

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 Limited (York Developments Inc.)
3080 Bostwick Road
Public Participation Meeting

Date: March 29, 2021

Recommendation

That, on the recommendation of the Director, Development Services, the following actions be taken with respect to the application of 731675 Ontario Limited (York Developments Inc.) relating to the lands located at 3080 Bostwick Road:

- (a) the proposed by-law attached hereto as Appendix 'A' **BE INTRODUCED** at the Municipal Council meeting to be held on April 13, 2021 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, to change the zoning of the subject lands **FROM** an Urban Reserve UR4 Zone and an Environmental Review ER Zone **TO** a Holding Residential R9 Bonus (h•h-100•h-221•h-222•R9-7•B-()•H45) Zone; a Holding Residential R9 Bonus (h•h-100•h-221•h-222•R9-7•B-()•H45) Zone; an Open Space OS2 Zone; an Open Space OS4 Zone; and an Urban Reserve UR Special Provision (UR4()) Zone.

The Bonus Zone applying to Block 2 in the proposed plan of subdivision shall be enabled through one or more agreements to facilitate the development of a 189 unit residential apartment building with a maximum height of 18 storeys, and sixteen (16) stacked townhouse dwelling units with a maximum height of 15 metres, and a maximum overall density of 205 units per hectare, which generally implements in principle the site concept and elevation plans attached as Schedule "1" to the amending by-law, with further refinements to occur through the site plan approval process, in return for the following facilities, services and matters:

- i. High quality architectural design (building/landscaping) including a common design theme applied to street boulevards. Design elements are to have regard for the Urban Design Guidelines prepared for 3080 Bostwick Road;
- ii. Underground parking to reduce surface parking requirements. Surface parking spaces are to be largely dedicated for visitor parking;
- iii. Large caliper boulevard tree planting with a minimum 100 mm caliper and a minimum distance of 10 m between tree planting for the extent of the site frontage for Bostwick Road and both sides of Street A as early as site construction allows;
- iv. Construction of one accessible electric vehicle charging station located on the Bostwick Community Centre lands or in a publically accessible location of Block 2;
- v. Construction of one transit shelter along the Bostwick Road frontage, or the commensurate financial equivalent for the feature;
- vi. Construction of ten (10) publicly accessible bicycle share facilities/spaces.

The Bonus Zone applying to Block 6 in the proposed plan of subdivision shall be enabled through one or more agreements to facilitate the development of two (2) residential apartment buildings having a total of 387 dwelling units, with a maximum height of 17 storeys, and a maximum density of 320 units per hectare, which generally implements in principle the site concept and elevation plans attached as Schedule “2” to the amending by-law, with further refinements to occur through the site plan approval process, in return for the following facilities, services and matters:

- i. Provision of Affordable Housing
 - i. The affordable housing shall consist of a total of thirty (30) rental apartment dwelling units, which shall include nineteen (19) one-bedroom units and eleven (11) two-bedroom units;
 - ii. Rents shall be set at 85% of the CMHC Average Market Rent (AMR) for the London CMA at the time of occupancy;
 - iii. The period of affordability will be identified as being thirty (30) years from the point of initial occupancy;
 - iv. The Proponent shall enter into a Tenant Placement Agreement (TPA) with the City of London to align the nineteen (19) one-bedroom units and eleven (11) two-bedroom units with priority populations;
 - v. These conditions shall be secured through an agreement registered on title with associated compliance requirements and remedies.
 - ii. High quality architectural design (building/landscaping) including a common design theme applied to street boulevards. Design elements are to have regard for the Urban Design Guidelines prepared for 3080 Bostwick Road. Underground parking to reduce surface parking requirements.
- (b) the Approval Authority **BE ADVISED** of the issues, if any, raised at the public meeting with respect to the application for Draft Plan of Subdivision submitted by 731675 Ontario Limited (York Developments Inc.) relating to the lands located at 3080 Bostwick Road; and,
- (c) the Approval Authority **BE ADVISED** that Municipal Council supports issuing draft approval of the proposed plan of subdivision relating to the lands located at 3080 Bostwick Road as submitted by 731675 Ontario Limited (York Developments Inc.), prepared by MHBC Planning (File No. 1094 'B' Drawing No. 1 of 1), certified by Terry Dietz O.L.S., dated July 25, 2018 and updated March 27, 2020, **as red-line revised**, which shows 2 multi-residential development blocks, 1 park block, 1 open space block, 1 walkway block, 5 road widening blocks, and 1 reserve block, served by 3 new streets; **SUBJECT TO** the conditions contained in the attached Appendix “B”.

