

Report to Planning and Environment Committee

**To: Chair and Members
Planning & Environment Committee**

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

**Subject: 731675 Ontario Ltd
3080 Bostwick Road**

Public Participation Meeting on: July 22, 2019

Recommendation

That, on the recommendation of the Director, Development Services, the following actions be taken with respect to the application of 731675 Ontario Ltd. relating to the property located at 3080 Bostwick Road:

- (a) The Urban Design Guidelines for 3080 Bostwick Road attached hereto as Appendix "A" **BE ADOPTED** at the Municipal Council meeting on July 30, 2019 by resolution of City Council;
- (b) The proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on July 30, 2019 to amend section 1716 of The London Plan by **ADDING** the Urban Design Guidelines for 3080 Bostwick Road to the list of Council approved guideline documents;
- (c) The proposed by-law attached hereto as Appendix "C" **BE INTRODUCED** at the Municipal Council meeting on July 30, 2019 to amend section 1565_5 of The London Plan, List of Secondary Plans - Southwest Area Secondary Plan, by **ADDING** a policy to section 20.5.9.2.iv) – "Bostwick Residential Neighbourhood – High Density Residential";
- (d) The proposed by-law attached hereto as Appendix "D" **BE INTRODUCED** at the Municipal Council meeting on July 30, 2019 to amend section 1565_5, List of Secondary Plans - Southwest Area Secondary Plan, by **ADDING** a portion of the subject site to the list of Locations of Convenience Commercial and Service Station uses in section 20.5.17.3.3.6.5.vi); to permit Convenience Commercial Uses;
- (e) The proposed by-law attached hereto as Appendix "E" **BE INTRODUCED** at the Municipal Council meeting on July 30, 2019 to amend section 19.2.2 of the 1989 Official Plan by **ADDING** the Urban Design Guidelines for 3080 Bostwick Road to the list of Council approved guideline documents;
- (f) The proposed by-law attached hereto as Appendix "F" **BE INTRODUCED** at the Municipal Council meeting on July 30, 2019 to amend section 20.5 of the 1989 Official Plan, List of Secondary Plans - Southwest Area Secondary Plan, by **ADDING** a policy to section 20.5.9.2.iv) – "Bostwick Residential Neighbourhood – High Density Residential"; and
- (g) The proposed by-law attached hereto as Appendix "G" **BE INTRODUCED** at the Municipal Council meeting on July 30, 2019 to amend section 20.5, List of Secondary Plans - Southwest Area Secondary Plan, by **ADDING** a portion of the subject site to the list of Locations of Convenience Commercial and Service Station uses in section 20.5.17.3.3.6.5.vi); to permit Convenience Commercial Uses.

Executive Summary

Summary of Request

The Urban Design Guidelines for 3080 Bostwick Road will introduce Urban Design Guidelines for the subject lands to guide future form and development of the lands in a comprehensive and coordinated manner. A house-keeping amendment will carry forward the permission for convenience commercial uses granted for Sites 1 and 5 to the Southwest Area Secondary Plan from the 1989 Official Plan.

Purpose and the Effect of Recommended Action

The recommended amendment will adopt the Urban Design Guidelines for 3080 Bostwick Road as a guideline document, and allow convenience commercial uses on Sites 1 and 5 in the Southwest Area Secondary Plan.

Rationale of Recommended Action

- i) The proposed amendment is consistent with the policies of the Provincial Policy Statement, 2014 as the Urban Design Guidelines promote well-designed built form and a sense of place;
- ii) The proposed amendment conforms to the in-force policies of the 1989 Official Plan, including but not limited to Chapter 19 which governs the use and adoption of Guideline Documents;
- iii) The proposed amendment conforms to the policies of the Southwest Area Secondary Plan and will guide the design for 3080 Bostwick Road in the Bostwick Residential Neighbourhood;
- iv) The proposed amendment conforms to the in-force policies of The London Plan including but not limited to Our Tools and the Key Directions to build strong, healthy and attractive neighbourhoods for all; and
- v) The proposed amendment provides more specific direction for the preparation and review of planning and development proposals in this area.

Analysis

1.0 Site at a Glance

1.1 Property Description

The subject lands consist of 15 hectares with frontage on Southdale Road and Bostwick Road. There is an active subdivision on a portion of the lands, and recently approved site-specific development sites on the Southdale Road frontage of the lands. The portion of the site that is the subject of the draft plan of subdivision and Zoning By-law Amendments is located south, southeast and southwest of the Bostwick Community Centre and the proposed development blocks of Sites 1, 3 and 5, which are the subject of separate *Planning Act* application sites. The site is vacant and located south of an existing medium density neighbourhood, east of future residential lands, and west of the commercial corridor along Wonderland Road South.

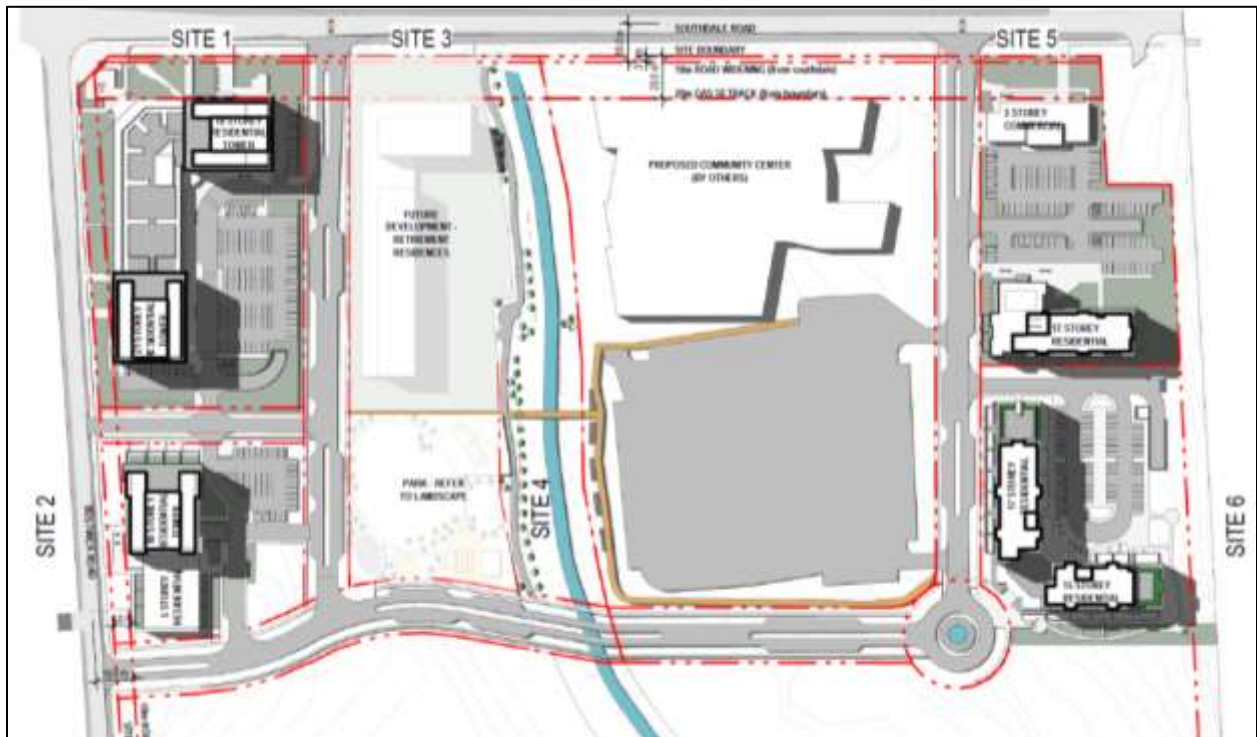


Figure 1: Proposed Master Development Plan

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

- The London Plan Place Type – Neighbourhoods, Green Space & High Density Residential Overlay
- Southwest Area Plan Designation – Multi-Family, High Density Residential (MFHDR), Open Space and Environmental Review
- Official Plan Designation – Multi-Family, High Density Residential (MFHDR) & Open Space (OS)
- Existing Zoning:
 - Site 1 – holding Residential R9/Convenience Commercial Special Provision/Restricted Office Special Provision Bonus (h*h-100*h-213*h-220*h-221*h-222*R9-7/CC4(4)/RO2(31)*B-56*H40)
 - Site 3 – holding Residential R9 Special Provision (h*h-5*h-213*h-220*h-221*h-223*R9-7(28)*H55)
 - Site 5 – holding Residential R9/Convenience Commercial Special Provision/Restricted Office Special Provision Bonus (h*h-213*h-220*h-221*h-222*R9-7/CC4(5)/RO2(32)*B 57*H40)
 - Balance – Urban Reserve (UR4) Zone, Open Space (OS4) Zone, and Environmental Review (ER) Zone

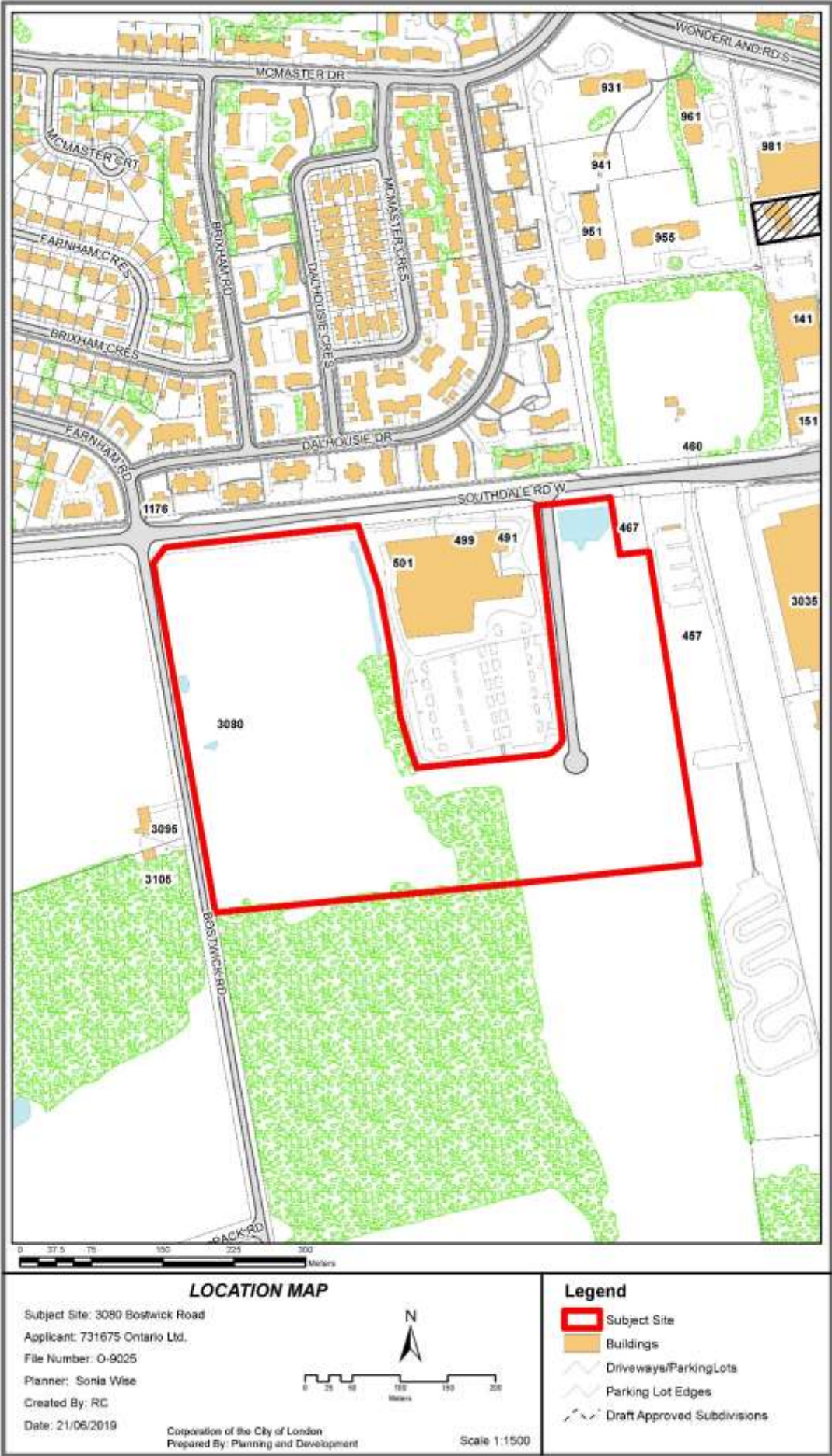
1.3 Site Characteristics

- Current Land Use – vacant
- Frontage – 84m (Bostwick Road)
- Depth – varies
- Area – 15ha
- Shape – Irregular

1.4 Surrounding Land Uses

- North – Residential
- East – Vacant land & Future Place of Worship
- South – Vacant
- West – Vacant & Agricultural

1.5 Location Map



2.0 Description of Proposal

2.1 Proposal

The development of 3080 Bostwick Road is proposed through separate planning and development applications, including a draft plan of subdivision, two recently approved Official Plan/Zoning By-law Amendments, a recently approved Zoning By-law Amendment and three (3) Consent applications for Sites 1, 3 and 5. The three site specific development sites along Southdale Road (Site 1, Site 3 and Site 5) received approval from Municipal Council in November of 2018. The proposal is for high-rise, high density housing forms with approximately 1,300 residential units, as well as mixed small-scale office and commercial uses.

At the time of approval, Council also approved two holding provisions (h-220 and h-221) to establish urban design guidelines for the larger 3080 Bostwick Site and ensure they were implemented on individual development sites. The Urban Design Guidelines will provide direction for coordinated and comprehensive design in the future for the various development sites at 3080 Bostwick Road as follows:

h-220 Purpose: To ensure that the built form is guided by a consistent design approach, Urban Design Guidelines shall be prepared for the High Density Residential designated lands within the Bostwick Neighbourhood, and adopted under Section 19.2.2 (Guideline Documents) of the Official Plan; with the input of the Urban Design Peer Review Panel and to the satisfaction of the City of London, to establish an overall design vision based on holistic and comprehensive consideration of all development sites within the master plan lands.

h-221 Purpose: To ensure that new development is designed and approved consistent with the Urban Design Guidelines prepared for the High Density Residential designated lands within the Bostwick Neighbourhood, the site plan, building elevations, and landscape plan will be assessed for compliance with the approved Urban Design Guidelines during the site plan approval review process; and a development agreement entered into to the satisfaction of the City of London prior to the removal of the h-221 symbol.

3.0 Relevant Background

3.1 Planning History

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

In 2004, an Official Plan and Zoning By-law amendment was submitted for the entirety of 3080 Bostwick Road (OZ-6662) to allow for a range of commercial and residential development on the lands. That planning application was considered to be premature in the absence of a comprehensive plan for the area, and was put ‘on hold’ to allow for the completion of the Southwest Area Secondary Plan. The Southwest Area Secondary Plan came into effect on April 29, 2014 (OPA No. 541) following an Ontario Municipal Board hearing.

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

On October 9, 2018 the subdivision and site-specific development application were provided to the Planning and Environment Committee as an Information Report and

Public Participation Report. Municipal Council provided direction to staff to hold a future public participation meeting at a future committee date.

On November 12, 2018 a subsequent Public Participation Meeting was held for the three site-specific development proposals at Sites 1, 3 and 5. Municipal Council approved the Official Plan and Zoning By-law Amendments for the sites with certain holding provisions for servicing, natural heritage and urban design guidelines. The h-220 requires the preparation of the Urban Design Guidelines, and the h-221 requires the implementation of the site specific development proposals of the guidelines prior to removal. In order to ensure a consistent design approach, the application of the h-221 is anticipated for the balance of the development lands that form the draft plan of subdivision.

3.2 Requested Amendment

The requested amendment is to adopt and add the Urban Design Guidelines for 3080 Bostwick Road to The London Plan and Southwest Area Secondary Plan.

A house-keeping amendment is also proposed to bring forward the permission for convenience commercial uses on Sites 1 and 5 to the Southwest Area Secondary Plan that was granted by Council in November of 2018, to the 1989 Official Plan.

3.3 Community Engagement (see more detail in Appendix B)

Notice of application was provided on February 20, 2019 and notice of revised application and public participation was provided on July 2, 2019. There were no public responses received.

3.4 Policy Context (see more detail in Appendix C)

Provincial Policy Statement, 2014

The *Planning Act* requires that all planning decisions made by City Council be consistent with the Provincial Policy Statement, 2014 (PPS). The PPS provides policy direction on matters of provincial interest related to land use planning, as Ontario's long-term prosperity, environmental health and social well-being depend on wisely managing change and promoting efficient land use and development patterns. The PPS identifies the Official Plan as the most important vehicle to provide clear and reasonable policies that protect provincial interests and direct development to suitable areas (4.7).

The London Plan

The London Plan is the new Official Plan for the City of London (Council adopted, approved by the Ministry with modifications, and the majority of which is in force and effect). The London Plan policies under appeal to the *Local Planning Appeals Tribunal* (Appeal PL170100) and not in force and effect are indicated with an asterisk (*) throughout this report. The London Plan policies under appeal are included in this report for informative purposes indicating the intent of City Council, but are not determinative for the purposes of this planning application.

The London Plan policies utilize Guideline Documents to implement the policies of the plan or to guide development of a specific area. The Urban Design Guidelines for 3080 Bostwick Road have been prepared to guide the future development design for the site at 3080 Bostwick Road.

1989 Official Plan

The 1989 Official Plan identifies that the role of guideline documents is to assist in the implementation of policies by providing more detailed criteria to control development. Design Guidelines may be adopted by resolution of Council to be used to assist in the preparation and review of new development, redevelopment, rehabilitation and renovation proposals.

Southwest Area Secondary Plan

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

Part of the vision of the SWAP places an emphasis on promoting sustainable growth patterns, attractive urbanism and strong neighbourhoods; which the Urban Design Guidelines will help deliver as enhanced and consistent design for the site at 3080 Bostwick Road.

4.0 Key Considerations

Provincial Policy Statement, 2014

The PPS identifies that settlement areas “shall be the focus of growth and development”, and the subject site is located within the Urban Growth Boundary and within an area of planned residential growth (1.1.3.1). The PPS encourages “a sense of place, by promoting well-designed built form” which emphasizes the importance of urban design in the planning for new neighbourhoods such as the Bostwick Residential Neighbourhood (1.7.1.d). The Urban Design Guidelines will guide the future built form in a cohesive manner that will help create a unique sense of place for the new community.

