Road or Wharncliffe Road South. The cross section and plan views of this design are shown in Figures 3, 5 and 6.
- **Condition 3 – Single Frontage Street**
This condition applies a between Wharncliffe Road South and the north boundary of the LTC site. A full frontage street configuration as described in Condition 1 applies to the west side of the street. There is no frontage street on the east side of the street, and the treatment in this area will accommodate sidewalks, bicycle lanes and utility placement and will be urban in nature. The centre median is designed to accommodate one or two left turn lanes at Wharncliffe Road South to accommodate potential requirements based on future traffic studies.

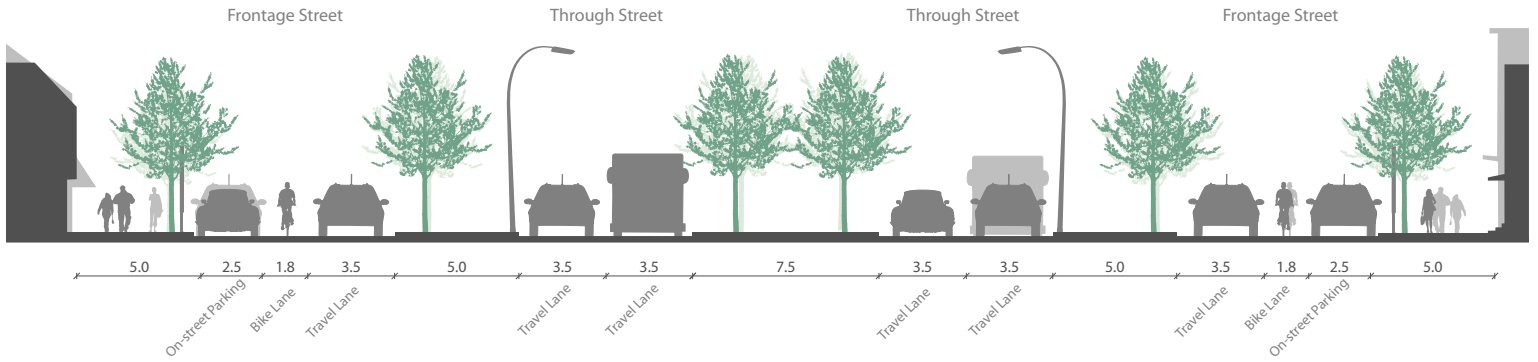


Figure 2: Condition 1 - Double Frontage Street Concept



Figure 3: Condition 2 - No Frontage Street Concept

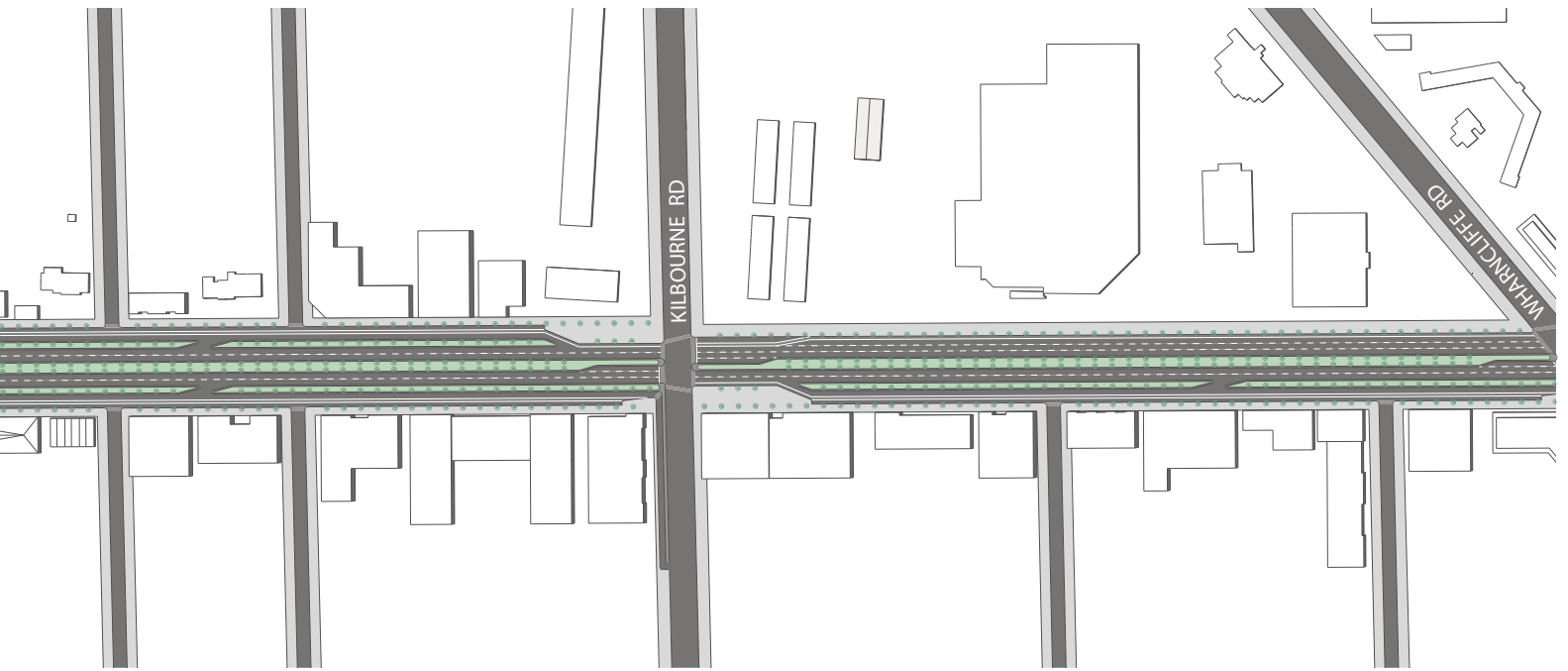


Figure 4: Condition 3- Single Frontage Street Concept



Figure 5: Wonderland Corridor concept from Southdale Road to Wharncliffe Road South

Condition 3



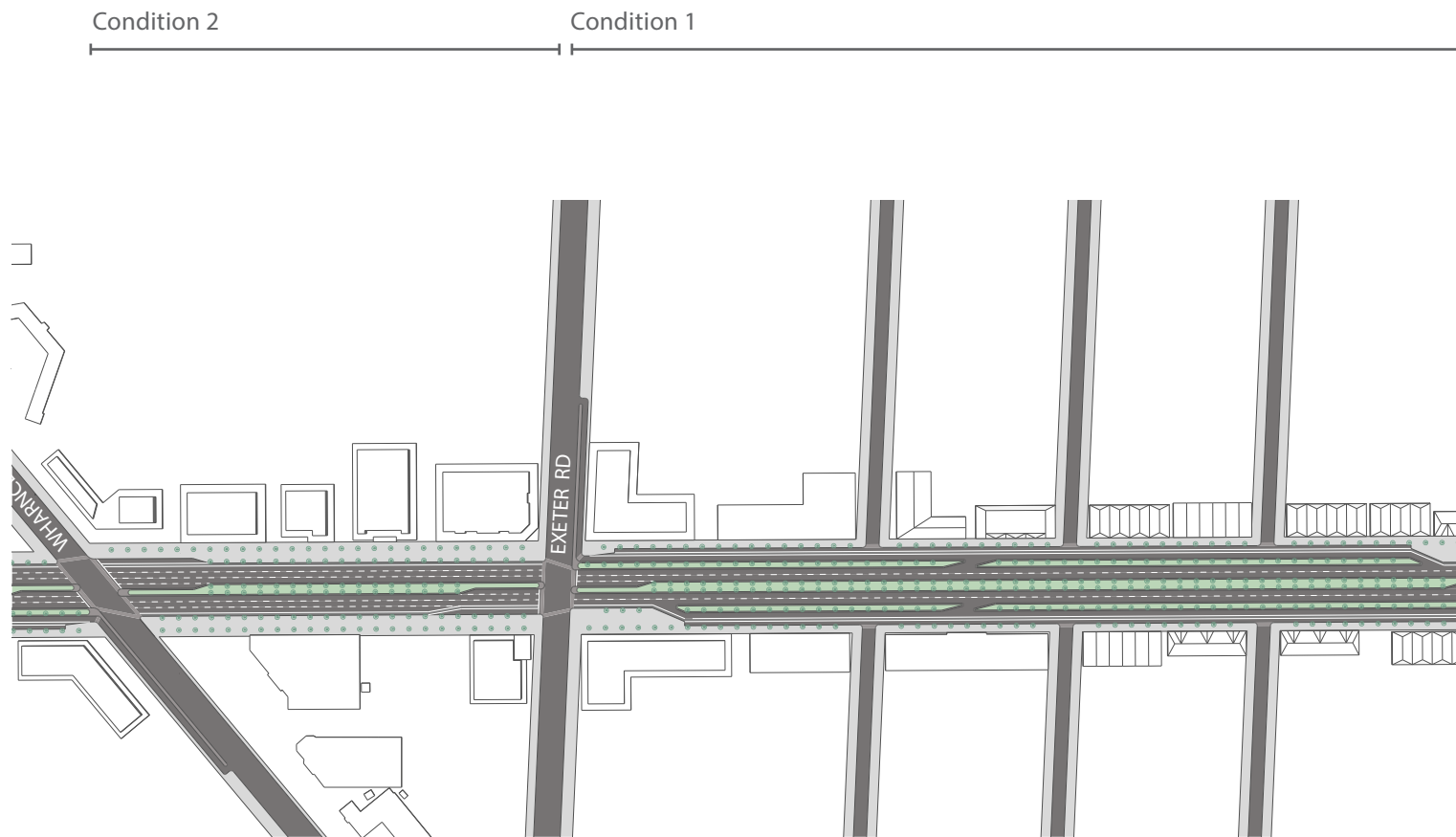
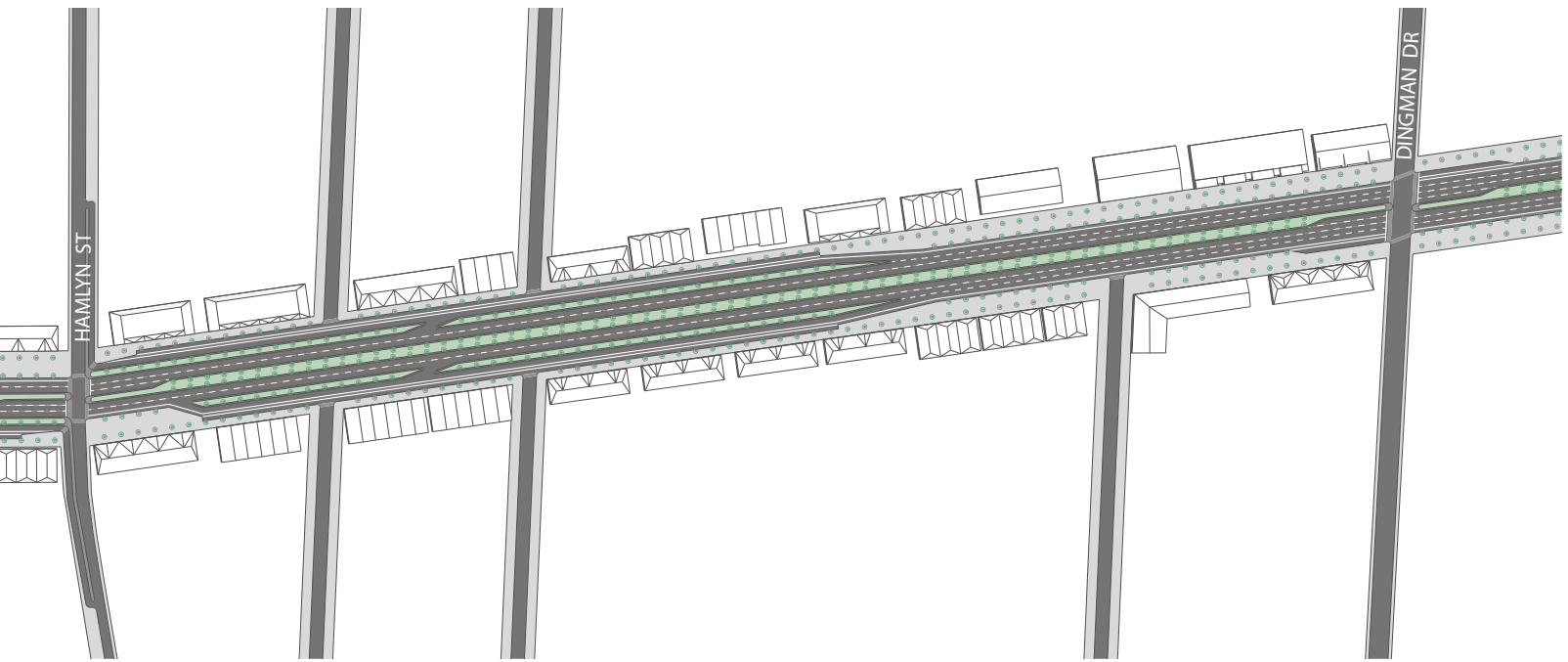


Figure 6: Wonderland Corridor concept from Wharncliffe Road South to Dingman Drive

Condition 2



The cross section and plan views of this design are shown in Figures 4 and 5.

c) Design requirements

In addition to the applicable policies of Section 18 of the Official Plan and Section 20.5.3.9 ii) of this Plan, the following policies shall apply:

- where possible, the road design shall accommodate through lanes in both directions, divided by a raised, planted median, and frontage streets divided from the through lanes by a planted median, with provision for turn lanes, snow removal, lighting, traffic signals and signage, on-street parking, bicycle lanes, sidewalks, and the placement of utilities;
- the design of the frontage streets shall incorporate sufficient setbacks from major arterial road intersections for stacking and safe traffic movements;
- local road access to the arterial road that is not by way of the frontage street shall not be permitted;
- private driveway access from the frontage street shall not be permitted. Access to development blocks and lots shall be via the local road network or rear lanes.
- medians shall be of a sufficient width and design to accommodate large trees;
- landscaping shall include large trees, ornamental trees and other plantings that are salt tolerant;
- utilities shall co-locate where possible to provide optimal growing space for trees within the boulevard or on adjacent private lands. In addition, above-ground utility boxes/features are to be minimized and/or clustered; The location of the utility corridor may vary, depending on the nature of the pedestrian environment; and,
- utilities located within and/or adjacent to lands along Wonderland Road South shall be encouraged to be placed below-grade to minimize interference with the enhanced Wonderland Road South gateway.

20.5.3.9 Urban Design

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



Figure 7: Conceptual view of the Wonderland Corridor looking north.



Figure 8: Midblock along Wonderland Road South looking towards Wharncliffe Road South



Figure 9: Bradley Avenue and Wonderland Road South



Figure 10: Midblock along Wonderland Road South looking towards Bradley Avenue

sense of civic pride. The following are general policies that apply to the entire study area:

i) Development Design Policies

- a) All development, particularly in the Wonderland Boulevard, Lambeth Village Core, Neighbourhood Central Activity Nodes and residential areas, shall be designed in a form that is to be compact, pedestrian oriented and transit friendly. Mixed-use development will be encouraged in the areas of Wonderland Boulevard, Lambeth Village Core and the Neighbourhood Central Activity Nodes.
- b) A hierarchy of civic, institutional and commercial uses shall be established in locations which form part of mixed-use areas (rather than isolated in single-use complexes) which allow them to serve as focal points for the Planning Area as a whole.

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

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

- f) Parks, neighbourhood Central Activity Nodes, and other civic areas will serve as central “meeting places” for residents, particularly within neighbourhoods.
- g) Building densities and land uses located along identified transit routes are to be designed to support transit and the users of those services.
- h) The incorporation of cultural heritage resources into the community, including their use and adaptive reuse, shall be encouraged.
- i) The length of the block contributes significantly to creating a pedestrian-friendly environment. Blocks should be short and regular in length to make walking efficient and allow for variation in routes. Where it is impossible or undesirable to provide short blocks, wide public mid-block corridors





should be provided to shorten walking distances. Development adjacent to such connections shall be designed to provide an active building facade for a minimum of 50 percent of the length of the pedestrian connection.

- j) Views of the following features shall be created at appropriate locations:
 - Civic buildings;
 - Natural features and open spaces; and
 - Significant heritage properties.
- k) Civic buildings, other institutional buildings and other major buildings and structures shall be encouraged to locate:
 - At the termination of a street or view corridor;
 - At street intersections; and,
 - On Wonderland Road South in the Wonderland Boulevard Neighbourhood.
- l) Safe Community Design is to promote safety, security and accessibility in public spaces through urban design including the design and siting of buildings and structures that:
 - Encourages continuous occupancy of public spaces;
 - Provides for opportunities for visual connections and ease of public access to adjacent streets, parks and other public areas;
 - Results in clear, unobstructed views of parks, school grounds, and open spaces from adjacent streets;
 - Ensures appropriate lighting, visibility and opportunities for informal surveillance are provided for walkways, parking lots, parking garages and open space areas;
 - Results in the selection and siting of landscape elements in a manner which maintains views for safety and surveillance;
 - Encourages the provision of views into, out of and through publicly accessible interior spaces;
 - Precludes entrapment or the perception of entrapment through properly identified exits and signage; and,
 - Results in accessibility for the disabled and elderly.
- m) Community linkages will be established to connect other parts of the city where possible through road, transit, pedestrian and bicycle links, to ensure that the entire city functions in an integrated manner.

ii) Public Realm

The public realm consists of streets and public frontages. The streets provide the traffic and parking capacity. The public frontages provide for pedestrian circulation and contribute to the character of the public right-of-way. The design of the public realm is defined by the type of sidewalk, curbing, planters, street furniture and street trees. Section

20.5.3.8 of this Plan provides detailed direction with respect to the design of typical streets, while Urban Design Guidelines may be prepared to give direction for public frontages and other design treatments.

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

- **Arterial Roads**

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

- **Primary and Secondary Collector Roads**

The collector roads connect neighbourhoods together, along with connecting these neighbourhoods to Wonderland Boulevard, the Lambeth Village Core, Neighbourhood Central Activity Nodes and other major focal points of the community. These roads will have a higher level of design than Local Streets through the extended use of tree and feature planting, paving, lighting and signage design. The design will complement the planned adjacent land uses. For example, where these streets provide access to street related retail and mixed-use development, in the Neighbourhood Centre Activity Nodes, their design shall include on-street parking, wider sidewalks, and street furniture such as benches.

- **Local Streets**

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



- **Lanes/Window Streets**

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

- To provide access for public maintenance vehicles, including snow plows and garbage trucks, as well as emergency vehicles, where deemed necessary by the City;
 - To maximize safety and security;
 - Where the City’s policies for urban design are such that the use of lanes is required, the lanes may be in public ownership.
- b) Sidewalks shall generally be required on both sides of all streets with the exception of:
- Residential streets with less than ten dwelling units or cul-de-sacs, where sidewalks shall be required on only one side of the street;
 - Lanes, where no sidewalks shall be required;
- c) Street furniture such as lighting, signage, parking meters, bicycle parking facilities, newspaper boxes, utilities, and garbage facilities shall be designed and placed within a consistent and integrated system of form, pattern, shape, colour, and texture to avoid clutter. Utilities will be grouped or clustered wherever possible and shall not compromise the overall intended character and design response for the street as identified in this section and associated Neighbourhood policies.
- d) Pedestrian/cyclist comfort and safety shall be considered in the streetscape design for roads under the control of the City of London. In commercial, office, and mixed-use areas and Neighbourhood Central Activity Nodes, the design will provide for an enhanced streetscape and sidewalk environment for pedestrians. In these same areas, bicycle routes shall be appropriately placed to avoid conflict between on-street parking and the intended character of the public right-of-way.
- e) Rear lotting is not permitted along the arterial roads in the Southwest Area Plan. In instances where the City is satisfied that there is no other alternative due to topographic or other site constraints, a range of alternatives such as lanes, service roads, and “window” streets will be used to ensure a high quality of streetscape design. If there is no alternative to rear



lotting, landscaping, as well as site and building design, will be used to mitigate the impact on the streetscape.

- f) Properties subject to noise impacts shall be buffered through mechanisms such as restrictions on the type of use, building design and location, siting of outdoor living areas and through the provision of landscaping including street trees. Buffering such as noise walls or fences, berms and rear lotting, which restrict visual and physical access to the street, shall be prohibited.
- g) Provision shall be made for street trees and an appropriate planting environment along all streets within this plan.
- h) Where permitted, utilities shall co-locate under the sidewalk to provide optimal growing space for trees. In addition, above grade utility boxes/features are to be minimized and/or clustered. The preference is for these services to be placed below grade.
- i) Landscape walls or features for the purposes of identifying or delineating community/subdivision entrances shall not be permitted.
- j) Public Realm Design Guidelines, including Rights-of-Way cross-sections, may be prepared to provide further guidance for the development of public rights-of-ways in all designations of this plan.

iii) Buildings and Site Design

- a) Buildings, structures and landscaping shall be designed to provide visual interest to pedestrians, as well as a “sense of enclosure” to the street. Generally, heights of buildings shall also be related to road widths to create a more comfortable pedestrian environment, so that the wider the road width, the higher the building height.
- b) Where commercial development is permitted it will be encouraged in a “main street” format where retail and service commercial uses are oriented to the street creating a pleasant, pedestrian shopping environment, whether in stand-alone stores or in the ground floor of mixed-use buildings. In these areas:
 - the principal public entrance shall provide direct access onto the public sidewalk;
 - the primary windows and signage shall face the street;
 - buildings facing the street shall be encouraged to have awnings, canopies, arcades or front porches to provide weather protection;
 - no parking, driveways, lanes or aisles shall be permitted between the buildings and public sidewalks;
 - buildings shall have a consistent setback and parking lots abutting the street shall be limited and designed in accordance with the parking provisions in subsection g) below;





- the location and design of any large-format retail stores shall consider the design alternatives set out in subsection g) below; and,
 - any commercial nodes including large-format retail stores shall be integrated into the pattern of streets and blocks of which they are a part. The pattern of blocks and the physical design of the buildings in relation to the street shall encourage pedestrian circulation to, from and within this commercial area. Streets, sidewalks and the orientation of buildings shall be designed to create comfortable, enjoyable pedestrian movement in a vibrant public realm.
- c) Buildings on corner lots at the intersections of arterial and collector roads shall be sited and massed toward the intersection.
- d) The rear and side building elevations of all buildings on corner lots shall be designed to take advantage of their extra visibility.
- e) In residential areas, garages shall be designed so that they are not the dominant feature in the streetscape. In particular, attached garages shall not:
- project beyond the façade of the dwelling or the façade (front face) of any porch; or
 - contain garage doors that occupy more than 50% of the frontage of a lot unless the City is satisfied through the submission of detailed plans by the applicant that the garage doors can be appropriately integrated with the streetscape.
- f) Where there is a significant transition in height between, it is preferable that this transition occurs over a street; meaning that one side of the street has one height and the opposite side is the other height. Where this is not possible there should be a gradual transition of height across the block. In some instances landscaping or other design mitigation measures may be used where, but not limited to, issues such as changes in topography or patterns of land assembly, mitigation measures shall be to the satisfaction of the City.
- g) Off-street parking areas shall be designed to reduce their visual impact on both the adjoining streetscape and on people using the site and/or facility by:
- screening of the parking lot at the public right-of-way through the use of features such as low fences, walls and landscaping and in a manner which reflects the safe community design policies of this Section;
 - locating the parking lot, within commercial or mixed-use developments, to the side or rear of the main building and permitting no or only minimal parking in front of the main building. Where large-format retail stores are proposed, design alternatives that contribute to the

creation of a vibrant and active streetscape, may include, but not be limited to, locating large-format retail structures in the interior or at the rear of commercial or mixed-use development blocks with smaller stores and buildings oriented to the surrounding public rights-of-way to create a strong street presence. Alternatively, the frontage of the large-format retail store facing the public right-of-way should be lined with smaller stores with entrances oriented to the streetscape. Parking areas will be integrated with development associated with large-format retail stores, in a manner designed to contribute to the objective of a vibrant and active streetscape;

- for all commercial, office, mixed-use and apartment building development proposals, appropriate buffering shall be provided between parking areas and “back-of-building” functions, such as loading/receiving areas and garbage/storage areas and adjacent land uses;
 - for all office and apartment building development, parking shall be located underground in a structure integrated into the building;
 - the use of landscaping or decorative paving to reduce the visual expanse of large parking areas;
 - joint access to parking lots on adjoining properties where feasible;
 - provision of pedestrian walkways adjacent to stores, between building clusters, and to provide pedestrian access to transit stops, public sidewalks and adjacent developments. These walkways may need to cross parking lots to provide the required access;
 - the interior of the site be designed to give pedestrian connections from the public right-of-way priority through the site/parking field, while enhancing the pedestrian environment and ensuring the site is easily navigable.
- h) All commercial and office development proposals shall demonstrate safe, effective and accessible pedestrian and bicycle and transit oriented transportation linkages from residential areas, and between and within these developments.
- i) Landscaping requirements shall ensure:
- the creation of a human scale within new development;
 - the enhancement of pedestrian comfort;



- the provision of features which contribute to the definition of public open space, framing of views and focal points, direction of pedestrian movement and demarcation of areas with different functions; and,
 - landscape design that promotes the use of native species and enhancement of ecological stability and integrity to reduce the heat island effect.
- j) Where industrial development is permitted it shall contribute to the public realm in the following ways:
- development is to be integrated in the streetscape utilizing quality and varied built forms and by minimizing parking facilities and other hardstand areas along the street frontage;
 - parking within the front yard is discouraged. Preferably, parking should be located behind and/or at the side of the building.
 - garbage holding areas, and loading and servicing areas shall be designed as an integral part of the development on each site. It is preferred that loading bays be entirely contained within buildings. Where it is not possible to internalize loading and servicing areas, external loading and servicing areas will be fully screened from view. The garbage holding area facility is to be fully screened from public view and is to be located clear of all landscaped areas, driveways, turning areas, truck standing areas and car parking spaces.
 - the siting of buildings is to spatially define the street, provide high quality active frontages and provide opportunities for landscape planting in order to improve the visual quality of the streetscape;
 - all major rooftop or exposed structures including lift motor rooms, plant rooms etc., together with air conditioning, satellite dishes, ventilation and exhaust systems, should be suitably screened and integrated with the building. Parapets can help in screening such services;
 - building facades are to be of a simple modern architectural style and include a variety of material types that reflect the industrial character of the street;
 - where large areas of car parking are proposed (in excess of 20 spaces) at the side or rear of the building, 'garden bays' comprising vegetated landscaped areas and/or landscape trees with grass areas, are encouraged at regular intervals in order to soften the appearance of these areas and to provide shade during summer.