Executive Summary

Summary of Request

The request is for approval of a draft plan of subdivision consisting of 2 high density residential blocks, 1 neighbourhood park block, 1 walkway block, 1 open space block, and 3 new streets; and for approval of zoning by-law amendments associated with blocks within the proposed plan of subdivision, including bonusing provisions for increased density and height.

Purpose and the Effect of Recommended Action

The purpose and effect is to recommend that the Approval Authority for the City of London issue draft approval of the proposed draft plan of subdivision, subject to conditions attached to this report; and that Municipal Council approve the recommended zoning by-law amendment.

Rationale of Recommended Action

1. The proposed draft plan of subdivision and zoning amendment is consistent with the *Provincial Policy Statement (PPS), 2020*, as it achieves objectives for efficient and resilient development and land use patterns. It represents development taking place within the City's urban growth area and within an area for which a secondary plan has been approved to guide future community development. It also achieves objectives for promoting compact form, contributes to the neighbourhood mix of housing and densities that allow for the efficient use of land, infrastructure and public service facilities, supports the use of public transit, and increases community connectivity.
2. The proposed draft plan of subdivision and zoning conforms to the in-force policies of The London Plan, including but not limited to the Neighbourhoods Place Type, Our Strategy, City Building and Design, Our Tools, and all other applicable London Plan policies.
3. The proposed draft plan of subdivision and zoning conforms to the policies of the (1989) Official Plan, including but not limited to the Multi-Family, High Density Residential and Open Space designations.
4. The proposed draft plan of subdivision and zoning conforms to the Southwest Area Secondary Plan, and the intent, purpose and function for high intensity, transit oriented forms of development within the Bostwick Residential Neighbourhood.
5. The provision of facilities and matters in consideration of the proposed height and density bonus are considered reasonable, result in a benefit to the general public and/or an enhancement of the design of the development, and are considered warranted. The height and density bonuses received will not result in a scale of development that is incompatible with adjacent uses or exceeds the capacity of available municipal services.

Linkage to the Corporate Strategic Plan

Building a Sustainable City – London's growth and development is well planned and sustainable over the long term.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

October 9, 2018 – Report to Planning and Environment Committee – Public Participation Meeting - 3080 Bostwick Road - Application for Draft Plan of Subdivision and Zoning By-law Amendments - 731675 Ontario Limited (York Developments Inc.) (File No. 39T-18502/Z-8931).

2.0 Discussion and Considerations

2.1 Property Description

The subject site consists of 5.95 hectares of vacant land, which also forms part of a larger parcel of land owned by the applicant (approx. 15 ha. total) with frontage on Southdale Road West and Bostwick Road. 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 south of three adjacent parcels previously approved for future high density residential/mixed use development.

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

- The London Plan Place Type – Neighbourhoods, Green Space and High Density Residential Overall
- (1989) Official Plan Designation – Multi-family, High Density Residential and Open Space
- Southwest Area Plan Designation – High Density Residential, Open Space and Environmental Review
- Zoning – Urban Reserve (UR4), Open Space (OS4), and Environmental Review (ER)