The London Plan

The role of guideline documents in The London Plan are intended to contain policies, standards and performance criteria that are either too detailed, or require more flexibility, in interpretation or implementation, than the Official Plan would allow. They may also provide specific direction for the preparation and review of development proposals, the identification of conditions to development approval, or the planning of improvements to public services and facilities and shall be adopted to assist with the implementation of any aspect of The London Plan (1712). The Urban Design Guidelines for 3080 Bostwick Road have been prepared to guide the future development of approximately 1,300 residential units over the five (5) individual development sites.

Our Strategy

Direction #7 is to “Build strong, healthy and attractive neighbourhoods for everyone” which promotes neighbourhood design that creates safe, diverse, walkable, healthy and connected communities that create a sense of place and character (61_3). The Urban Design Guidelines will establish a comprehensive pattern for development that will contribute to a sense of place for 3080 Bostwick Road. There is further direction to integrate well-designed public spaces and recreational facilities into neighbourhoods, which will be achieved through the incorporation and promotion of the urban park on Block 4 and the Thornicroft Drain in the neighbourhood design (61_9).

City Design

City Design is the way in which neighbourhoods, buildings, streetscapes, public spaces and landscapes are designed which plays a major role in supporting and shaping the image of the City and creating a unique sense of place (190). City design helps to create pedestrian and transit-oriented environments that support plans for integrating mobility and land use (191). The objectives are to foster:

1. A well-designed built form throughout the city;

2. Development that is designed to be a good fit and compatible within its context;
3. A high-quality, distinctive and memorable city image;
4. Development that supports a positive pedestrian environment;
5. A built form that is supportive of all types of active mobility and universal accessibility;
6. High quality public spaces that are safe, accessible, attractive and vibrant; and
9. Healthy, diverse and vibrant neighbourhoods that promote a sense of place and character.

The overall goal of the Urban Design Guidelines for 3080 Bostwick Road is to establish development that “supports a mix of residential, commercial and office uses, has regard for sustainability principles, is pedestrian-oriented, transit supportive and is accessible to the surrounding community” which is consistent in the delivery of the design objectives.

Design Guidelines may be adopted for specific areas, or for the city as a whole, to provide further detailed guidance for the implementation of the City Design policies of this plan (195). The guidelines will provide more detailed direction for the development sites at 3080 Bostwick Road for site layout, building orientation and massing, architectural elements, landscaping and public realm elements. Urban Design Guidelines will ensure that buildings and public spaces at key entry points into neighbourhoods will be designed to help establish a neighbourhood’s character and identity (202*). Buildings are located and oriented to the street edge which frames the street, provides activity and creates convenient and comfortable pedestrian environments.

Neighbourhoods should be planned to include one or more identifiable and accessible focal points that contributes to the neighbourhood’s character and allows for community gathering (203*). The draft plan of subdivision identifies a future park at block 4 and the design guidelines focus on the integration of the urban park as well as the Thornicroft Drain with the proposed built form. Other semi-private spaces like the Union Gas pipeline setback along Southdale Road will receive similar consideration for their enhancement and integration.

Public space will be designed to support the planned vision by enhancing views and vistas, providing places to meet and gather, and establishing connections (242). The design guidelines recognize that the urban park should be a highly visible focal point for the community with maximum street frontage and links to surrounding parks and corridors. Parks, trails and open spaces should be integrated into neighbourhoods to allow for healthy and active lifestyles (243). The park block abuts the Thornicroft Drain and associated planned trail, and the guidelines recognize the drain corridor as a multi-functional element that serves as an amenity feature, pedestrian connection, stormwater and riparian corridor.

The design of streetscapes will support the planned vision for the place type and will contribute to character and sense of place (221). The guidelines provide a coordinated approach to the streetscapes in the plan area including considerations for landscaping, boulevard tree planting, hardscaping, screening of parking areas, and the built form for Neighbourhood Streets, Neighbourhood Connectors and the Civic Boulevards.

The site layout of new development should be designed to respond to its context and the existing and planned character of the surrounding area (252). The guidelines provide direction for building orientation, scale and massing, entrance locations, articulation, architectural treatment and parking to demonstrate how the proposed development responds to the local context and surrounding area. The building orientations respond to the site context through prioritizing framing the civic boulevards of Southdale Road and Bostwick Road, the proposed interior roads, the park, and to maximize solar exposure benefit.

Urban Design Peer Review Panel

The Urban Design Peer Review Panel (UDPRP) may provide advice to development applicants, planning and development staff, and Municipal Council through the evaluation of *Planning Act* applications (306). The requested amendment was brought to the UDPRP for their consideration on March 20, 2019 to receive feedback on the proposed change. The comments provided by the panel and how they have been addressed or incorporated is as follows:

The Panel provides the following feedback on the submission to be addressed through the Site Plan application:

The Panel would like to thank the applicant for returning to the panel to further refine the planning and Urban Design Guidelines for the proposed development.

Response: Noted

We applaud the notion of providing a coordinated effort of development. However, this effort needs to be advanced further, in a more detailed fashion. The guidelines could be more specific in terms of landscape / streetscape elements such as medians, cross-walks, planting beds, tree planting pits, sustainable technologies, etc. The guideline should provide further refinement and focus on development of the public realm.

Response: The document has been reformatted and refined to include a section on Public Realm which covers the co-ordinated approach to streetscapes.

The guidelines should take a step back and create diagrams that define the overall vision for the site, such as: streetscapes; building orientation; high buildings vs. low buildings; shadow impacts; greenspace etc. Some material shown in the presentation to the panel was not included in the Design Guideline, which would benefit from being included.

Response: The Guideline document has reformatted and updated to include the above mentioned subheadings.

The public realms, such as the streetscapes, bike paths, connections across the streets, access to parks, sidewalks, should all be further developed and articulated, specifically for the internal streets. Street sections should be provided at all interior streets.

Response: A public realm section has been added to the guideline and subheadings mentioned above have been added with guidelines further developed for these areas.

The Panel has noted the landscape guidelines are very high level at this point in time and could benefit from further development.

Response: the landscape guidelines have been further refined with the addition of a planting pallet and identified Landscape Priority Area.

The greenway is a critical portion of the site design. Consideration should be given to how this connects environmentally further south beyond the site. Use of locally native plant species could assist in this.

Response: Noted.

The Panel supports the coordinated design approach; however, specifics of the elements need to be slightly more prescribed.

Response: With the reformatting of the document there has been an emphasis placed on certain elements that are slightly more prescribed including further guidance on massing, articulation, and orientation.

The Panel suggested further refinement regarding the development's sustainability attributes could be further discussed, and could be incorporated with the theming of the palette and landscaping.

Response: Noted.

It could be a good idea to provide a plant palette that supports the overall vision and strengthens a collective approach – more prescriptive for such things as sizing (large canopy vs medium vs small, etc.) and application (street tree vs screening vs accent, etc.).

Response: Noted, a general planting pallet has been added to the guidelines. Landscape guidelines and landscape priority areas are also included to further guide the site plan process in terms on landscaping.

The Panel suggests that all drawings should be based off of the same background drawings, there are current discrepancies between the landscape drawings and site plans as shown.

Response: This has been corrected and all maps and drawings are now co-ordinated.

Moving forward, Site 5 can proceed based on the comments made by the Panel to date and doesn't require a return visit to the Panel. However, future sites will have to come to the Panel on a site by site basis. We will prepare comments based on this discussion and circulate it to the Applicant. The Applicant will digitally send an updated Urban Design Guideline to the Panel for final comments.

Response: Noted

Southwest Area Secondary Plan

Part of the vision of the SWAP places an emphasis on promoting sustainable growth patterns, attractive urbanism and strong neighbourhoods (20.5.1.3). The Urban Design Guidelines will provide for enhanced and consistent design and will contribute to creating strong neighbourhood character. The Southwest Area Secondary Plan promotes a strong reliance on a high quality public realm which integrates aspects of the private and public realm to create vibrant and dynamic neighbourhoods (20.5.3.9). The Urban Design Guidelines provide guidance for the design of private development lands as well as the design of the Neighbourhood Streets and Connectors and Civic Boulevards to ensure the public realm integrates with the private realm.

The SWAP identifies that parks will serve as central meeting places for residents within neighbourhoods and the design guidelines reinforce the role of the parkland and its eventual design (20.5.3.9.i.f). Buildings, structures and landscaping shall be designed to provide visual interest to pedestrians, as well as a 'sense of enclosure' to the street (20.5.3.9.iii.a). The location of the buildings will frame the streets to create a sense of enclosure and consistent streetscape building wall and contribute to the creation of comfortable pedestrian experiences. 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 (20.5.3.9.iii.j). The guidelines require that buildings should be located in close proximity to street corridors, to help enclose the adjacent pedestrian realm and activate the streetscape.

Bostwick Residential Neighbourhood

The function and purpose of the Bostwick Neighbourhood will provide for residential development with the highest intensity of all the residential neighbourhood areas in the Southwest Area Secondary Plan (20.5.9.i). The character of the Bostwick Residential Neighbourhood is to develop as compact, with a diversity of building types, and walkable amenities to enhance the day to day living experience (20.5.9.ii). The Urban Design Guidelines for 3080 Bostwick Road will be added to the Bostwick Residential

Neighbourhood policy section to guide all future development on the subject lands to ensure the delivery of a coordinated, well-designed, high density residential neighbourhood.

1989 Official Plan

Part of the Official Plan Vision Statement for the long term planning and management of land use and growth in the city is to “apply urban design objectives and guidelines to assist in the protection and enhancement of neighbourhood and streetscape character” (2.2.1.vi). The guidelines will enhance the local neighbourhood by providing a cohesive design framework including such aspects as the built form, natural features and streetscape design. Further, it is a goal of the plan to “promote a high standard of architectural, landscape and community design that is sensitive to the character of the surrounding uses and streetscapes, conducive to pedestrian accessibility, safety, circulation and use, and that provides for the protection of significant natural features” (2.14.2). The design guidelines prepared for 3080 Bostwick Road provide direction for the future development of the lands that recognizes the specific nature of the context, the planned high density residential forms and the circulation and comfort of pedestrians.

The policies of Section 19.2.2 of the Official Plan allow Council to adopt guideline documents to provide detailed direction for the implementation of Official Plan policies. The Urban Design Guidelines for 3080 Bostwick Road include detailed design principles, standards, and performance criteria that provide additional and specific guidance to supplement the policies of the Official plan. Given that the purpose of the Urban Design Guidelines is to provide detailed direction for 3080 Bostwick Road and will assist in the evaluation and implementation of development applications, it is consistent with the purpose of guideline documents as prescribed by Section 19.2.2 of the Official Plan.

Urban Design

Urban design staff have worked closely with the applicant to complete the proposed guideline document for the future development of the lands at 3080 Bostwick Road. These guidelines are in keeping with the urban design policies of the Southwest Area Secondary Plan, the 1989 Official Plan and The London Plan and provide for further urban design guidance for future planning and development applications on the sites within the block. The intent of the guidelines is to provide for a cohesive development across several sites taking into account their unique contexts (next to the Thornicroft drain, the future urban park, the community centre, and the linear green space along Southdale Road) and ensure that appropriate scale, massing, orientation, as well as streetscape and public space development occurs in order to ensure that the identified design goals and objectives are realized through the development of the site.

The guideline document proposes to incorporate the following Urban Design goals and objectives:

1. Provide a range of high density residential forms complemented by limited commercial uses, office and open space features;
2. Incorporate building forms designed to integrate into a Master Planned community that has consideration for the existing and proposed development context;
3. Position buildings to address the Southdale road west and Bostwick road corridors and internal streets, and to prominent views and vistas;
4. Provide enhanced treatments for the building designs and landscaping elements, with special attention paid to building façades and streetscape components at the Southdale Road West/Bostwick Road intersection (recognizing this development site represents a key gateway to the Master Plan area);

5. Orient high-rise forms to support an appropriate gradation in building scale with the tallest building located at the intersection of Southdale Road and Bostwick Road stepping down in height towards the lower rise commercial uses east of the Master Plan area.
6. Integrate vehicular and pedestrian transportation linkages throughout the Master Plan area to promote safe and efficient circulation, and to facilitate connectivity with surrounding development, arterial road corridors and public transit facilities;
7. Provide structured parking facilities to reduce surface parking requirements;
8. Integrate the Thornicroft Drain corridor into the development including a north/south trail system within the corridor. Through the Master Plan area, portions of this corridor could be treated as an urban linear parkway where appropriate; towards the south of the park a more naturalized approach is encouraged;
9. Encourage connections from the Master Plan area to the Bostwick Community Centre; and,
10. Incorporate the Union Gas development setback adjacent to Southdale Road West into streetscape plans for this arterial road (Civic Boulevard) corridor. This development setback is approximately 17.2m in width measured from the southern limit of the Southdale Road West right-of-way.

House-keeping amendment

In November of 2018, Municipal Council granted permission for Site 1 and Site 5 for convenience commercial uses as an amendment to the 1989 Official Plan. As more of The London Plan comes into full force and effect, eventually the 1989 Official Plan policies will be replaced in their entirety. The house-keeping amendment being brought forward is to add the permission for the convenience commercial uses to the Southwest Area Secondary Plan which contains the more specific policy direction for this part of the City, and will still be in effect when the 1989 Official Plan is replaced with The London Plan. The permission for the convenience commercial uses for Sites 1 and 5 of 3080 Bostwick Road is not changing, and is simply being brought forward to a different part of the Official Plan to ensure the permission granted by Municipal Council in November of 2018 is carried forward in the future.

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

5.0 Conclusion

The recommendation to adopt the Urban Design Guidelines for 3080 Bostwick Road as a guideline document to the Official Plan will provide for detailed design principles, standards, and performance criteria that provide additional and specific guidance to the future development of 3080 Bostwick Road. The guidelines will provide more detailed design guidance for the various development sites and will ensure a comprehensive and integrated built form. The house-keeping amendment will bring forward permission granted by Municipal Council from the 1989 Official Plan to the Southwest Area Secondary Plan to ensure the approval granted remains applicable to Sites 1 and 5.

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Submitted by:	George Kotsifas, P.ENG Managing Director, Development and Compliance Services and Chief building Official
Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Development Services.	

July 15, 2019

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

cc: Lou Pompilii, MPA, RPP, Manager, Development Planning

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Appendix A – Urban Design Guidelines

URBAN DESIGN GUIDELINES FOR
3080 BOSTWICK ROAD

CITY OF LONDON



Prepared by **MHBC Planning**
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June 2019

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1.0 INTRODUCTION

1.1 Background

MHBC has been retained by 731675 Ontario Limited (c/o York Developments) to assist with the preparation of Urban Design Guidelines to support a Master Planned development proposal for a portion of the property addressed as 3080 Bostwick Road, London. The subject lands measure approximately 9.6 hectares (23.7 acres) in area and are located at the southeast corner of the Southdale Road West and Bostwick Road intersection.

York Developments envisions that, in its entirety, 3080 Bostwick Road will develop into a vibrant, intensified neighbourhood that will function as both a multi-use village centre and a local activity hub. Once completed, this Master Planned development will include a wide diversity of land uses including residential, commercial, office and recreation to meet the varied lifestyle needs of residents and the larger community. Moreover, the active parkland, walkway system and street network incorporated into the Master Plan reflect a campus setting that is closely connected with the Bostwick Community Centre (located adjacent to these lands).





1.2 Guideline Development Process

The design guideline development process was informed by technical feedback and input received from the City of London Urban Design Peer Review Panel (UDPRP) and the City's Development Services Division. Design elements for Sites 1, 2, 5 and 6 of the Master Plan Concept were specifically reviewed by the UDPRP at a meeting held October 10, 2018. Additionally, the Urban Design Briefs prepared by MHBC for these Sites and Site 3 (dated October 2018) provided background information and design direction for these Guidelines.

To assist in understanding the local design context, field visits and site assessments of 3080 Bostwick Road were conducted. In addition, a number of local background documents and studies were reviewed and considered, including urban design policies and guidelines integrated into the City of London's Official Plan (1989), new Official Plan ("The London Plan"), Southwest Area (Secondary) Plan and Placemaking Guidelines

The current provincial legislative and policy context (Planning Act, Provincial Policy Statement) were also considered in the preparation of these Guidelines.

These Guidelines are specifically required to satisfy Holding Provision 'H-220' that was applied by the City of London to portions of the subject lands pursuant to By-Laws Z-1-182711, Z-1-182712 and Z-1-182713. Specifically, these By-Laws were adopted to facilitate development of Sites 1, 3 and 5 of the 'Master Plan Concept' designed for 3080 Bostwick Road (illustrated on Page 4).