20.5.4

General Land Use Policies

20.5.4.1 Residential

i) Function and Purpose

It is intended that the Low, Medium and High Density Residential designations will support an urban housing stock, with residential intensity generally decreasing with greater distance from the Wonderland Road South corridor. Residential areas are to accommodate a diversity of dwelling types, building forms and heights, and densities in order to use land efficiently, provide for a variety of housing prices, and to allow for members of the community to “age-in-place”. The maintenance and enhancement of existing residential areas, and the development of new residential areas at higher than current densities, will provide a population base to help to support neighbourhood community facilities, the stores and services offered in the Village Core and Wonderland Road South Commercial Area, and the provision of transit routes along the higher order roads serving the area. Planning applications to reduce the specified minimum residential density of these areas would undermine these objectives and should not be supported. General policies which follow apply to the Low, Medium and High Density Residential designations within the following Neighbourhood Areas of this Secondary Plan. Individual policies that apply to the residential designations within specific Neighbourhood Areas are detailed within the relevant Neighbourhood Area policies of this Plan:

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

ii) Character

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

iii) All Residential Designations in all Neighbourhoods

a) Access to Arterial Roads

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

b) Access to Bradley Avenue

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

c) Mix of Residential Forms

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

iv) Residential Development Intensity Adjacent to Arterial Roads

a) Function and Purpose

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





alternative modes of transportation, such as walking and bicycling.

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

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

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

b) Character

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

c) Intent

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



d) Permitted Uses

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

e) Built Form and Intensity

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

v) Applications To Expand or Add

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





20.5.4.2 Institutional

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

20.5.4.3 Open Space

i) Function and Purpose

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

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

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

ii) Character

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

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

- d) Pedestrian Corridors – These corridors are intended to link key Neighbourhood Areas to London’s planned pathway system. The pedestrian corridors shall have a minimum width of 15 metres, contain a 3 metre wide asphalt pathway and be landscaped with native species.
- e) Stormwater Management – Stormwater management facilities may be located adjacent to, but not within, significant natural heritage features, ecological buffers, or hazard lands and shall be integrated into their environment. Stormwater management facilities may also form part of an integrated trail system.





20.5.5

Neighbourhoods

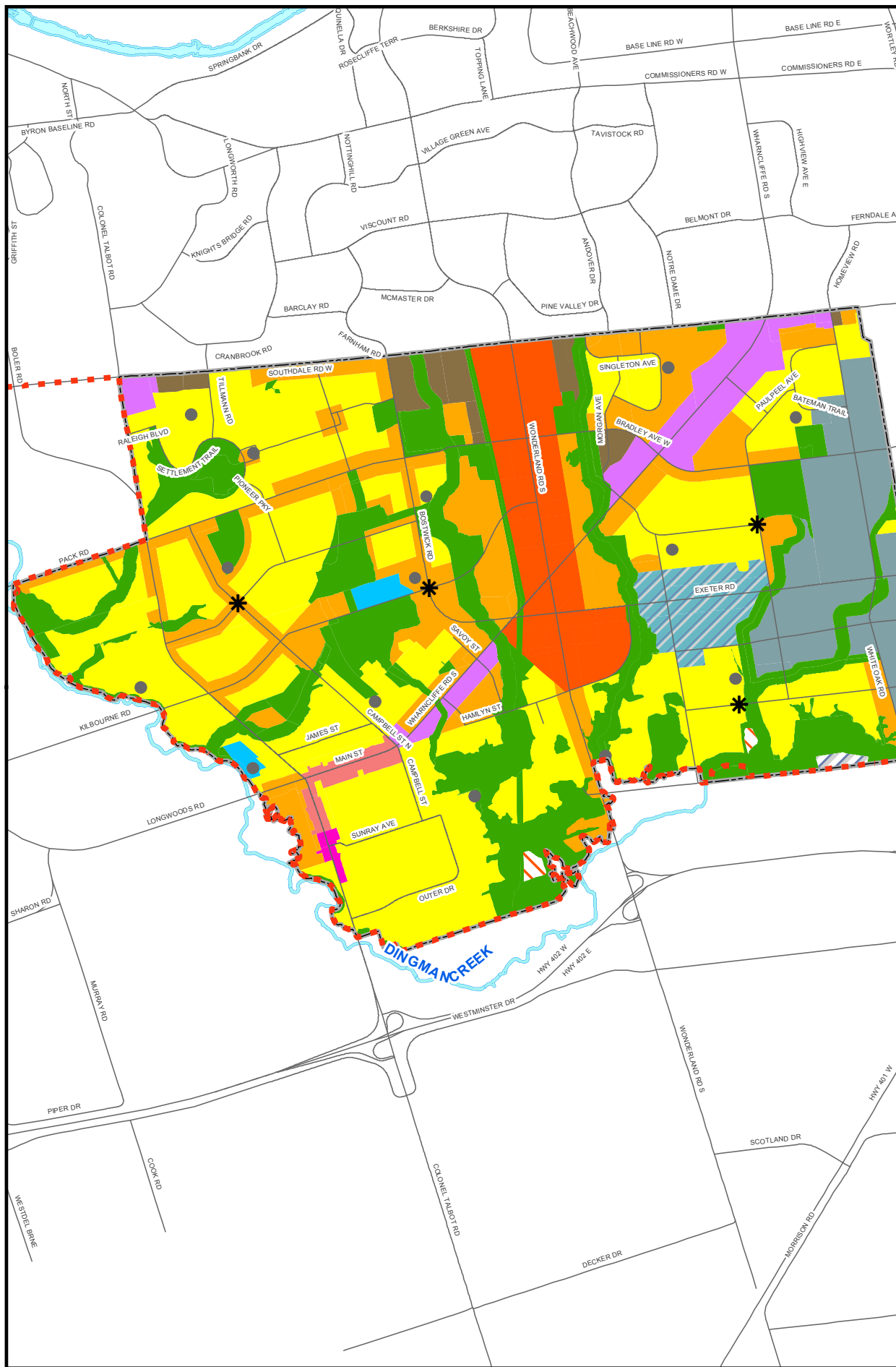
20.5.5 Neighbourhoods and Land Use

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

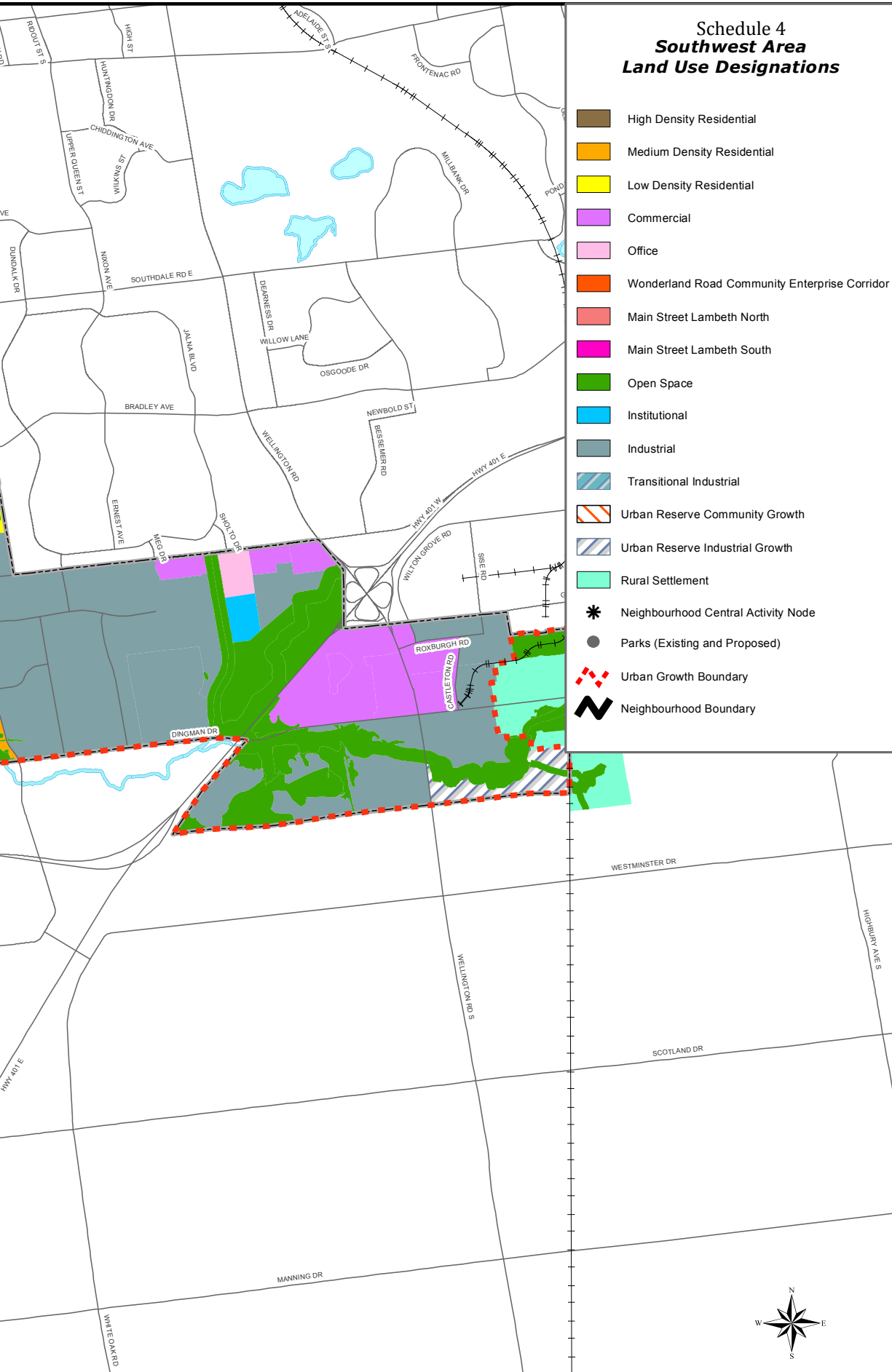
- i) Wonderland Boulevard
- ii) Lambeth Residential
- iii) Lambeth Village Core
- iv) Bostwick Residential
- v) North Lambeth Residential
- vi) Central Longwoods Residential
- vii) South Longwoods Residential
- viii) North Talbot Residential
- ix) North Longwoods Residential
- x) Brockley Rural Settlement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

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



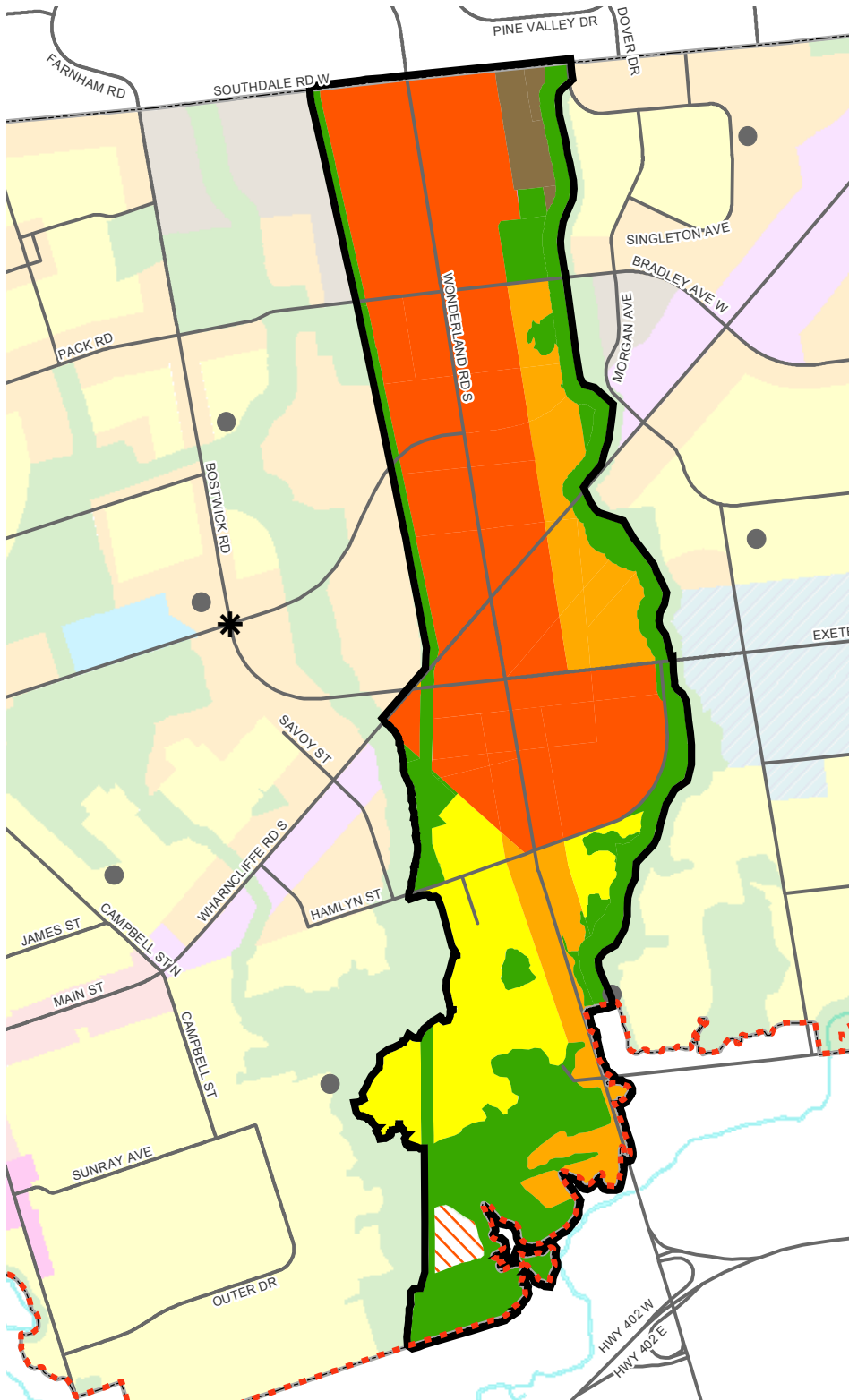


Schedule 4 Southwest Area Land Use Designations



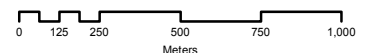
- High Density Residential
- Medium Density Residential
- Low Density Residential
- Commercial
- Office
- Wonderland Road Community Enterprise Corridor
- Main Street Lambeth North
- Main Street Lambeth South
- Open Space
- Institutional
- Industrial
- Transitional Industrial
- Urban Reserve Community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





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

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



PROJECT LOCATION:
 ...lp_areastudies\SouthwestAreaStudy\RevisedAreaStudy_Sept_2012\
 SecPlanSchedules\Schedule5_WonderlandBoulevard_colour_8x11.mxd

20.5.6

Wonderland Boulevard Neighbourhood



20.5.6 Wonderland Boulevard Neighbourhood

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

i) Function and Purpose

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

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

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

ii) Character

The Wonderland Boulevard Neighbourhood will develop as a mixed-use community characterized by a high intensity of built form to support transit services. A key defining element will be a non-standard, 6 lane right-of way cross section for most of Wonderland Road South, which will be designed to facilitate the efficient movement of through-traffic, while making use of frontage streets, enhanced landscaping, on- street parking, bicycle lanes and sidewalks to provide easy and safe access to the adjacent land uses and contribute to a high degree of pedestrian amenity. Detailed policies and concept plans for the Wonderland Road South right-of-way are contained in Section 20.5.3.8 of this Plan. Where appropriate, specific building setbacks and site design strategies adjacent to Wonderland Road South will ensure the creation of a visually pleasing, tree lined gateway into the Forest City.

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

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

20.5.6.1 Wonderland Road Community Enterprise Corridor

i) Intent

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

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





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

ii) Permitted Uses

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

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

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

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

A mix of any of these permitted uses within a single building is also permitted.

iii) Development Pattern/Local Street Connections

In order to establish an organizing structure for the present and future development for lands within the “Wonderland Road Community Enterprise Corridor” land use designation, local street connections shall be established perpendicular to Wonderland Road South for the full width of the blocks adjacent to both the east and west sides of Wonderland Road South as part of the development or redevelopment of any lands within the Wonderland Road Community Enterprise Corridor. Local street right-of-way dedications shall be consistent with the Conceptual Network of this Plan. The City may enter into an encroachment agreement with the property owner for the use of the local street right-of-way in advance of its development as a local street.

Local street right-of-ways shall be dedicated for any development or redevelopment within the Wonderland Road Community Enterprise Corridor. The dedication shall occur as a condition



of a plan of subdivision or consent. Where the development or redevelopment of the site is subject to site plan control, land area dedicated to the city for right-of-way will be included in the lot area calculation permitted density, coverage and floor area.

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

iv) Compatibility Between Land Uses

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

v) Built Form and Intensity-Commercial Development

- a) Commercial development for the entire Wonderland Road Community Enterprise Corridor designation shall not exceed 100,000 square metres gross floor area. For the purposes of this limit, this shall not include those lands generally located north of the Bradley Avenue extension that are currently developed or are approved/under construction as of October, 2012.
- b) Commercial built form shall be of a low to mid-rise height.
- c) Over time, the redevelopment of lands within this designation will be encouraged to include residential uses in a mixed-use format.

vi) Built Form and Intensity-Office Development

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

vii) Built Form and Intensity-Residential Development

- a) Development shall occur at a minimum density of 150 units

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

viii) Built Form and Intensity-Institutional Development

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

ix) Parking-Office and Residential Development

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

x) Allocation of Commercial and Office Development

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

20.5.6.2 Medium Density Residential for Lands Between Exeter Road and Hamlyn Road

i) Intent

For the lands designated as Multi-family-Medium Density Residential within the Wonderland Boulevard Neighbourhood, generally located adjacent to Wonderland Road South between Exeter Road and Hamlyn Street, and along the south side of Exeter Road east and west of Wonderland Road South, residential uses will be permitted at higher densities and greater heights than normally permitted within the residential designation. In addition, small scale commercial and office uses may be permitted only where they are integrated as components of



a residential building. New development within this area will generally be street oriented to support a pedestrian environment. Densities of up to 150 units per hectare may be permitted, subject to meeting certain criteria related to design and the inclusion of mixed-use, non-residential development.

ii) Permitted Uses

Permitted uses include mid- and high-rise apartment buildings, apartment hotels, nursing homes, and senior's residences. Commercial uses will be permitted on the ground floor of residential buildings within this designation, including, but not limited to: personal services, small scale restaurants, food stores, retail stores, financial institutions, convenience stores, day care centres, pharmacies, studios and galleries, specialty food stores, and fitness and wellness establishments. Small-scale office uses will be permitted on the first three floors of a high rise apartment building or apartment hotel with an overall maximum height of 10 storeys. No standalone commercial or office uses are permitted.

iii) Built Form and Intensity

- a) Residential development shall be permitted at a minimum density of 75 units per hectare up to a maximum 150 units per hectare.
- b) Building heights shall be maximum of 10 storeys.
- c) Large windows, patio space and canopies are encouraged to be incorporated into the building's ground level. Rooftop patios and balconies are encouraged and shall be considered as amenity areas for residents within mixed-use buildings.
- d) Individual commercial uses in excess of 1,000 square metres shall not be permitted.
- e) The Urban Design policies of Section 20.5.3.9 of this Plan shall apply.

20.5.6.3 Low Density Residential

i) Intent

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

ii) Permitted Uses

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



iii) Built Form and Intensity

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

20.5.6.4 Medium Density Residential for Lands North of Exeter Road

i) Intent

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

ii) Permitted Uses

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

iii) Built Form and Intensity

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



Urban design review shall be required. A request for an increase in density shall also be subject to the following criteria:

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

20.5.6.5 High Density Residential for Lands North of Exeter Road

i) Intent

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

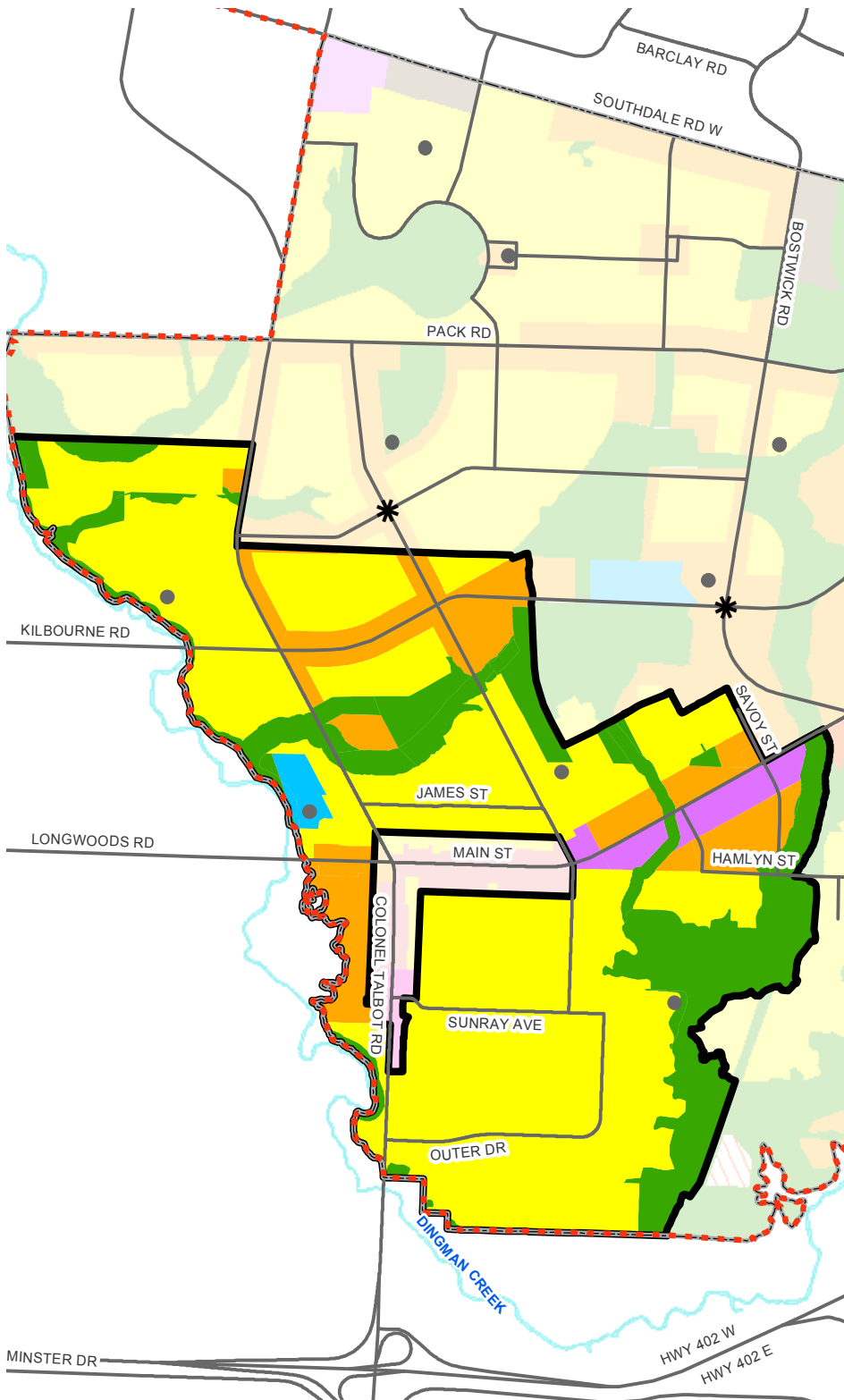
ii) Permitted Uses

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

iii) Built Form and Intensity

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





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

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



PROJECT LOCATION:
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20.5.7

Lambeth Neighbourhood



20.5.7 Lambeth Neighbourhood

The Land Use Designations for this neighbourhood are shown on Schedule 6.

i) Function and Purpose

The Lambeth Neighbourhood has a close relationship to the Lambeth Village Core. It includes an existing/ future commercial strip fronting Wharncliffe Road South to support and complement the Village Core, provide the opportunity for mixed-use development and create a major gateway into the community. Existing office conversions on the north side of Wharncliffe Road South immediately north of the Village Core are recognized, and further opportunities for dwelling conversions for office or retail purposes are provided. The longer term redevelopment of these properties for mixed-use residential buildings at a higher residential intensity, with office or commercial uses at grade is encouraged. Policies also provide for the existing and future development of commercial uses on the south side of Wharncliffe Road South between Campbell Street North and the open space corridor immediately north of Savoy Street.

The Neighbourhood is primarily residential. The maintenance and enhancement of existing residential areas, and the development of new residential areas will provide a nearby population base to support the stores and services that make up a healthy and sustainable village core.

New residential development north of Longwoods Road will be of an intensity that is generally higher than achieved in other areas of the city, but is less than the intensity of the Bostwick Neighbourhood. The focus for new development is to be on a mix of low to mid-rise housing forms, ranging from single detached dwellings to low rise apartment buildings within individual subdivisions and throughout the neighbourhood. This is to be achieved by requiring a minimum density of development and encouraging the integration of the permitted range of housing types within individual developments.

South of Longwoods Road, redevelopment and new development will primarily occur at low intensities in keeping with existing development. New medium density residential development will occur between existing development and Dingman Creek.

Where/if the subject lands are within the boundaries of a previously approved Area Plan, the policies of Section 20.5.1.5 of the Plan shall also apply.

ii) Character

The redevelopment and new development in Lambeth, south of Longwoods Road, will reflect the existing character of the Lambeth neighbourhood and will provide a walkable environment with a pedestrian scale. Sites internal to the neighbourhood will continue to be of a low rise height that builds upon the traditional “mainstreet” character in proximity to the Village Core. While most of the built form within established neighbourhoods is already in place, there is an ongoing opportunity to enhance the neighbourhood’s valuable characteristics. In the future, opportunities to strengthen public transit and the use of alternative transportation methods, conserve the ageing building stock, and increase housing choices, while maintaining existing neighbourhood character and enhancing the design of the public realm may exist through appropriate redevelopment.

Office and retail conversions and new mixed-use, medium density residential development along the north side of Wharnccliffe Road South, and new commercial development and medium density residential development on the south side of Wharnccliffe Road South will support and complement the character of the Village Core, forming part of the major gateway into the community.

The built form of all development will be primarily street oriented on all public rights-of-way.

20.5.7.1 Low Density Residential

i) Intent

The intent of this designation is to provide for low-intensity residential uses consistent with existing and planned development.

ii) Permitted Uses

The primary permitted uses in the Low Density Residential designation of the Official Plan shall apply. New convenience commercial uses and secondary uses shall not be permitted.





iii) Built Form and Intensity

- a) Development shall occur at a minimum density of 15 units per hectare and a maximum density of 30 units per hectare. Building heights shall not exceed four storeys and shall be sensitive to the scale of development in the surrounding neighbourhood.
- b) Built form is to be street-oriented on all public rights-of-way. Specific building setbacks may be considered where a larger setback will support the preservation of existing character and the retention of ageing building stock.
- c) As part of a complete application, the Owner shall clearly demonstrate that the proposed development is sensitive to, compatible with, and a good fit within, the existing surrounding neighbourhood based on, but not limited to, a review of both the existing and proposed built form, building height, massing and architectural treatments.
- d) The Urban Design policies of Section 20.5.3.9 of this Plan shall apply.

20.5.7.2 Medium Density Residential

i) Intent

Medium Density Residential development within the Lambeth Neighbourhood is intended to provide for medium intensity residential uses that are consistent with existing and planned development, and complement and support the commercial and service oriented uses of the Lambeth Village Core Neighbourhood. Three areas located to the immediate west of the Village Core, fronting and to the north of Hamlyn Street, and north of the open space corridor along Kilbourne Road, the east side of Colonel Talbot Road, and Campbell Street North, are intended for a mix of multiple-family residential types and forms at slightly higher intensities than is found in more recent suburban neighbourhoods. This is to be achieved by requiring a minimum density of development and encouraging the integration of the permitted range of housing types within individual developments.