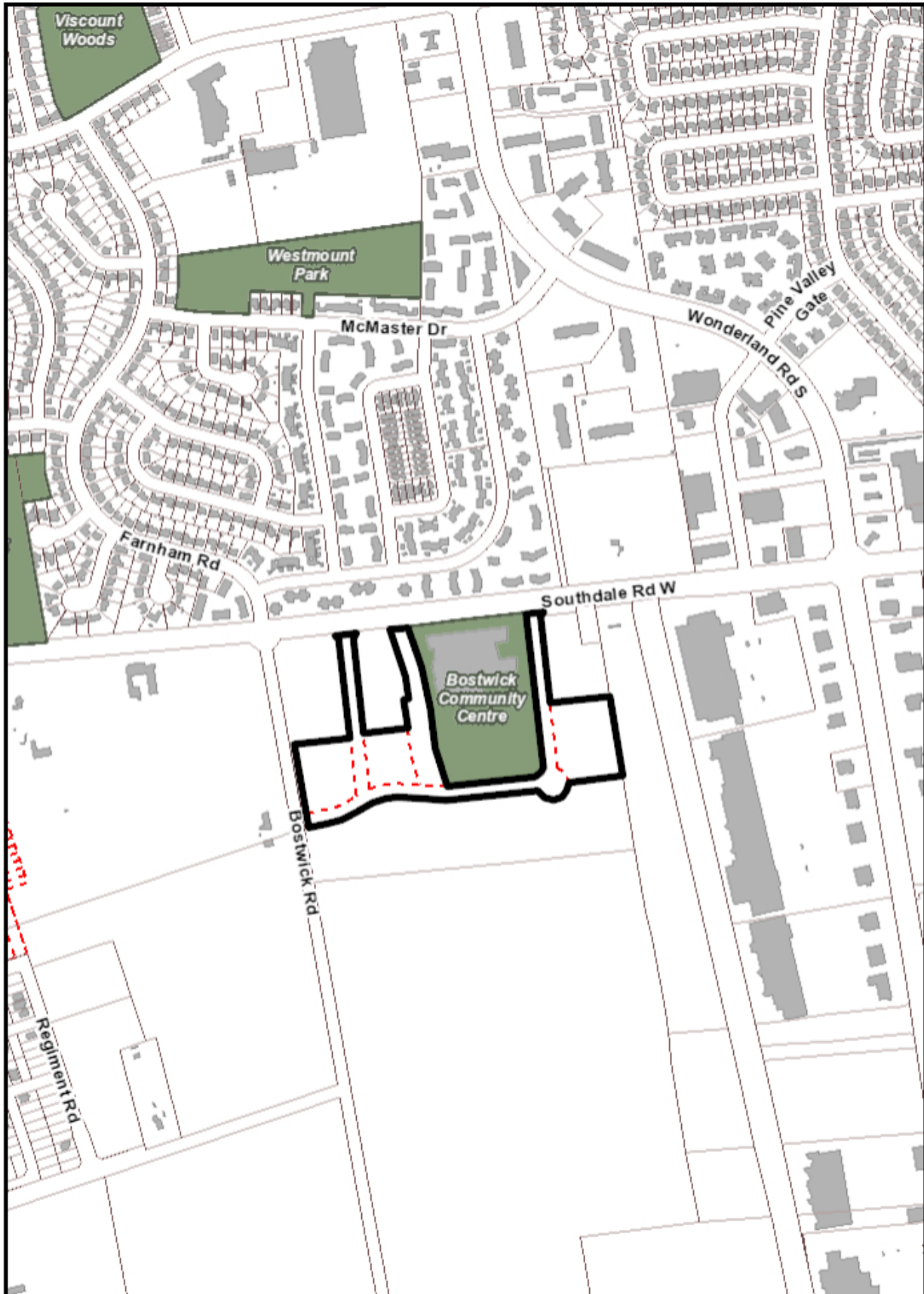
2.3 Site Characteristics

- Current Land Use – vacant
- Frontage – approx. 130 metres (on Bostwick Road)
- Depth – varies
- Area – 5.95 hectares (14.7 acres)
- Shape – irregular

2.4 Surrounding Land Uses

- North – existing community centre, sites for future high density residential/office/commercial development, and