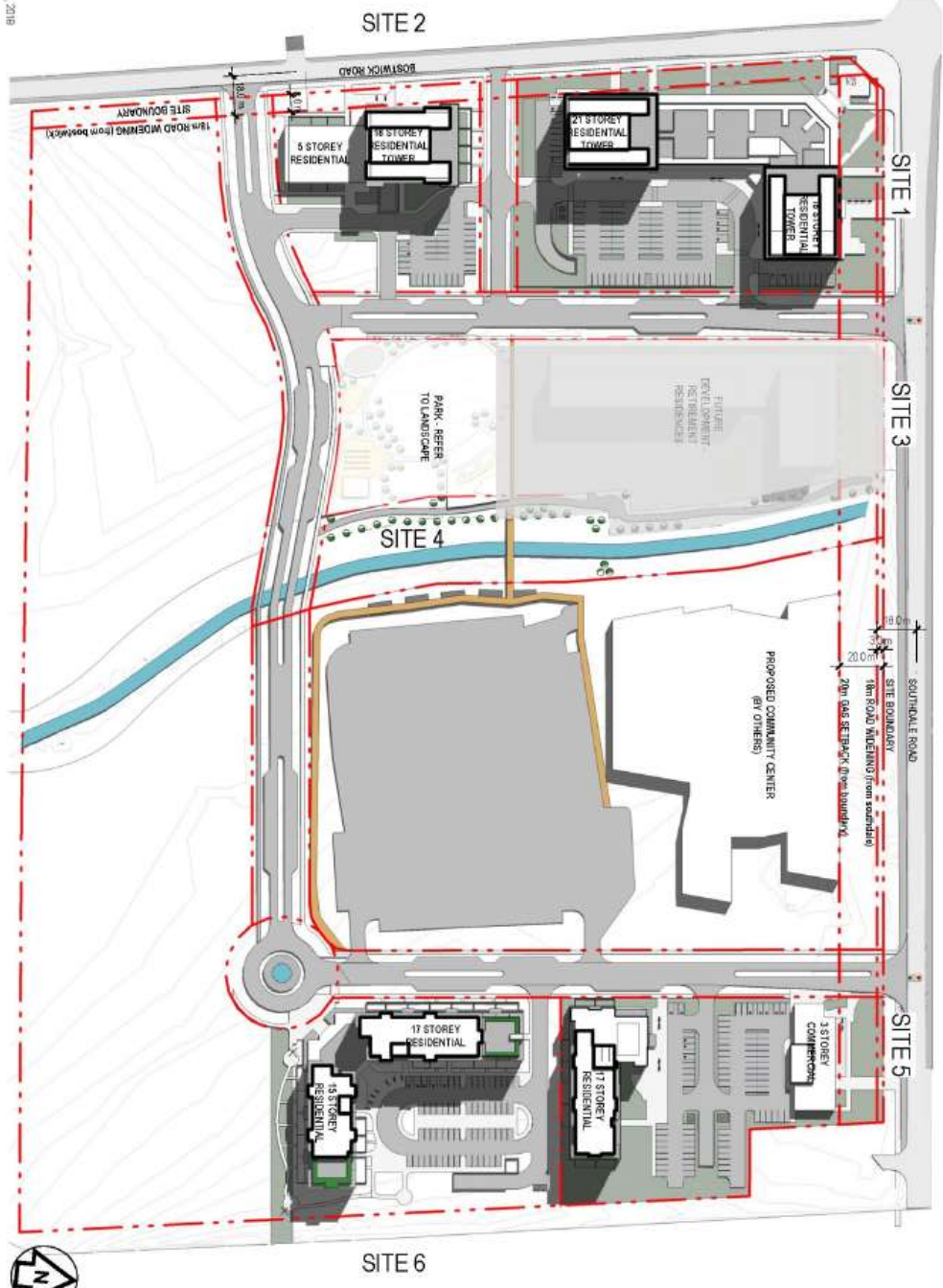
Holding Provision 'H-221' was also applied to the zoning structures of Sites 1, 3 and 5 to ensure that development of these lands has regard for the aforementioned Urban Design Guidelines. It is anticipated that this holding provision will be applied to the balance of the development sites within 3080 Bostwick Road (i.e., Sites 2 and 6 of the Master Plan).

Holding Provision H-220 :

Purpose: To ensure that the built form is guided by a consistent design approach, Urban Design Guidelines shall be prepared for the High Density Residential designated lands within the Bostwick Neighbourhood, and adopted under Section 19.2.2 (Guideline Documents) of the Official Plan, with the input of the Urban Design Peer Review Panel and to the satisfaction of the City of London, to establish an overall design vision based on holistic and comprehensive consideration of all development sites within the master plan lands.

Permitted Interim Uses: Existing uses

MASTER PLAN CONCEPT



September 27th, 2018



2.0 PURPOSE AND APPROACH

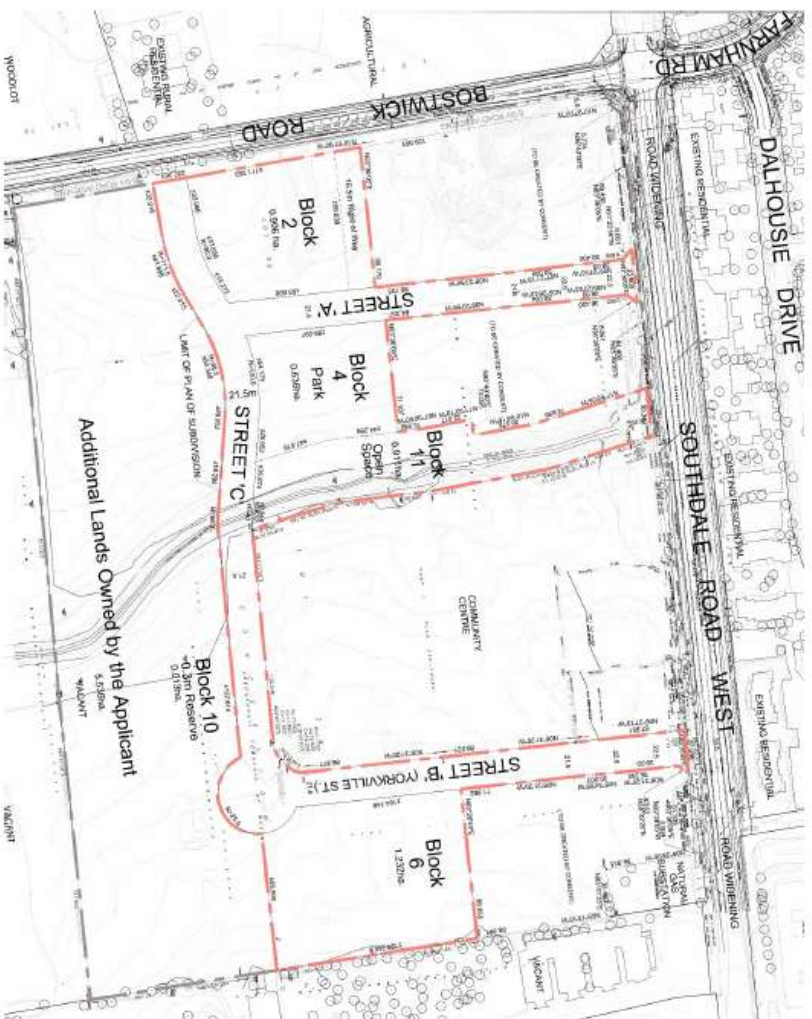
The design guidelines and associated imagery set out in this document have been prepared to establish design direction for development and redevelopment projects being considered for lands within the boundaries 3080 Bostwick Road, including Sites 1, 3 and 5 and lands with the proposed Draft Plan of Subdivision (illustrated to the right).

Additionally, this Guideline document is intended to assist with the implementation of Provincial Policy Statement and Official Plan policies relating to such matters as the promotion of efficient land use and development patterns, the creation of strong, livable and healthy communities, and the protection of the environment and public health and safety.

The design analysis and guidelines component of this document provide direction on considerations such as site layout, building orientation and massing, architectural elements, landscaping and public realm elements.

For the purposes of these Guidelines, lands intended for residential development are referred to as 'Sites'; lands intended for open space are referred to as 'Blocks'.

PROPOSED DRAFT PLAN OF SUBDIVISION



3.0 GENERAL DESIGN CONTEXT

3.1 Site Location

The subject lands are located entirely within the City's Urban Growth Boundary and form part of the Southwest Planning Area. Development of these lands is subject to the policies of the approved Secondary Plan for this community; the Southwest Area Plan (SWAP).

3080 Bostwick Road is proximate to regional retail/service commercial uses associated with the Wonderland Road Community Enterprise Corridor, as well as existing and planned residential development areas and the Bostwick Community Centre.



SITE LOCATION

3.2 Design Goals and Objectives

The overall goal of this project design is to establish a development that: supports a mix of residential, commercial and office uses; has regard for sustainability principles; is pedestrian-oriented, transit supportive and is accessible to the surrounding community.

To achieve this project vision, several core design themes have been integrated into the Master Plan Concept:

1. Provide a range of high density residential forms complemented by limited commercial uses, office, and open space features;
2. Incorporate building forms designed to integrate into a Master Planned community that has consideration for the existing and proposed development context;
3. Position buildings to address the Southdale Road West and Bostwick Road corridors while designing the intersection of these roads as a gateway feature;
4. Provide enhanced treatments for the building designs and landscaping elements, with special attention paid to building facades and streetscape components at the Southdale Road West/Bostwick Road intersection (recognizing this development site represents a key landmark within the broader Southwest Area Plan area);



Position buildings in a manner which frames Southdale Road West and Bostwick Road is a key design objective.

5. Orient high-rise forms to support an appropriate gradation in building scale with the tallest building located at the intersection of Southdale Road and Bostwick Road stepping down in height towards the lower rise commercial uses east of the Master Plan area.;
6. Integrate vehicular and pedestrian transportation linkages throughout the Master Plan area to promote safe and efficient circulation, and to facilitate connectivity with surrounding developments, arterial road corridors and public transit facilities;
7. Provide structured parking facilities to reduce surface parking requirements;
8. Integrate the Thornicroft Drain corridor into the development including a north/south trail system within the corridor. Through the Master Plan area, portions of this corridor could be treated as an urban linear parkway where appropriate; towards the south of the park a more naturalized approach is encouraged;
9. Encourage connections from the Master Plan area to the Bostwick Community Centre; and
10. Incorporate the Union Gas development setback adjacent to Southdale Road West into streetscape plans for this arterial road (Civic Boulevard) corridor. This development setback is approximately 17.2 metres in width measured from the southern limit of the Southdale Road West right-of-way.



Landscaping within the development setback along Southdale Road West will provide for an attractive coordinated streetscape.

4.0 DESIGN GUIDELINES

4.1 Site Design

The site layout for the Master Plan Concept was designed: to promote continuity in built form within 3080 Bostwick Road; to contribute positively to the Southdale Road West and Bostwick Road streetscapes; and to be compatible with the local development context. The following sub-sections and conceptual figures provided direction for the Master Plan Concept. Detailed designs for individual Sites and Blocks should have due consideration for guidelines contained within each of these sections.

Building Location

There are a variety of different contextual situations within the Master Plan area with each site having its own considerations as it relates to building location. The following is a summary of general building location guidelines and preferred building locations within each site:

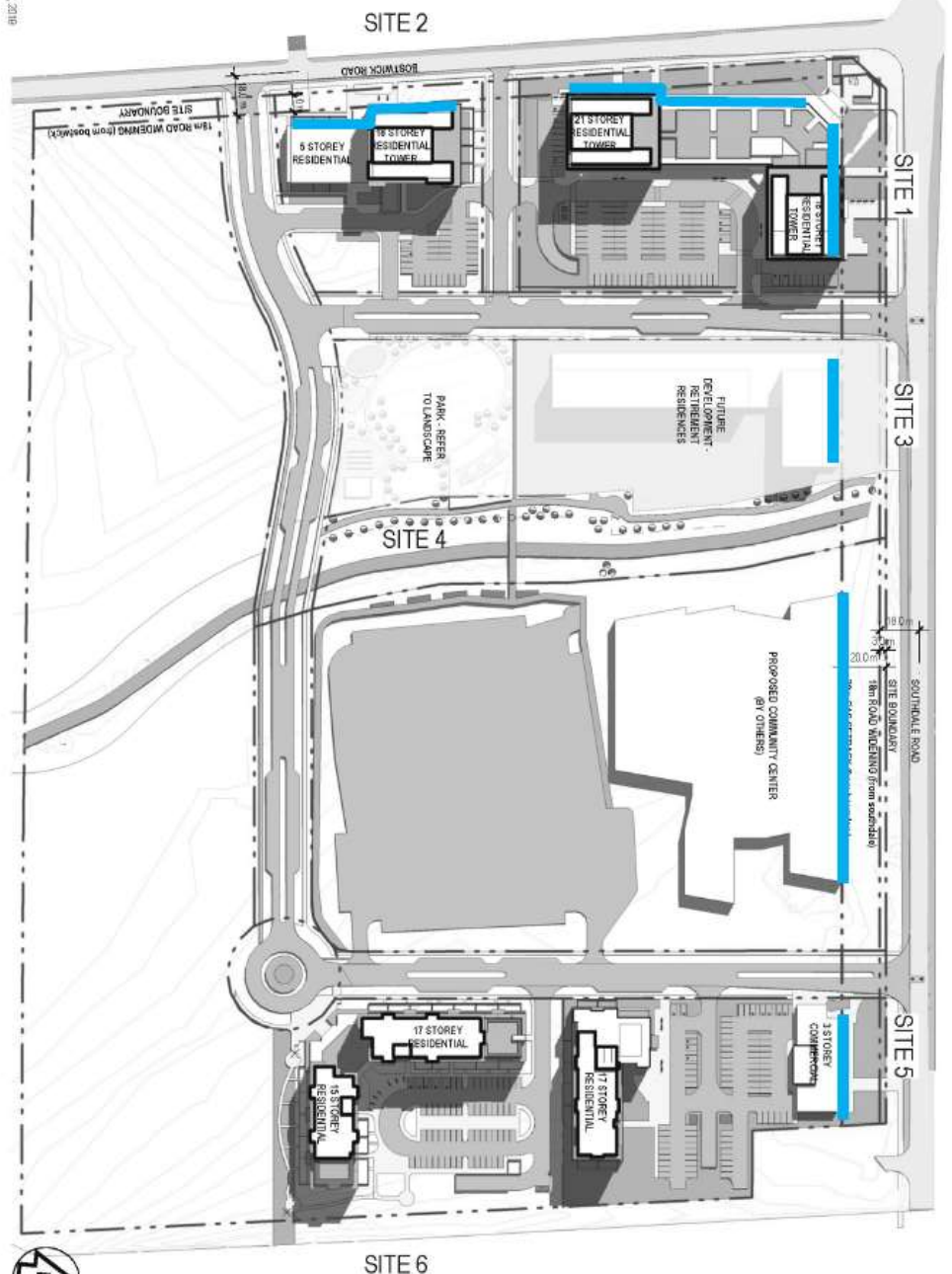
- Buildings should be located in close proximity to street corridors, where practical, to help enclose the adjacent pedestrian realm and activate the streetscape.
- Sites with multiple towers should locate buildings in a manner that provides for sufficient tower separation and minimizes overlook.
- Along Southdale Road West buildings heights will generally transition from high to low. The tallest building should generally be located within Site 1 at the intersection of Bostwick Road and Southdale Road West. The heights will then step down towards the Bostwick Community Centre and to the existing lower rise buildings east of the Master Plan area.
- Within Site 1 buildings should be located to frame the intersection of Southdale Road and Bostwick Road. The built form should be located close to the street (notwithstanding the gas setback along Southdale Road). There should be sufficient building frontage along both Civic Boulevards, and any surface parking should be located internal to the site.
- Site 2 has frontage along Bostwick Road. High-rise buildings should be located close to this Civic Boulevard in order to frame this important boulevard and to minimize shadow impacts on the proposed park. If townhomes (or other lower rise multiple residential forms) are incorporated into Site 2, these units should be located to face the park and internal street.
- Site 3 has frontage along Southdale Road West. The future building(s) on Site 3 should be located close to this Civic Boulevard at a similar setback to Site 1.
- Within Site 5 it is anticipated that buildings will have a range of building heights. Low rise buildings should be located along Southdale Road West to transition with lower rise heights to the east. Taller buildings should be located internal to the site.
- Within Site 6 there is an opportunity to frame the internal intersection. Buildings should be located to provide street frontage on both internal streets.

Building Orientation

- High-rise towers should be oriented to define a positive relationship between these buildings and adjacent streets. Consider views from the tall buildings when evaluating building placement and orientation.
- Buildings located along the Southdale Road West and Bostwick Road frontages should be oriented to frame the abutting arterial road (Civic Boulevard) with primary frontages facing the street.
- Buildings along Southdale Road West and Bostwick Road should generally be oriented in a manner which result in strong street edges.
- As a general guideline, buildings should be oriented to maximize passive solar orientation benefits. However, this should be balanced with other design objectives including the desire for a strong building edge along Bostwick Road.
- Primary frontages for each site are identified herein. Buildings should be designed with principle entrances, transparent glazing, pedestrian amenities and highly articulated building façades along the identified primary frontages. Other highly visible building faces should also be designed with a high level of articulation.
- Buildings within Site 1 should be oriented to help frame the intersection of Bostwick Road and Southdale Road West and to establish a prominent gateway element for the larger Master Plan. The primary frontage of these buildings should be oriented to the Civic Boulevards.
- Should low-rise buildings be incorporated into Site 2 (e.g. street townhouses, stacked townhouses), orientation of these buildings should be towards the proposed urban park (Block 4), building positioning should help to frame the park and the building form/design should contribute positively to the adjacent streetscape (Street 'A'). Additionally, high-rise forms located within Site 2 should be oriented to promote 'eyes on the park', however the primary frontage of high-rise buildings will be along Bostwick Road.
- Buildings within Site 3 should be oriented to help frame the Southdale Road West/Street 'A' intersection. The primary frontage within Site 3 should face Street 'A', and the façade facing Southdale Road West should be developed to a high standard of design.
- Buildings within Site 5 should be oriented to frame Southdale Road West and Street 'A'. Buildings located internal to the site should be oriented to achieve passive solar benefits where possible.
- Buildings within Site 6 should be oriented to frame the internal intersection, with consideration to passive solar orientation. Primary frontages should be those facades that face the internal roads.

The following diagrams illustrate how buildings should be oriented to frame the Civic Boulevards; the preferred primary frontage for each site and buildings oriented to maximize solar orientation benefits.