On the north-west side of Wharncliffe Road South between the Village Core and Savoy Street, the intent is to provide opportunities to recognize existing single detached dwellings, re-purpose existing housing stock through office and retail conversion, and to transition over a longer period, to intensive forms of residential uses or residential mixed-use forms that contribute to the urban “mainstreet” to the south.

ii) Permitted Uses

With the exception of the lands north-west of Wharncliffe Road South between Campbell Street North and Savoy Street, the primary permitted uses in the Multi-family, Medium Density Residential designation of the Official Plan shall apply,

including low density forms such as semi-detached and duplex dwellings, triplexes and fourplexes, and the conversion of existing single detached homes. Single detached dwellings shall not be permitted within plans of subdivision or cluster development. New convenience commercial uses and secondary permitted uses allowed in the Multi-family, Medium Density Residential designation of the Official Plan shall not be permitted.

On the lands on the north-west side of Whancliffe Road South between Campbell Street North and Savoy Street, south-west of 3967 Savoy Street, the primary permitted uses in the Multi-family, Medium Density Residential designation of the Official Plan shall apply, including low density forms such as single detached, semi-detached and duplex dwellings, triplexes and fourplexes, and the conversion of existing single detached homes. Development of mixed-use forms with small-scale commercial or retail uses on the main floor and residential development above, is encouraged. Such uses may include, but shall not be limited to: convenience commercial uses, eat-in restaurants, day care centres, financial institutions, professional and service offices, medical and dental offices and clinics, personal services, pharmacies, a limited amount and range of retail uses, studios and galleries, specialty food stores, and fitness and wellness establishments.

The conversion of existing dwellings for offices is permitted subject to the policies of Section 3.6.9 i), iv) and vi) of the Official Plan.

The conversion of existing dwellings for retail uses is permitted subject to the policies of Section 20.5.7.2 iii) d) of this Plan.

iii) Built Form and Intensity

- a) Development shall occur at a minimum density of 30 units per hectare and a maximum density of 75 units per hectare. Building heights shall be in accordance with Section 3.3.3 i) of the Official Plan.
- b) A residential density exceeding 75 units per hectare (up to 100 units per hectare) may be considered in accordance with Section 3.3.3 ii) of the Official Plan.
- c) New residential development along the north side of Whancliffe Road South, between Campbell Street North and the Wonderland Boulevard neighbourhood:
 - is encouraged to have building floorplates that are designed and constructed in a manner that ensures flexibility and adaptability for potential office or commercial use at grade with residential uses located at, or above, grade. Purpose designed residential





buildings will be permitted to have at-grade commercial or retail uses;

- shall have a built form with a low-rise height, and with a setback and roof line consistent with or complementary to the “village” streetscape character of the Lambeth Village Core;
 - consistent with the relevant Official Plan policies in Sections 3.6.9 and 20.5.7.2 ii), office and retail conversions may involve minor additions to the existing building where these facilitate the use of the building for office or retail purposes. Retention of the general form and character of converted buildings will be required.
- d) The conversion of existing dwellings for retail uses along the north-west side of Wharncliffe Road South, between Campbell Street North and 3967 Savory Street:
- shall be defined as the total or partial conversion of a residential building for retail use. Retail conversions may involve minor additions to the existing building where these facilitate the use of the building for retail uses. Retention of the general form and character of the buildings converted for retail use will be required.
 - will require site plan approval which will be evaluated on the basis of the following criteria:
 - provisions have been made for landscaping, privacy, screening or any other appropriate measures necessary to protect the amenity of adjacent residential properties;
 - the residential appearance of the existing building is maintained and external evidence of the retail use is minimized. Minor additions that are compatible with the external design and appearance of the existing building may be permitted, where necessary, to facilitate the use of the building for retail purposes;
 - the use of common driveways and parking areas to serve adjacent office or retail conversions shall be encouraged. Where access is proposed to be provided through a side yard to a local street, an assessment will be made on the possible negative impacts on adjacent residential uses, and whether access would be more appropriately directed to the main street;
 - provision is made for the on-site manoeuvrability of vehicles so that egress from the site does not require vehicle reversals onto the street; and,
 - conformity with all other applicable provisions of the City’s Site Plan Control By-law.

- permission for retail use shall be retained only as long as the life of the building, and shall not be used as the basis for a redesignation or rezoning of the property for retail use.
- e) The Urban Design policies of Section 20.5.3.9 and the General Residential policies of Section 20.5.4.1 of this Plan shall apply.

20.5.7.3 Commercial

i) Intent

This designation is intended to allow for a range of small-scale highway commercial type uses within a stand-alone or mixed-use form. A street-oriented built form with a high level of design and enhanced landscaping will be required to support the Village Core character and to act as a gateway into the community.

ii) Permitted Uses

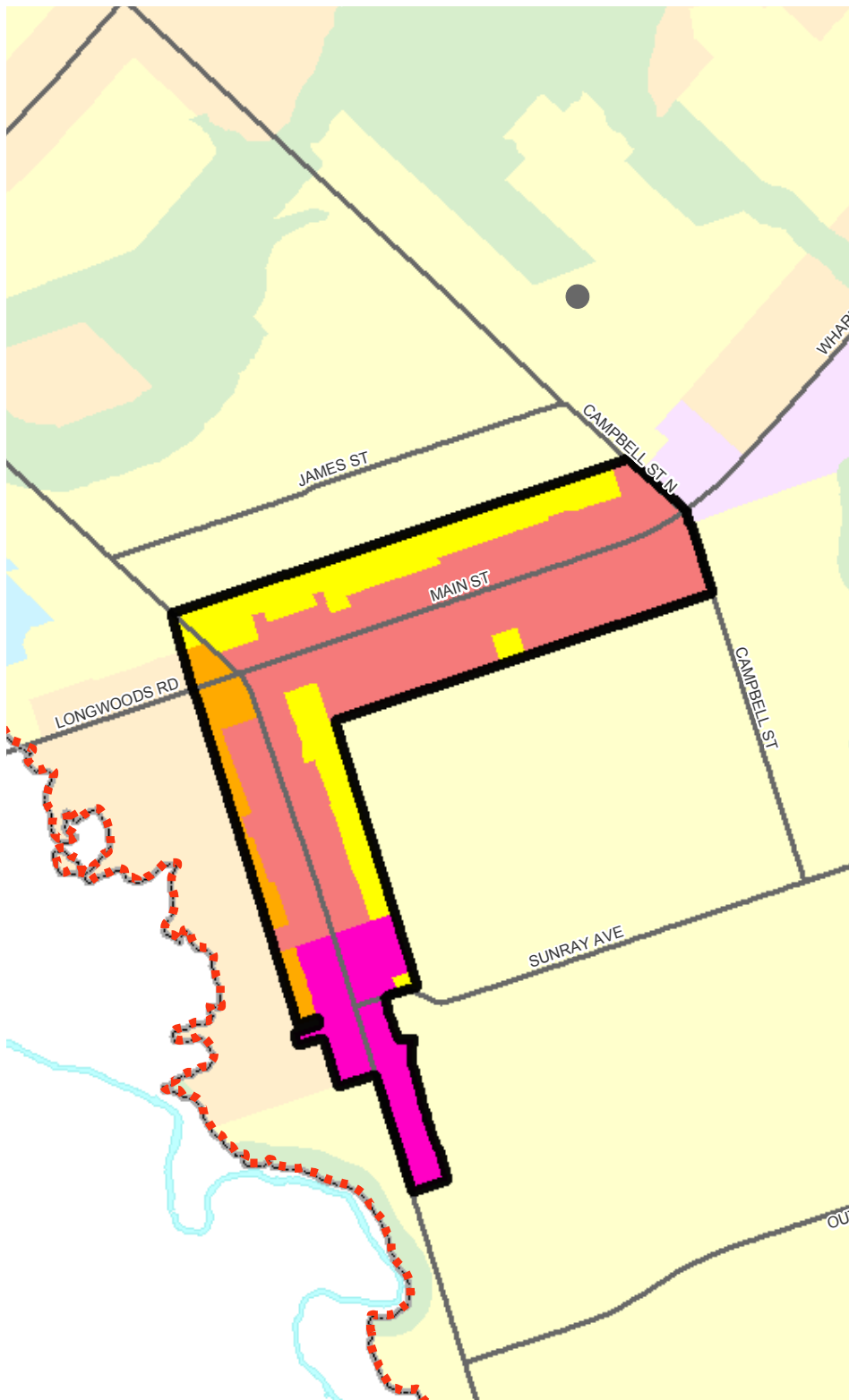
The permitted uses include the primary permitted uses in the Auto-Oriented Commercial Corridor designation of the Official Plan, with the exception of light industrial uses. Small-scale commercial and office uses are preferred, including convenience commercial uses, eat-in restaurants, day care centres, financial institutions, professional and service offices, medical and dental offices and clinics, personal services, pharmacies, a limited amount and range of retail uses, studios and galleries, specialty food stores, and fitness and wellness establishments.

iii) Built Form and Intensity

- a) The maximum total Gross Floor Area for specific uses within each building shall be 300 square metres. Consideration of individual uses up to 500 square metres may be considered as part of a Zoning By-law Amendment.
- b) The built form shall be of a low-rise height, and have roof lines consistent with or complementary to the “village” streetscape character of Lambeth.
- c) Buildings within the designated area shall be designed to form a well defined and continuous street edge with high quality architectural features.
- d) The Urban Design Policies of Section 20.5.3.9 of this Plan shall apply.



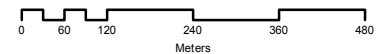




**Schedule 7
To
Southwest Area Secondary Plan**

***Lambeth Village
Core Neighbourhood
Land Use Designations***

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



PROJECT LOCATION:
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 SecPlanSchedules\Schedule7_LambethVillage_colour_8x11.mxd

20.5.8

Lambeth Village Core Neighbourhood

20.5.8 Lambeth Village Core Neighbourhood

The Land Use Designations for this neighbourhood are shown on Schedule 7.

i) Function and Purpose

The Village Core is located in Lambeth, along a major traffic route through the community. It comprises lands with frontage on either side of Main Street between Campbell Street and Colonel Talbot Road, and on either side of Colonel Talbot Road between Main Street extending south beyond Sunray Avenue. This area serves as a central community focal point, and will provide a neighbourhood level of service within comfortable walking distance of most residents of Lambeth and other nearby Neighbourhoods. This area will allow for the development of live-work residential uses, and promote a pedestrian-oriented main street environment. In addition, this area will provide for a mix of uses and civic functions, such as public/private gathering spaces, and act as a focus for the community. Within the Village Core Neighbourhood, an emphasis shall be placed on maintaining and enhancing high quality architectural design to provide an identifiable character. The Village Core Neighbourhood is identified as an area to be recognized as a potential Heritage Conservation District.

The Village Core designation is made up of two sub-areas, as follows:

- a) Main Street Lambeth North; and,
- b) Main Street Lambeth South

ii) Character

The Village Core Neighbourhood is to be a walkable urban mixed-use “mainstreet” with a pedestrian scale. Structures along Main Street and Colonel Talbot Road will be street oriented and of a low to mid-rise height. Public rights-of-way in the Village Core Area will be of a traditional village character, primarily designed to support walking and street oriented retail. Boulevards will consist primarily of hard surface treatment and



provide opportunities for landscaping, such as street trees and furniture, to create a vibrant village main street context.

iii) Applications To Expand, Add or Modify

Applications to add or to expand the Village Core designation will be evaluated based on the following criteria, in addition to all other policies included in this Secondary Plan:

- a) A demonstrated demand/need to extend or add to the designation, considering the supply of land within the designation that is not currently developed;
- b) A location that is contiguous with the existing Main Street Lambeth designations;
- c) A location that will benefit the natural heritage features as the major focal point for the community; and,
- d) Where applicable, Planning Impact Analysis Policies in Section 4.5 of the Official Plan shall apply.

20.5.8.1 Main Street Lambeth North

i) Intent

This designation is intended to allow for the continuation of the existing “mainstreet” development pattern, while allowing for a transition from Main Street and part of Colonel Talbot Road to the internal portions of the community. Mixed-use buildings will be encouraged, but stand-alone residential uses will be permitted. A street-oriented building form will be required to support the Village Core Neighbourhood. This designation applies to lands that have frontage on Main Street or Colonel Talbot Road within the Neighbourhood. It is not the intent that new “mainstreet” development extend significantly beyond the existing commercial boundaries, regardless of the existing depth of the development lands. Lands designated Low Density Residential and Medium Density Residential on either side of the Main Street Lambeth North and South designations, will be subject to the relevant policies of the Lambeth and North Lambeth Residential Neighbourhoods.

ii) Permitted Uses

Permitted uses within the Main Street Lambeth North designation, shall permit those uses in the Main Street Commercial Corridor designation of the Official Plan, and the residential uses permitted in the Multi-Family, Medium Density Residential designation of the Official Plan, with the exception of single-detached, semi-detached and duplex dwellings. Non-residential uses to be established on previously undeveloped sites shall be restricted to the ground floor of a residential mixed-use building. Stand-alone non-residential uses shall not be permitted on previously undeveloped lands. Stand-alone residential uses will be permitted.





iv) Built Form and Intensity

- a) New residential development shall not exceed a maximum density of 75 units per hectare. Building heights shall not exceed three storeys and shall be sensitive to the scale of development in the surrounding neighbourhood.
- b) New residential developments shall have building floorplates that are designed and constructed in a manner that ensures flexibility and adaptability for potential office or commercial use at grade with residential uses located at, or above, grade.
- c) The built form shall have a setback and roof line consistent with the “village” streetscape character of the Lambeth Village Core.

v) Transportation

- a) It is intended that the primary mode of transportation within the Community will be by walking or cycling. Residential parking will not be allowed within the front yard of any buildings within the Main Street designation. A limited amount of residential parking should be provided in the rear yard of mixed-use developments for the associated residential component of these uses. Business parking will be directed to on-street locations.

20.5.8.2 Main Street Lambeth South

i) Intent

The intent of this designation is to provide for residential and non-residential uses that are not in a mixed-use format and are generally developed at a smaller scale than within the Main Street Lambeth North designation.

ii) Permitted Uses

Permitted uses in the Main Street Lambeth South designation on the west side of Colonel Talbot Road shall include primarily those residential uses permitted in the Multi-Family, Medium Density Residential designation of the Official Plan. A range of small-scale commercial uses and conversion of existing buildings for non-residential small-scale uses is also permitted.

Permitted uses in the Main Street Lambeth South designation on the east side of Colonel Talbot Road, shall include permitted uses in the Main Street Commercial Corridor designation of the Official Plan, but shall develop at a smaller scale than the uses in the Main Street Lambeth North designation. The portion of the remnant school block located adjacent to Colonel Talbot Road, may redevelop with non-residential uses. The east (rear) portion of the remnant school block shall redevelop with residential uses as permitted in the “Low Density Residential” designation of the Official Plan and develop at a scale and height that is compatible

with the existing residential uses located to the east of the remnant school site.

The range of small-scale commercial and office uses permitted for those lands located within the Main Street Lambeth South designation, may include such uses as:

- a) professional and service offices;
- b) medical/ dental offices;
- c) personal service establishments;
- d) retail stores;
- e) convenience stores;
- f) studios and galleries;
- g) day care centers;
- h) small-scale restaurants;
- i) specialty food stores; and,
- j) fitness and wellness establishments.

iii) Built Form and Intensity

- a) New residential development shall not exceed a maximum density of 75 units per hectare. Building heights shall not exceed three storeys and shall be sensitive to the scale of development in the surrounding neighbourhood.
- b) The built form shall have a setback and roof line consistent with the “village” streetscape character of the Lambeth Village Core.

iv) Transportation

- a) It is intended that the primary mode of transportation within the Village Core Neighbourhood Community will be by walking or cycling. Residential parking will not be allowed within the front yard of any buildings within the Main Street designation. Parking should be provided in the rear yard of residential developments. Business parking will be permitted in the rear yard, and will be directed to on-street locations, where possible.



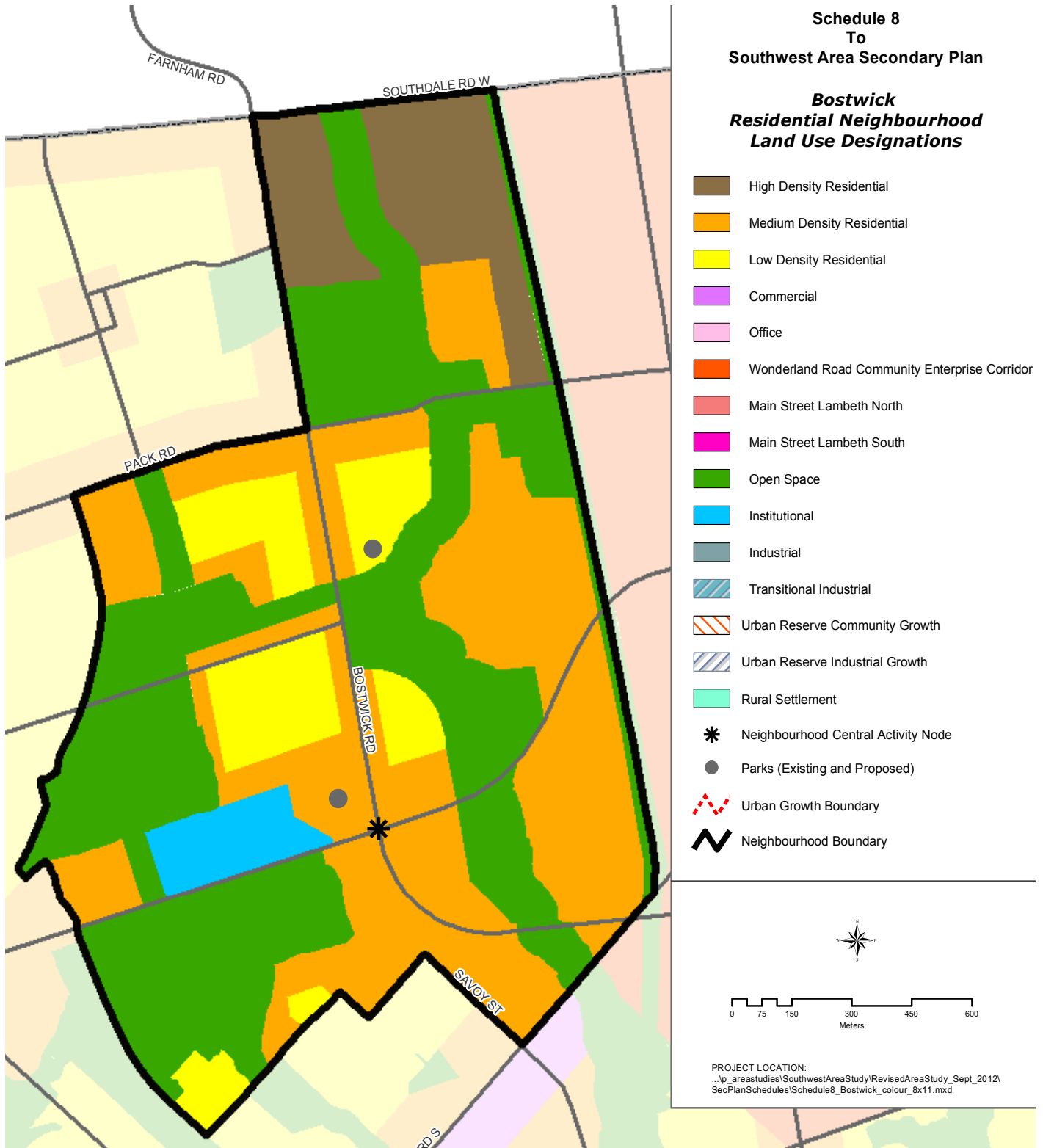


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f u e l

POLICE
COMMUNITY
ENCLOSURE
↑

NO PARKING
EXCEPT FOR
LOADING AND UNLOADING
PASSENGERS
OR MERCHANDISE
OR DELIVERY
OR PICKUP
OR DROP OFF
OR DELIVERY
OR PICKUP
OR DROP OFF



20.5.9

Bostwick Residential Neighbourhood

20.5.9 Bostwick Residential Neighbourhood

The Land Use Designations for this neighbourhood are shown on Schedule 8.

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. The focus for new development is to be on a mix of low to mid-rise housing forms, ranging from single detached dwellings to low rise apartment buildings within individual subdivisions and throughout the neighbourhood. It is intended that the collector and local road network will provide access across the Open Space corridor and the Hydro corridor to create safe and convenient linkages to the Wonderland Corridor for a variety of transportation modes.

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.

Where/if the subject lands are within the boundaries of a previously approved Area Plan, the policies of Section 20.5.1.5 of the Plan shall also apply.

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. Access to Medium Density Residential areas between the Open Space and Hydro corridors and the Wonderland Boulevard Neighbourhood area will be via local road connections to Wonderland Road South, or from new collector and local roads to be developed within the Bostwick Neighbourhood.



20.5.9.1 Low and Medium Density Residential

i) Intent

The intent of the Low and Medium Density Residential designations is to encourage a mix of housing types, forms and intensities throughout the Bostwick Neighbourhood and within individual developments, at an intensity that is higher than is found in more recent suburban neighbourhoods, and also higher than the other Neighbourhood Areas within the Southwest Secondary Planning Area. This is to be achieved by requiring a minimum density of development and encouraging the integration of the permitted range of housing types within individual developments.

ii) Permitted Uses

The primary permitted uses in the Multi-family, Medium Density Residential designation of the Official Plan will be permitted in the Low and Medium Density Residential designations, including low density forms such as single detached, semi-detached and duplex dwellings, triplexes and fourplexes. In addition to residential development, a limited range of convenience and personal service commercial uses, small-scale eat-in restaurants, civic and institutional uses such as parks, schools and churches, and live-work uses may be permitted within the Medium Density Residential Designation. Drive-through commercial uses shall not be permitted.

iii) Built Form and Intensity

- a) Within the Low Density Residential designation, residential development shall have a minimum density of 25 units per hectare and a maximum density of 40 units per hectare. Building heights shall not exceed four storeys.
- b) Within the Medium Density Residential designation, new residential development shall have a minimum density of 35 units per hectare and a maximum density of 75 units per hectare. Building heights shall not exceed six storeys and shall be sensitive to the scale of development in the surrounding neighbourhood.
- c) A residential density exceeding 75 units per hectare (up to a maximum of 100 units per hectare) may be considered in accordance with Section 3.3.3 ii) of the Official Plan.





- d) The policies of Section 20.5.4.1 iv) of this Plan shall apply to development adjacent to portions of the arterial road network within this Neighbourhood.
- e) To support a mixed-use community centre facility, the Medium Density Residential Designation will allow for increased residential density and a high-rise height without an Official Plan Amendment provided that the building allows for a mix of residential and limited retail uses integrated with the development of a public community facility, and shall be located at the intersection of two arterial roads. High quality design, including setbacks, building orientation, landscaping, and pedestrian scale and orientation shall also be required.
- f) The Urban Design policies of Section 20.5.3.9 of this Plan shall apply.

20.5.9.2 High Density Residential

i) Intent

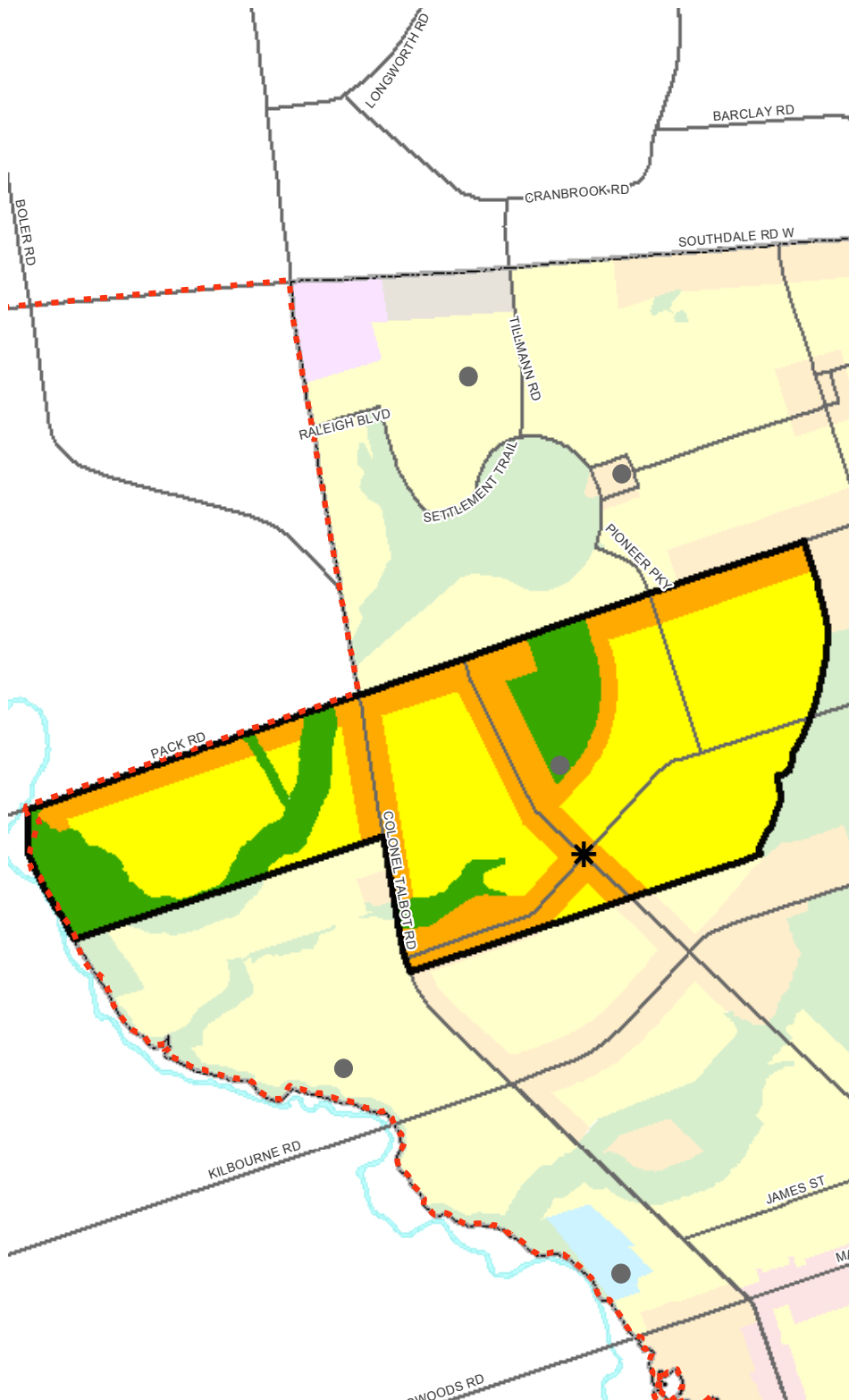
The High Density Residential designation provides for transit-oriented, mid-to high-rise, residential development that is not mixed use in nature.

ii) Permitted Uses








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

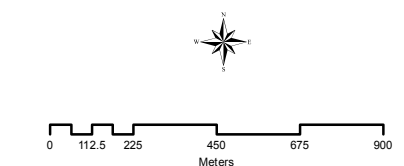
iii) Built Form and Intensity

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



Schedule 9 To Southwest Area Secondary Plan *North Lambeth Residential Neighbourhood Land Use Designations*

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



PROJECT LOCATION:
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20.5.10

North Lambeth, Central Longwoods and South Longwoods Residential Neighbourhoods

20.5.10 North Lambeth, Central Longwoods and South Longwoods Residential Neighbourhoods

The Land Use Designations for these neighbourhoods are shown on Schedules 9, 10 and 11, respectively.

i) Function and Purpose

The North Lambeth, Central Longwoods and South Longwoods Neighbourhoods will provide for residential development of an intensity that is generally higher than achieved in other areas of the city, but is less than the intensity of the Bostwick Neighbourhood. The focus for new development is to be on a mix of low to mid-rise housing forms, ranging from single detached dwellings to low rise apartment buildings within individual subdivisions and throughout the neighbourhood.