existing residential on the north side of Southdale Road West
- East – vacant lands
- South – vacant lands
- West – agricultural and vacant land






2.5 Location Map



Location Map

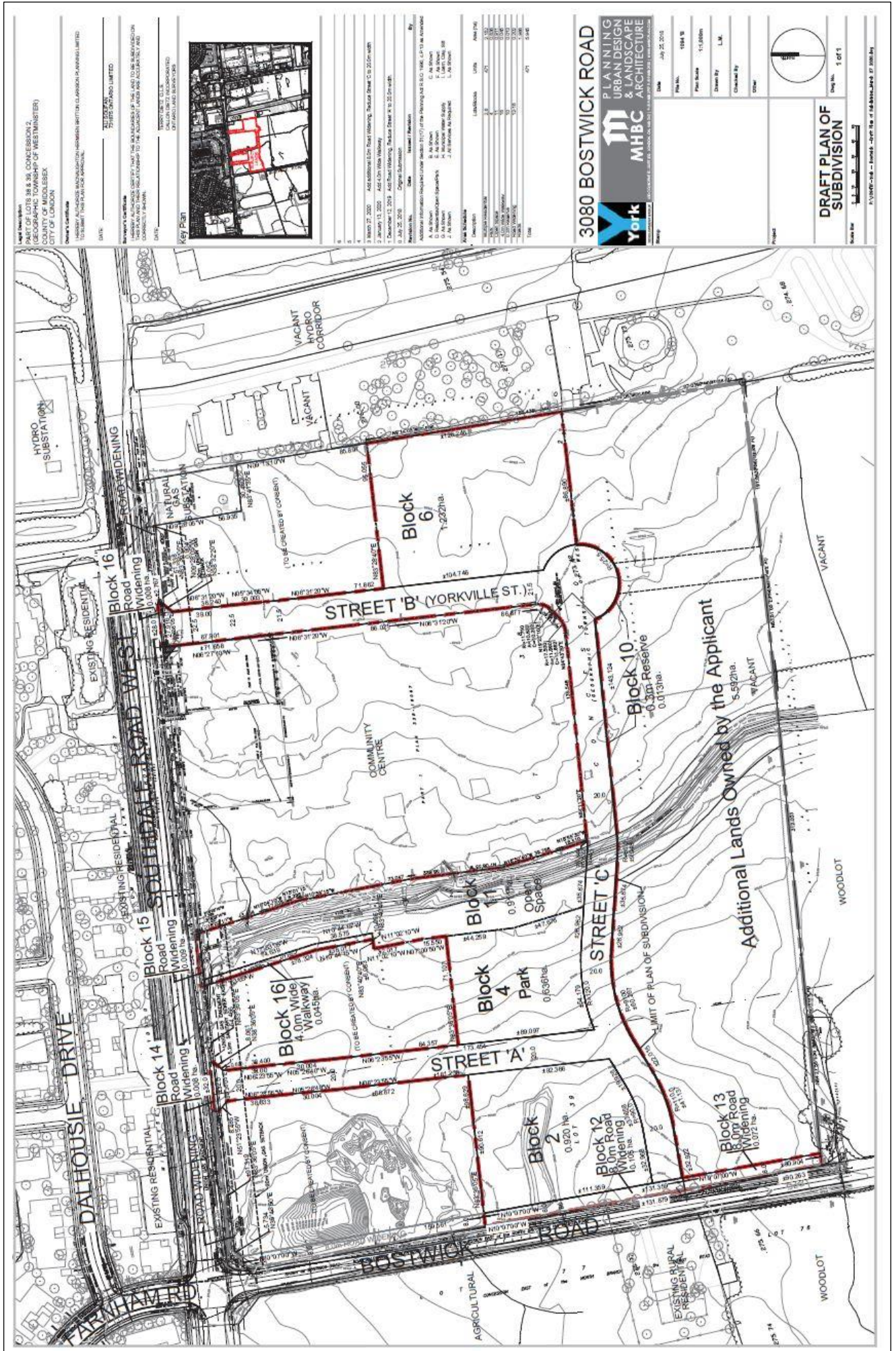
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Description: 3080 Bostwick Road
Created By: Larry Mottram
Date: 3/7/2021
Scale: 1:8000