BUILDING ORIENTATED TO FRAME CIVIC BOULEVARDS AND MAXIMIZE BUILT FORM ALONG THE STREET EDGE

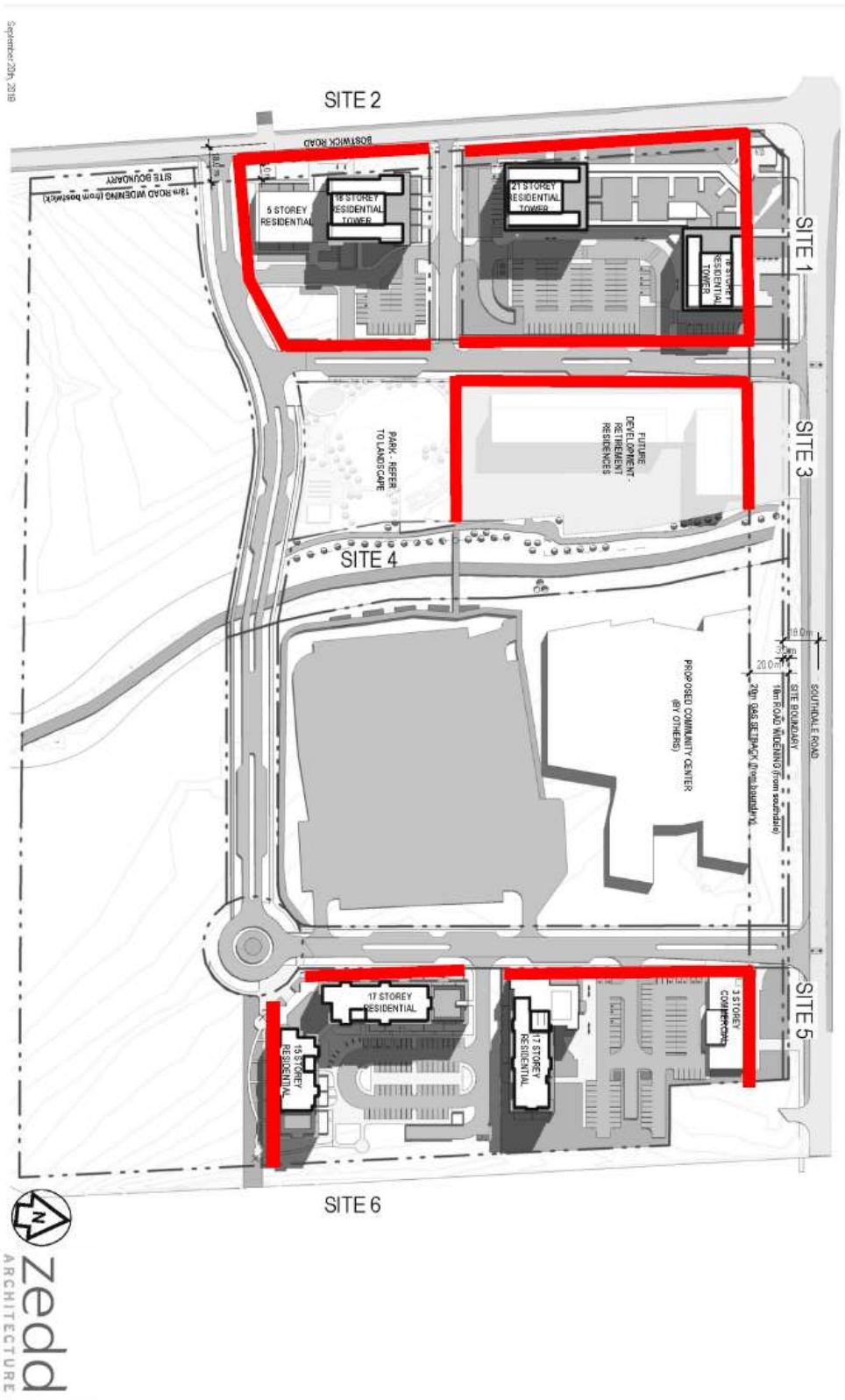


September 20th, 2018

Building face orientated to face Civic Boulevards.

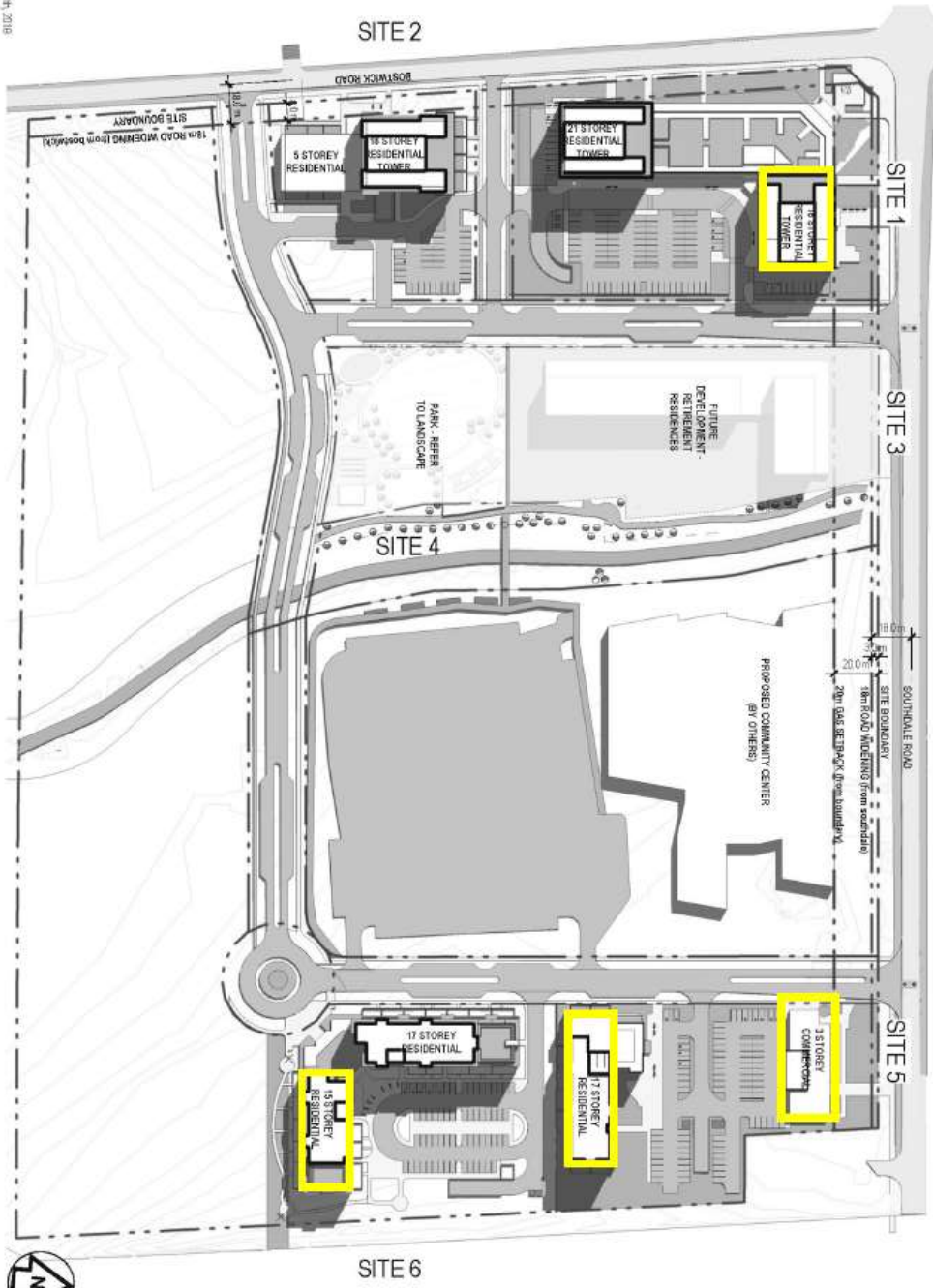


PRIMARY FRONTAGE(S) WITHIN EACH SITE



Primary frontage 'zone' for each site. Buildings should be designed with principle entrances, transparent glazing, pedestrian amenities and highly articulated building façades along the primary frontage.

BUILDING ORIENTATED TO MAXIMIZE SOLAR ORIENTATION BENEFITS



September 24th, 2018



Buildings oriented to achieve passive solar orientation benefits.



Parking

- Structured parking should be provided for apartment buildings, and accessed from the rear of the sites where practical.
- Surface parking will be generally restricted to visitors and non-residential uses and should be largely screened from public view by the high-rise towers or appropriate landscaping.
- Surface parking visible from public uses, including the proposed urban park (Block 4), should be screened by landscaping.
- Larger surface parking lots should be broken up with landscaped islands.

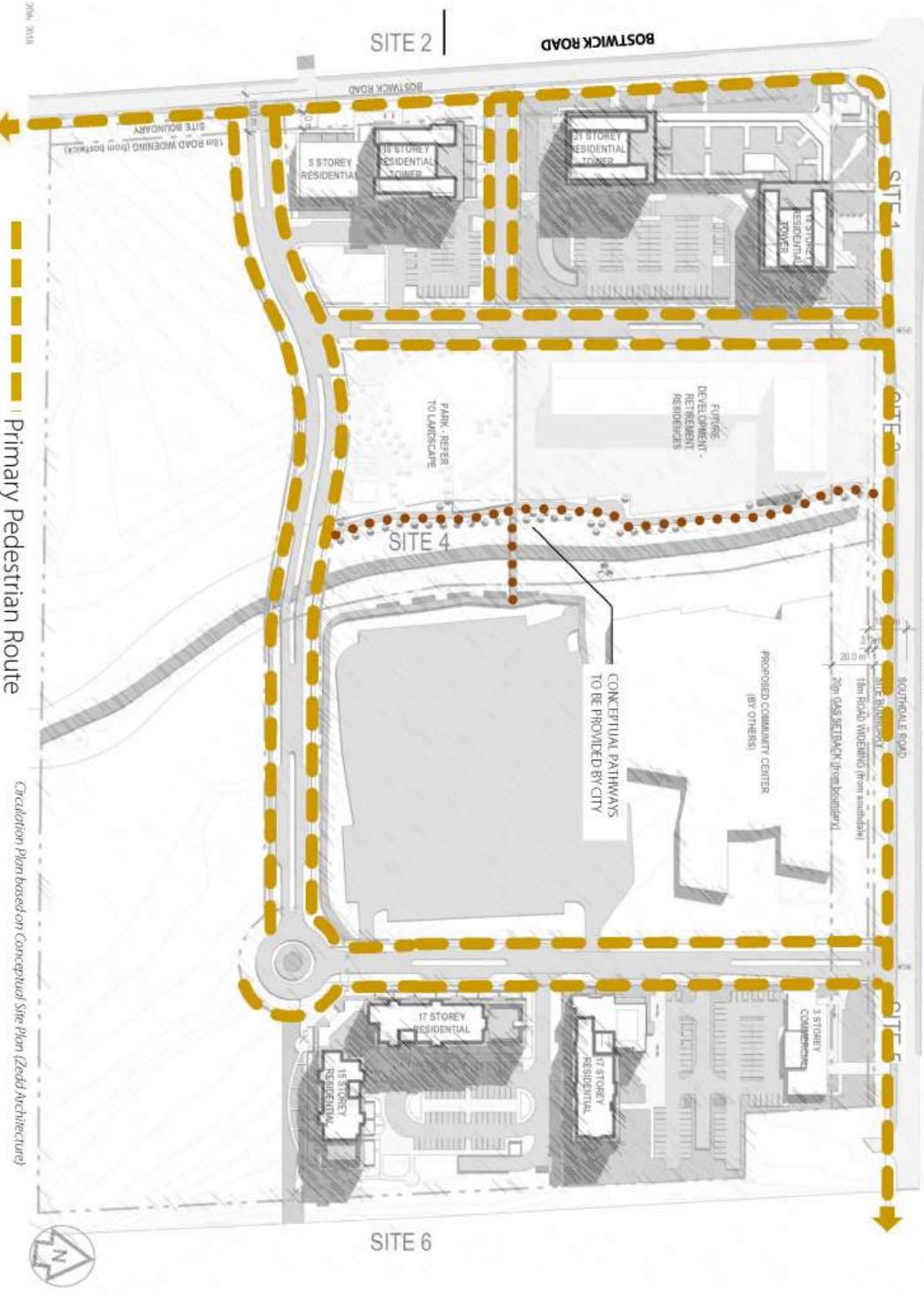
Pedestrian Circulation and Access

- Development blocks should be designed with an internal circulation system to promote a pedestrian-oriented community with outdoor common amenity spaces connected via walkways, trails and/or sidewalks.
- Where practical, multiple pedestrian access points should be provided to the surrounding public road and public sidewalk systems.
- Pedestrian connections should be provided within surface parking areas to safely direct pedestrians from parking areas to surrounding buildings.
- Sidewalks should be provided along internal roads to safely connect pedestrians to the park, the Bostwick Community Centre and the linear north/south trail planned for the Thornicroft Drain corridor (Block 11) pursuant to the SWAP.
- Building lobbies will be directly accessible to pedestrians with entrances accessible from the parking areas by paved sidewalks and plaza features. Building designs will also incorporate measures to help facilitate universal accessibility and weather protection.

Vehicular Circulation and Access

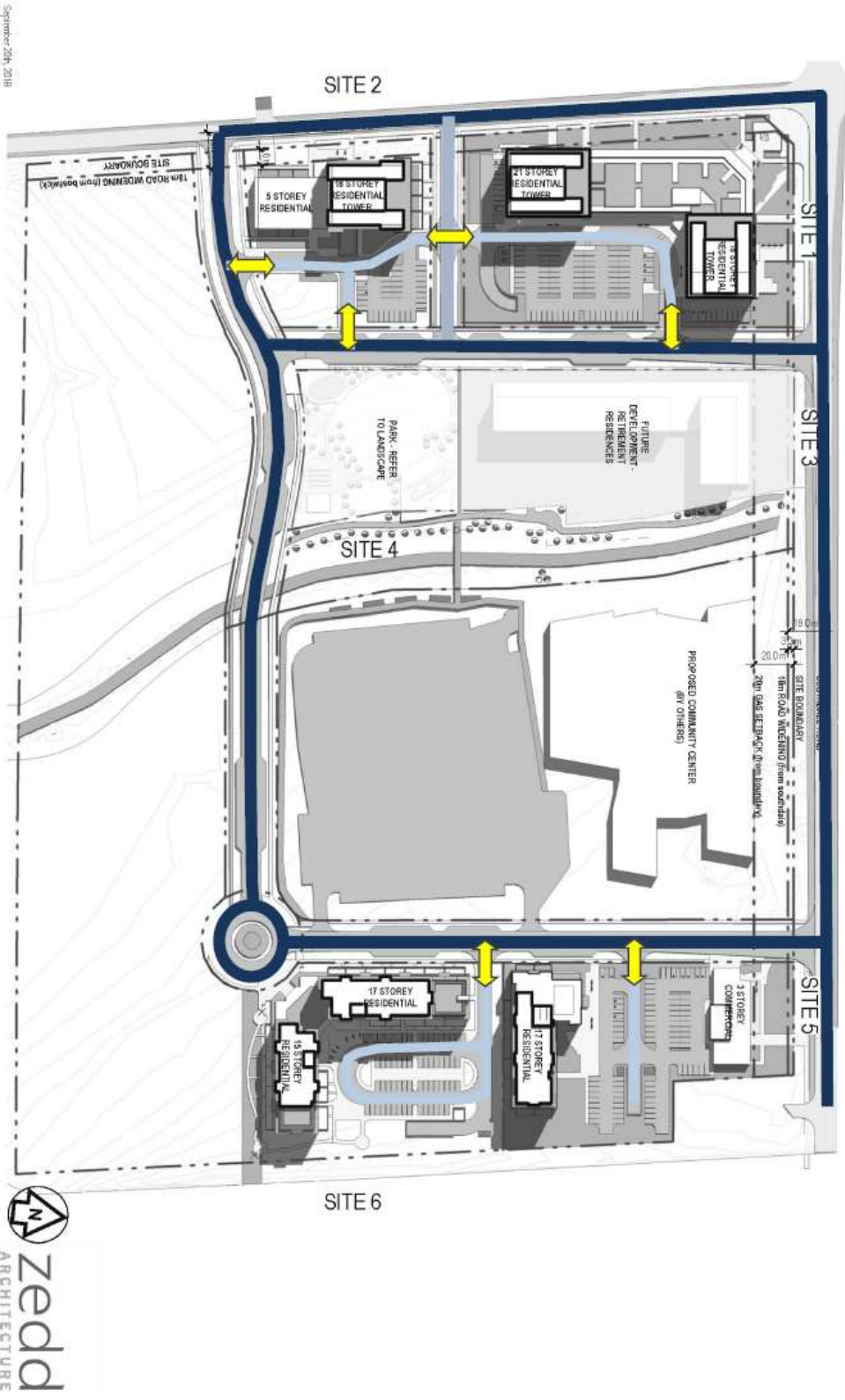
- The various development blocks should be connected by a grid-like network of internal and external streets and drive aisles.
- Vehicular accesses to Bostwick Road and Southdale Road West should be minimized. Vehicular access to development blocks should be from the internal road network.
- Layby parking along internal roads is encouraged.
- Vehicular access points should be designed to minimize conflicts with pedestrians.
- Vehicular access points to development blocks should be located a safe distance from external and internal intersections.

PEDESTRIAN CIRCULATION PLAN



Circulation Plan based on Conceptual Site Plan (Zeddi Architecture)

VEHICULAR CIRCULATION AND ACCESS PLAN

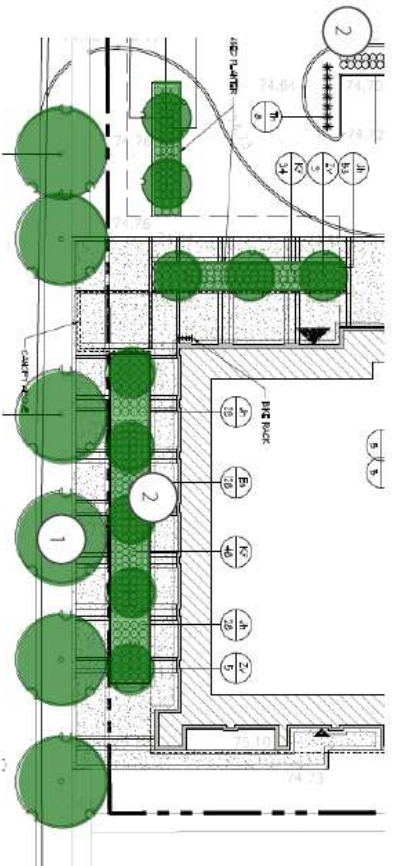


- Public Vehicular Circulation Routes
- Private Vehicular Circulation Routes
- Vehicular Access Points to Development

Landscape Design

Detailed landscape plans will be prepared in conjunction with Site Plan Approval for all development blocks in order to enhance individual site layouts and to help achieve the overall design objectives of the Master Plan Concept. The following considerations will provide guidance for the development of a cohesive landscaping approach for 3080 Bostwick Road.

- A coordinated approach to landscaping is strongly encouraged throughout the Master Plan area. This includes coordinated landscaping along the Civic Boulevards and the internal street network.
- The Union Gas development setback should be treated as a landscape opportunity for Sites 1, 3 and 5. Enhanced landscaping within this setback is strongly encouraged and should include coordinated elements, where practical and appropriate.
- A planting plan should be established for key landscape areas within the Master Plan area including proposed plantings for: the external streetscape; the development setback; internal streetscapes; building edges; and within parking areas.
- Landscape materials within the park and the Thornicroft Drain corridor should also be coordinated.
- Landscaped areas for development blocks, parks, amenity spaces and street boulevards should be designed to complement existing or proposed landscaping on adjacent blocks of the Master Plan Concept.
- Adequate and appropriate hardscaping/softscaping elements should be used to soften/screen larger buildings and blank or unsightly building elevations from adjacent residential uses, streets and other public places. Where space allows, shrubs and groundcovers should be provided between the street line and the buildings and used primarily to frame buildings, define building entrances and walkways and enhance the streetscape appearance.
- A substantial proportion of landscaped areas and boulevards should be planted with a variety of trees and plant material. Native plants which are tolerant to disease, drought conditions and road salt should comprise a substantial proportion of the plant material installed on sites and street boulevards.