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

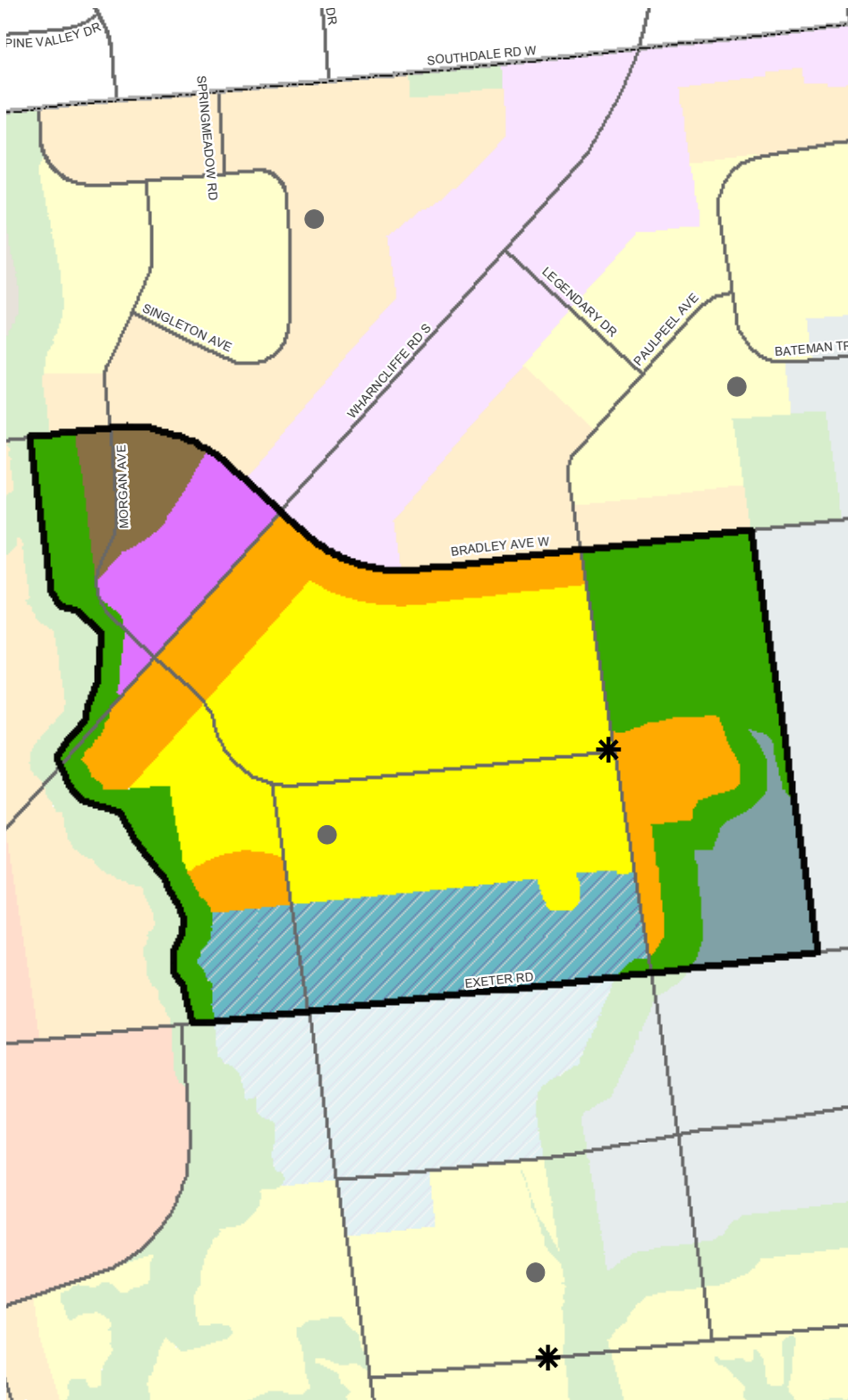
Within the South Longwoods and Central Longwoods Residential Neighbourhoods, it is anticipated that the existing industrial park and other industrial lands fronting on Exeter Road will transition over time to residential uses. Existing industrial uses are permitted.

Where/if the subject lands are within the boundaries of a previously approved Area Plan, the policies of Section 20.5.1.5 of the Plan shall also apply.

ii) Character

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

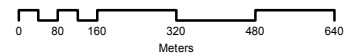




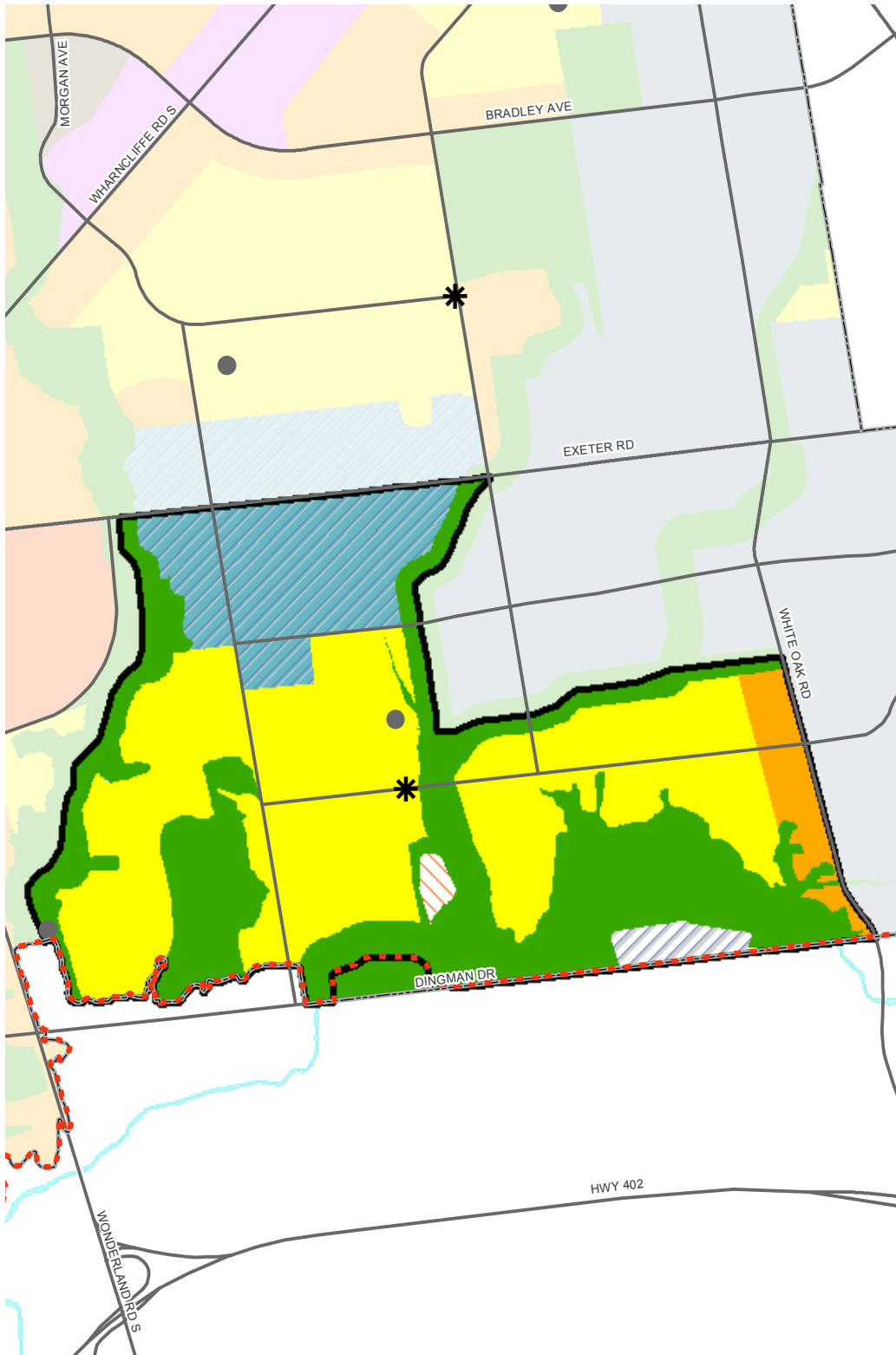
Schedule 10 To Southwest Area Secondary Plan

Central Longwoods Residential Neighbourhood Land Use Designations

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



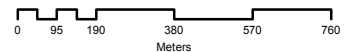
PROJECT LOCATION:
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 SecPlanSchedules\Schedule10_CentralLongwoods_colour_8x11.mxd



**Schedule 11
To
Southwest Area Secondary Plan**

***South Longwoods
Residential Neighbourhood
Land Use Designations***

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



PROJECT LOCATION:
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SecPlanSchedules\Schedule11_SouthLongwoods_colour_8x11.mxd

20.5.10.1 Low and Medium Density Residential

i) Intent

The intent of the Low and Medium Density Residential designations is to encourage a mix of housing types, forms and intensities throughout the North Lambeth, Central Longwoods and South Longwoods Neighbourhoods and within individual developments, at an intensity that is higher than is found in more recent suburban neighbourhoods. This is to be achieved by requiring a minimum density of development and encouraging the integration of a range of housing types within individual developments.

ii) Permitted Uses

The primary permitted uses in the Multi-family, Medium Density Residential designation will be permitted in the Low and Medium Density Residential designations, including low density forms such as single detached, semi-detached and duplex dwellings, triplexes and fourplexes. In addition to residential development, a limited range of convenience and personal service commercial uses, small-scale eat-in restaurants, civic and institutional uses such as parks, schools and churches, and live-work uses may be permitted within the Medium Density Residential Designation. Drive-through commercial uses shall not be permitted.

iii) Built Form and Intensity

- a) Within the Low Density Residential Designation, residential development shall have a minimum density of 20 units per hectare and a maximum density of 35 units per hectare. Building heights shall not exceed four storeys and shall be sensitive to the scale of development in the surrounding neighbourhood.
- b) Within the Medium Density Residential Designation, residential development shall have a minimum density of 30 units per hectare and a maximum density of 75 units per hectare.
- c) The policies of Section 20.5.4.1 iv) of this Plan shall apply to development adjacent to portions of the arterial road network within these Neighbourhoods.
- d) To support a mixed-use community centre facility, the Medium Density Residential Designation will allow for increased residential density and a high-rise height without an Official Plan Amendment provided that the building allows for a mix of residential and limited retail uses integrated with the development of a public community facility, and shall be located at the intersection of two arterial roads. High quality design, including setbacks, building orientation, landscaping, and pedestrian scale and orientation shall also be required.





- e) The Urban Design policies of Section 20.5.3.9 of this Plan shall apply.

20.5.10.2 High Density Residential

The policies of Section 3.4 of the Official Plan shall apply.

20.5.10.3 Transitional Industrial

i) Intent

The Transitional Industrial designation is intended to accommodate a potential shift in market demand from industrial to residential uses over the long term, while allowing the existing uses and properties in this area to develop and evolve for Light Industrial uses over the shorter term. These lands are not considered to be employment lands under the Provincial Policy Statement.

The longer term intent would be to achieve a mix of residential uses as described in Section 20.5.10.1 i), above.

ii) Permitted Uses

- a) The primary permitted uses in the “Light Industrial” designation of the Official Plan shall be limited to light industrial uses that are located within enclosed buildings, require no outdoor storage; and are unlikely to cause adverse effects with respect to such matters as air, odour or water pollution, dust, or excessive vibration and noise levels. These include such uses as warehousing, research and communication facilities; laboratories; printing and publishing establishments; warehouse and wholesale outlets; technical, professional and business services such as architectural, engineering, survey or business machine companies; commercial recreation establishments; private clubs; private parks; restaurants; hotels and motels; service trades; and contractor’s shops that do not involve open storage. Office uses and retail outlets subject to policy 7.5.3 of the Official Plan, which are ancillary to any of the above uses, are also permitted.
- b) All uses adding, emitting, or discharging a contaminant into the natural environment that are required to obtain a Certificate of Approval from the Ministry of the Environment as required by the Environmental Protection Act and associated Regulations are discouraged. Uses permitted in this category will also be required to comply with additional requirements as set out in this Section of the Plan and in the City of London’s Waste Discharge By-law.



- c) Applications for new industrial development will be evaluated on the basis of the potential for an increase in any adverse impacts on adjacent and nearby sensitive land uses, and the policies of Section 7.6 - Planning Impact Analysis, of the Official Plan.
- d) Where lands are transitioning from industrial to residential use, the permitted uses in the Medium Density Residential designation, as set out in Section 20.5.10.1, are permitted.

iii) Built Form and Intensity

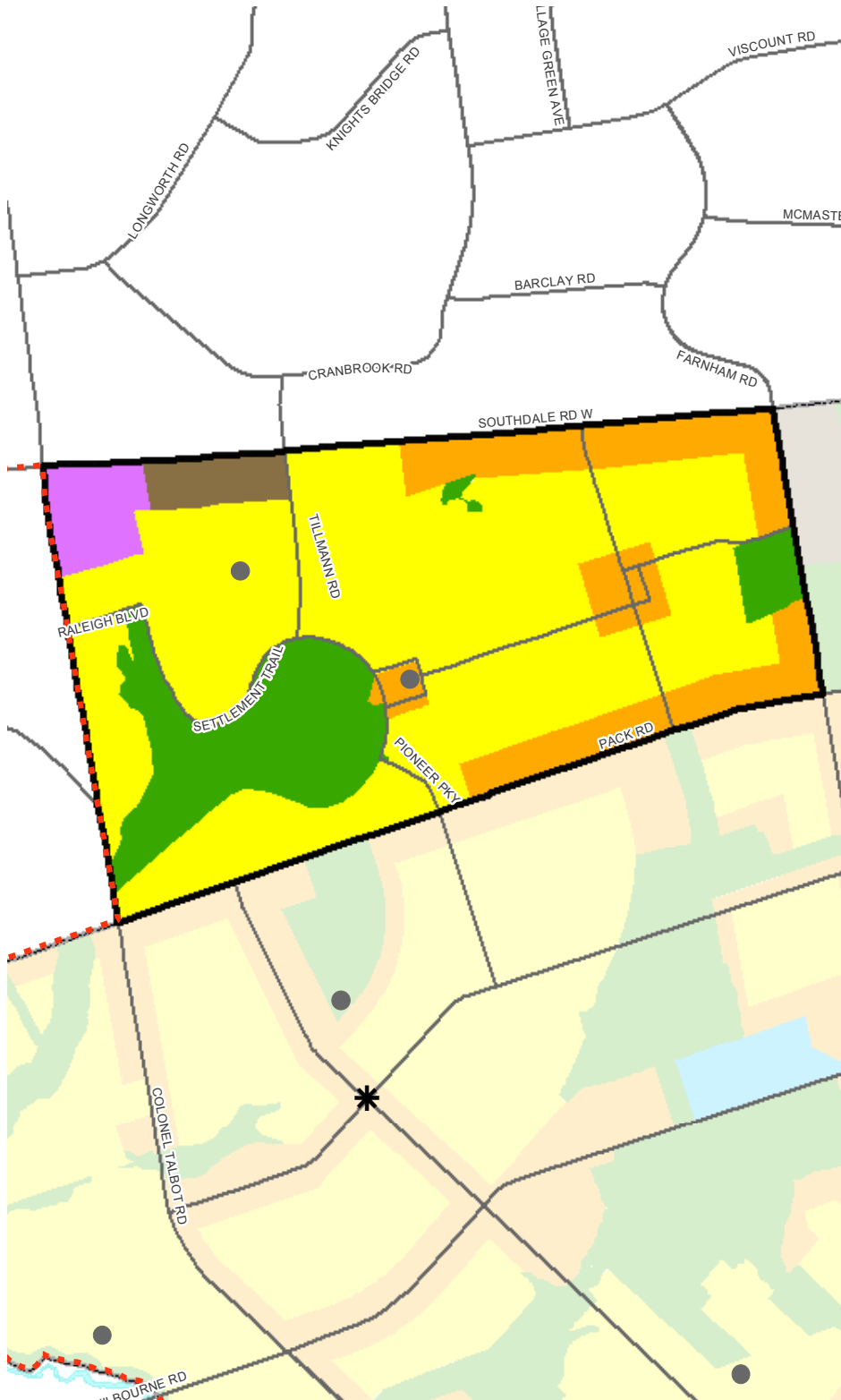
- a) The built form and intensity policies of Section 20.5.10.1 shall apply to residential development.
- b) The following policies shall apply to industrial development:
 - the Urban Design Policies of Section 20.5.3.9 of this Plan shall apply; and,
 - setback and mitigation measures as per the Ministry of the Environment's *Compatibility Between Industrial Facilities and Sensitive Land Uses* (D Series Guidelines) shall apply.





**Schedule 12
To
Southwest Area Secondary Plan

North Talbot
Residential Neighbourhood
Land Use Designations**



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



PROJECT LOCATION:
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SecPlanSchedules\Schedule12_NorthTalbot_colour_8x11.mxd

20.5.11

North Talbot and North Longwoods Neighbourhoods

20.5.11 North Talbot and North Longwoods Neighbourhoods

The Land Use Designations for these neighbourhoods are shown on Schedules 12 and 13, respectively.

i) Function and Purpose

The North Talbot and North Longwoods Neighbourhoods are areas which have already experienced a significant number of planning approvals and are currently under development. No Neighbourhood-specific policies apply to the Commercial designations within these Neighbourhoods. The Low, Medium and High Density Residential designations are subject to special provisions regarding land use. The policies of Parts 1, 2, 3 and 16 of this Plan shall also apply.

ii) Character

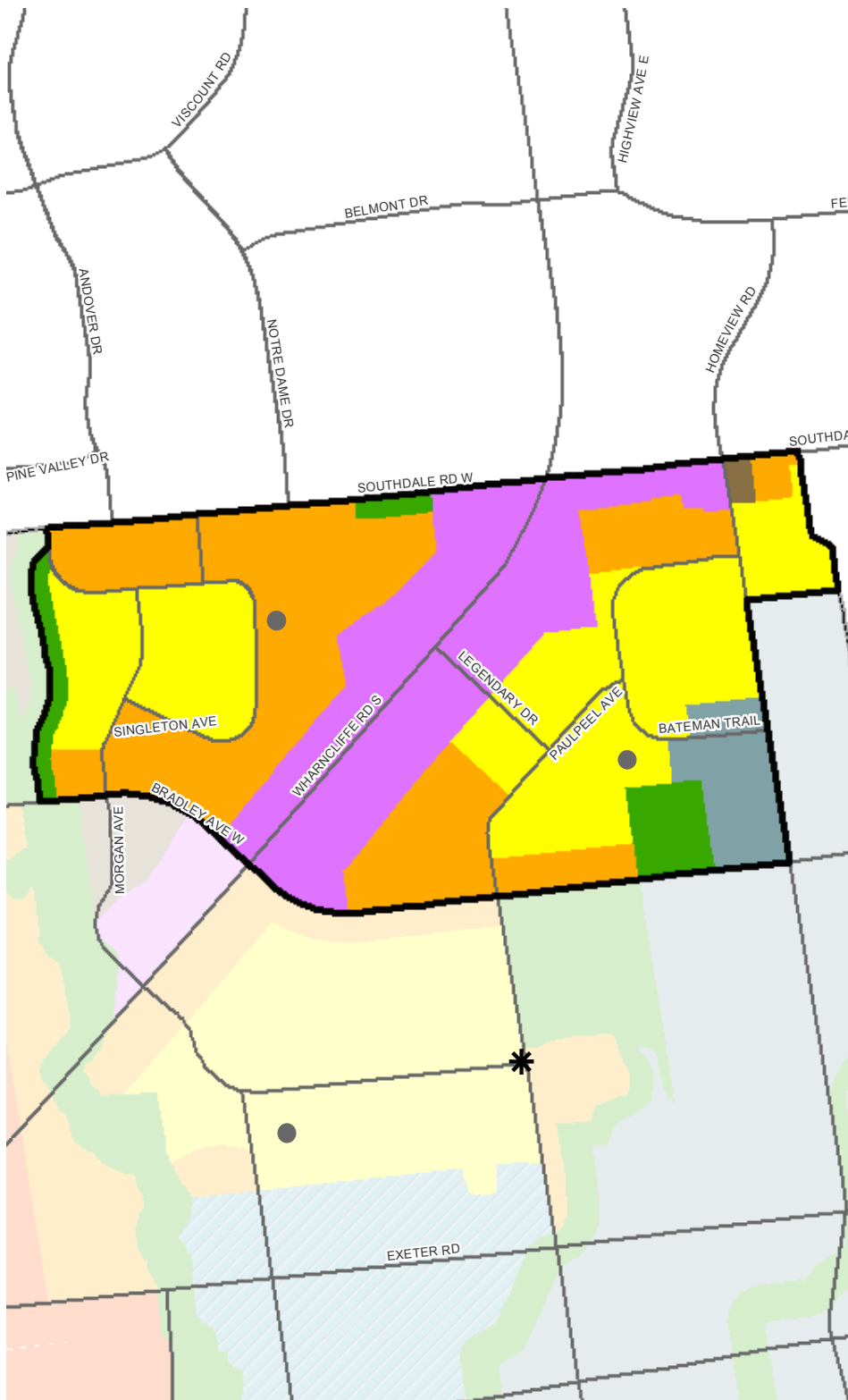
It is expected that redevelopment and new development in these neighbourhoods will reflect the existing character of the neighbourhood and will provide a walkable environment with a pedestrian scale. The built form will be primarily street oriented on all public rights-of-way. While most of the built form within established neighbourhoods is already in place, there is an ongoing opportunity to enhance the neighbourhood's valuable characteristics. In the future, opportunities should be provided for and sought to strengthen public transit and the use of alternative transportation methods and increase housing choices, while maintaining existing neighbourhood character and enhancing the design of the public realm.

20.5.11.1 Low Density and Medium Density Residential
















i) Intent

The Low and Medium Density Residential designations apply to most of the existing and planned neighbourhoods of North Talbot and North Longwoods, reflecting land uses established through previous Area Plans and site specific applications. Where/if the subject lands are within the boundaries of a previously approved Area Plan, the policies of Section 20.5.1.5 of the Plan shall also apply.





**Schedule 13
To
Southwest Area Secondary Plan
*North Longwoods
Residential Neighbourhood
Land Use Designations***

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



PROJECT LOCATION:
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SecPlanSchedules\Schedule13_NorthLongWoods_colour_8x11.mxd



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

ii) Permitted Uses

The primary permitted uses in the Low Density and Multi-family, Medium Density Residential designations of the Official Plan, respectively, shall be permitted. New convenience commercial uses and secondary permitted uses allowed in these designations shall not be permitted within these areas.

iii) Built Form and Intensity

- a) New development shall be consistent with the density requirements of the Low Density and Multi-family, Medium Density Residential designations, respectively, of the Official Plan, as set out in Sections 3.2.2, 3.2.3 and 3.3.3.
- b) As part of a complete application, the applicant shall submit an adequately detailed statement of streetscape compatibility, that has been reviewed and accepted by the City, where it is clearly demonstrated that the proposed project is sensitive to, compatible with, and a good fit within, the existing surrounding neighbourhood based on, but not limited to, a review of both the existing and proposed built form, building height, massing and architectural treatments.
- c) The policies of Section 20.5.4.1 iv) of the plan shall apply to development adjacent to portions of the arterial road network in these neighbourhoods.
- d) To support a mixed-use community centre facility, the Medium Density Residential Designation will allow for increased residential density and a high-rise height without an Official Plan Amendment provided that the building allows for a mix of residential and limited retail uses integrated with the development of a public community facility, and shall be located at the intersection of two arterial roads. High quality design, including setbacks, building orientation, landscaping, and pedestrian scale and orientation shall also be required.
- e) The Urban Design Policies of Section 20.5.3.9 of this Plan shall apply.

20.5.11.2 High Density Residential

i) Intent

The High Density Residential designation applies to two properties along Southdale Road West, reflecting land uses permitted through previous planning processes. Where/if the subject lands are within the boundaries of a previously approved Area Plan, the policies of Section 20.5.1.5 of the Plan shall also apply.

ii) Permitted Uses

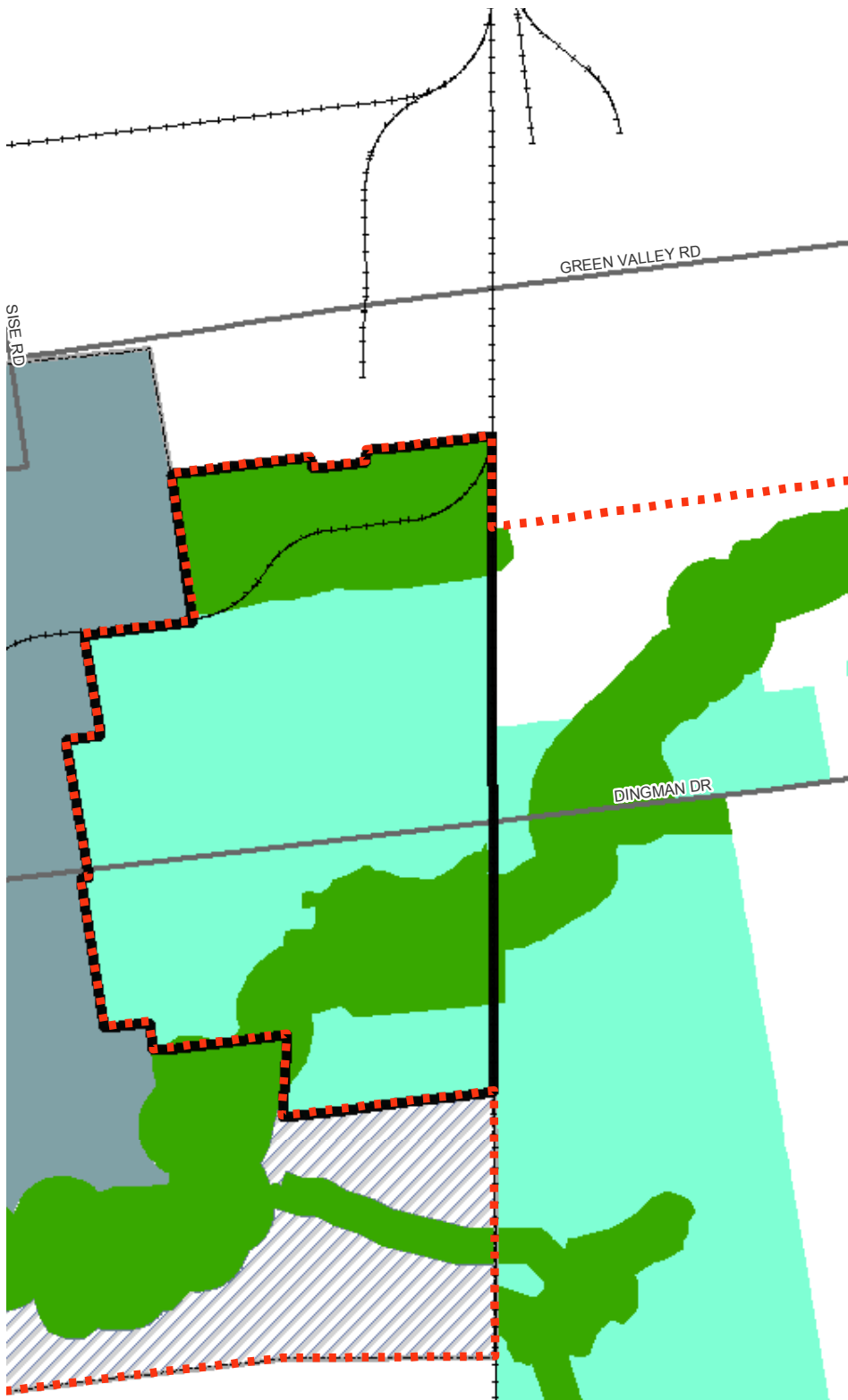
Permitted uses shall be in accordance with Section 3.4.1 of the Official Plan.

iii) Built Form and Intensity

- a) New development shall be consistent with the density requirements of the Multi-family, High Density Residential designation, as set out in Section 3.4 of the Official Plan.
- b) As part of a complete application, the applicant shall submit an adequately detailed statement of streetscape compatibility, that has been reviewed and accepted by the City, where it is clearly demonstrated that the proposed project is sensitive to, compatible with, and a good fit within, the existing surrounding neighbourhood based on, but not limited to, a review of both the existing and proposed built form, building height, massing and architectural treatments.
- c) The Urban Design Policies of Section 20.5.3.9 of this Plan shall apply.
- d) Where/if the subject lands are within the boundaries of a previously approved Area Plan, the policies of Section 20.5.1.5 of the Plan shall also apply.