Legend

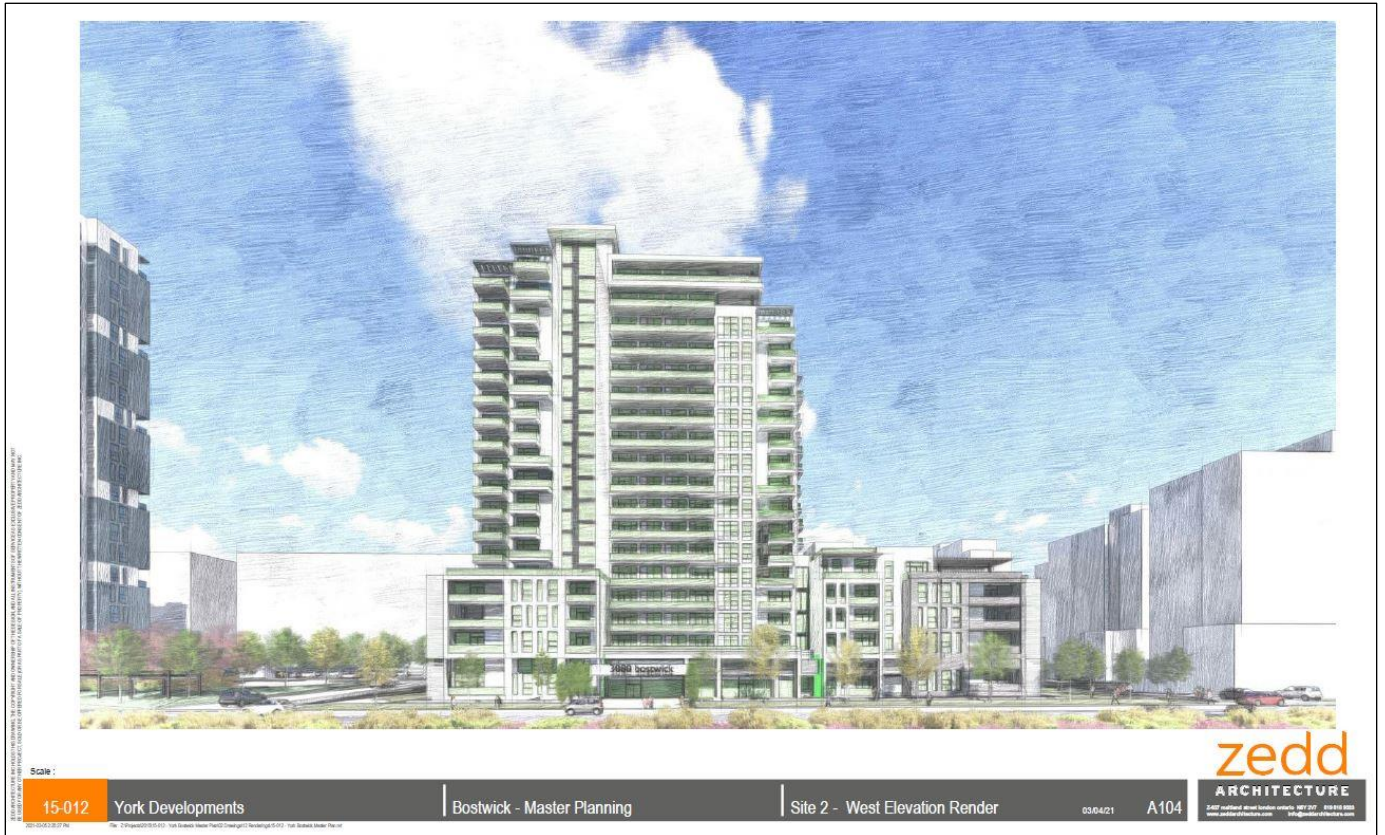
-  Subject Site
-  Parks
-  Assessment Parcels
-  Buildings
-  Address Numbers