Preliminary planting plan (Site 5) prepared by Ron Koudys Landscape Architects Inc. (RKLAI):

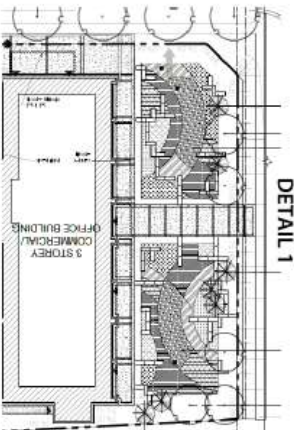
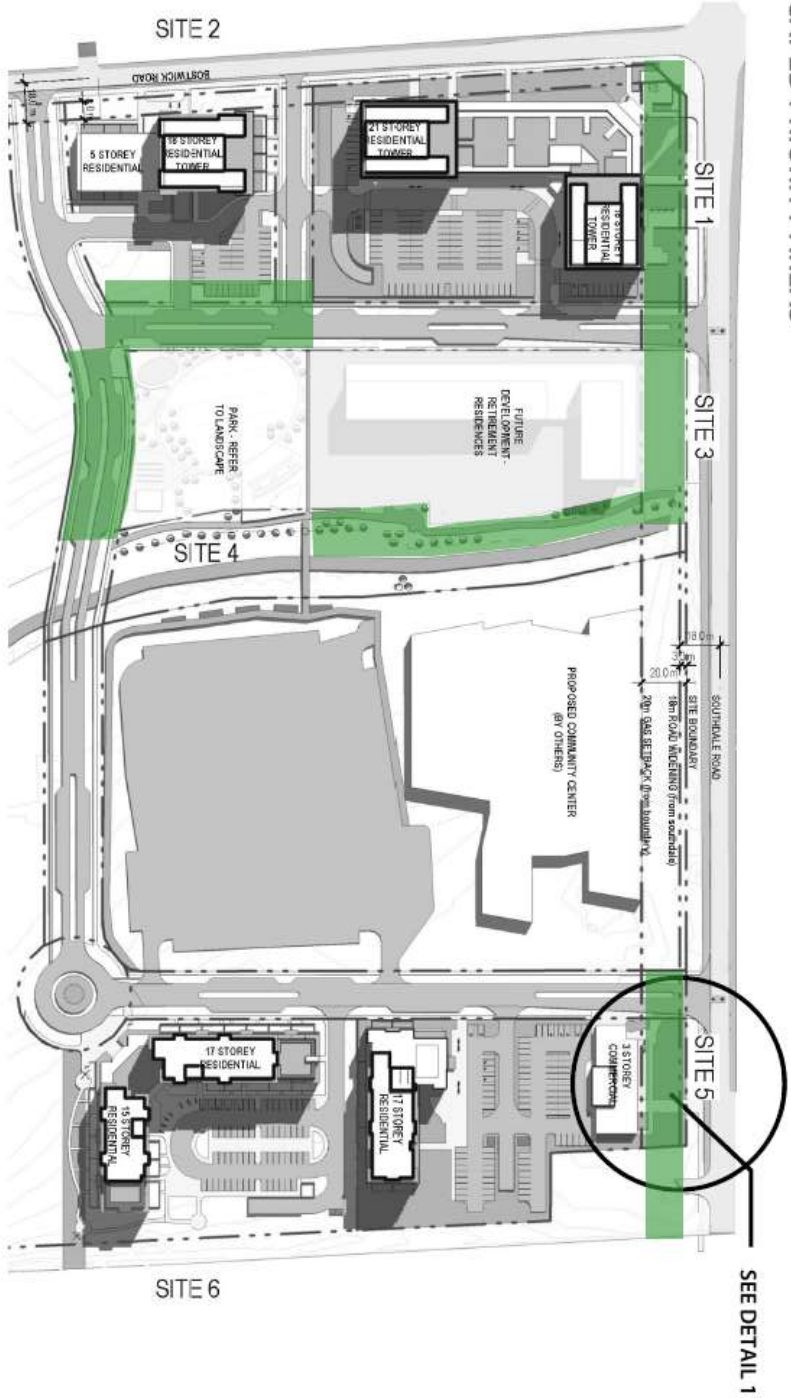
- 1 Street trees along internal street.
- 2 Formal plantings along street facing building edge.
- 3 Landscaped island within surface parking area.

- Where appropriate and where space allows, boulevard tree planting should be continuous along the length of the street with particular enhancements focused on arterial roads and primary on-street pedestrian routes. Street trees should generally be comprised of high branching, native deciduous tree varieties that should generally provide a continuous shade canopy at maturity.
- Encourage plant material providing for seasonal variation in form, colour and texture by using a variety of species such as: evergreens, trees which retain their fruit or foliage in winter; trees with unique branching; and trees with interesting bark texture and/or colour.
- Adequate and appropriate landscaping should be used to screen and separate parking, loading, service areas (i.e., storage areas, garbage and recycling enclosures) and utilities from residential uses, on-sight pedestrian areas, streets and other public spaces.
- Landscaping shall be designed to ensure it does not compromise the safety or security of pedestrians and vehicles and that the plant material will not interfere with hydro, sewage, water, drainage or other services within the development and on adjacent road allowances and properties.
- Employ shrubs and groundcovers and hardscape accents to promote and emphasize main building entrances.
- Consider integrating existing mature trees into site layouts, where practical and appropriate.
- Enhanced landscaping should be provided in the public realm, including multiple outdoor terraces and courtyards, landscaped areas, and parking islands.
- Particular attention should be paid to the landscaping design at the corner of the Civic Boulevard intersection and along the Southdale Road West development setback.
- Appropriate ecological buffers should be provided in the site design in accordance with approved environmental studies. Enhanced buffer planting is encouraged where appropriate.
- Surface parking areas should be broken up through the use of landscaping.
- Where surface parking abuts an internal road, landscaping should be used to screen the parking area.
- The interface along the internal road (Street 'A') facing the park is of particular importance and should be landscaped to ensure an attractive street edge condition.



Landscaping can be used to screen surface parking areas and to enhance the overall streetscape.

LANDSCAPED PRIORITY AREAS



Preliminary landscape concept (RKLAs) of enhanced landscaping within Union Gas development setback. Planting scheme includes a mix of softscape and hardscape elements and a strong pedestrian connection from the external sidewalk system to the proposed building. Street trees are shown along both Southdale Road West and the internal street (Street 'B').

PRELIMINARY PLANTING LIST TO INFORM FUTURE COORDINATED LANDSCAPE PLANS

Street Trees:



Red Maple, Sugar Maple and Shade Master Locust

Within 20 metre Gas Setback:



Red Maple, Sugar Maple and American Larch, Rock Cobble
Contemporary Stone Outcrop, Concrete Paving with Banding

Within Planting Beds along Building Frontages:



Green Vase Zelkova, Karl Foerster
Reed Grass, Sarcocoe Euonymus,
Prince of Wales Juniper

Within Parking Island Planting Areas:



Anthony Waterer Spirea, False Spirea, Hick's Yew,
Karl Foerster Reed Grass

4.2 Built Form

It is an objective of the Master Plan Concept that building massing, orientation and articulation be designed to create a comfortable and engaging pedestrian environment. To support this objective, detailed designs for the various types of buildings proposed within the Master Plan should consider the following built form guidelines.

Apartment Buildings and Mixed Use High-Rise Buildings

Residential Entrances:

- Entrances to residential buildings should be clearly identified and located in a highly visible area.
- Provide pedestrian connections from building entrances to the surrounding public sidewalk system along Southdale Road West and Bostwick Road.
- Building lobbies for apartment buildings should be directly accessible to pedestrians, with entrances from both the primary building frontage as well as any parking areas. Building entrances should consider universal accessibility and weather protection.
- Landscaping at main residential building entrances is encouraged.
- Residential units within a podium base are encouraged to have direct access to the street to improve accessibility and to activate the streetscape.

Tower Separation:

- Multi-tower sites should be designed to provide adequate tower separation. A minimum separation of 25 metres is encouraged where possible. Closer separation may be considered where building orientation results in limited overlook.
- The location and orientation of towers can assist in achieving optimal tower separation while minimizing overlook.
- Where possible, setback tall towers 10 metres or more from side property lines abutting lands.

Building Articulation:

- Building façades should be articulated, with particular attention to building elevations visible from the surrounding public realm. Articulation of larger buildings should also be designed with elements that create a rhythm along the streetscape.
- High quality materials including sufficient glazing should be integrated into building facades to promote an attractive, modern design.
- A contemporary architectural style should be applied to building designs (1) to reflect, and integrate with, the Master Plan Concept and (2) to contribute to the pedestrian environment along the street frontages.

- Landmark buildings at the intersection of Southdale Road and Bostwick Road and primary frontages should be designed with a higher detail of architectural design, massing, orientation, siting and materials. Large windows and entrance features help to promote an active street frontage.
- Functional building elements (e.g., roof top mechanical equipment, air conditioning units, transformers, vents, utility meters) should be located in low visibility areas and, whenever possible, should be integrated into the building design to minimize the noise and visual impacts on adjacent uses, streets and other public areas.

Scale and Massing:

- Building height and massing should be designed to be compatible with the Bostwick Community Centre, and future high density residential development planned for 3080 Bostwick Road.
- Consideration should be given to breaking the massing of proposed buildings by using a number of techniques including: projections and recessions; changes in building materials/colours; and varying window size.
- The massing of all proposed buildings should create a comfortable pedestrian environment, which will be further enhanced through the provision of private amenity space, including a connected walkway/trail system.
- Repetition of lines and windows through both vertical and horizontal articulations and setbacks are encouraged to further break up building mass.
- Consideration should be given to designing high-rise residential towers with defined base, middle and top elements, where practical and appropriate from a design perspective, and in keeping with the broader objectives of these Guidelines.
- Podiums will generally be incorporated into towers and high-rise mixed use developments. Podium heights should range from three to six storeys with tower setbacks of 3.0 metres or greater. Other techniques to define the building base and to ensure a comfortable and engaging pedestrian environment may also be considered, in particular for more slender towers.

Balconies and Fenestration:

- Residential units may contain individual protruding balconies to further break up building mass.
- Distinctive vertical/horizontal components should be considered to provide further articulation for the tower elements, to extend the length of the tower components, to soften the massing of the building and help to frame, and enhance, the adjacent streetscapes.

Materials and Cladding:

- High quality building materials should be used throughout the Master Plan area.
- Variation in building materials, cladding and colours are encouraged, however throughout the Master Plan area building materials, colours and cladding should be coordinated to achieve a cohesive design aesthetic.

Amenity Spaces/Semi-Public Outdoor Spaces (Development Sites):

- Outdoor amenity space should be landscaped with high quality materials. Landscaping which incorporates hard and softscape materials is encouraged.
- Along street frontages, ground level patio areas are encouraged for podium units. These areas should be landscaped in a manner that clearly delineates public from private space.
- Coordinated landscape materials should be used for semi-public outdoor spaces, and these areas should be designed to complete landscaping within the public realm.

Garbage and Loading:

- Loading and garbage functions are encouraged to be incorporated into building designs. Garbage and recycling facilities shall also be designed to comply with any applicable municipal standards for waste storage and collection.
- Functional building elements (i.e., roof top mechanical equipment, air conditioning units, transformers, vents and utility meters) should be located in low visibility areas and, whenever possible, should be integrated into the building design to minimize the noise and visual impacts on adjacent uses, streets and other public areas.

Mixed-Use Entrances, Signage and Ground Floor (High-Rise Buildings):

- The ground floor of mixed-use buildings should be designed with a greater building height when compared to upper storeys.
- Any ground floor commercial/retail space should be visible from surrounding streets and should be designed with large windows.
- Retail units should have direct pedestrian access to the street to improve accessibility and to activate the streetscape.
- Design elements that assist in mitigating wind/weather impacts are encouraged.
- Signage should be unified in look and style, implementing the same branding, materials, and colour palette.



Townhouse podiums are encouraged to include pedestrian connections to the surrounding sidewalk system, as well as private ground floor amenity areas.



Any at-grade retail should be designed with a higher ground floor and a large percentage of windows/glazing.

Townhouses

Entrances:

- Townhouse units should be designed with individual entrances with direct access to the pedestrian walkway/sidewalk system. Entrances should be well defined and highly visible.
- Dual entrance townhouses are permitted and encouraged for townhomes abutting the street.

Articulation:

- Townhouse building facades should be articulated, with particular attention to building elevations visible from the surrounding public realm.
- A contemporary architectural style should be applied to building designs (1) to reflect, and integrate with, the Master Plan Concept and (2) to contribute to the pedestrian environment along the street frontages.
- Design elements that break up the massing of longer townhouse blocks should be employed including projections/recessions; changes in building materials; the use of balconies/terraces; changes along the roofline and vertical and horizontal articulation.

Materials and Cladding:

- High quality building materials should be used throughout the Master Plan area.
- Variation in building materials, cladding and colours are encouraged, however throughout the Master Plan area building materials, colours and cladding should be coordinated to achieve a cohesive design aesthetic.

Front Yards:

- Traditional front yards are not required for townhomes. Instead, townhomes may be designed with at-grade patios/terraces and/or balcony space.

Garages/Parking:

- Where possible garages/parking areas should be located away from the surrounding street network. Any garages that face the public street should be designed with high quality materials and should be flush with the habitable portions of the units.
- Surface parking areas should not be located between the townhouse units and a public street.



Any stand-alone townhomes should be designed with a contemporary style that complements the surrounding high-rise and mixed use buildings.

Office Buildings

Entrances:

- The commercial/office building proposed on Site 5 should have direct pedestrian access from the Southdale Road West frontage.
- Entrances should be well defined and highly visible.
- Building entrances should also be provided from the internal parking area.

Scale and Massing:

- Building height and massing are designed to be compatible with the existing large format commercial developments within proximity of the project site.
- Similar to high rise buildings, a series of massing techniques should be employed to break up the massing of any office buildings.

Forecourts and Amenities:

- Forecourts and other outdoor amenity areas are encouraged, and should be coordinated with other landscaped areas within the Master Plan.
- The Union Gas development setback represents an opportunity for a landscaped entrance/amenity area along Southdale Road West.

Articulation of Ground Floor:

- The ground floor should be designed as visually distinct from upper storeys.
- Higher ground floor ceiling heights will allow for flexibility of uses over time.

Signage:

- Signage should be contemporary and incorporated within the building design. Ground-related signage should be designed consistent with the style of the building and should be incorporated within landscaped areas.

Materials and Cladding:

- High quality building materials should be used throughout the Master Plan area.
- Variation in building materials, cladding and colours are encouraged within the design of individual buildings, however throughout the Master Plan area building materials, colours and cladding should be coordinated to achieve a cohesive design aesthetic.

Garbage and Loading:

- Loading and garbage functions are encouraged to be incorporated into building designs. Garbage and recycling facilities shall also be designed to comply with any applicable municipal standards for waste storage and collection.
- Required loading areas should be screened from surrounding public streets.
- Functional building elements (e.g., roof top mechanical equipment, air conditioning units, transformers, vents, utility meters) should be located in low visibility areas and, whenever possible, should be integrated into the building design to minimize the noise and visual impacts on adjacent uses, streets and other public areas.



The above rendering (Site 5) illustrates a three storey office building with integrated signage; contemporary building materials; a ground floor that is visually distinct from upper storeys; and a number of design elements that break up the building massing.

4.3 Active Transportation

The Master Plan Concept has been designed to integrate into a walkable neighbourhood that is well connected and fully accessible to major destinations and surrounding neighbourhoods. To help achieve this broad objective, the following design elements should be considered as part of Site and Block development.

- Internal streets and walkways should be located and routed to offer residents with excellent vehicular and pedestrian accessibility to the arterial road system, public transit connections, the community centre and open space features.
- Pedestrian and cycling connections are encouraged from residential areas to community parks, amenity areas, natural features and community facilities, and should be integrated with the network of active transportation routes planned for 3080 Bostwick Road.
- Sidewalks, multi-use pathways and walkways will be designed in accordance with City standards, will be subject to municipal review, and may be provided by the City. Generally, these accesses should be adequately buffered from vehicular traffic by way of positioning and/or landscaping. Widened travel lanes should be considered to accommodate bicycles, where practical and appropriate.
- Crosswalks should be universally accessible and adhere to Accessibility for Ontarians with Disabilities Act (AODA) regulations with dropped and textured curb cuts installed at all intersections to eliminate barriers to crossing the street.
- Pedestrian connections/walkways should be of a different material and appearance than vehicular routes and should be landscaped and lighted to promote the safety and comfort of pedestrians.
- Clearly delineated pedestrian connections should link main building entrances, parking areas, on-site communal recreation areas and any adjacent open space, trails and public sidewalks.
- Buildings and parking areas should be located and designed to minimize the distance to off-site pedestrian networks and the number and length of driveways and parking areas that pedestrians have to cross to reach main building entrances.
- Where practical, main level apartments should have direct access to walkways/streets. Where townhouses are proposed in a development plan, main level units should have private entrances with walkway connectivity.
- Bicycle parking should be provided in storage lockers within the parking garage and at-grade in proximity to building entrances. Storage lockers and racks should have direct connectivity to pathways and sidewalks with linkages to multi-use pathways.
- Promote barrier-free walkways and entrances, whenever practical. Further, barrier-free parking spaces should be positioned in close proximity to main building and park entrances.
- Emergency access routes and related facilities and signage will be designed to comply with all applicable regulations. On-site landscaping shall be designed to maintain fire hydrant visibility.

4.4 Public Realm

Streetscapes

Civic Boulevards:

- A coordinated approach to landscaping is strongly encouraged throughout the Master Plan area. This includes coordinated landscaping along the arterial road (Civic Boulevard) corridors. The preliminary planting list included within the Landscape Design section of these Guidelines should be considered.
- The Union Gas development setback from Southdale Road West should be treated as a landscape opportunity. Enhanced landscaping within this setback is strongly encouraged and will form part of the associated streetscape plan. The landscape plans for Sites 1, 3 and 5 within this setback should include coordinated elements, where practical and appropriate.
- Where appropriate and where space allows, boulevard tree planting should be continuous along the Southdale Road West frontage. Street trees should generally be comprised of high branching, native deciduous tree varieties to generally provide a continuous shade canopy at maturity.
- Encourage plant material providing for seasonal variation in form, colour and texture by using a variety of species such as: evergreens, trees which retain their fruit or foliage in winter; trees with unique branching; and trees with interesting bark texture and/or colour.
- To enhance pedestrian connectivity, a multi-use pathway should be provided from Bostwick Road to the Bostwick Community Centre .