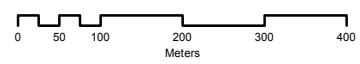






**Schedule 14
To
Southwest Area Secondary Plan
Brockley Rural Settlement
Land Use Designations**

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



PROJECT LOCATION:
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 SecPlanSchedules\Schedule14_BrockleyRural_colour_8x11.mxd

20.5.12

Brockley Rural Settlement Neighbourhood



20.5.12 Brockley Rural Settlement Neighbourhood

The Land Use Designations for this neighbourhood are shown on Schedule 14.

i) Rural Settlement

a) Intent

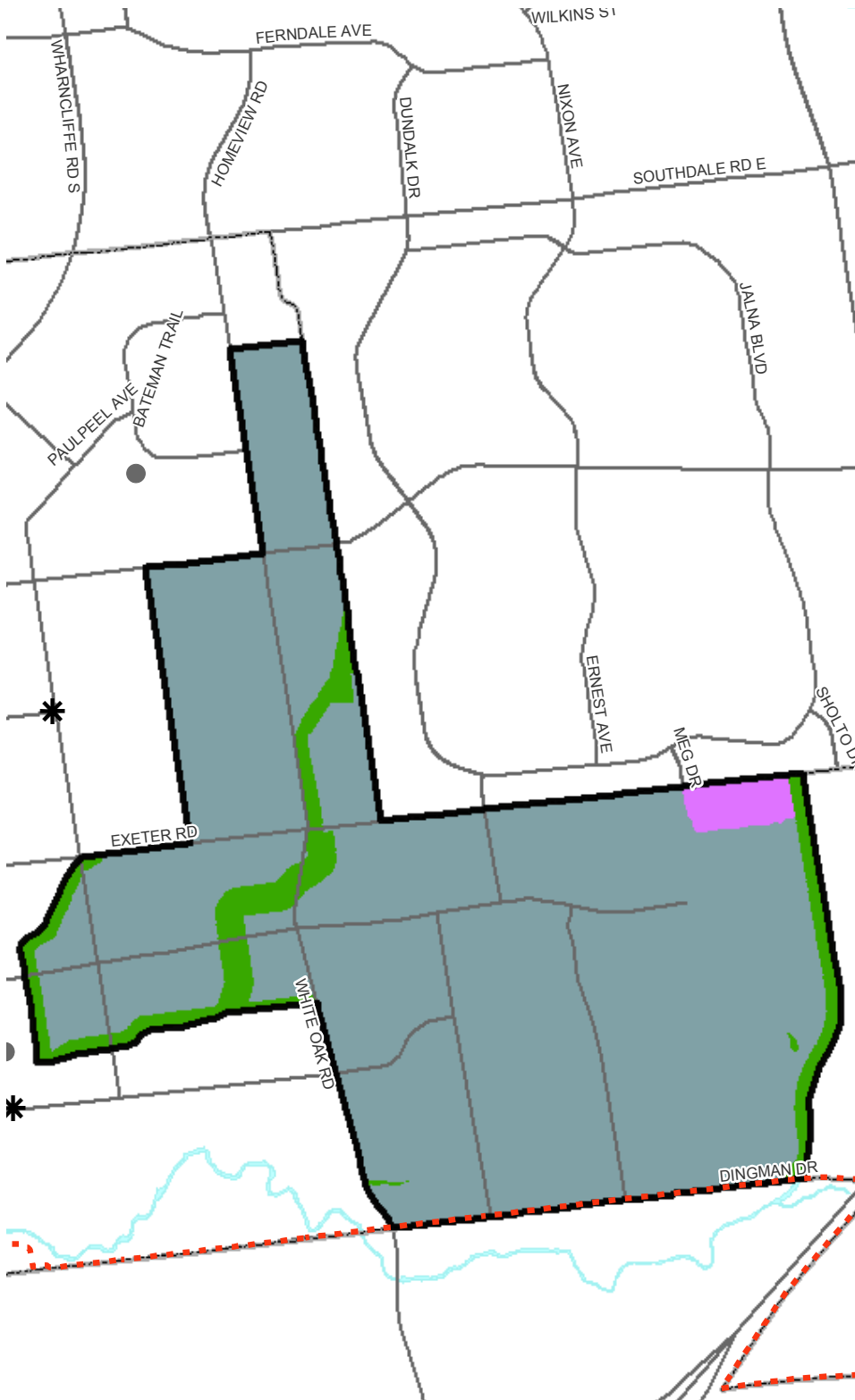
The Rural Settlement designation will provide for low-intensity residential uses consistent with the existing neighbourhood of Brockley and the policies of Section 9.3 of the Official Plan.

ii) Permitted Uses

The primary permitted uses in the Rural Settlement designation of the Official Plan will be permitted, although the primary uses shall be residential.

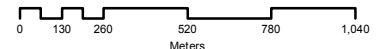
iii) Built Form and Intensity

- a) New development shall be consistent with the density requirements of the Rural Settlement designation of the Official Plan.
- b) Built form is to be street-oriented on all public rights-of-way in this sub-area, with buildings located at a comparable setback distance from the public right-of-way consistent with the existing streetscape and front entrances oriented to the street.
- c) For non-residential development, the Owner shall demonstrate that the proposed project is sensitive to, compatible with, and a good fit within, the existing surrounding neighbourhood based on, but not limited to, a review of both the existing and proposed built form, building height, massing and architectural treatments.



Schedule 15 To Southwest Area Secondary Plan **Dingman Industrial Land Use Designations**

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



PROJECT LOCATION:
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SecPlanSchedules\Schedule15_DingmanIndustrial_colour_8x11.mxd

20.5.13

Dingman Industrial Neighbourhood

20.5.13 Dingman Industrial Neighbourhood

The Land Use Designations for this neighbourhood are shown on Schedule 15.

i) Function and Purpose

It is intended that the Dingman Industrial Neighbourhood will promote opportunities for a limited range of compatible industrial land uses that support the City's long-term industrial strategy, promote the development of employment lands, and capitalize on the importance of the proximity of Highway 401 and the Canadian National Railway. The Dingman Industrial Area is to accommodate a range of light industrial uses that have a high standard of site design that take advantage of the areas in proximity to Highway 401.

ii) Character

The Dingman Industrial Neighbourhood will be characterized by an integrated streetscape that has high quality and varied built forms and which have minimal parking facilities and other hard surface and loading areas along the street frontage. The overall site design and built form of commercial and industrial buildings will have a high design standard. Extensive landscaping shall be required to screen hard surface parking and loading areas. Outside storage shall be limited.

20.5.13.1

Industrial

i) Permitted Uses

The main permitted uses in the Light Industrial designation of the Official Plan will be permitted. Existing Industrial uses are recognized as permitted uses within the Industrial designation of this Secondary Plan and may be recognized as permitted uses in the Zoning By-law. Proposals for the expansion of Industrial uses that are not permitted in the Light Industrial designation, shall require an amendment to the Official Plan to redesignate the lands on Schedule A to a General Industrial designation. Such applications will be evaluated on the basis of the potential for an increase in any adverse impacts on adjacent and nearby sensitive land uses,



and the policies of Section 7.6 – Planning Impact Analysis, of the Official Plan.

The primary permitted uses of the “General Industrial” designation of the Official Plan will continue to apply to lands designated General Industrial on Schedule ‘A’ of the Official Plan, generally located on the north side of Dingman Drive, west of Highway 401.

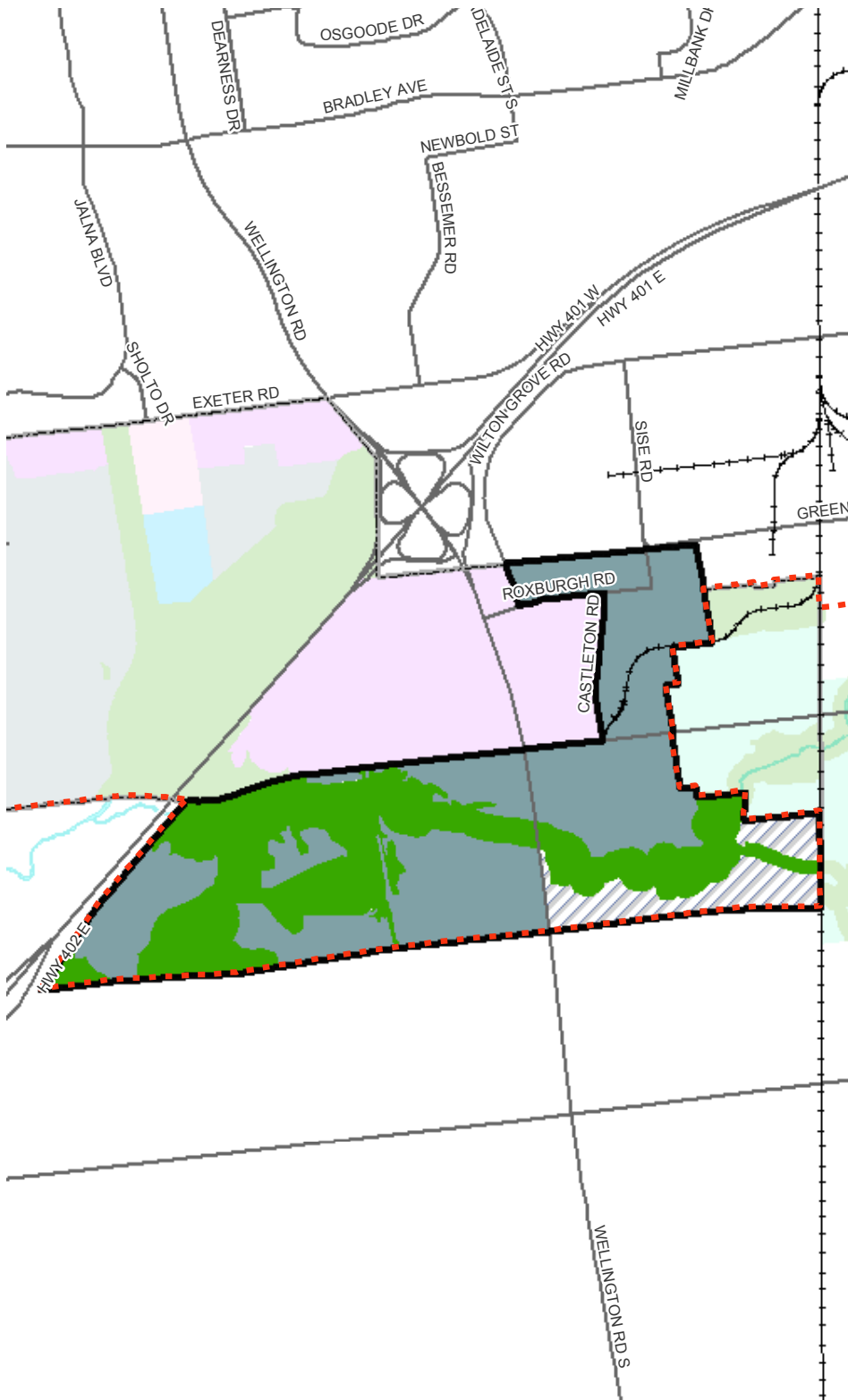
All uses adding, emitting, or discharging a contaminant into the natural environment must obtain a Certificate of Approval from the Ministry of the Environment as required by the Environmental Protection Act and associated Regulations. Uses permitted in this category will also be required to comply with additional requirements as set out in this Section of the Plan and in the City of London’s Waste Discharge By-law.

ii) Built Form and Intensity

- a) The Urban Design Policies of Section 20.5.3.9 of this Plan shall apply.
- b) The *Dingman Drive Industrial Area Urban Design Guidelines* shall apply.
- c) Setback and mitigation measures as per the Ministry of the Environment’s *Compatibility Between Industrial Facilities and Sensitive Land Uses* (D Series Guidelines) shall apply.

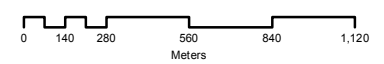






Schedule 16 To Southwest Area Secondary Plan **Brockley Industrial Land Use Designations**

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



PROJECT LOCATION:
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SecPlanSchedules\Schedule16_BrockleyIndustrial_colour_8x11.mxd

20.5.14

Brockley Industrial Neighbourhood

20.5.14 Brockley Industrial Neighbourhood

The Land Use Designations for this neighbourhood are shown on Schedule 16.

i) Function and Purpose

It is intended that the Brockley Industrial Neighbourhood will promote opportunities for a limited range of compatible industrial land uses that support the City's long-term industrial strategy, promote the development of employment lands, and capitalize on the importance of the proximity of Highway 401 and the Canadian National Railway. The Brockley Industrial Area is to accommodate a range of light industrial uses that have a high standard of site design that take advantage of the areas in proximity to Highway 401.

The west portion of the Brockley Industrial Area is to accommodate a broad a range of light industrial uses. Light industrial uses that emit noise, dust or odour are discouraged.

The east portion of the Brockley Industrial Neighbourhood is directly adjacent to the residential development in the Brockley Rural Settlement Neighbourhood. To minimize the impacts of the expansion of existing, or development of new industrial uses on the Brockley Rural Settlement Neighbourhood, specific land use, mitigation and design policies apply in this area. The Brockley Industrial Neighbourhood will accommodate a reduced range of light industrial uses with a focus on logistics type of industrial uses that involve the movement and transfer of goods. Secondary uses permitted in the Light Industrial land use designation are encouraged.

ii) Character

The Brockley Industrial Neighbourhood will be characterized by an integrated streetscape that has high quality and varied built forms and which have minimal parking facilities and other hard surface and loading areas along the street frontage. The overall site design and built form of commercial and industrial buildings will have a high design standard. Extensive landscaping shall be required to screen hard surface parking and loading areas.



Outside storage shall be limited. Uses in the area east of Wellington Road South that have outdoor storage, or to produce potential odour, emissions, dust, noise and vibration shall not be permitted.

20.5.14.1 Industrial

i) Permitted Uses

On lands west of Wellington Road, the primary permitted uses in the “Light Industrial” designation of the Official Plan will be permitted. Existing Industrial uses are recognized as permitted uses within the Industrial designation of this Secondary Plan and may be recognized as permitted uses in the Zoning By-law. Proposals for the expansion of Industrial uses that are not permitted in the Light Industrial designation shall require an amendment to the Official Plan to redesignate the lands on Schedule A to a General Industrial designation. Such applications will be evaluated on the basis of the potential for an increase in any adverse impacts on adjacent and nearby sensitive land uses, and the policies of Section 7.6 – Planning Impact Analysis, of the Official Plan.

On lands east of Wellington Road, light industrial uses that are located within enclosed buildings, require no outdoor storage; and are unlikely to cause adverse effects with respect to such matters as air, odour or water pollution, dust, or excessive vibration and noise levels may be permitted. These include such uses as warehousing, research and communication facilities; laboratories; printing and publishing establishments; warehouse and wholesale outlets; technical, professional and business services such as architectural, engineering, survey or business machine companies; commercial recreation establishments; private clubs; private parks; restaurants; hotels and motels; service trades; and contractor’s shops that do not involve open storage. Office uses and retail outlets subject to policy 7.5.3 of the Official Plan, which are ancillary to any of the above uses, are also permitted.

All uses adding, emitting, or discharging a contaminant into the natural environment must obtain a Certificate of Approval from the Ministry of the Environment as required by the *Environmental Protection Act* and associated Regulations are discouraged. Uses permitted in this category will also be required to comply with additional requirements as set out in this Section of the Plan and in the City of London’s Waste Discharge By-law.

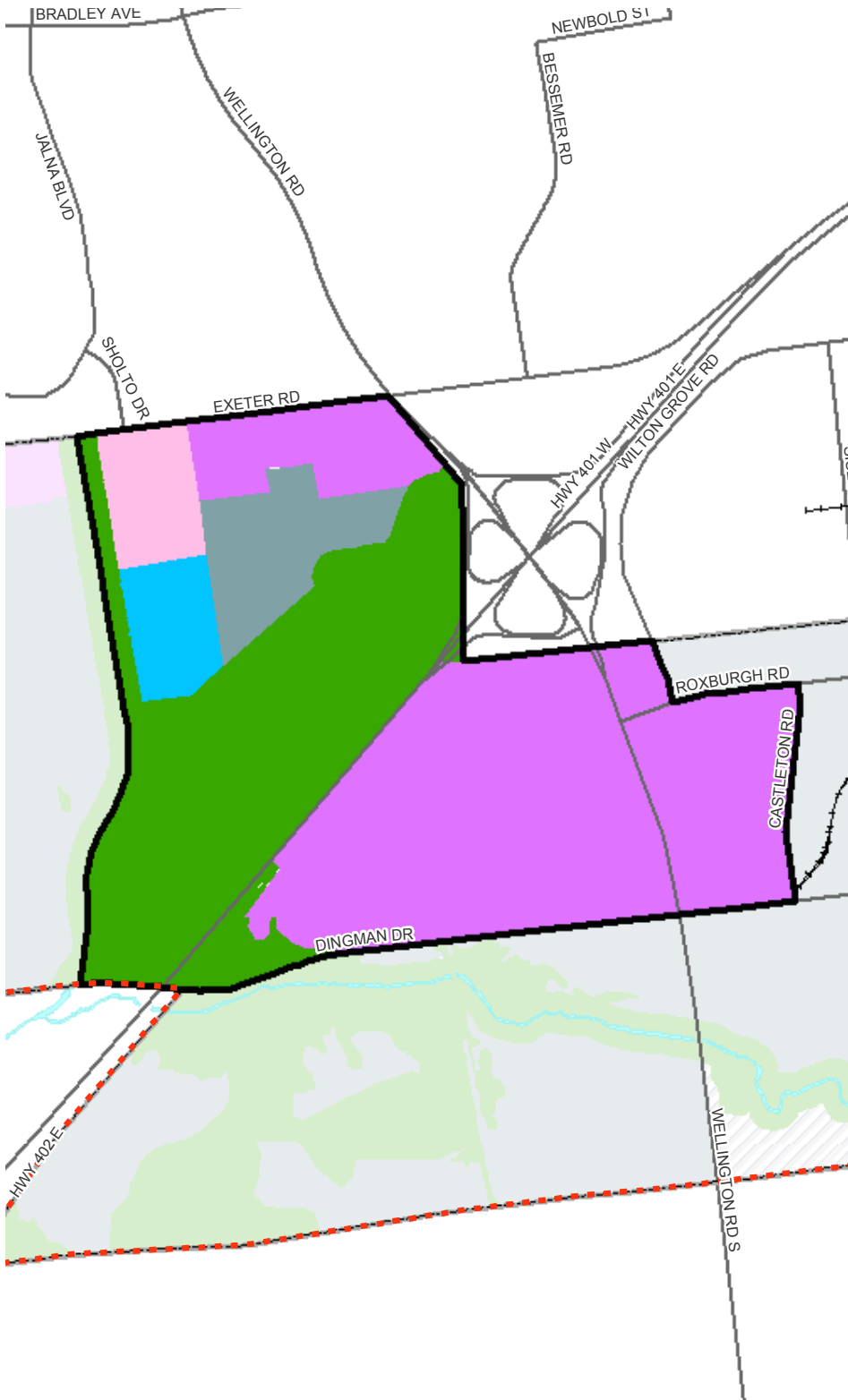




ii) Built Form and Intensity

- a) The Zoning, Site Plan, and Sign Control By-laws may specify higher standards for setbacks, the location of parking and loading areas, landscaping, lighting, and signage for industries adjacent to the Brockley Rural Settlement area.
- b) Regulations in the Zoning By-law shall include provisions to prohibit any outside storage for industries located east of Wellington Road.
- c) Regulations in the Zoning By-law shall include provisions requiring buildings and structures to be located a minimum of 40 metres from the Brockley Rural Settlement boundary.
- d) Enhanced plantings shall be provided within the 40 metre setback to provide a visual screen between industrial and sensitive land uses.
- e) Setback and mitigation measures as per the Ministry of the Environment's *Compatibility Between Industrial Facilities and Sensitive Land Uses* (D Series Guidelines) shall apply.
- f) Greater side yard and rear yard setbacks for new development within this area shall be specified in the Zoning By-law, and both landscaping and fencing shall be required. Lighting shall be directed to the site. Lit signage and high intensity lighting shall be limited.
- g) The Urban Design Policies of Section 20.5.3.9 of this Plan shall apply.





**Schedule 17
To
Southwest Area Secondary Plan
Wellington Rd/Hwy 401
Land Use Designations**

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



PROJECT LOCATION:
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20.5.15

Wellington Road/Highway 401 Neighbourhood



20.5.15 Wellington Road/Highway 401 Neighbourhood

The Land Use Designations for this neighbourhood are shown on Schedule 17.

i) Function and Purpose

It is intended that the lands adjacent to Wellington Road South and Highway 401 interchange will continue to provide a range and mix of commercial and office uses, and continue to support and promote employment lands.

ii) Character

The Wellington Road South and Highway 401 area will be characterized by an integrated streetscape having quality and varied built forms. Parking facilities will be screened by small floorplate buildings adjacent to Wellington Road South and Highway 401. Other hard surface and loading areas along these road frontages are discouraged. The overall site design and built form of commercial and industrial buildings along the road edge of Wellington Road South and Highway 401 will support a high quality gateway image. Enhanced landscaping along the gateway corridors shall be required as new development or redevelopment occurs in this area.

iii) Permitted Uses

The primary permitted uses in the New Format Regional Commercial Node, Auto-oriented Commercial Corridor, Office Area, Regional Facility, and Light Industrial designations of the Official Plan will be permitted.

iv) Built Form and Intensity

The Urban Design objectives of the relevant Land Use designation in the Official Plan shall apply.

v) Transportation and Parking

- a) The number of direct private driveway accesses to Wellington Road shall be limited and may be subject to restricted turning movements. Sites within this Neighbourhood Area shall have an integrated internal access system. Pedestrian connections between buildings on large sites and between sites shall be clearly established with landscaping and identifiable surface treatments used to clearly indicate pedestrian areas.
- b) Site frontages along Wellington Road and Highway 401 shall include a minimum 10 metre landscaped area with significant tree planting to enhance the gateway function and the “Forest City” image.



20.5.16

Implementation

20.5.16 Implementation

20.5.16.1 Implementation of the Plan

The Southwest Area Secondary Plan shall be implemented utilizing the following implementation mechanisms:

- i) All municipal works shall be consistent with the policies of this Plan; and,
- ii) All planning applications shall be consistent with the policies of this Plan.

20.5.16.2 Municipal Works

The Southwest Area Secondary Plan shall be implemented utilizing the following implementation mechanisms:

- i) Road development;
- ii) Sewer, water and wastewater infrastructure;
- iii) Stormwater management facilities in accordance with any recommendations arising from a Municipal Class EA;
- iv) Parks; and,
- v) Public facilities.

20.5.16.3 Development Phasing and Servicing

i) Alternative wastewater servicing options to accommodate approximately 15 years of growth include two possibilities:

- a) Peak flow control at the proposed Southland Pumping Station to allow development of current designated lands in Lambeth.
 - b) An interim pumping station on Colonel Talbot Road that could direct wastewater to the Oxford Pollution Control Plant and allow development of the North Lambeth and North Talbot neighbourhoods.
- ii) The proposed servicing options may allow growth to proceed without triggering the ultimate wastewater treatment servicing solution; however, there are several important steps required to facilitate the proposed servicing strategy:
- a) Completion and MOE approval of the Southland Pollution Control Plan Municipal Class Environmental Assessment.
 - b) Identify in the approved 2013 Growth Management Implementation Strategy (GMIS), as a capital budget item, for the engineering design/staging of possible additional servicing works and evaluation of the ultimate servicing implications.
 - c) Completion and approval of the 2014 DC Background Study to determine required engineering works. The addition of projects will need to be considered within the context of growth City-wide within the 2014 DC Study.
 - d) Integration of the works identified in the 2014 DC Study into the future GMIS to establish the staging and timing of infrastructure investment.

20.5.16.4 Official Plan Amendments

- i) Any amendment to the text or Schedules of this Secondary Plan represents an Official Plan amendment. Furthermore, amendments to the Schedules of this Plan may require amendments to the associated schedules of the Official Plan - Schedules 'A'- Land Use, "B1" - Natural Heritage Features, "B2" - Natural Resources and Natural Hazards, "C" - Transportation Corridors and "D" - Planning Areas.
- ii) Where lands are designated "Environmental Review" on Schedule "A" - Land Use, Schedule "A" shall prevail over the Open Space designation on Schedule 3 of the Neighbourhood Land Use Designation of the Secondary Plan. Once an Environmental Impact Study (EIS) has been completed, amendments to Schedule "A" - Land Use, Schedule "B-1" - Natural Heritage Features and the Secondary Plan Schedule will be required, as applicable.
- iii) Any applications to amend this Secondary Plan shall be subject to all of the applicable policies of this Secondary Plan, as well as all of the applicable policies of the City of London Official Plan. Amendments to the Plan may be supported by the City, provided the fundamental principles of the Plan are achieved.
- iv) Updates to this Secondary Plan are to reflect applicable changes to the City of London Official Plan, Provincial Policy Statement, Planning Act and Regulations, as required.