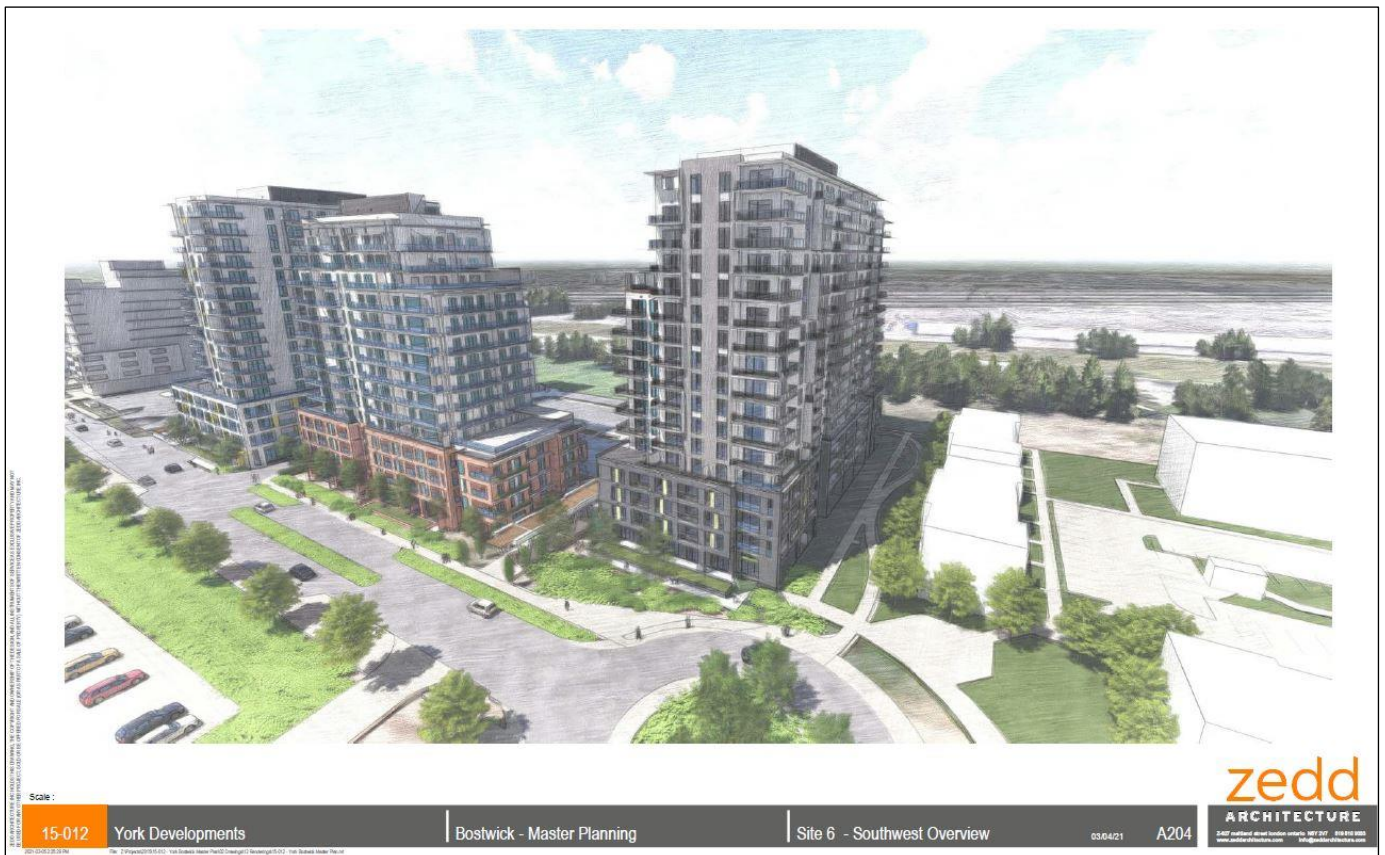
2.6 Proposed Draft Plan of Subdivision



2.7 Conceptual Building Rendering (Block 2) – View of proposed 18 storey building facing Bostwick Road looking east.



2.8 Conceptual Building Rendering (Block 6) – View of proposed 17 storey and 15 storey buildings facing Street 'B' and roundabout at the intersection of Streets 'B' and 'C', looking northeast.



2.9 Planning History

At its meeting held on October 16, 2018, Municipal Council resolved that the following actions be taken with respect to the application by 731675 Ontario Ltd (York Developments Inc) relating to a portion of the property located at 3080 Bostwick Road:

a) the comments received from the public during the Public Engagement process appended to the staff report dated October 9, 2018 as Appendix "A" BE RECEIVED for information; and,

b) a public participation meeting BE HELD at a future meeting of the Planning and Environment Committee;

it being noted that staff will continue to process the application and will consider the public, agency, and other feedback received during the review of the subject application as part of the staff evaluation of the subject application;

it being pointed out that at the public participation meeting associated with these matters, the individuals indicated on the attached public participation meeting record made oral submissions regarding these matters. (2018-D09) (3.2/15/PEC)

In November 2018, Council adopted zoning by-law amendments to permit residential apartment buildings, as well as mixed office and commercial uses, on the northerly portions of lands at 3080 Bostwick Road, fronting the south side of Southdale Road West (referred to as Sites 1, 3 and 5). Bonus provisions were included in the by-law amendments for Sites 1 and 5 which included dedication of the park identified as Block 4 in the subject draft plan of subdivision above and beyond the normal dedication/cash-in-lieu requirements for Sites 1 and 5; provision of an open air pavilion and lighting within the park; and provision of a pedestrian bridge from the park land across the Thornicroft Drain to the Bostwick Community Centre, amongst other facilities, services and matters in return for an increase in height and density of development. The applicant has subsequently entered into development and bonus agreements with the City for the Site 5 lands which are currently under development for a 17 storey, 208 unit apartment building, and future 3 storey, mixed use office/commercial building located immediately to the east of proposed Street B and the Bostwick Community Centre.

2.10 Requested Amendment

Request for consideration of a proposed draft plan of subdivision consisting of two (2) high density residential blocks (Block 2 & 6); one (1) park block (Block 4); one (1) open space block (Block 11); one 4.0 m walkway block (Block 16); one 0.3 m reserve and several road widening blocks, all served by three (3) new local streets (Street A, Street B and Street C).

Request to amend to the zoning by-law to change the zoning from an Urban Reserve UR4 Zone and an Environmental Review (ER) Zone to the following zones:

- Residential R9 Bonus (R9-7*B-(#)) (**Block 2**) – to permit apartment buildings, lodging house class 2, senior citizens apartment buildings, handicapped persons apartment buildings, and continuum-of-care facilities. A bonus zone is requested to permit townhouses and stacked townhouses with a maximum height of 15m and a minimum front yard setback of 6m; an apartment building with a maximum height of 75m, a density of 205 units per hectare, a reduced front yard setback of 5.5m, a reduced exterior side yard setback of 1.0m, and a reduced rear yard setback of 22m, in return for such facilities, services and matters identified in section 19.4 of the 1989 Official Plan, and policies 1638-1655 of The London Plan such as underground parking and enhanced urban design (Note: Minor revisions to the original requested bonus zone regulations for density and yard setbacks have been made to facilitate subsequent refinements to conceptual building design);
- Residential R9 Bonus (R9-7*B-(##)) (**Block 6**) – to permit apartment buildings, lodging house class 2, senior citizens apartment buildings, handicapped persons

apartment buildings, and continuum-of-care facilities. A bonus zone is requested to permit an apartment building with a maximum height of 75m, a density of 320 units per hectare, a reduced minimum front yard setback of 3.0m, a reduced interior side yard setback of 6.0m, and a reduced rear yard setback of 7.5m, in return for such facilities, services and matters identified in section 19.4 of the 1989 Official Plan, and policies 1638-1655 of The London Plan such as underground parking and enhanced urban design (Note: Minor revisions to the original requested bonus zone regulations for density and yard setbacks have been made to facilitate subsequent refinements to conceptual building design);