Neighbourhood Streets and Connectors:

- Streetscape plans for neighbourhood connectors should be designed to complement the streetscape plans for the Civic Boulevards. This includes the use of similar tree species.
- Adequate and appropriate hardscaping/softscaping elements should be used to soften/screen parking areas and larger buildings from neighbourhood connector streets. Where space allows, shrubs and groundcovers should be provided between the street line and the buildings and used primarily to frame buildings, define building entrances and walkways, and enhance the streetscape appearance.
- A substantial proportion of landscaped areas and boulevards should be planted with a variety of trees and plant material. Native plants which are tolerant to disease, drought conditions and road salt should comprise a substantial proportion of the plant material installed on sites and street boulevards.
- Where appropriate and where space allows, boulevard tree planting should be continuous along the length of the street with particular enhancements focused on the park frontage. Street trees should generally be comprised of high branching, native deciduous tree varieties to generally provide a continuous shade canopy at maturity.
- Encourage plant material providing for seasonal variation in form, colour and texture by using a variety of species such as: evergreens, trees which retain their fruit or foliage in winter; trees with unique branching; and trees with interesting bark texture and/or colour.

Public and Semi-Public Spaces

Urban Park (Block 4)

- An urban park is proposed for Block 4 adjacent to the Thornicroft Drain corridor (Block 11). It is anticipated that the City of London will be responsible for park design. Notwithstanding, it is encouraged that this community-oriented feature include plant materials and design elements coordinated with those found elsewhere in the Master Plan area (particularly Sites 2 and 3).
- A strong street presence is encouraged along the park which can be achieved through the inclusion of low rise buildings and/or landscape materials along the frontage that would also allow for visibility into the park space.
- It is anticipated that this park will function as an Urban Park in keeping with the City of London's Design Standards. Urban parks are intended to be focal points within a neighbourhood that serve as a formal gathering space for area residents. Urban parks provide a high level of design quality, including features such as extensive hard surfaces, outdoor lighting, irrigation seating and horticultural features. These public spaces should be highly visible with maximum street frontage and linked to surrounding park corridors within the development.

Thornicroft Drain

- The Thornicroft Drain corridor (Block 11) is intended to be multi-functional, acting as an amenity feature, pedestrian connection, stormwater and riparian corridor. It is anticipated that the City of London will ultimately be responsible for Block 11. Within this corridor, a linear north/south pathway should be constructed adjacent to the Thornicroft Drain, with direct pedestrian connections to Site 3 and the proposed urban park, as well as and linkages to Sites 1 and 2.
- To provide connectivity to the Bostwick Community Centre and Sites 1 and 6, a pedestrian bridge should also be provided across the Thornicroft Drain channel. Sight lines into the park and to the bridge from the local street should be considered in relation to pathway and bridge location and alignment. The trail connection should consider universal design principles.

Linear Space Along Southdale Road West (Development Setback)

- The Union Gas development setback from Southdale Road West should be treated as a landscape opportunity. Enhanced landscaping within this setback is strongly encouraged. The landscape plans for Sites 1, 3 and 5 within this setback should include coordinated elements, where practical and appropriate.
- Consideration should be given to the preliminary planting list and hardscape materials outlined within the Landscape Design section of these Guidelines.

LANDSCAPE PRECEDENT IMAGES FOR PUBLIC AND SEMI-PUBLIC SPACES



Urban park design should include space for community events and activities.



The park should be designed to accommodate a wide range of users.



Landscape design elements which reflect the urban setting proposed by the Master Plan Concept are encouraged.



A north/south pedestrian trail along the Thornicroft Drain corridor would provide a linear connection from Southdale Road West and could be design to reflect a more urban aesthetic



A mix of street trees, hardscape areas and planting beds should be incorporated within the development setback. This setback should be considered an opportunity for a strong east/west linear feature.

5.0 SUSTAINABILITY TECHNIQUES

- New development will be designed and built with consideration for various sustainability techniques. Energy efficient construction practices, building technologies, and mechanical systems are encouraged.
- Development forms that minimize land consumption will be promoted in the Master Plan area, including medium and high density housing. Structured parking facilities are also encouraged to minimize land consumption.
- London Transit Commission bus routes are located within close proximity of the Site. It is anticipated that, over time, transit service will be expanded along Southdale Road West and Bostwick Road. Active transportation is to be facilitated by the provision of pedestrian connections to both the existing sidewalk system and surrounding uses.
- Landscape plans should considered incorporating hard landscape elements and drought resistant landscaping to reduce water consumption. Salt tolerant landscaping in key locations will also be encouraged.
- Landscaping in proximity to surface parking areas will assist in reducing the heat island effect. Increased topsoil depths in landscaped areas are encouraged to reduce runoff volumes.
- The inclusion of architectural features that provide shelter opportunities is strongly encouraged (e.g., awnings, canopies).
- Landscaped areas should be strategically placed to provide further shading opportunities.
- The Thornicroft Drain channel connects environmentally further south beyond the site. The use of locally native plant species within this corridor should be considered to strengthen this connection, where appropriate.
- Buildings will meet or exceed Ontario Building Code requirements and building designs will consider the use of sustainable technologies and materials.

6.0 IMPLEMENTATION

The Urban Design Guidelines for 3080 Bostwick Road will be implemented by way of an Official Plan Amendment and the removal of holding provision H-220 applied to this property pursuant to By-Laws Z.-1-182711, Z.-1-182712 and Z.-1-182713. Achieving the vision and design objectives established thorough the Master Plan Concept exercise will require commitment by those parties developing individual Sites and Blocks.

Development Review

Developers of Sites within 3080 Bostwick Road will prepare site plans, building elevations and landscape plans with due consideration for the design direction and objectives set out in these Guidelines.

Site plans and building elevations for Individual Sites will be reviewed by the City of London to assess consistency with the Guidelines and to satisfy Holding Provision H-221 referenced to the right (where applicable).

Holding Provision 'H-221'

*Purpose: To ensure that new development is designed and approved consistent with the Urban Design Guidelines prepared for the High Density Residential designated lands within the Bostwick Neighbourhood, the site plan, building elevations, and landscape plan will be assessed for compliance with the approved Urban Design Guidelines during the site plan approval review process; and a development agreement entered into to the satisfaction of the City of London prior to the removal of the h-(**) symbol.*

Final Designs

Developers may be required to further refine the design concepts to address comments received from the City of London. At this stage, developers will be required to prepare updated site plans, elevation plans and landscape plans (as applicable).

Submission of Building Permit Application

Building plans, consistent with approved Site Plan Approval drawings, shall be submitted to the City of London to support building permit applications.

MASTER PLAN CONCEPT (INTERSECTION PERSPECTIVE)



Appendix B

Bill No. (number to be inserted by Clerk's Office)
2019

By-law No. C.P.-1512(_)-_____

A by-law to amend The London Plan for
the City of London, 2016 relating to 3080
Bostwick Road.

The Municipal Council of The Corporation of the City of London enacts as
follows:

1. Amendment No. (to be inserted by Clerk's Office) to The London Plan for
the City of London Planning Area – 2016, as contained in the text attached hereto and
forming part of this by-law, is adopted.
2. This by-law shall come into effect in accordance with subsection 17(38) of
the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on July 30, 2019.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – July 30, 2019
Second Reading – July 30, 2019
Third Reading – July 30, 2019

**AMENDMENT NO.
to the
THE LONDON PLAN FOR THE CITY OF LONDON**

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to add the Urban Design Guidelines for 3080 Bostwick Road to the list of guideline documents in Policy 1716 of The London Plan for the City of London.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 3080 Bostwick Road in the City of London.

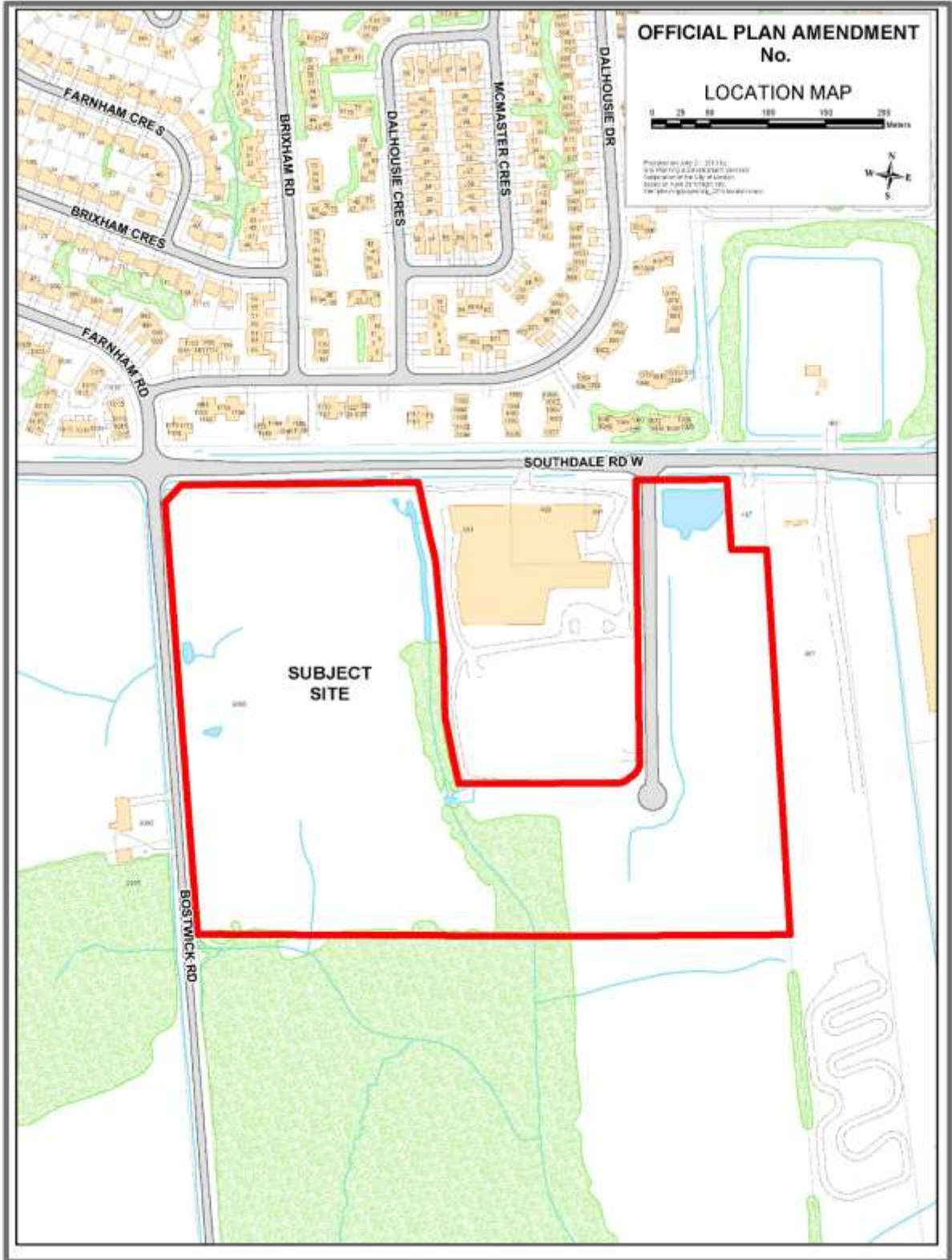
C. BASIS OF THE AMENDMENT

The Urban Design Guidelines for 3080 Bostwick Road provide guidance to developers, builders, consultants, the public and municipal staff to assist with the evaluation of planning and development applications to facilitate a consistent and comprehensive development pattern.

D. THE AMENDMENT

The London Plan for the City of London is hereby amended as follows:

Policy 1716_ __. Urban Design Guidelines for 3080 Bostwick Road



Appendix C

Bill No. (number to be inserted by Clerk's Office)
2019

By-law No. C.P.-1512()-_____

A by-law to amend The London Plan for
the City of London, 2016 relating to 3080
Bostwick Road.

The Municipal Council of The Corporation of the City of London enacts as
follows:

1. Amendment No. (to be inserted by Clerk's Office) to The London Plan for
the City of London Planning Area – 2016, as contained in the text attached hereto and
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2. This by-law shall come into effect in accordance with subsection 17(38) of
the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on July 30, 2019.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – July 30, 2019
Second Reading – July 30, 2019
Third Reading – July 30, 2019

**AMENDMENT NO.
to the
THE LONDON PLAN FOR THE CITY OF LONDON**

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to add a new policy in Section 1565_5 of The London Plan (Southwest Area Secondary Plan) for the City of London to add the Urban Design Guidelines for 3080 Bostwick Road to the Bostwick Residential Neighbourhood.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 3080 Bostwick Road in the City of London.

C. BASIS OF THE AMENDMENT

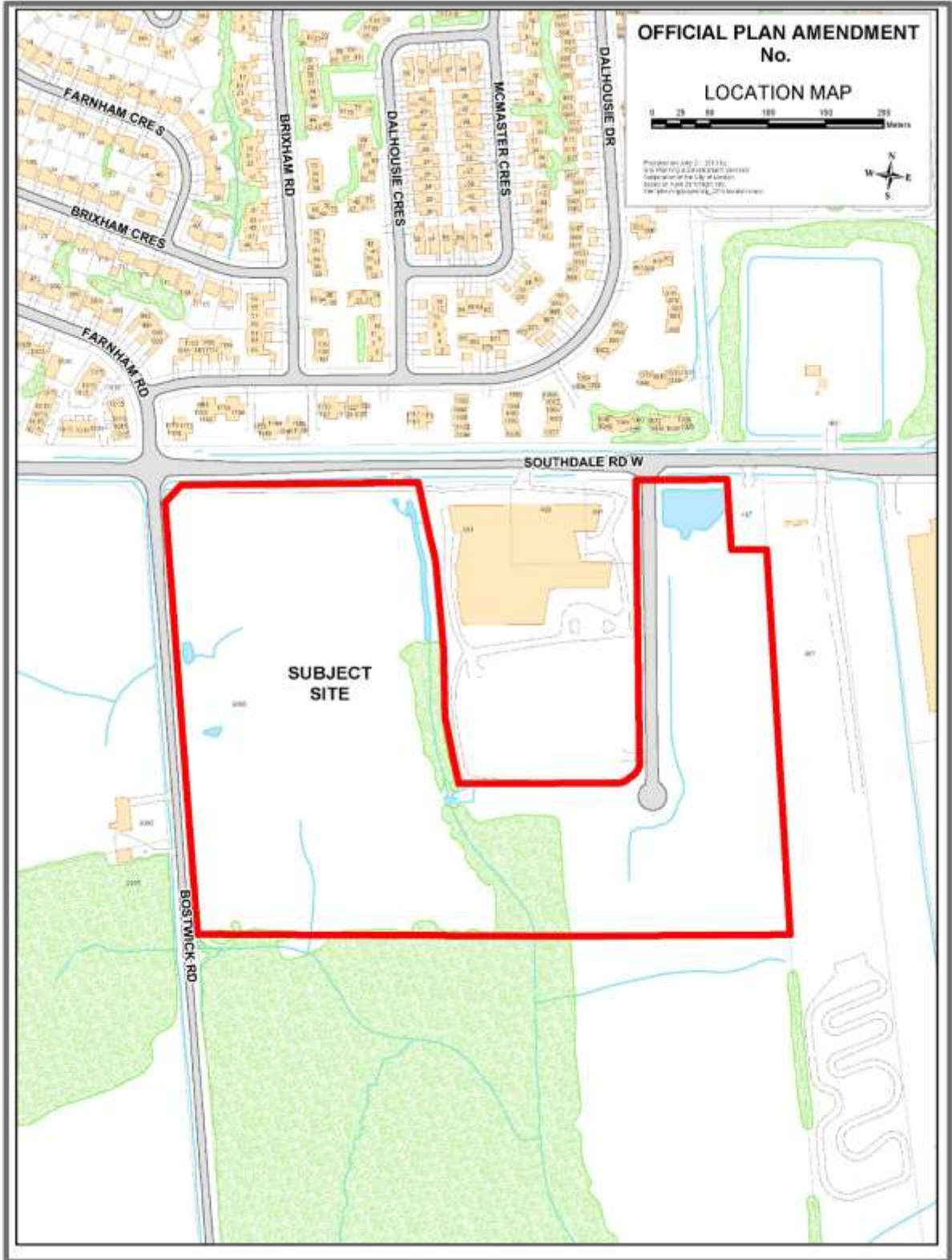
Section 1565_5 of The London Plan is the Southwest Area Secondary Plan which includes more specific policy guidance for the plan area. The recommended amendment will add the Urban Design Guidelines for 3080 Bostwick Road to provide guidance to developers, builders, consultants, the public and municipal staff to assist with the evaluation of planning and development applications to facilitate a consistent and comprehensive development pattern.

D. THE AMENDMENT

The London Plan for the City of London is hereby amended as follows:

Section 20.5.9.2 “Bostwick Residential Neighbourhood – High Density Residential” of the Official Plan – Southwest Area Secondary Plan for the City of London is amended by adding the following:

___) The property municipally known as 3080 Bostwick Road is subject to the Urban Design Guidelines for 3080 Bostwick Road.



Appendix D

Bill No. (number to be inserted by Clerk's Office)
2019

By-law No. C.P.-1512()-_____

A by-law to amend The London Plan for
the City of London, 2016 relating to Sites
1 and 5 at 3080 Bostwick Road.

The Municipal Council of The Corporation of the City of London enacts as
follows:

1. Amendment No. (to be inserted by Clerk's Office) to The London Plan for
the City of London Planning Area – 2016, as contained in the text attached hereto and
forming part of this by-law, is adopted.
2. This by-law shall come into effect in accordance with subsection 17(38) of
the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on July 30, 2019.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – July 30, 2019
Second Reading – July 30, 2019
Third Reading – July 30, 2019

**AMENDMENT NO.
to the
THE LONDON PLAN FOR THE CITY OF LONDON**

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to add a new policy in Section 1565_5 of The London Plan (Southwest Area Secondary Plan) for the City of London to add Sites 1 and 5 to list of locations that permit convenience commercial uses.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to Sites 1 and 5 at 3080 Bostwick Road in the City of London.