20.5.16.5 Zoning

- i) Any applications for amendment to the City of London Zoning By-law shall be subject to the policies of this Secondary Plan and applicable policies of the City of London Official Plan.
- ii) Consideration of other land uses through a Zoning By-law amendment shall be subject to a Planning Impact Analysis as described in the applicable designation of the Official Plan. The Zoning By-law may restrict the size of some uses.

20.5.16.6 Plans of Subdivision/Plans of Condominium/Consents to Sever

Any applications for subdivision, condominium, or consent to sever shall be subject to the policies of this Secondary Plan and applicable policies of the City of London Official Plan.

20.5.16.7 Site Plan Approval

Any applications for site plan approval shall be subject to the policies of this Secondary Plan and applicable policies of the City of London Official Plan.

20.5.16.8 Fair Distribution of Responsibilities and Resources

The successful completion of the Southwest Planning Area depends on the co-operation of the owners and land developers to share in the equitable and fair distribution of commercial uses, residential density, affordable housing, unit types, community parkland, community facilities, affordable housing, open space, tree canopy cover, municipal infrastructure, etc., as required by this Plan. All Official Plan, subdivision, Zoning By-law amendment and site plan applications shall be required to include a statement of conformity with the requirements of this Plan, as part of a complete application.

20.5.16.9 Achieving Minimum Residential Density

Minimum residential density shall be calculated on the basis of Section 20.5.16.8, above, and "net density" as defined in the Official Plan.

20.5.16.10 Complete Applications

- i) All Planning applications may require the submission of the following reports and studies in accordance with the relevant requirements of this Secondary Plan:
 - a) Statement of Conformity with Requirements of the Plan
 - b) Statement of Streetscape Compatibility.
 - c) Sustainability/Green Development report.
 - d) Tree Management Strategy.
 - e) Confirmation of Target for Tree Canopy Cover
 - f) Transportation Design Concept Plan, including pedestrian linkages to arterial roads.
 - g) Traffic Studies.
 - h) Confirmation of School Board Needs.
 - i) Subject Land Status Report, or Environmental Impact Study, accepted by the City.
 - j) Approved Environmental Assessments, or confirmation by the consulting engineer that an Environmental Assessment is not required.
 - k) Cultural Heritage Report.
 - l) Urban Design Brief.
 - m) Landowner/Stakeholder Group Collaboration Report, or City-led Sub-area Secondary Plan approved by the City.
 - n) Justification report for all amendments to the Plan.
- ii) Other reports and studies may be required in accordance with Section 19.16 of the Official Plan.
- iii) Where a land holding includes lands designated as Open Space or Parkland in this Plan, the draft Plan submission shall include these lands within the boundaries of the draft Plan.

20.5.16.11 Urban Design Policies

All development within the Southwest Area Secondary Plan boundaries shall be subject to the urban design policies contained in this Plan, in addition to applicable policies in the Official Plan.

20.5.16.12 Guideline Documents

Guideline documents may be adopted by Council to provide greater detail and guidance for development and the public realm elements of the Secondary Plan area.

20.5.16.13 Interpretation

Section 19.1 of the Official Plan shall apply to this Secondary Plan.



20.5.17

Appendices - Supplementary Information

Appendix 1 Official Plan Extracts

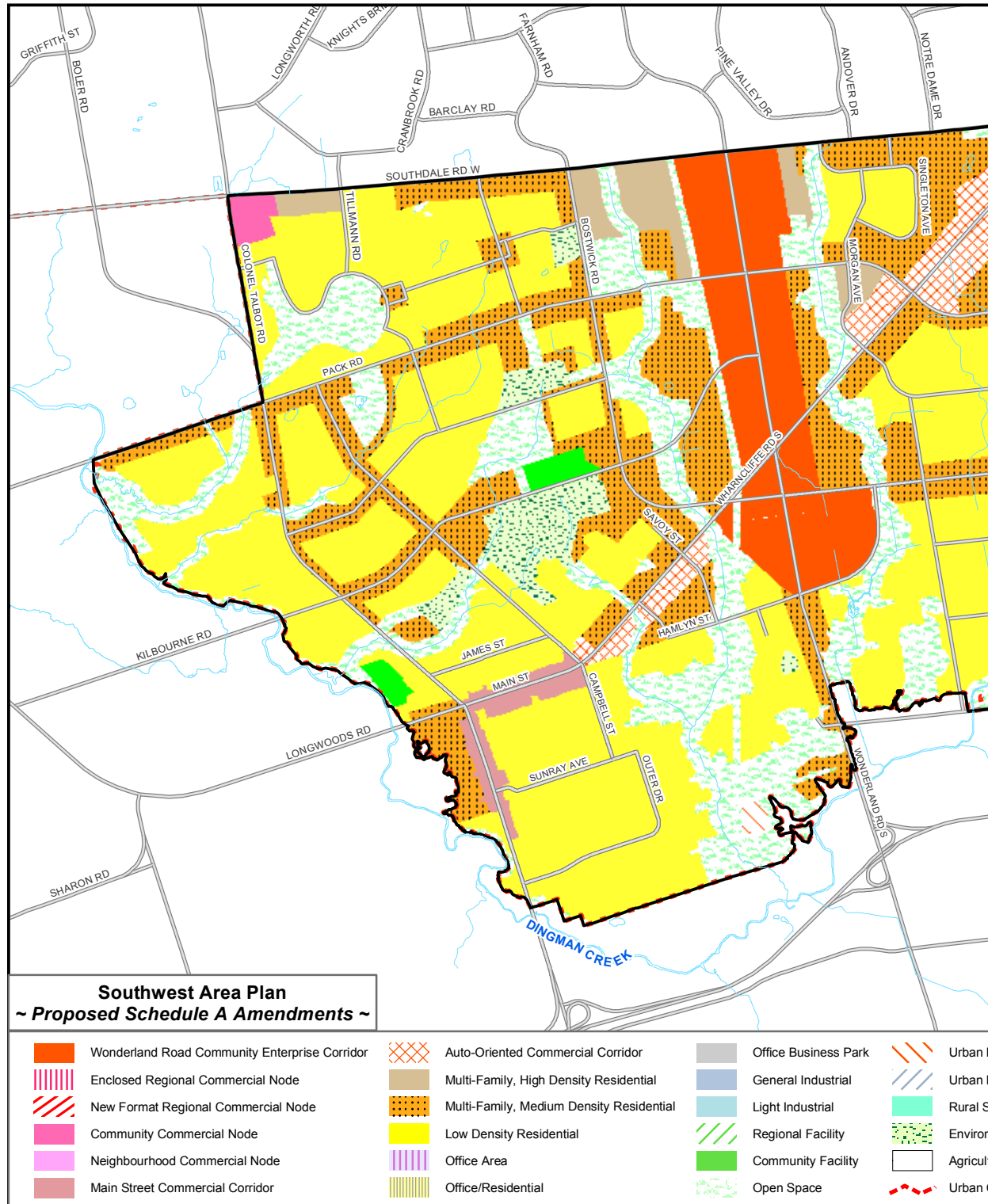
Appendix 2 Woodland Table

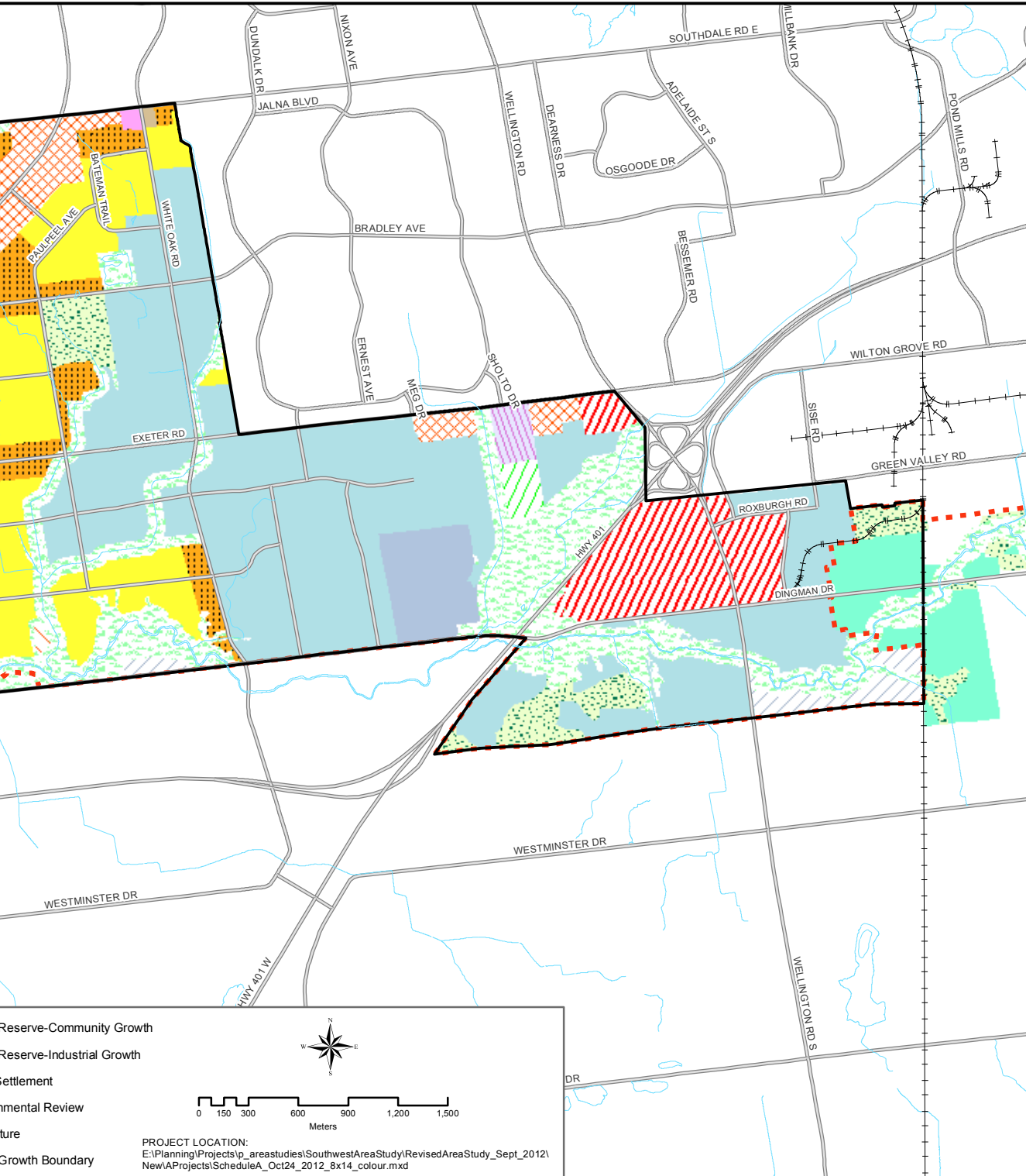
Appendix 3 Growth Estimate

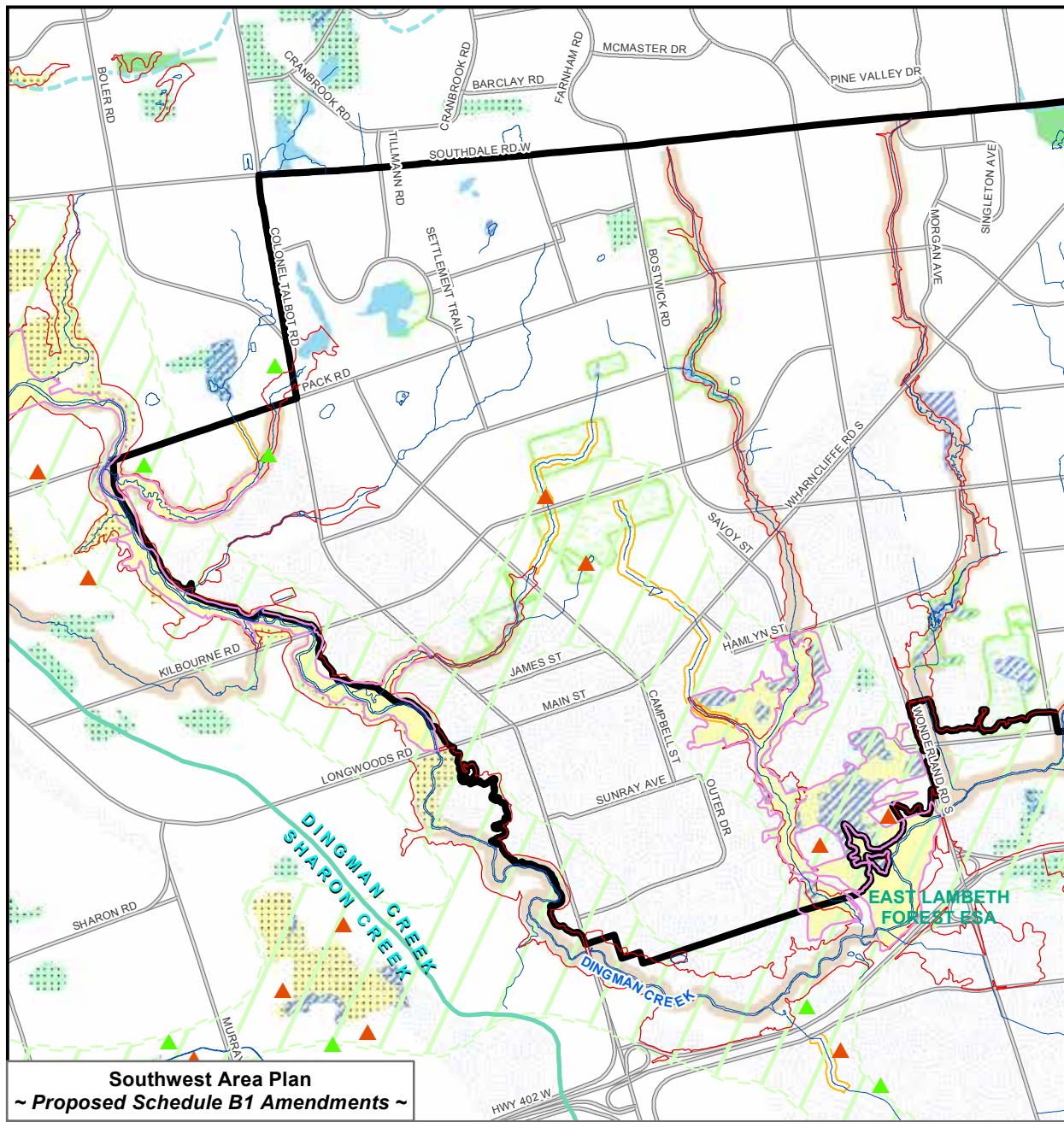
Appendix 4 Summary Table of Residential Density and Height

Appendix 1

Official Plan Extracts

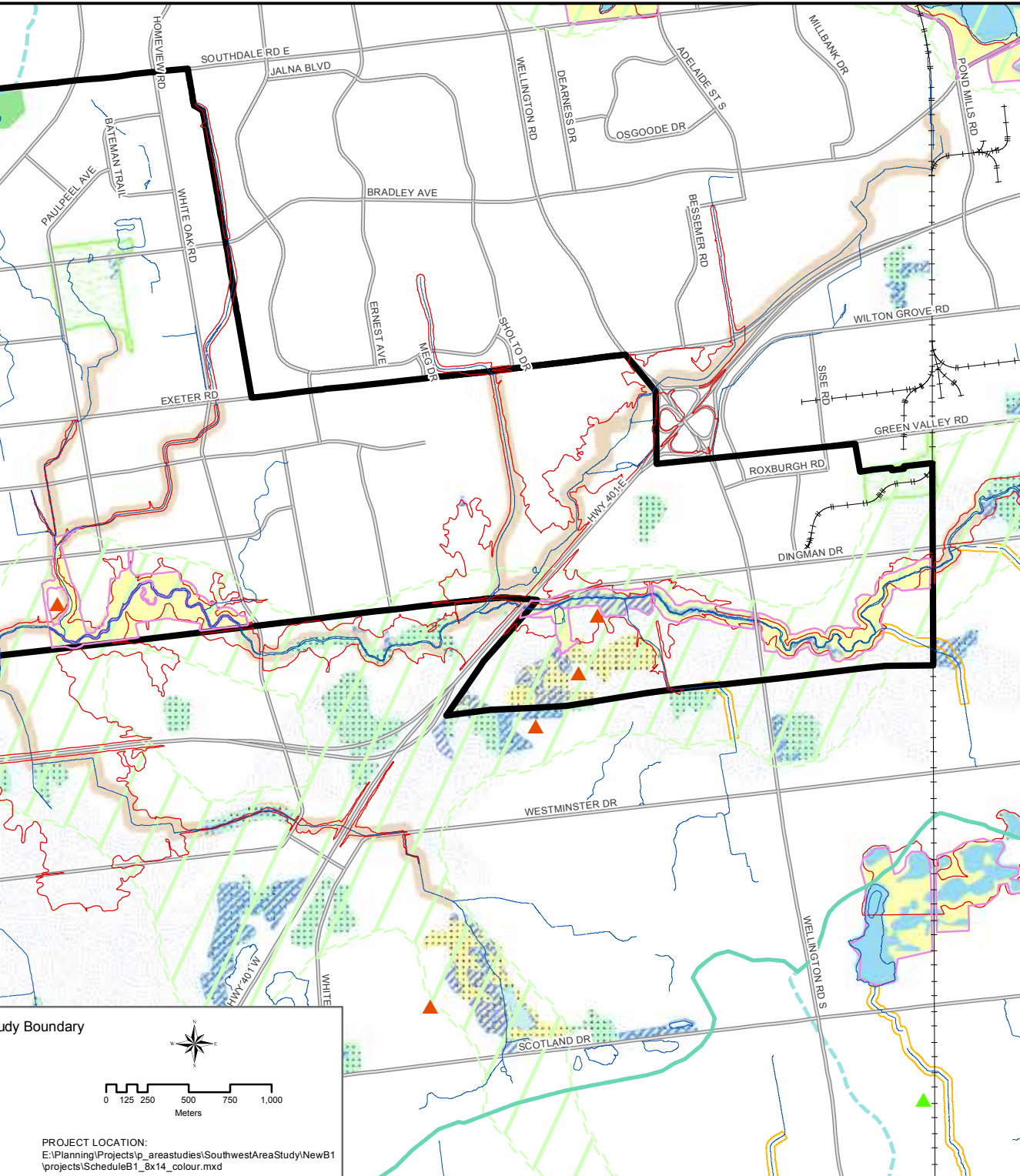


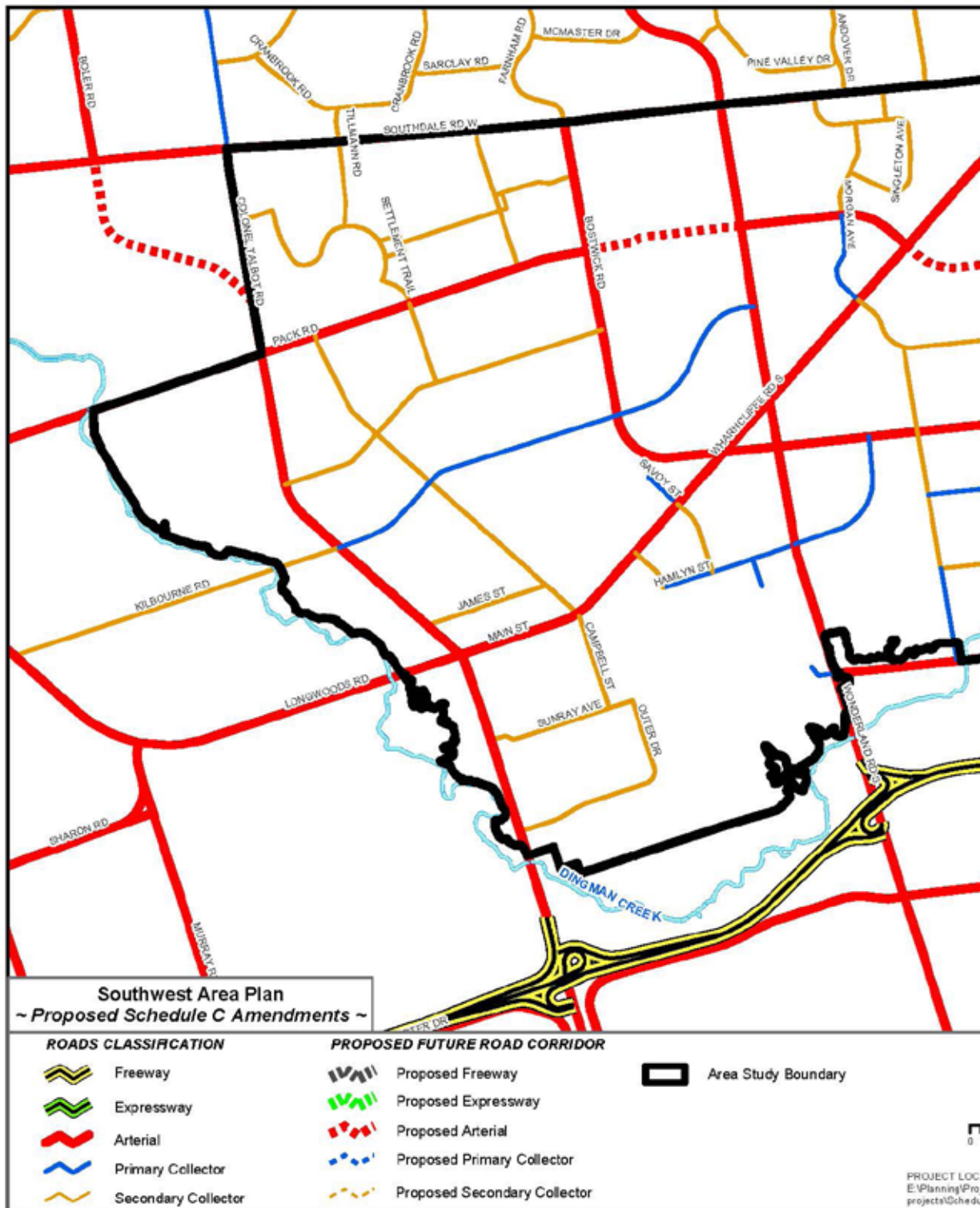




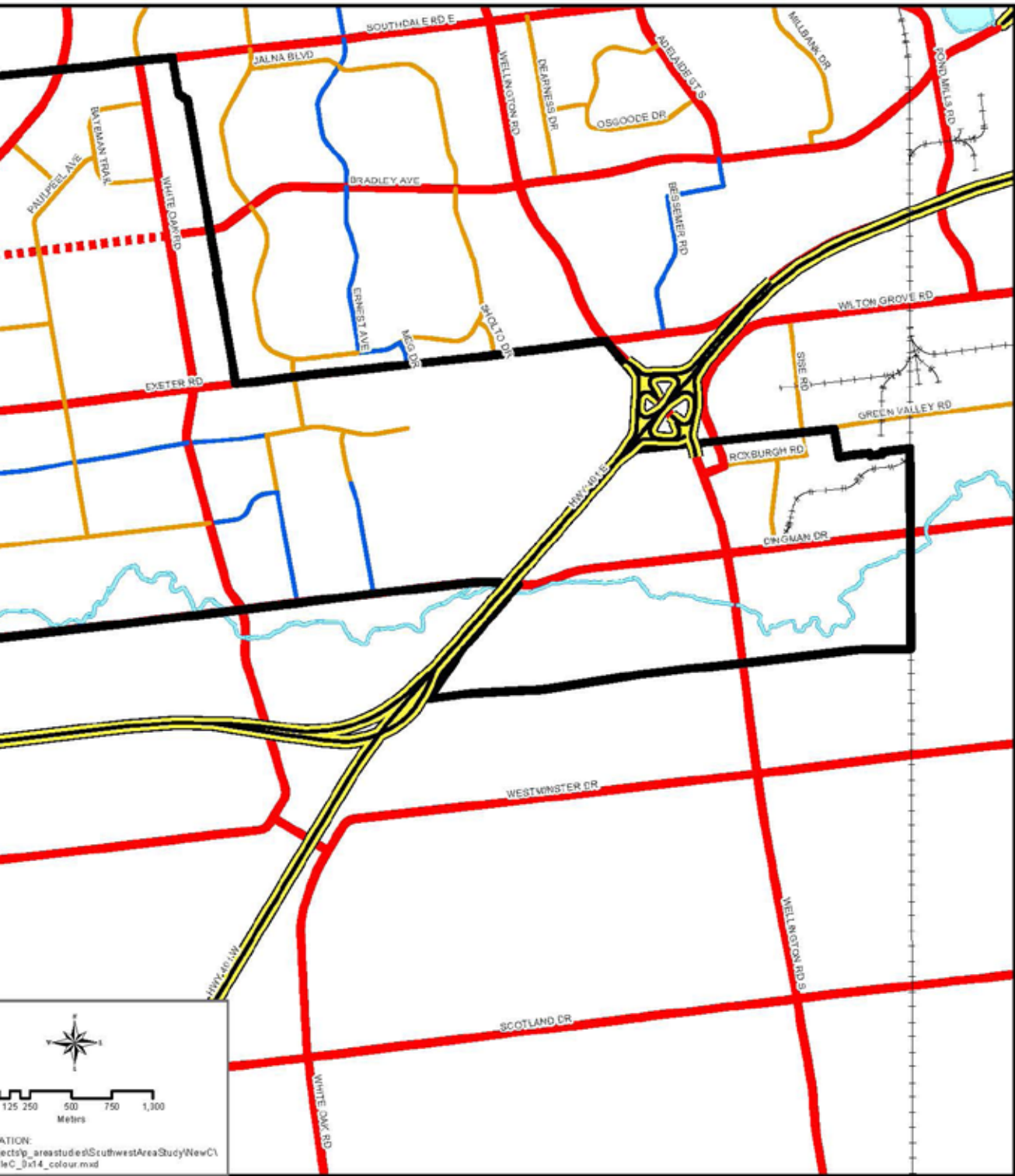
Southwest Area Plan
 ~ Proposed Schedule B1 Amendments ~







PROJECT LOC
E/Planning/Pro
projects/Schedu



LOCATION:
projects\area studies\SouthwestAreaStudy\NewCl
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Appendix 2

Woodland Table

SOUTHWEST AREA SECONDARY PLAN PATCH EVALUATIONS

These data sheets summarize all available information from previous life science inventories and represent the final recommendations for the evaluation of patches within the Southwest Area Plan based on most current Provincial policies and guidelines and the Official Plan policies for the identification and evaluation of components of the natural heritage system (policy 15.4), in particular policies to recognize Significant Woodlands.

Proposed Policy Modifications:

Patches that have been studied and evaluated based on a complete life science inventory as per City Standards and are recommended as Significant Woodland will be designated as Open Space on Land Use Schedule "A" and Significant Woodland on Schedule "B-1".