- Open Space (OS2) (**Block 4**) – to permit conservation lands, conservation works, cultivation of land for agricultural/horticultural purposes, golf courses, private parks, public parks, recreational golf courses, recreational buildings associated with conservation lands and public parks, campground, and managed forest; commercial recreational establishments, community centres, institutions, private outdoor recreation clubs, public swimming pools, recreational buildings, riding stables, sports fields, golf driving range, miniature golf course, go kart track, batting cages, tennis court and playground;
- Open Space (OS4) (**Blocks 11 & 16**) – to permit conservation lands, conservation works, golf courses, private parks, public parks, recreational golf courses cultivation or use of land for agricultural/horticultural purposes, and sports fields without structures;
- Open Space OS1 Zone (**Block 43**) to permit such uses as conservation lands, conservation works, golf courses, public and private parks, recreational buildings associated with conservation lands and public parks, campgrounds, and managed forests; and,
- Urban Reserve Special Provision UR4() (**Remnant lands south of Street C**) – to permit existing dwellings, agricultural uses, conservation lands, managed woodlots, wayside pit, passive recreation uses, kennels, private outdoor recreation clubs, and riding stables with a special provision for a reduced lot size of 2.0 ha.

2.11 Community Engagement (see more detail in Appendix C)

A previous Notice of Application was circulated on August 17, 2018 and notice was published in The Londoner on August 16, 2018. A public participation meeting was held on October 9, 2018. Comments received from the public during the public engagement process were included in a report to the Planning and Environment Committee, and are summarized as follows:

Concern for:

- Increased traffic and congestion
- Increased cut through traffic in the established neighbourhood to the north
- Pedestrian safety
- Road improvements should be implemented as recommended in the Southdale EA
- The local school capacity and ability to accommodate increased number of pupils
- Greater building heights are difficult to evacuate in emergencies and may block satellite signals
- Provide convenient drop-off/pick-up spaces for para transit vehicles
- Provide affordable housing options and small-lot, small home options

Support for:

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

2.12 Policy Context (see more detail in Appendix D)

Provincial Policy Statement, 2020

The proposal must be consistent with the Provincial Policy Statement (PPS) policies

and objectives aimed at:

1. Building Strong Healthy Communities;
2. Wise Use and Management of Resources; and,
3. Protecting Public Health and Safety.

A few of the policy objectives to highlight here are the importance of promoting efficient development and land use patterns and accommodating an appropriate affordable and market-based range and mix of residential, employment, institutional, recreation, park and open space, and other uses to meet long-term needs (Section 1.1). Planning Authorities shall provide for an appropriate range and mix of housing options and densities required to meet projected market-based and affordable housing needs of current and future residents (Section 1.4). To meet housing requirements of current and future residents, the policies also direct development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs (Sections 1.4.3(c)). Densities for new housing should efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed (Section 1.4.3(d)). There are also policies for promoting healthy and active communities by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity (Section 1.5.1(a)). The development application has been reviewed for consistency with the Provincial Policy Statement.

The London Plan

With respect to The London Plan, which has been adopted by Council but is not yet fully in force and effect pending appeals, the subject lands as shown on Map 1 are identified within the “Neighbourhoods” and “Green Space” Place Types. Furthermore, Map 2 identifies these lands as within the High Density Residential Overlay (from the 1989 Official Plan). The application has been reviewed with the applicable policies of the Our Strategy, City Building and Design, Neighbourhoods Place Type, and Our Tools sections. An excerpt from The London Plan Map 1 – Place Types* is found at Appendix ‘E’.

(1989) Official Plan

These lands are designated Multi-family, High Density Residential and Open Space on Schedule ‘A’ of the 1989 Official Plan. The Multi-family, High Density Residential designation primarily permits multiple attached dwellings, including low-rise and high-rise apartment buildings. The Open Space designation was applied to the lands within the Thornicroft Drain, a tributary corridor within the Dingman Creek Subwatershed which flows north to south through the middle portion of the site. This application has been reviewed with the applicable policies of the (1989) Official Plan. An excerpt from Land Use Schedule ‘A’ is found at Appendix E.

Southwest Area Secondary Plan

The Southwest Area Secondary Plan (SWAP) designates the site as High Density Residential, Open Space and Environmental Review within the Bostwick Residential Neighbourhood. The Southwest Area Secondary Plan 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. 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. This application has been reviewed with the applicable policies of the Southwest Area Secondary Plan.

As further described in Appendix B – Policy Context, Staff are of the opinion that the recommended draft plan of subdivision and zoning are generally consistent with the PPS, The London Plan, 1989 Official Plan, and the Southwest Area Secondary Plan.