C. BASIS OF THE AMENDMENT

Section 1565_5 of The London Plan is the Southwest Area Secondary Plan which includes more specific policy guidance for the plan area. The recommended amendment will add Sites 1 and 5 of 3080 Bostwick Road to the list of locations that permit convenience commercial uses.

D. THE AMENDMENT

The London Plan for the City of London is hereby amended as follows:

Section 20.5.17.3.3.6.5.vi) “Policies from Official Plan (1989) – Locations of Convenience Commercial and Service Stations” – Southwest Area Secondary Plan for the City of London is amended by adding the following:

() 3080 Bostwick Road: Site 1 southeast corner of Bostwick Road and Southdale Road West intersection – convenience commercial uses

() 3080 Bostwick Road: Site 5 southeast corner of Street B (as in 39T-18502) and Southdale Road West intersection – convenience commercial uses



Appendix E

Bill No. (number to be inserted by Clerk's Office)
2019

By-law No. C.P.-1284()-_____
A by-law to amend the Official Plan for
the City of London, 1989 relating to 3080
Bostwick Road.

The Municipal Council of The Corporation of the City of London enacts as follows:

1. Amendment No. (to be inserted by Clerk's Office) to the Official Plan for the City of London Planning Area – 1989, as contained in the text attached hereto and forming part of this by-law, is adopted.
2. This by-law shall come into effect in accordance with subsection 17(38) of the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on July 30, 2019.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – July 30, 2019
Second Reading – July 30, 2019
Third Reading – July 30, 2019

AMENDMENT NO.
to the
OFFICIAL PLAN FOR THE CITY OF LONDON

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to add the Urban Design Guidelines for 3080 Bostwick Road to the list of guideline documents in Section 19.2.2 of the 1989 Official Plan for the City of London.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 3080 Bostwick Road in the City of London.

C. BASIS OF THE AMENDMENT

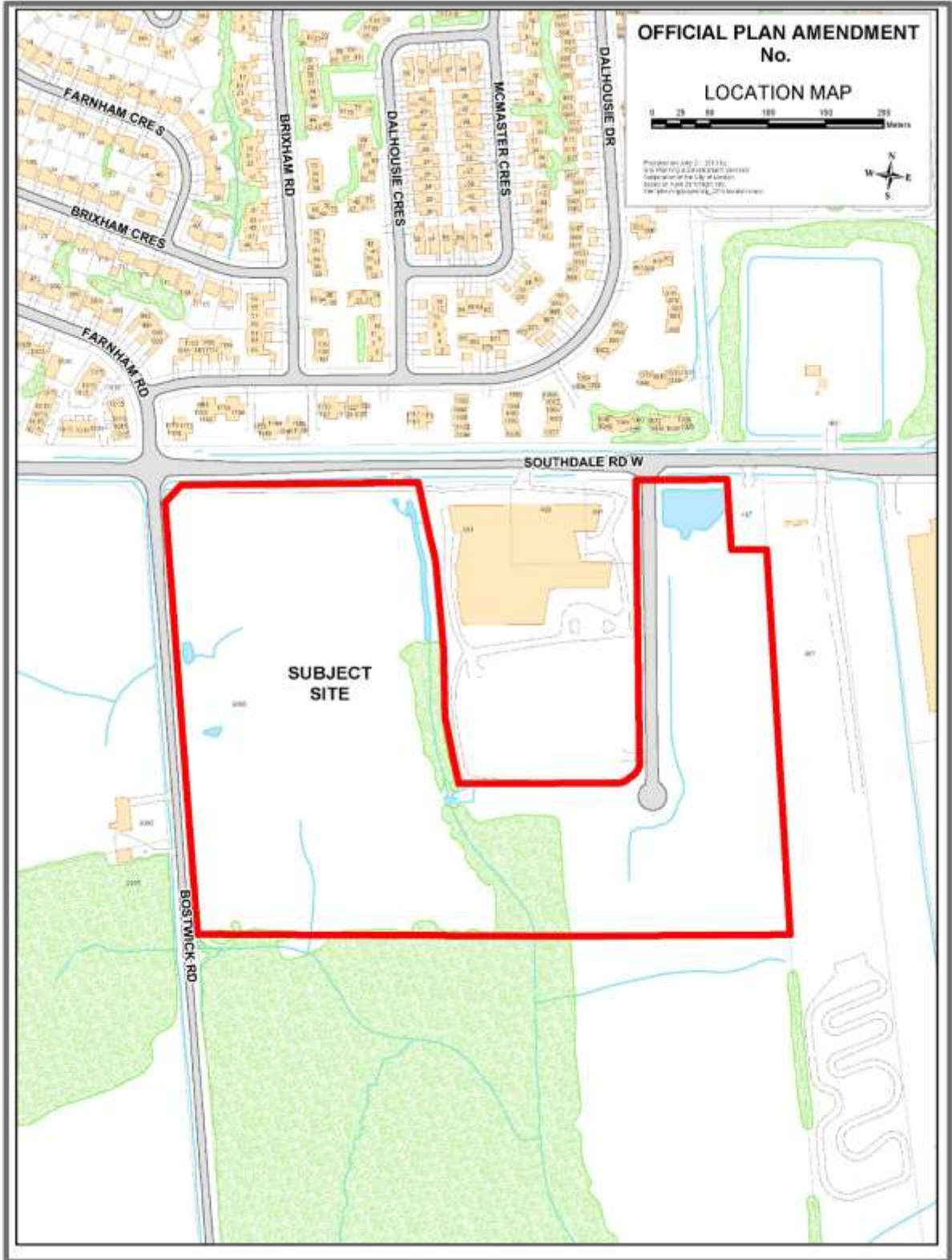
The Urban Design Guidelines for 3080 Bostwick Road provide guidance to developers, builders, consultants, the public and municipal staff to assist with the evaluation of planning and development applications to facilitate a consistent and comprehensive development pattern.

D. THE AMENDMENT

The Official Plan for the City of London is hereby amended as follows:

Section 19.2.2 of the Official Plan for the City of London is amended by adding the following:

19.2.2.ii) ___) Urban Design Guidelines for 3080 Bostwick Road



Appendix F

Bill No. (number to be inserted by Clerk's Office)
2019

By-law No. C.P.-1284()-_____
A by-law to amend the Official Plan for
the City of London, 1989 relating to 3080
Bostwick Road.

The Municipal Council of The Corporation of the City of London enacts as follows:

1. Amendment No. (to be inserted by Clerk's Office) to the Official Plan for the City of London Planning Area – 1989, as contained in the text attached hereto and forming part of this by-law, is adopted.
2. This by-law shall come into effect in accordance with subsection 17(38) of the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on July 30, 2019.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – July 30, 2019
Second Reading – July 30, 2019
Third Reading – July 30, 2019

AMENDMENT NO.
to the
OFFICIAL PLAN FOR THE CITY OF LONDON

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to add a new policy in Section 20.5 to the Official Plan (Southwest Area Secondary Plan) for the City of London to add the Urban Design Guidelines for 3080 Bostwick Road to the Bostwick Residential Neighbourhood.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 3080 Bostwick Road in the City of London.

C. BASIS OF THE AMENDMENT

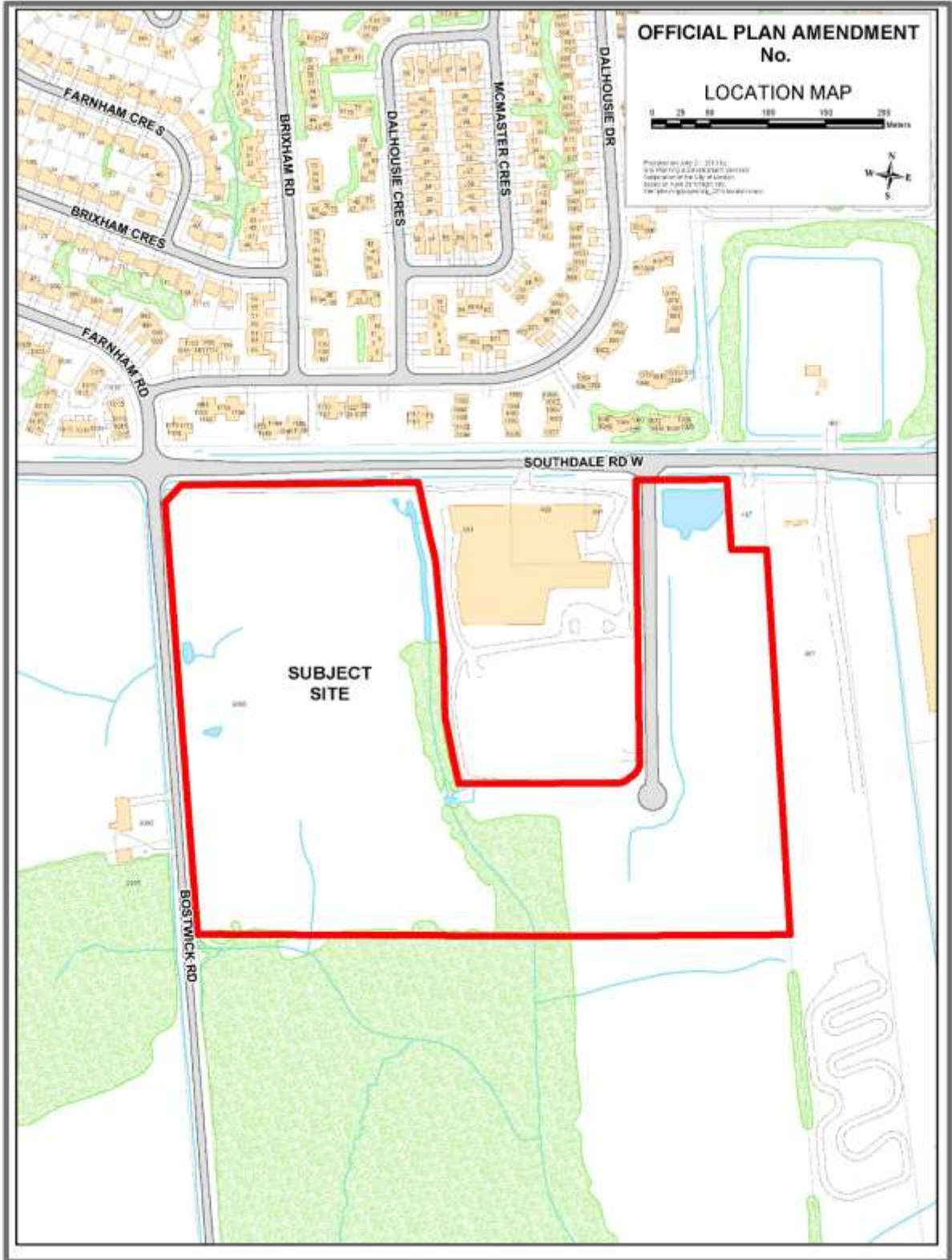
Section 20.5 of the Official Plan is the Southwest Area Secondary Plan which includes more specific policy guidance for the plan area. The recommended amendment will add the Urban Design Guidelines for 3080 Bostwick Road to provide guidance to developers, builders, consultants, the public and municipal staff to assist with the evaluation of planning and development applications to facilitate a consistent and comprehensive development pattern.

D. THE AMENDMENT

The Official Plan for the City of London is hereby amended as follows:

Section 20.5.9.2 “Bostwick Residential Neighbourhood – High Density Residential” of the Official Plan – Southwest Area Secondary Plan for the City of London is amended by adding the following:

___) The property municipally known as 3080 Bostwick Road is subject to the Urban Design Guidelines for 3080 Bostwick Road.



Appendix G

Bill No. (number to be inserted by Clerk's Office)
2019

By-law No. C.P.-1284()-_____
A by-law to amend the Official Plan for
the City of London, 1989 relating to Sites
1 and 5 at 3080 Bostwick Road.

The Municipal Council of The Corporation of the City of London enacts as follows:

1. Amendment No. (to be inserted by Clerk's Office) to the Official Plan for the City of London Planning Area – 1989, as contained in the text attached hereto and forming part of this by-law, is adopted.
2. This by-law shall come into effect in accordance with subsection 17(38) of the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on July 30, 2019.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – July 30, 2019
Second Reading – July 30, 2019
Third Reading – July 30, 2019

AMENDMENT NO.
to the
OFFICIAL PLAN FOR THE CITY OF LONDON

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to add a new policy in Section 20.5 to the Official Plan (Southwest Area Secondary Plan) for the City of London to add Sites 1 and 5 to the list of locations that permit convenience commercial uses.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to Sites 1 and 5 at 3080 Bostwick Road in the City of London.

C. BASIS OF THE AMENDMENT

Section 20.5 of the Official Plan is the Southwest Area Secondary Plan which includes more specific policy guidance for the plan area. The recommended amendment will add Sites 1 and 5 of 3080 Bostwick Road to the list of locations that permit convenience commercial uses.

D. THE AMENDMENT

The Official Plan for the City of London is hereby amended as follows:

Section 20.5.17.3.3.6.5.vi) "Policies from Official Plan (1989) – Locations of Convenience Commercial and Service Stations" – Southwest Area Secondary Plan for the City of London is amended by adding the following:

() 3080 Bostwick Road: Site 1 southeast corner of Bostwick Road and Southdale Road West intersection – convenience commercial uses

() 3080 Bostwick Road: Site 5 southeast corner of Street B (as in 39T-18502) and Southdale Road West intersection – convenience commercial uses



Appendix H – Public Engagement

Community Engagement

Public liaison: On February 20, 2019, Notice of Application was sent to 125 property owners in the surrounding area, and on July 2, 2019 Notice of Revised Application and Public Meeting was circulated. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on February 21, 2019, and the Notice of Revised Application and Public Meeting was published on July 4, 2019. A “Planning Application” sign was also posted on the site.

No replies were received.

Nature of Liaison: Possible amendment to section 19.2 of the 1989 Official Plan, policy 1716 of The London Plan, and Section 20.5.16.13 of the Southwest Area Secondary Plan to adopt Urban Design Guidelines for lands at 3080 Bostwick Road as an official guideline document.

Possible amendment to bring forward the permission for convenience commercial uses on Sites 1 and 5 to the Southwest Area Secondary Plan granted in the 1989 Official Plan as a house-keeping amendment. Site 1 is located at the southeast corner of Southdale Road East and Bostwick Road, and Site 5 is located at the southeast corner of Southdale Road East and Street B (Yorkville Street). Possible amendment to Section 20.5.17.3.3.6.5.vi) to permit convenience commercial uses on Sites 1 and 5.

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

No responses were received.

Agency/Departmental Comments

Urban Design Peer Review Panel – April 5, 2019



Memo

To: Proponents

- Ali Soufan, York Developments
- Andrea Sinclair, Urban Designer, MHBC
- Scott Allen, Planner, MHBC

City of London Personnel

- Sonia Wise, Senior Planner
- Jerzy Smolarek, Urban Designer

From: Urban Design Peer Review Panel (UDPRP)

- Steven Cooper, Architect (declared conflict)
- Andrew Bousfield, Urban Designer
- Heather Price, Urban Designer
- McMichael Ruth, Architect
- Tim O'Brien, Landscape Architect
- Ryan Ollson, Architect

RE: Site Plan Application: 3080 Bostick Road Urban Design Guidelines Presentation & Review, March 20, 2019

The Panel provides the following feedback on the submission to be addressed through the Site Plan application:

- The Panel would like to thank the applicant for returning to the panel to further refine the planning and Urban Design Guidelines for the proposed development.
- We applaud the notion of providing a coordinated effort of development. However, this effort needs to be advanced further, in a more detailed fashion. The guidelines could be more specific in terms of landscape / streetscape elements such as medians, crosswalks, planting beds, tree planting pits, sustainable technologies, etc. The guideline should provide further refinement and focus on development of the public realm.
- The guidelines should take a step back and create diagrams that define the overall vision for the site, such as: streetscapes; building orientation; high buildings vs. low buildings; shadow impacts; greenspace etc. Some material shown in the presentation to the panel was not included in the Design Guideline, which would benefit from being included.
- The public realms, such as the streetscapes, bike paths, connections across the streets, access to parks, sidewalks, should all be further developed and articulated, specifically for the internal streets. Street sections should be provided at all interior streets.
- The Panel has noted the landscape guidelines are very high level at this point in time and could benefit from further development.
- The greenway is a critical portion of the site design. Consideration should be given to how this connects environmentally further south beyond the site. Use of locally native plant species could assist in this.
- The Panel supports the coordinated design approach; however, specifics of the elements need to be slightly more prescribed.

- The Panel suggested further refinement regarding the development's sustainability attributes could be further discussed, and could be incorporated with the theming of the palette and landscaping.
- It could be a good idea to provide a plant palette that supports the overall vision and strengthens a collective approach – more prescriptive for such things as sizing (large canopy vs medium vs small, etc.) and application (street tree vs screening vs accent, etc.).
- The Panel suggests that all drawings should be based off of the same background drawings, there are current discrepancies between the landscape drawings and site plans as shown.
- Moving forward, Site 5 can proceed based on the comments made by the Panel to date and doesn't require a return visit to the Panel. However, future sites will have to come to the Panel on a site by site basis. We will prepare comments based on this discussion and circulate it to the Applicant. The Applicant will digitally send an updated Urban Design Guideline to the Panel for final comments.

Concluding comments:

The Panel requests that additional modification of the public realm and landscape criteria be considered within the proposed Urban Design Guidelines. The Panel requests that all submissions, excluding Site 5, return to the Panel for detailed comments at the time of each site plan proposal.

Sincerely on behalf of the UDPRP,

A handwritten signature in black ink, appearing to read 'S. Cooper', written over a horizontal line.