Patches that have been studied and evaluated based on desk-top review and reconnaissance survey only and are recommended as Significant Woodland, will be designated as Environmental Review on Land Use Schedule "A" and Significant Woodland on Schedule "B-1".

Rationale: All patches were able to be screened and evaluated based on the application of landscape level criteria. In a broad-scale assessment such as the area or secondary plan stage, there is often insufficient opportunity, funding or time to undertake the detailed life science inventories required for a "complete" evaluation at all levels. However, enough detail may be gained from desk-top review and a reconnaissance survey to apply some of the evaluation criteria and factors and make a conservative decision about the significance of the patch as a whole. The designation of significance and mapping whole patch boundaries at the broad scale (Official Plan Map Schedule) is recognized by the PPS as "the precautionary approach".

Some patches have not yet received any ground truthing and scores are indicated by "no data" in the evaluation summary data sheets. At the more site-specific development level, collection of the detailed life science inventory data at the community and species levels will be required to finalize assessment of all evaluation criteria and factors. These data will indicate the ecological features and functions that must be protected from negative impacts of development and be used to refine boundaries of the patch and finalize their designation.

In some cases "other planning considerations" have been applied to the recommendation for a Significant Woodland patch to remain as Environmental Review on Land Use Schedule "A" until such time that detailed inventory and evaluation can be completed and/or other planning considerations are met.

PATCH 10051

Assessment for Woodland Significance (OPA403) O.P. Policy 15.4.5.1

A woodland will be considered "Significant" if it achieves a minimum of one High or five Medium criteria scores as determined by application of the Guideline Document for the Evaluation of Ecologically Significant Woodlands (March 2008) as listed in section 19.2.2. A Significant Woodland will be designated as Open Space on Schedule A and delineated as a Significant Woodland on Schedule B-1.

CRITERIA	EVALUATION FACTORS	HIGH CRITERIA SCORE
CRITERION 15.4.5 i) Functions that Support Environmental Quality and Integrity	1.1 Site Protection – hydrology and erosion/slope	a) Anguish Creek Drain and groundwater recharge area
CRITERION 15.4.5 ii) Age, Size, Site Quality and Diversity of Natural Communities and Associated Species	1.2 Landscape Integrity - richness, connectivity, distribution	a) Landscape richness- 11% cover
	2.1 Age and Site Quality	No data
	2.2 Size and Shape (5.5 ha)	No data
CRITERION 15.4.5 iv) Species-at-Risk Habitat	2.3 Diversity of Natural Communities and Associated Species	No data; conifers present
	3.0 Species at Risk	Potential SAR to be determined
CRITERION 15.4.5 v) Distinctive, Unusual, or High Quality Natural Communities or Landforms	4.1 Distinctive, unusual or high quality communities	No data
	4.2 Distinctive, unusual or high quality landforms (Spillway)	Low

SUMMARY OF CRITERIA SCORES FOR EIGHT ECOLOGICAL FACTORS

Number of High	2
Number of Medium	0
Number of Low	1

Patch Number: 10051 Subwatershed: Dingman Creek Lambeth Planning Area

Patch is a Significant Woodland: YES NO based on landscape level factors only –requires complete inventory to finalize evaluation when access is permitted

O.P. Criteria met: 15.4.5. i)
 PPS (2005) policy 2.1.2 *Diversity, connectivity and linkages between natural heritage features and areas, surface water features and ground water features:* Patch is part of a connecting corridor from 10003 → 10051 → 10070 → 10069 → 10066

Prepared by: Bonnie Bergsma
 Date: March 2 2012/rechecked September 26 2012

PATCH 10053

Assessment for Woodland Significance (OPA403) O.P. Policy 15.4.5.1

A woodland will be considered "Significant" if it achieves a minimum of one High or five Medium criteria scores as determined by application of the Guideline Document for the Evaluation of Ecologically Significant Woodlands (March 2008) as listed in section 19.2.2. A Significant Woodland will be designated as Open Space on Schedule A and delineated as a Significant Woodland on Schedule B-1.

CRITERIA	EVALUATION FACTORS	CRITERIA SCORE
CRITERION 15.4.5 i) Functions that Support Environmental Quality and Integrity	1.1 Site Protection – hydrology and erosion/slope	a) Provincially Significant Wetland b) Erosion/Slope protection - >15% slope with silt loam soil
CRITERION 15.4.5 ii) Age, Size, Site Quality and Diversity of Natural Communities and Associated Species	1.2 Landscape Integrity - richness, connectivity, distribution	Low
	2.1 Age and Site Quality	a) mature Silver Maple Swamp
CRITERION 15.4.5 iv) Species-at-Risk Habitat	2.2 Size and Shape (6.6 ha)	a) Patch with woodland > 4 ha
	2.3 Diversity of Natural Communities and Associated Species	c) 5 amphibians; uncommon species - Yellow spotted salamander; Hickory Hairstreak; Red-bellied Woodpecker
CRITERION 15.4.5 v) Distinctive, Unusual, or High Quality Natural Communities or Landforms	3. 0 Species at Risk	SAR not observed
CRITERION 15.4.5 v) Distinctive, Unusual, or High Quality Natural Communities or Landforms	4.1 Distinctive, unusual or high quality communities	b) Regionally rare plant species – <i>Carex disperms VU</i> ; <i>Eragrostis hypnoides R2</i> ; <i>Galium obtusum R1</i> ; <i>Geum rivale R2</i> ; <i>Ranunculus longirostris R2</i> ; <i>Sparganium emersum R5</i>
	4.2 Distinctive, unusual or high quality landforms (Till Plain)	Medium

SUMMARY OF CRITERIA SCORES FOR EIGHT ECOLOGICAL FACTORS

Number of High	6
Number of Medium	1
Number of Low	1
Potential Threats : SWM overflow from facility and extended storage /prolonged saturation in treed swamp	

Patch Number: 10053 **Subwatershed:** Dingman Creek **Talbot Planning Area**

Patch is a Significant Woodland: YES NO **Evaluated as significant in 1998 by BioLogic ; PSW in 2007 by MNR**

O.P. Criteria met: 15.4.5. i), 15.4.5 ii), 15.4.5.v)

Prepared by: Bonnie Bergsma
Date: March 2 2012/rechecked September 26 2012

PATCH 10063

Assessment for Woodland Significance (OPA403) O.P. Policy 15.4.5.1

A woodland will be considered "Significant" if it achieves a minimum of one High or five Medium criteria scores as determined by application of the Guideline Document for the Evaluation of Ecologically Significant Woodlands (March 2008) as listed in section 19.2.2. A Significant Woodland will be designated as Open Space on Schedule A and delineated as a Significant Woodland on Schedule B-1.

CRITERIA	EVALUATION FACTORS	CRITERIA SCORE
CRITERION 15.4.5 i) Functions that Support Environmental Quality and Integrity	1.1 Site Protection – hydrology and erosion/slope	Medium
	1.2 Landscape Integrity - richness, connectivity, distribution	Medium
CRITERION 15.4.5 ii) Age, Size, Site Quality and Diversity of Natural Communities and Associated Species	2.1 Age and Site Quality	a) Mature Sugar Maple-Beech deciduous forest
	2.2 Size and Shape (6.2 ha)	a) Patch with woodland > 4 ha
	2.3 Diversity of Natural Communities and Associated Species	No data
CRITERION 15.4.5 iv) Species-at-Risk Habitat	3.0 Species at Risk	Potential SAR to be determined
CRITERION 15.4.5 v) Distinctive, Unusual, or High Quality Natural Communities or Landforms	4.1 Distinctive, unusual or high quality communities	No data
	4.2 Distinctive, unusual or high quality landforms (Till Plain)	Medium

SUMMARY OF CRITERIA SCORES FOR EIGHT ECOLOGICAL FACTORS

Number of High	2
Number of Medium	3
Number of Low	0

Patch Number: 10063 Subwatershed: Dingman Creek Talbot Planning Area

Patch is a Significant Woodland: YES NO (Evaluated as Not Significant in 2002 by BioLogic – removed from Schedule A. Patch is still present and shown on Schedule B1. Recommended to be restored as Environmental Review to permit future complete inventory and evaluation based on PPS 2005 and OPA403 policies)

O.P. Criteria met: 15.4.5 ii)

Prepared by: Bonnie Bergsma

Date: March 2 2012/rechecked September 26 2012

PATCH 10064

Assessment for Woodland Significance (OPA403) O.P. Policy 15.4.5.1

A woodland will be considered "Significant" if it achieves a minimum of one High or five Medium criteria scores as determined by application of the Guideline Document for the Evaluation of Ecologically Significant Woodlands (March 2008) as listed in section 19.2.2. A Significant Woodland will be designated as Open Space on Schedule A and delineated as a Significant Woodland on Schedule B-1.

CRITERIA	EVALUATION FACTORS	CRITERIA SCORE
CRITERION 15.4.5 i) Functions that Support Environmental Quality and Integrity	1.1 Site Protection – hydrology and erosion/slope	a) Thornicroft Creek Drain; wetland < 2 ha
	1.2 Landscape Integrity - richness, connectivity, distribution	b) patches directly connected by significant stream corridor
CRITERION 15.4.5 ii) Age, Size, Site Quality and Diversity of Natural Communities and Associated Species	2.1 Age and Site Quality	Medium - Mid-aged, good quality
	2.2 Size and Shape (11 ha)	a) patch with woodland > 4 ha
	2.3 Diversity of Natural Communities and Associated Species	Medium -FOD5-8, FOD7-4, CUT1-7; fish habitat quality
CRITERION 15.4.5 iv) Species-at-Risk Habitat	3. 0 Species at Risk	SAR not observed
CRITERION 15.4.5 v) Distinctive, Unusual, or High Quality Natural Communities or Landforms	4.1 Distinctive, unusual or high quality communities	Low
	4.2 Distinctive, unusual or high quality landforms (Till Plain)	Medium

SUMMARY OF CRITERIA SCORES FOR EIGHT ECOLOGICAL FACTORS

Number of High	3
Number of Medium	3
Number of Low	1

Patch Number: 10064

Subwatershed: Dingman Creek Bostwick Planning Area

Patch is a Significant Woodland: YES NO (Evaluated by Stantec in 2005 for the Bradley Avenue Extension EA)

O.P. Criteria met: 15.4.5. i), 15.4.5 ii)

Prepared by: Bonnie Bergsma

Date: March 2 2012/rechecked September 26 2012

PATCH 10066

Assessment for Woodland Significance (OPA403) O.P. Policy 15.4.5.1

A woodland will be considered "Significant" if it achieves a minimum of one High or five Medium criteria scores as determined by application of the Guideline Document for the Evaluation of Ecologically Significant Woodlands (March 2008) as listed in section 19.2.2. A Significant Woodland will be designated as Open Space on Schedule A and delineated as a Significant Woodland on Schedule B-1.

CRITERIA	EVALUATION FACTORS	CRITERIA SCORE
CRITERION 15.4.5 i) Functions that Support Environmental Quality and Integrity	1.1 Site Protection – hydrology and erosion/slope	a) headwater watercourse for Anguish Creek Drain
	1.2 Landscape Integrity - richness, connectivity, distribution	Medium
CRITERION 15.4.5 ii) Age, Size, Site Quality and Diversity of Natural Communities and Associated Species	2.1 Age and Site Quality	No data
	2.2 Size and Shape (1.75 ha)	c) Small, isolated, young; Conservation Priority (Savannah Sparrow) and Area-Sensitive (Red-bellied Woodpecker) birds
	2.3 Diversity of Natural Communities and Associated Species	No data
CRITERION 15.4.5 iv) Species-at-Risk Habitat	3. 0 Species at Risk	Potential SAR to be determined
CRITERION 15.4.5 v) Distinctive, Unusual, or High Quality Natural Communities or Landforms	4.1 Distinctive, unusual or high quality communities	No data
	4.2 Distinctive, unusual or high quality landforms (Till Plain)	Medium

SUMMARY OF CRITERIA SCORES FOR EIGHT ECOLOGICAL FACTORS

Number of High	2
Number of Medium	2
Number of Low	0

Patch Number: 10066

Subwatershed: Dingman Creek

Talbot Planning Area

Patch is a Significant Woodland: YES NO based on landscape level factors only –requires complete inventory to finalize evaluation when access is permitted

O.P. Criteria met: 15.4.5 i), 15.4.5 ii)

PPS (2005) policy 2.1.2 *Diversity, connectivity and linkages between natural heritage features and areas, surface water features and ground water features:* Patch is part of a connecting corridor from 10003 → 10051 → 10070 → 10069 → 10066 supporting movement of One Area Sensitive bird and one PIF bird Savannah Sparrow

Prepared by: Bonnie Bergsma

Date: March 2 2012/rechecked September 26 2012

PATCH 10069

Assessment for Woodland Significance (OPA403) O.P. Policy 15.4.5.1

A woodland will be considered "Significant" if it achieves a minimum of one High or five Medium criteria scores as determined by application of the Guideline Document for the Evaluation of Ecologically Significant Woodlands (March 2008) as listed in section 19.2.2. A Significant Woodland will be designated as Open Space on Schedule A and delineated as a Significant Woodland on Schedule B-1.

CRITERIA	EVALUATION FACTORS	CRITERIA SCORE
CRITERION 15.4.5 i) Functions that Support Environmental Quality and Integrity	1.1 Site Protection – hydrology and erosion/slope 1.2 Landscape Integrity – richness, connectivity, distribution	a) Anguish Creek Drain; wetland < 2 ha (MAM2-1) a) Landscape richness 11.3% b) patch directly connected to 10070 by designated open space corridor
CRITERION 15.4.5 ii) Age, Size, Site Quality and Diversity of Natural Communities and Associated Species	2.1 Age and Site Quality 2.2 Size and Shape (8.7 ha) 2.3 Diversity of Natural Communities and Associated Species	Medium - Mid-age; Good condition a) patch with woodland > 4 ha b) P:A ration < 1.5m/m ² c) Conservative Bird species (8 PIF; 5 Area-Sensitive) b) Four or more vegetation types- CUS1, FOD7, FOD5-1, FOD5-2, MAM2-1 c) significant wildlife habitat - 6 amphibian species
CRITERION 15.4.5 iv) Species-at-Risk Habitat	3. 0 Species at Risk	Golden-winged Warbler, Chimney Swift
CRITERION 15.4.5 v) Distinctive, Unusual, or High Quality Natural Communities or Landforms	4.1 Distinctive, unusual or high quality communities 4.2 Distinctive, unusual or high quality landforms (Till Plain)	Medium - 1 regionally rare plant; Carolinian species Medium

SUMMARY OF CRITERIA SCORES FOR EIGHT ECOLOGICAL FACTORS

Number of High	5
Number of Medium	3
Number of Low	0

Patch Number: 10069 Subwatershed: Dingman Creek Talbot Planning Area

Patch is a Significant Woodland: YES NO (2009 complete life science inventory AECOM)

O.P. Criteria met: 15.4.5. i), 15.4.5 ii), 15.4.5 iv)

PPS (2005) policy 2.1.2 *Diversity, connectivity and linkages between natural heritage features and areas, surface water features and ground water features*: Patch is part of a connecting corridor from 10003 → 10051 → 10070 → 10069 → 10066. The old fields and ponds between patch 10069 and 10070 provide habitat for dispersal of amphibians.

Prepared by: Bonnie Bergsma

Date: March 2 2012/rechecked September 26 2012

PATCH 10070

Assessment for Woodland Significance (OPA403) O.P. Policy 15.4.5.1

A woodland will be considered "Significant" if it achieves a minimum of one High or five Medium criteria scores as determined by application of the Guideline Document for the Evaluation of Ecologically Significant Woodlands (March 2008) as listed in section 19.2.2. A Significant Woodland will be designated as Open Space on Schedule A and delineated as a Significant Woodland on Schedule B-1.

CRITERIA	EVALUATION FACTORS	CRITERIA SCORE
CRITERION 15.4.5 i) Functions that Support Environmental Quality and Integrity	1.1 Site Protection – hydrology and erosion/slope 1.2 Landscape Integrity - richness, connectivity, distribution	a) headwater stream for Anguish Creek Drain a) Landscape Richness 14% b) patch directly connected to 10069 by designated open space corridor
CRITERION 15.4.5 ii) Age, Size, Site Quality and Diversity of Natural Communities and Associated Species	2.1 Age and Site Quality 2.2 Size and Shape (18.4 ha) 2.3 Diversity of Natural Communities and Associated Species	No data a) patch with woodland > 4 ha b) P:A ration < 1.5m/m ² No data
CRITERION 15.4.5 iv) Species-at-Risk Habitat	3. 0 Species at Risk	Potential SAR to be determined
CRITERION 15.4.5 v) Distinctive, Unusual, or High Quality Natural Communities or Landforms	4.1 Distinctive, unusual or high quality communities 4.2 Distinctive, unusual or high quality landforms (Till Plain)	No data Medium

SUMMARY OF CRITERIA SCORES FOR EIGHT ECOLOGICAL FACTORS

Number of High	3
Number of Medium	1
Number of Low	0

Patch Number: 10070 Subwatershed: Dingman Creek Lambeth Planning Area

Patch is a Significant Woodland: YES NO based on landscape level factors only –requires complete inventory to finalize evaluation when access is permitted

O.P. Criteria met: 15.4.5. i), 15.4.5 ii)

PPS (2005) policy 2.1.2 Diversity, connectivity and linkages between natural heritage features and areas, surface water features and ground water features: Patch is part of a connecting corridor from 10003 → 10051 → 10070 → 10069 → 10066. The old fields and ponds between patch 10069 and 10070 provide habitat for dispersal of amphibians.

Prepared by: Bonnie Bergsma

Date: March 2 2012/rechecked September 26 2012

PATCH 10087

Assessment for Woodland Significance (OPA403) O.P. Policy 15.4.5.1

A woodland will be considered "Significant" if it achieves a minimum of one High or five Medium criteria scores as determined by application of the Guideline Document for the Evaluation of Ecologically Significant Woodlands (March 2008) as listed in section 19.2.2. A Significant Woodland will be designated as Open Space on Schedule A and delineated as a Significant Woodland on Schedule B-1.

CRITERIA	EVALUATION FACTORS	CRITERIA SCORE
CRITERION 15.4.5 i) Functions that Support Environmental Quality and Integrity	1.1 Site Protection – hydrology and erosion/slope 1.2 Landscape Integrity - richness, connectivity, distribution	a) Pincombe Creek Drain; wetland >2 ha; groundwater recharge a) Landscape Richness 15.2% b) patch directly connected to 10091 by significant stream corridor
CRITERION 15.4.5 ii) Age, Size, Site Quality and Diversity of Natural Communities and Associated Species	2.1 Age and Site Quality 2.2 Size and Shape (5.9 ha) 2.3 Diversity of Natural Communities and Associated Species	No data Medium No data
CRITERION 15.4.5 iv) Species-at-Risk Habitat	3.0 Species at Risk	Potential SAR to be determined
CRITERION 15.4.5 v) Distinctive, Unusual, or High Quality Natural Communities or Landforms	4.1 Distinctive, unusual or high quality communities 4.2 Distinctive, unusual or high quality landforms (Till Plain)	No data Medium

SUMMARY OF CRITERIA SCORES FOR EIGHT ECOLOGICAL FACTORS

Number of High	2
Number of Medium	2
Number of Low	0

Patch Number: 10087 Subwatershed: Dingman Creek Longwoods Planning Area

Patch is a Significant Woodland: YES NO based on landscape level factors only –requires complete inventory to finalize evaluation when access is permitted

Patch is part of the Pincombe Creek Significant Stream Corridor (15.4.7) with patch 10091

O.P. Criteria met: 15.4.5. i)

Prepared by: Bonnie Bergsma

Date: March 2 2012/rechecked September 26 2012

PATCH 10088

Assessment for Woodland Significance (OPA403) O.P. Policy 15.4.5.1

A woodland will be considered "Significant" if it achieves a minimum of one High or five Medium criteria scores as determined by application of the Guideline Document for the Evaluation of Ecologically Significant Woodlands (March 2008) as listed in section 19.2.2. A Significant Woodland will be designated as Open Space on Schedule A and delineated as a Significant Woodland on Schedule B-1.

CRITERIA	EVALUATION FACTORS	CRITERIA SCORE
CRITERION 15.4.5 i) Functions that Support Environmental Quality and Integrity	1.1 Site Protection – hydrology and erosion/slope	a) wetland > 2 ha; groundwater recharge
	1.2 Landscape Integrity - richness, connectivity, distribution	a) Landscape Richness 13.8%
CRITERION 15.4.5 ii) Age, Size, Site Quality and Diversity of Natural Communities and Associated Species	2.1 Age and Site Quality	No data
	2.2 Size and Shape (14.3 ha)	a) patch with woodland > 4 ha b) P:A ration < 1.5m/m ²
	2.3 Diversity of Natural Communities and Associated Species	b) four or more vegetation types- FOD5-8, SWD3-2, FOD7, FOD8-1 c) amphibian breeding habitat
CRITERION 15.4.5 iv) Species-at-Risk Habitat	3. 0 Species at Risk	Potential SAR to be determined
CRITERION 15.4.5 v) Distinctive, Unusual, or High Quality Natural Communities or Landforms	4.1 Distinctive, unusual or high quality communities	b) presence of large size trees
	4.2 Distinctive, unusual or high quality landforms (Spillway)	Low

SUMMARY OF CRITERIA SCORES FOR EIGHT ECOLOGICAL FACTORS

Number of High	5
Number of Medium	0
Number of Low	1

Patch Number: 10088 Subwatershed: Dingman Creek Longwoods Planning Area

Patch is a Significant Woodland: YES NO (Evaluated in 2003 (Earth Tech) and 2007 (Stantec))

O.P. Criteria met: 15.4.5. i), 15.4.5 ii), 15.4.5 v)

Prepared by: Bonnie Bergsma

Date: March 2 2012/rechecked September 26 2012

PATCH 10090

Assessment for Woodland Significance (OPA403) O.P. Policy 15.4.5.1

A woodland will be considered "Significant" if it achieves a minimum of one High or five Medium criteria scores as determined by application of the Guideline Document for the Evaluation of Ecologically Significant Woodlands (March 2008) as listed in section 19.2.2. A Significant Woodland will be designated as Open Space on Schedule A and delineated as a Significant Woodland on Schedule B-1.

CRITERIA	EVALUATION FACTORS	CRITERIA SCORE
CRITERION 15.4.5 i) Functions that Support Environmental Quality and Integrity	1.1 Site Protection – hydrology and erosion/slope	a) patch straddles Dingman Creek-running water in the spring
	1.2 Landscape Integrity - richness, connectivity, distribution	b) patch directly connected by significant stream corridor c) Isolated patch > 20 ha
CRITERION 15.4.5 ii) Age, Size, Site Quality and Diversity of Natural Communities and Associated Species	2.1 Age and Site Quality	Medium
	2.2 Size and Shape (29.2 ha)	a) patch with woodlands > 4 ha b) P:A ration < 1.5m/m ² c) Conservative Bird species - 9 PIF; 1 Area-Sensitive; 18 CP)
	2.3 Diversity of Natural Communities and Associated Species	a) Patch with three ecosites - CUM4-1, SVD3-1, CUT2-11 c) good foraging and breeding for Green and Leopard Frogs e) fish habitat; mink
CRITERION 15.4.5 iv) Species-at-Risk Habitat	3.0 Species at Risk	Potential SAR to be determined
CRITERION 15.4.5 v) Distinctive, Unusual, or High Quality Natural Communities or Landforms	4.1 Distinctive, unusual or high quality communities	Low
	4.2 Distinctive, unusual or high quality landforms (Till Plain)	Medium
SUMMARY OF CRITERIA SCORES FOR EIGHT ECOLOGICAL FACTORS		
	Number of High	4
	Number of Medium	2
	Number of Low	1
Patch Number: 10090 Subwatershed: Dingman Creek Longwoods Planning Area		
Patch is a Significant Woodland: <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO (inventory 2006 by Earth Tech; 2009 AECOM) O.P. Criteria met: 15.4.5. i), 15.4.5 ii)		
Patch meets two or more criteria for Environmentally Significant Area : Middle Dingman Corridor		
Prepared by: Bonnie Bergsma		
Date: March 2 2012/rechecked September 26 2012		

PATCH 10091

Assessment for Woodland Significance (OPA403) O.P. Policy 15.4.5.1

A woodland will be considered "Significant" if it achieves a minimum of one High or five Medium criteria scores as determined by application of the Guideline Document for the Evaluation of Ecologically Significant Woodlands (March 2008) as listed in section 19.2.2. A Significant Woodland will be designated as Open Space on Schedule A and delineated as a Significant Woodland on Schedule B-1.

CRITERIA	EVALUATION FACTORS	CRITERIA SCORE
CRITERION 15.4.5 i) Functions that Support Environmental Quality and Integrity	1.1 Site Protection – hydrology and erosion/slope	a) Pincombe Creek Drain; contains wetland > 2 ha
	1.2 Landscape Integrity - richness, connectivity, distribution	a) patch directly connected to 10087 by significant stream corridor
CRITERION 15.4.5 ii) Age, Size, Site Quality and Diversity of Natural Communities and Associated Species	2.1 Age and Site Quality	Medium – Young communities in good condition
	2.2 Size and Shape (6.8 ha)	Medium
	2.3 Diversity of Natural Communities and Associated Species	a) patch with four or more vegetation types - CUM, CUT, MAM, SWT, FOD; e) Fish habitat in a naturally meandering section of creek
CRITERION 15.4.5 iv) Species-at-Risk Habitat	3. 0 Species at Risk	Potential SAR to be determined
CRITERION 15.4.5 v) Distinctive, Unusual, or High Quality Natural Communities or Landforms	4.1 Distinctive, unusual or high quality communities	Low
	4.2 Distinctive, unusual or high quality landforms (Till Plain)	Medium

SUMMARY OF CRITERIA SCORES FOR EIGHT ECOLOGICAL FACTORS

Number of High	3
Number of Medium	3
Number of Low	1

Patch Number: 10091 Subwatershed: Dingman Creek Longwoods Planning Area

Patch is a Significant Woodland: YES NO (locally significant wetland evaluated in 2003, 2006 by Earth Tech)
Patch is part of the Pincombe Creek Significant Stream Corridor (15.4.7) with patch 10087

O.P. Criteria met: 15.4.5. i), 15.4.5 ii)

Prepared by: Bonnie Bergsma

Date: March 2 2012/rechecked September 26 2012

PATCH 10094

Assessment for Woodland Significance (OPA403) O.P. Policy 15.4.5.1

A woodland will be considered "Significant" if it achieves a minimum of one High or five Medium criteria scores as determined by application of the Guideline Document for the Evaluation of Ecologically Significant Woodlands (March 2008) as listed in section 19.2.2. A Significant Woodland will be designated as Open Space on Schedule A and delineated as a Significant Woodland on Schedule B-1.