Steven Cooper, OAA, LEED AP (BD+C), UDPRP Chair

Appendix I – Policy Context

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

Provincial Policy Statement, 2014

1.1.3.1 – settlement areas

1.7.1.d – sense of place

The London Plan

61_3 – key directions healthy and attractive neighbourhoods

61_9 – well-designed public spaces

190 – sense of place

191 – pedestrian and transit oriented

189 – built form and natural form

190 – sense of place

195 – guidelines may be adopted for specific areas

202* – neighbourhood character and identity

203* – neighbourhood focal points

242 – public space support planned vision

243 – parks, trails and open space integrated into neighbourhoods

221 – design of streetscapes

252 – site layout of new development

306 – UDPRP

1556 – Southwest Area Secondary Plan

1558* - Southwest Area Secondary Plan role

1716 – Guideline Documents

1989 Official Plan

2.2.1.vi – vision statement

2.14.2 – high standard of architecture

19.2.2 – Guideline Documents

Southwest Area Secondary Plan

20.5.1.3 – attractive urbanism

20.5.3.9– vibrant and dynamic neighbourhoods

20.5.3.9.i.f – parks as central meeting spaces

20.5.3.9.iii.a – sense of enclosure

20.5.3.9.iii.j – buildings spatially define the street

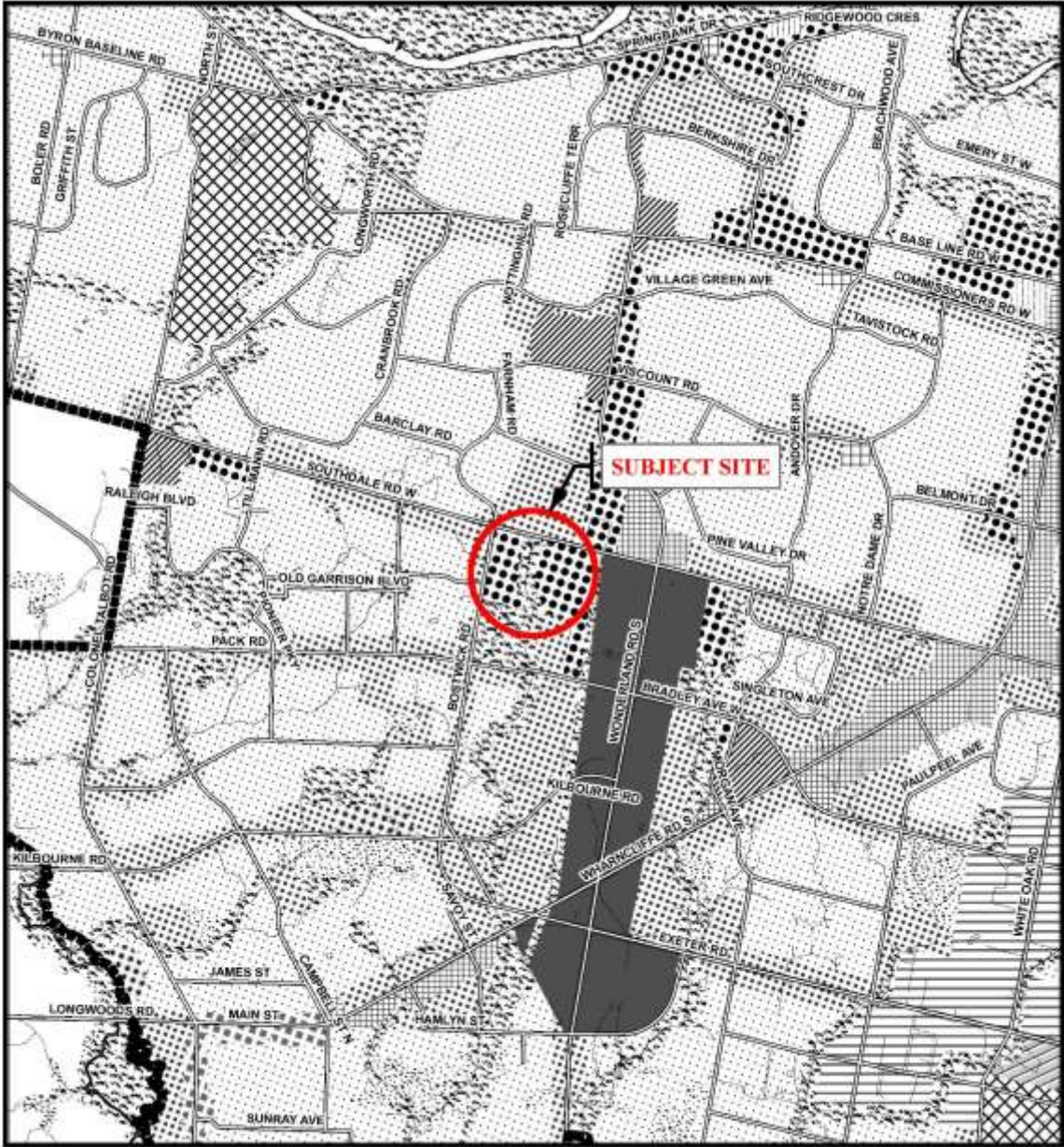
20.5.9.i – function of Bostwick Neighbourhood

20.5.9.ii – character of Bostwick Neighbourhood

20.5.17.3.3.6.5.vi – Locations that permit Convenience Commercial Uses

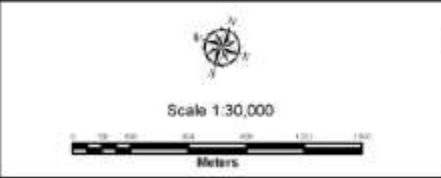
Appendix J – Relevant Background



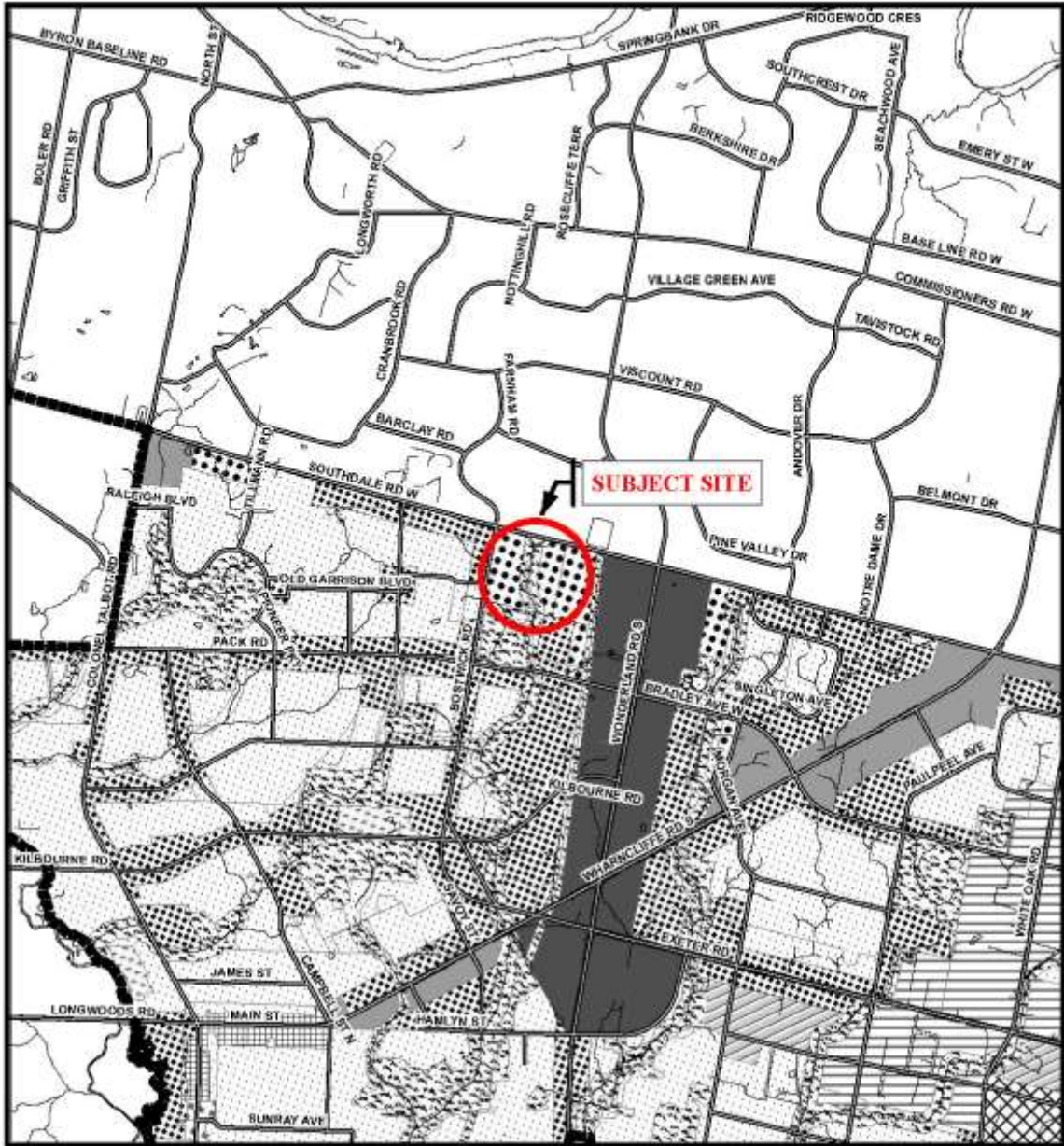


Legend					
	Downtown		Multi-Family, Medium Density Residential		Office Business Park
	Wonderland Road Community Enterprise Corridor		Low Density Residential		General Industrial
	Enclosed Regional Commercial Node		Office Area		Light Industrial
	New Format Regional Commercial Node		Office/Residential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

CITY OF LONDON
 Planning Services /
 Development Services
 OFFICIAL PLAN SCHEDULE A
 - LANDUSE -
 PREPARED BY: Graphics and Information Services



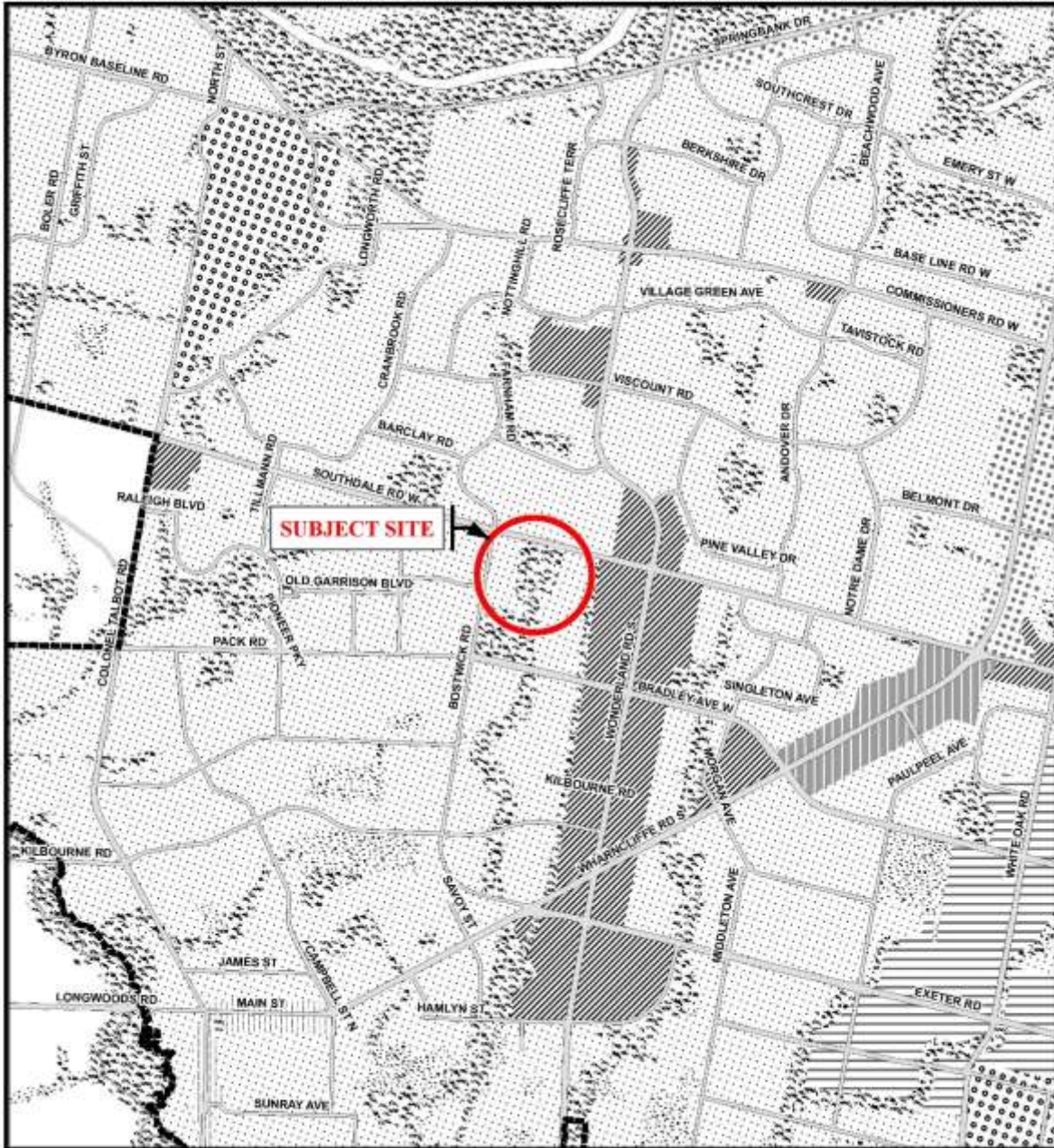
FILE NUMBER: O-9025
 PLANNER: SW
 TECHNICIAN: RC
 DATE: 2019/06/21



Legend	
	High Density Residential
	Medium Density Residential
	Low Density Residential
	Commercial
	Office
	Wonderland Road Community Enterprise Corridor
	Main Street Lambeth North
	Main Street Lambeth South
	Open Space
	Institutional
	Industrial
	Commercial Industrial
	Transitional Industrial
	Urban Reserve Community Growth
	Urban Reserve Industrial Growth
	Rural Settlement
	Urban Growth Boundary

<p>CITY OF LONDON Planning Services / Development Services</p> <p>SOUTHWEST AREA STUDY SECONDARY PLAN - LANDUSE -</p> <p>PREPARED BY: Graphics and Information Services</p>	 Scale 1:30,000 Meters	FILE NUMBER: O-9025
		PLANNER: SW
		TECHNICIAN: RC
		DATE: 2019/06/21

PROJECT LOCATION: s:\planning\projects\p_official\plan\work\consolid00\excerpt\mxd_templates\scheduleA_b6w_bx14_with_SWAP.mxd



Legend

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

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

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

CITY OF LONDON

Planning Services /
Development Services

**LONDON PLAN MAP 1
- PLACE TYPES -**

PREPARED BY: Planning Services



Scale 1:30,000

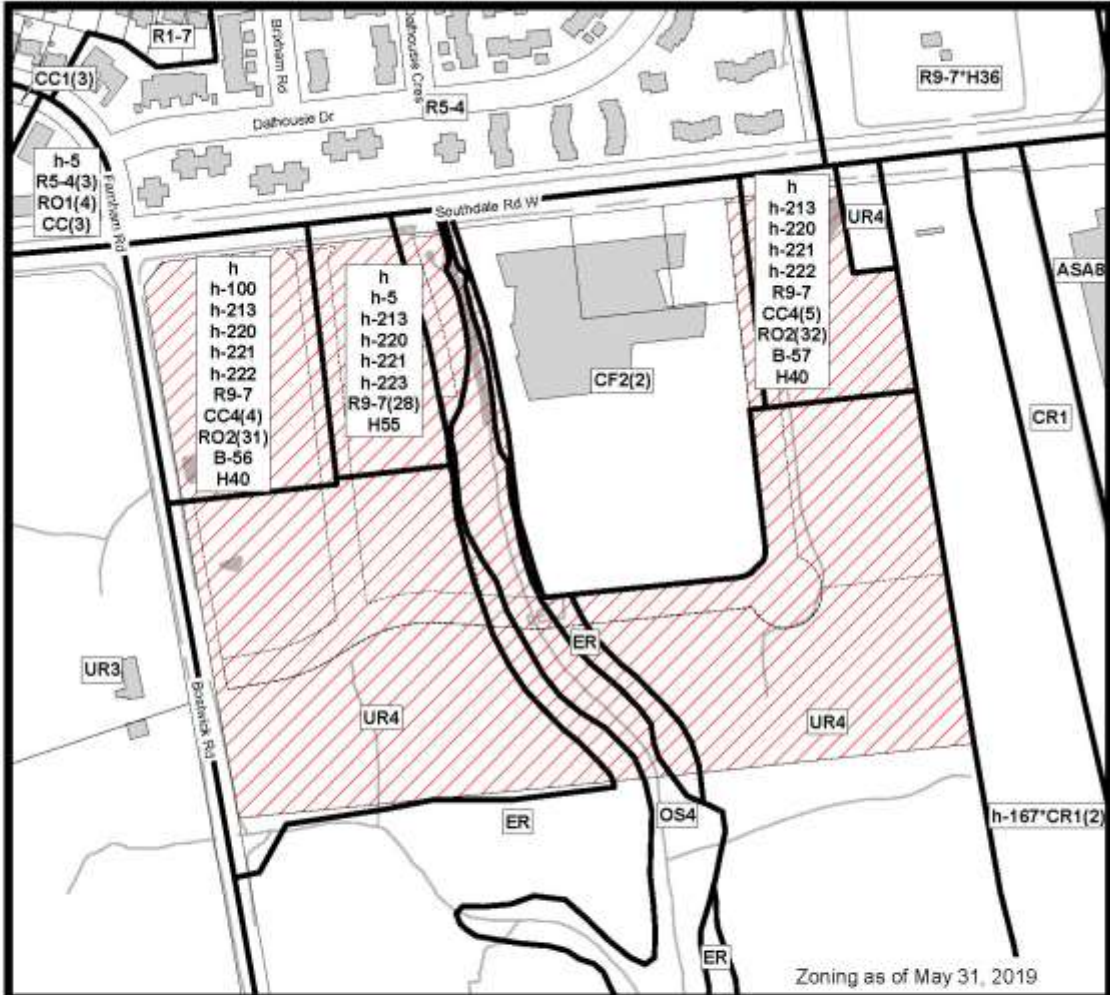


File Number: O-9025

Planner: SW

Technician: RC

Date: June 21, 2019



Zoning as of May 31, 2019

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

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

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

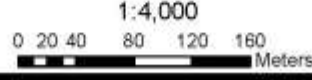
CITY OF LONDON
PLANNING SERVICES / DEVELOPMENT SERVICES

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



FILE NO:
O-9025 SW

MAP PREPARED:
2019/06/21 rc



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

Additional Reports

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

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

OZ-8941: October 9, 2018 Public Participation Meeting Report

Z-8942: October 9, 2018 Public Participation Meeting Report

OZ-8943: October 9, 2018 Public Participation Meeting Report

39T-18502/Z-8931: October 9, 2018 Public Participation Meeting Report

OZ-8941: November 12, 2018 Public Participation Meeting & Recommendation Report

Z-8942: November 12, 2018 Public Participation Meeting & Recommendation Report

OZ-8943: November 12, 2018 Public Participation Meeting & Recommendation Report