CRITERIA	EVALUATION FACTORS	CRITERIA SCORE
CRITERION 15.4.5 i) Functions that Support Environmental Quality and Integrity	1.1 Site Protection – hydrology and erosion/slope	a) headwater wetland for White Oak Creek Drain; unevaluated wetland c) large isolated patch > 20 ha
CRITERION 15.4.5 ii) Age, Size, Site Quality and Diversity of Natural Communities and Associated Species	1.2 Landscape Integrity - richness, connectivity, distribution	No data
	2.1 Age and Site Quality	a) patch with woodland > 4 ha c) Amphibian wildlife habitat potential; meadow crayfish
CRITERION 15.4.5 iv) Species-at-Risk Habitat	2.2 Size and Shape (29.6 ha)	Potential SAR to be determined
	2.3 Diversity of Natural Communities and Associated Species	No data
CRITERION 15.4.5 v) Distinctive, Unusual, or High Quality Natural Communities or Landforms	3. 0 Species at Risk	Medium
	4.1 Distinctive, unusual or high quality communities	
	4.2 Distinctive, unusual or high quality landforms (Till Plain)	

SUMMARY OF CRITERIA SCORES FOR EIGHT ECOLOGICAL FACTORS

Number of High	4
Number of Medium	1
Number of Low	0

Patch Number: 10094 Subwatershed: Dingman Creek Longwoods Planning Area

Patch is a Significant Woodland: YES NO based on landscape level factors only –requires complete inventory to finalize evaluation when access is permitted

O.P. Criteria met: 15.4.5. i), 15.4.5 ii)

Prepared by: Bonnie Bergsma

Date: March 2 2012/rechecked September 26 2012

PATCH 10101

Assessment for Woodland Significance (OPA403) O.P. Policy 15.4.5.1

A woodland will be considered “Significant” if it achieves a minimum of one High or five Medium criteria scores as determined by application of the Guideline Document for the Evaluation of Ecologically Significant Woodlands (March 2008) as listed in section 19.2.2. A Significant Woodland will be designated as Open Space on Schedule A and delineated as a Significant Woodland on Schedule B-1.

CRITERIA	EVALUATION FACTORS	CRITERIA SCORE
CRITERION 15.4.5 i) Functions that Support Environmental Quality and Integrity	1.1 Site Protection – hydrology and erosion/slope 1.2 Landscape Integrity - richness, connectivity, distribution	a) wetland > 2h; straddles Dingman Creek; groundwater recharge area b) patch directly connected to 10112 by significant stream corridor c) patch cluster > 40 ha
CRITERION 15.4.5 ii) Age, Size, Site Quality and Diversity of Natural Communities and Associated Species	2.1 Age and Site Quality 2.2 Size and Shape (23.4 ha) 2.3 Diversity of Natural Communities and Associated Species	No data a) Patch with > 4 ha woodland c) Conservative Breeding Bird species – 3 PIF a) Six Community series – FOM, FOD, SWT, CUM, MAM, OAO c) good foraging for amphibians
CRITERION 15.4.5 iv) Species-at-Risk Habitat	3.0 Species at Risk	Potential SAR to be determined
CRITERION 15.4.5 v) Distinctive, Unusual, or High Quality Natural Communities or Landforms	4.1 Distinctive, unusual or high quality communities 4.2 Distinctive, unusual or high quality landforms (Spillway)	No data Low

SUMMARY OF CRITERIA SCORES FOR EIGHT ECOLOGICAL FACTORS

Number of High	4
Number of Medium	0
Number of Low	1

Patch Number: **10101** Subwatershed: **Dingman Creek** Brockley Planning Area

Patch is a Significant Woodland: YES NO based on landscape level factors only –requires complete inventory to finalize evaluation when access is permitted

O.P. Criteria met: 15.4.5 i), 15.4.5 ii)

Patch is part of the Dingman Creek Significant Stream Corridor (15.4.7) with patch 10112

Patch meets two or more criteria for Environmentally Significant Area : Upper Dingman Corridor with patch 10112

Prepared by: **Bonnie Bergsma**

Date: **March 2 2012/rechecked September 26 2012**

PATCH 10102

Assessment for Woodland Significance (OPA403) O.P. Policy 15.4.5.1

A woodland will be considered “Significant” if it achieves a minimum of one High or five Medium criteria scores as determined by application of the Guideline Document for the Evaluation of Ecologically Significant Woodlands (March 2008) as listed in section 19.2.2. A Significant Woodland will be designated as Open Space on Schedule A and delineated as a Significant Woodland on Schedule B-1.

CRITERIA	EVALUATION FACTORS	CRITERIA SCORE
CRITERION 15.4.5 i) Functions that Support Environmental Quality and Integrity	1.1 Site Protection – hydrology and erosion/slope	a) contains wetland > 2 ha
	1.2 Landscape Integrity - richness, connectivity, distribution	Low
CRITERION 15.4.5 ii) Age, Size, Site Quality and Diversity of Natural Communities and Associated Species	2.1 Age and Site Quality	Low
	2.2 Size and Shape (7.6 ha)	a) patch with woodland > 4 ha
	2.3 Diversity of Natural Communities and Associated Species	c) confirmed amphibian breeding
CRITERION 15.4.5 iv) Species-at-Risk Habitat	3. 0 Species at Risk	Potential SAR to be determined
CRITERION 15.4.5 v) Distinctive, Unusual, or High Quality Natural Communities or Landforms	4.1 Distinctive, unusual or high quality communities	No data
	4.2 Distinctive, unusual or high quality landforms (Spillway)	Low

SUMMARY OF CRITERIA SCORES FOR EIGHT ECOLOGICAL FACTORS

Number of High	3
Number of Medium	0
Number of Low	3

Patch Number: 10102 Subwatershed: Dingman Creek Brockley Planning Area

Patch is a Significant Woodland: YES NO based on landscape level factors only –requires complete inventory to finalize evaluation when access is permitted

O.P. Criteria met: 15.4.5 i), 15.4.5 ii) Patch is pre-zoned for Commercial and not shown on Schedule A. Patch is still present and shown on Schedule B1. Recommended to be added to Schedule A as Environmental Review to permit future complete inventory and evaluation based on PPS 2005 and OPA403 policies

Prepared by: Bonnie Bergsma

Date: March 2 2012/rechecked September 26 2012

PATCH 10112

Assessment for Woodland Significance (OPA403) O.P. Policy 15.4.5.1

A woodland will be considered “Significant” if it achieves a minimum of one High or five Medium criteria scores as determined by application of the Guideline Document for the Evaluation of Ecologically Significant Woodlands (March 2008) as listed in section 19.2.2. A Significant Woodland will be designated as Open Space on Schedule A and delineated as a Significant Woodland on Schedule B-1.

CRITERIA	EVALUATION FACTORS	CRITERIA SCORE
CRITERION 15.4.5 i) Functions that Support Environmental Quality and Integrity	1.1 Site Protection – hydrology and erosion/slope 1.2 Landscape Integrity - richness, connectivity, distribution	a) straddles Dingman Creek; groundwater recharge a) Landscape Richness 10.8% b) Patch directly connected to 10101 by significant stream corridor c) patch cluster > 40 ha
CRITERION 15.4.5 ii) Age, Size, Site Quality and Diversity of Natural Communities and Associated Species	2.1 Age and Site Quality 2.2 Size and Shape (35.3 ha) 2.3 Diversity of Natural Communities and Associated Species	No data a) patch with > 4 ha woodland c) Conservative Bird species – 3 PIF, 6 CP a) Six or more Community Series - FOD, SWD, SWT, CUT, CUM, CUP, OAO b) > Three ecosites in one Community Series – FOD5-2, FOD5-6, FOD7-2, FOD8-1 c) Wildlife habitat for amphibians
CRITERION 15.4.5 iv) Species-at-Risk Habitat	3.0 Species at Risk	Potential SAR to be determined
CRITERION 15.4.5 v) Distinctive, Unusual, or High Quality Natural Communities or Landforms	4.1 Distinctive, unusual or high quality communities 4.2 Distinctive, unusual or high quality landforms (Spillway)	No data Low

SUMMARY OF CRITERIA SCORES FOR EIGHT ECOLOGICAL FACTORS

Number of High	4
Number of Medium	0
Number of Low	1

Patch Number: 10112 Subwatershed: Dingman Creek Brockley Planning Area

Patch is a Significant Woodland: YES NO

O.P. Criteria met: 15.4.5. i), 15.4.5 ii), 15.4.5 v)

Patch is part of the Dingman Creek Significant Stream Corridor (15.4.7) with patch 10101

Patch meets two or more criteria for Environmentally Significant Area : Upper Dingman Corridor with patch 10101

Prepared by: Bonnie Bergsma

Date: March 2 2012/rechecked September 26 2012

PATCH 10127

Assessment for Woodland Significance (OPA403) O.P. Policy 15.4.5.1

A woodland will be considered "Significant" if it achieves a minimum of one High or five Medium criteria scores as determined by application of the Guideline Document for the Evaluation of Ecologically Significant Woodlands (March 2008) as listed in section 19.2.2. A Significant Woodland will be designated as Open Space on Schedule A and delineated as a Significant Woodland on Schedule B-1.

CRITERIA	EVALUATION FACTORS	CRITERIA SCORE
CRITERION 15.4.5 i) Functions that Support Environmental Quality and Integrity	1.1 Site Protection – hydrology and erosion/slope	a) Groundwater recharge
	1.2 Landscape Integrity - richness, connectivity, distribution	Low
CRITERION 15.4.5 ii) Age, Size, Site Quality and Diversity of Natural Communities and Associated Species	2.1 Age and Site Quality	Medium - Most communities mid-aged in good condition; 3 Area Sensitive and 3 PIF birds
	2.2 Size and Shape (7.7 ha)	Medium
	2.3 Diversity of Natural Communities and Associated Species	a) Six or more Community Series – SWD, SWT, FOD, MAM, CUP, CUM b) Four or more Vegetation Types - SWD3-1, SWT2-3, MAM1-3, FOD8-1 CUP6, FOD7
CRITERION 15.4.5 iv) Species-at-Risk Habitat	3. 0 Species at Risk	Potential SAR to be determined
CRITERION 15.4.5 v) Distinctive, Unusual, or High Quality Natural Communities or Landforms	4.1 Distinctive, unusual or high quality communities	Medium- Digger Crayfish
	4.2 Distinctive, unusual or high quality landforms (Till Plain)	Medium

SUMMARY OF CRITERIA SCORES FOR EIGHT ECOLOGICAL FACTORS

Number of High	2
Number of Medium	4
Number of Low	1

Patch Number: 10127 Subwatershed: Dingman Creek Brockley Planning Area

Patch is a Significant Woodland: YES NO single flora and breeding bird survey 2009 AECOM - requires complete inventory to finalize evaluation when access is permitted

O.P. Criteria met: 15.4.5 i), 15.4.5 ii)

Prepared by: Bonnie Bergsma
Date: March 2 2012/rechecked September 26 2012

Recommended Patch Protection Levels

Natural Heritage Features within the Study Area	Location	Patch Evaluation Result –Delineation on Schedule B1 of the Official Plan	Patch Evaluation Result – Designation on Schedule A of the Official Plan	Field Investigations	Official Plan Policy Rationale
Lower Dingman Corridor Environmentally Significant Area Vegetation Patch No. 10003	Occurs along the western And southern edge of the study area, west of Colonel Talbot Road	Environmentally Significant Area	Open Space	Bowles, Jane (1994) North-South Environmental for the ER lands Study (2004)	ESA 15.4.1.3 Criterion 2: distinctive, natural communities and landforms Criterion 3: Large size Criterion 4: hydrological functions Criterion 5: biodiversity of vegetation and species Criterion 6: important linkage function Criterion 7: rare species
East Lambeth Forest Environmentally Significant Area Vegetation Patch 10075	West of Wonderland Road South, north of Dingman Creek, and south of Hamlyn Street.	Environmentally Significant Area	Open Space	Bowles et. al. (1998) for the subwatershed studies AECOM (2009) Three season floral species survey, breeding birds survey and vegetation community	ESA 15.4.1.3 Criterion 2: Silver Maple Swamp Criterion 3: Large size - 89 ha; 6 area-sensitive birds Criterion 4: hydrological functions Criterion 5: high diversity of breeding birds (40), herpetofauna (6) Criterion 6: Wildlife habitat
North Talbot Provincially Significant Wetland Vegetation Patch 10053	North of Pack Road and east of Colonel Talbot Road. Part Lots 76, 77 and 78 Concession East of Talbot Road	Provincially Significant Wetland and Significant Woodland	Open Space	Biologic 1998 North Talbot Community Plan MNR (2007) North Talbot Wetland Evaluation required	15.4.5 i) site protection – wetland, erodible slopes ii) woodland size, mature community, significant wildlife habitat (amphibians) v) Regionally rare plants and wildlife
Dingman Creek	Occurs along the western And southern edge of the study area	Significant River, Stream and Ravine Corridor	Open Space Corridor width 50 m from either side of the high water mark of the creek	Delcan 2005 – Dingman Creek Subwatershed Update Aquafor (1995) Bowles et. al. (1995) UTRCA (2001) Stantec (2003)	15.4.6 a) hydrological b) distinctive communities (hemlock forest, fen) c) continuous corridor with bioregional connections (Carolinian Canada Big Picture meta-corridor d) links significant natural areas along its length e) visual amenity
Anguish Creek Tributary	Runs through patch 10051, 10070, 10069, and 10066 in the western portion of the study area east of Colonel Talbot Road	Significant River, Stream and Ravine Corridor	Open Space Corridor width 30 m from either side of the high water mark of the creek 15.4.6.ii)(b)	AECOM (2009 summer) Aquatic habitat assessments	15.4.6 a) hydrological d) corridor provides linkages between significant natural areas e) visual amenity and passive recreation

Natural Heritage Features within the Study Area	Location	Patch Evaluation Result –Designation on Schedule B1 of the Official Plan	Patch Evaluation Result – Designation on Schedule A of the Official Plan	Field Investigations	Official Plan Policy Rationale
Thornicroft Creek	Located west of Wonderland Road South intersecting patches 10075 and 10064	Significant River, Stream and Ravine Corridor	Open Space Corridor width 30 m from either side of the high water mark of the creek 15.4.6.ii)(b)	AECOM (2009 fall) Aquatic habitat assessments	15.4.6 a) hydrological d) corridor provides linkages between significant natural areas e) visual amenity and passive recreation
Pincombe Creek	Located east of Wonderland Road intersecting patches 10087 and 10091	Significant River, Stream and Ravine Corridor	Open Space Corridor width 30 m from either side of the high water mark of the creek 15.4.6.ii)(b)	AECOM (2003 fall, 2009 fall) Aquatic habitat assessments	15.4.6 a) hydrological d) corridor provides linkages between significant natural areas e) visual amenity and passive recreation
White Oaks Drain/White Oaks Channel	Located north of Dingman Drive near White oak Road through patch 10090	Significant River, Stream and Ravine Corridor	Open Space Corridor width 30 m from either side of the high water mark of the creek 15.4.6.ii)(b)	AECOM (2006, 2009 summer and fall) Aquatic habitat assessments	15.4.6 a) hydrological d) corridor provides linkages between significant natural areas e) visual amenity and passive recreation
Attwood Creek Drain	Located west of Highway 401, east of White Oak Road	Significant River, Stream and Ravine Corridor	Open Space Corridor width 30 m from either side of the high water mark of the creek 15.4.6.ii)(b)	AECOM (2009 summer) Aquatic habitat assessments	15.4.6 a) hydrological
Murray Drain/Murray Marr Channel/Langford Drain	Located west of Highway 401, east of Attwood Drain	Significant River, Stream and Ravine Corridor	Open Space Corridor width 30 m from either side of the high water mark of the creek 15.4.6.ii)(b)	AECOM (2009 summer) Aquatic habitat assessments	15.4.6 a) hydrological d) corridor provides linkages between significant natural areas e) visual amenity and passive recreation
Two unnamed tributaries	Outlet to the Lower Dingman Corridor ESA within the northwest portion of the study area, one tributary links to patch 10053	Significant River, Stream and Ravine Corridor	Open Space Corridor width 30 m from either side of the high water mark of the creek 15.4.6.ii)(b)	AECOM (2009 summer) Aquatic habitat assessments	15.4.6 a) hydrological d) corridor provides linkages between significant natural areas e) visual amenity and passive recreation

Natural Heritage Features within the Study Area	Location	Patch Evaluation Result – Designation on Schedule B1 of the Official Plan	Patch Evaluation Result – Designation on Schedule A of the Official Plan	Field Investigations	Official Plan Policy Rationale
Vegetation Patch No. 10051	Located east of Colonel Talbot Road & west of Bostwick Road on Anguish Creek Drain	Significant Woodland [as confirmed by landscape level and community factors] (requires additional field survey)	Environmental Review	Field investigations not completed; Property access not granted	15.4.5 i) Site protection – stream, groundwater recharge; Landscape Integrity- richness, linkage
Vegetation Patch 10054	West of Bostwick Road & north of Bradley Ave	Evaluated as Not Significant		BioLogic (1998)	n/a
Vegetation Patch 10055	West of Bostwick Road & South of Southdale Road	Provincially Significant Wetland.	Open Space	MNR (2007) North Talbot wetland evaluation	Removed / not protected?
Vegetation Patch No. 10063	North of Pack Road, east of Colonel Talbot Road & west of Bostwick Road.	Unevaluated vegetation patch –	Environmental Review	BioLogic (1998) North Talbot Community Plan - incomplete assessment - inventory data outdated	15.4.5 ii) mature forest, woodland size
Vegetation Patch No. 10064	Bostwick Road & Pack Road along Thornicroft Drain	Significant Woodland	Open Space	Stantec (2005) Bradley Ave extension EA	15.4.5 i) Site protection- stream, wetland; Landscape integrity - connectivity (linkage) ii) Woodland size
Vegetation Patch No. 10065	South of Southdale Rd fronting on west side of Bostwick Road	Evaluated as Not Significant		BioLogic (2002)	No criteria met
Vegetation Patch No. 10066	Located north of patch no. 10069, west of Bostwick Road.	Significant Woodland [as confirmed by landscape level factors] (requires additional field survey)	Environmental Review	Field investigations not completed. Property access not granted	15.4.5 i) Site protection – headwater ii) sink woodland for conservation priority bird dispersal

Natural Heritage Features within the Study Area	Location	Patch Evaluation Result –Designation on Schedule B1 of the Official Plan	Patch Evaluation Result – Designation on Schedule A of the Official Plan	Field Investigations	Official Plan Policy Rationale
Vegetation Patch No. 10069	Located east of Colonel Talbot Road & west of Bostwick Road along Anguish Creek Drain	Significant Woodland	Open Space	AECOM (2009) Three season floral species survey, breeding birds survey and vegetation community classification	15.4.5 i) Site protection – stream, wetland; Landscape integrity – richness, connectivity (linkage) ii) Woodland size, shape (interior), conservative bird species, vegetation community diversity, significant wildlife habitat (amphibians) iv) species-at-risk
Vegetation Patch No. 10070	Located east of Colonel Talbot Road & west of Bostwick Road along Anguish Creek Drain	Significant Woodland [as confirmed by landscape level factors] (requires additional field survey)	Environmental Review	Field investigations not completed. Property access not granted.	15.4.5 i) site protection – headwater; Landscape integrity - richness, connectivity (linkage) ii) woodland size and shape (interior)
Vegetation Patch No. 10087 Pincombe Creek Drain	East of Wonderland Road South, north of Dingman Drive, west of White Oak Road, near Pincombe Drain	Significant Woodland [as confirmed by landscape level factors] (requires additional field Survey) Significant River, Stream and Ravine Corridor	Environmental Review Open Space Corridor width 30 m from either side of the high water mark of the creek 15.4.6.ii)(b)	Field investigations not completed. Property access not granted.	15.4.5 i) Site protection – stream, wetland, groundwater recharge; Landscape integrity - richness, connectivity 15.4.6 a) hydrology d) corridor provides linkages between significant natural areas
Vegetation Patch No. 10088	East of Wonderland Road South, north of Dingman Drive, west of White Oak Road	Significant Woodland	Open Space	Earth Tech (2003) Stantec (2007)	15.4.5 i) site protection – wetland, groundwater recharge; Landscape Integrity – richness ii) woodland size, shape (interior); vegetation community diversity, significant wildlife habitat (amphibians) v) large size trees
Vegetation Patch No. 10090	East of Wonderland Road South, north of Dingman Drive, west of White Oak Road, within Dingman Creek	Middle Dingman Corridor Environmentally Significant Area	Open Space	AECOM (2009) Three season floral species survey, breeding birds survey and vegetation community classification	ESA 15.4.1.3 Criterion 3: Large size- 30 ha Criterion 4: hydrological functions Criterion 5: biodiversity of vegetation communities and species Criterion 6: important wildlife habitat (foraging amphibians, fish habitat, mink, breeding birds); linkage function

Natural Heritage Features within the Study Area	Location	Patch Evaluation Result –Designation on Schedule B1 of the Official Plan	Patch Evaluation Result – Designation on Schedule A of the Official Plan	Field Investigations	Official Plan Policy Rationale
Vegetation Patch No. 10091	Wharncliffe Road South & Exeter Road	Locally Significant Wetland; Significant Woodland; Significant River, Stream and Ravine Corridor	Open Space Corridor width 30 m from either side of the high water mark of the creek 15.4.6.ii)(b)	Earth Tech (2003, 2006)	15.4.2 – wetland – locally significant (potential for PSW) 15.4.5 - woodland i) site protection - creek, wetland; Landscape Integrity - richness, connectivity (linkage) ii) vegetation community diversity; fish habitat in a natural meandering stream 15.4.6 – stream corridor a) hydrology d) corridor provides linkages between significant natural areas
Vegetation Patch No. 10092	REMOVED	n/a		n/a	n/a
Vegetation Patch No. 10093	REMOVED	n/a		n/a	n/a
Vegetation Patch No. 10094	West of White Oak Road, south of Exeter Road and east of Wharncliffe Road South	Significant Woodland [as confirmed by landscape level and community factors] (requires additional field survey and confirmation of rare species)	Environmental Review	Bergsma and De Young (2004) Property access not granted	15.4.5 i) site protection - headwater wetland; Landscape Integrity - large isolated patch ii) woodland size; significant wildlife habitat (amphibians, crayfish)
Vegetation Patch No. 10095	South of Southdale Road West & north of Wharncliffe Road South	Evaluated as Not Significant	Small areas retained as Open Space/Park Woodland	BioLogic (2003)	15.4.5 iii) provision of balanced distribution of passive open space
Vegetation Patch No. 10098	South of Exeter Road, east of White Oak Road, west of patch 10099	Evaluated as Not Significant		BioLogic (2004)	n/a

Natural Heritage Features within the Study Area	Location	Patch Evaluation Result –Designation on Schedule B1 of the Official Plan	Patch Evaluation Result – Designation on Schedule A of the Official Plan	Field Investigations	Official Plan Policy Rationale
Vegetation Patches No. 10101 and 10112 Dingman Creek	Located within the southern and southeastern portion of the study area east of Highway 401 and south of Dingman Drive. Patches straddle creek	Upper Dingman Corridor Environmentally Significant Area [as confirmed by landscape level and community factors] (requires additional field survey) Significant Stream Corridor	Environmental Review Open Space Corridor width 50 m from either side of the high water mark of the creek	Field investigations not completed. Property access not granted	ESA 15.4.1.3 Criterion 2: high quality natural communities and landforms Criterion 3: Large size - 47 ha Criterion 4: hydrological functions; wetlands; groundwater recharge Criterion 5: Community and species diversity Criterion 6: Significant wildlife habitat (amphibians) ; linkage 15.4.7 – corridor (see above for evaluation)
Vegetation Patch No.10127	East of Wellington Road, south of Green Valley Road	Significant Woodland [as confirmed by landscape level and community factors] (requires additional field survey)	Environmental Review	AECOM (2009) One season floral species survey, breeding bird survey.	15.4.5 i) site protection – groundwater recharge ii) woodland size, conservation priority birds; vegetation community diversity,
Vegetation Patch No. 10102	East of Highway 401, north of Dingman Drive	Unevaluated vegetation patch (requires additional field survey)	Environmental Review	Field investigations not completed. Property access not granted	15.4.5 i) site protection - wetland ii) woodland size; significant wildlife habitat (amphibians)

Appendix 3

Growth Estimate

SOUTHWEST AREA SECONDARY PLAN: POPULATION, EMPLOYMENT, RESIDENTIAL UNITS AND NON-RESIDENTIAL SPACE AT BUILD-OUT		
POPULATION	SWAP Population	53,500
UNITS	Built/Approved Units	8800
	New Low Density Units	5300
	New Medium Density Units	6900
	New High Density Units	1100
	Total SWAP Units	22,100
OFFICE GROSS FLOOR AREA	New Office Gross Floor Area	20,000 m2
COMMERCIAL GROSS FLOOR AREA	New Commercial Gross Floor Area	288,200 m2
	Existing Commercial Gross Floor Area	20,400 m2
	Total Commercial Gross Floor Area	308,600 m2
INDUSTRIAL GROSS FLOOR AREA	New Industrial Gross Floor Area	218,100 m2
EMPLOYMENT	New Commercial Jobs	8600
	New Office Jobs	1100
	New Industrial Jobs	2600
	Total New Jobs	12,300

Appendix 4 Residential Density and Height Table

Appendix 4 – Residential Density and Height Table

Neighbourhood	Low Density Residential Designation			Medium Density Residential Designation			High Density Residential Designation		
	Min/Max Density (uph)	Increase Permitted?	Min/Max Height (storeys)	Min/Max Density (uph)	Increase Permitted?	Min/Max Height (storeys)	Min/Max Density (uph)	Increase Permitted?	Min/Max Height (storeys)
Wonderland Boulevard North of Exeter and South of Hamlyn*	n/a	n/a	n/a	35/75	Yes – per OP Section 3.3.3 ii)	-/6	Per OP Section 3.4		
Wonderland Boulevard South of Exeter	20/35	No	-/4	75/150	No	-/10	n/a	n/a	n/a
Lambeth	15/30	No	-/4	30/75	Yes – Per OP Section 3.3.3 ii)	Per OP Section 3.3.3 i)	n/a	n/a	n/a
Lambeth Village Core**	Per the requirements of the adjacent Neighbourhood			Per the requirements of the adjacent Neighbourhood			n/a	n/a	n/a
Bostwick	25/40	No	-/4	35/75	Yes – Per OP Section 3.3.3 ii)	-/6	n/a	n/a	n/a
North Lambeth, Central and South Longw.	20/35	No	-/4	30/75	No	Per OP Section 3.3.3	Per OP Section 3.4		
North Talbot, North Longwoods	Per OP Section 3.2.2 and 3.2.3			Per OP Section 3.3.3			75/per OP Section 3.4	Per OP Section 3.4	
Arterials (selected) in the Medium Density Residential Designation	n/a	n/a	n/a	30/100	Yes – to 120 uph subject to criteria	2/9	n/a	n/a	n/a

*In the Wonderland Road Enterprise Corridor designation, high density residential development shall have a minimum density of 150 units per hectare, a maximum density of 175 units per hectare, a minimum height of 6 storeys and a maximum height of 14 storeys.

**In the Main Street Lambeth North and Main Street Lambeth South designations, residential densities shall not exceed 75 uph and heights shall not exceed 3 storeys.

This table is provided for convenience only. If there is a discrepancy between this table and Parts 5 through 15 of the Secondary Plan, Parts 5 through 15 shall prevail.