Z.-1 Zoning By-law

The appropriateness of the proposed zone change, permitted uses and regulations have been reviewed against the regulatory requirements of Zoning By-law Z.-1. These

lands are currently zoned Urban Reserve (UR3), Open Space (OS4) and Environmental Review (ER). A zoning map excerpt from the Z.-1 Zoning By-law Schedule A is found at Appendix E.

3.0 Financial Impact/Considerations

Through the completion of the works associated with this application fees, development charges and taxes will be collected. There are no direct financial expenditures associated with this application.

4.0 Key Issues and Considerations

4.1 Use

The proposal consists of a mix of high-rise, high density and mid-rise housing types consisting of proposed high-rise apartment buildings and stacked townhouses to take advantage of services and community facilities in the immediate area. The draft plan includes a neighbourhood park centrally located to act as a focal point and a social gathering place, and open space corridor along the Thornicroft Drain. The uses are consistent with the intent of the Southwest Area Secondary Plan's intended purpose, function and character policies for high density residential, open spaces, public parkland, and the natural heritage system.

4.2 Intensity

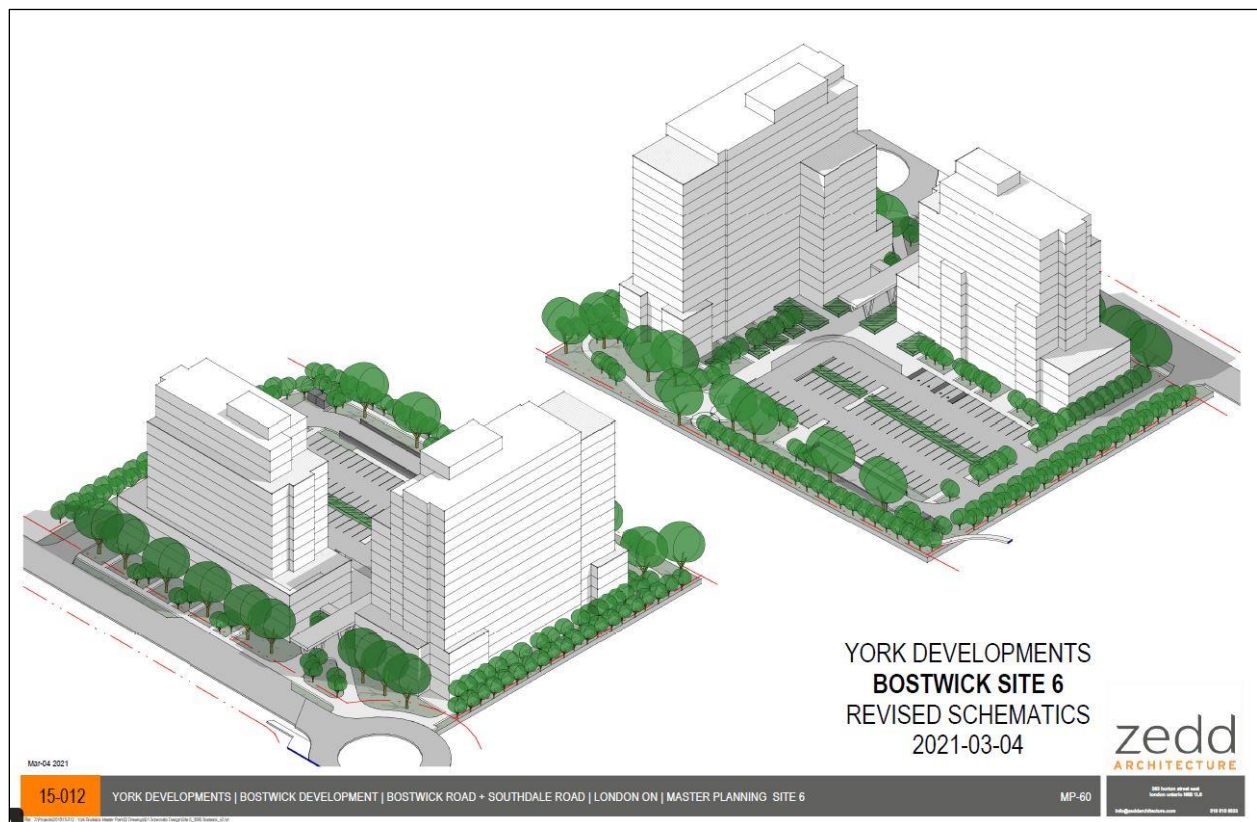
Block 2

The residential components proposed for Block 2 consist of a 189 unit apartment building having a height of 18 storeys, and two blocks of stacked townhouses consisting of 16 units and 3.5 storeys in height. Parking would be provided underground, with surface visitor parking. The overall density would be 205 units per hectare, including the area representing road widening dedication along Bostwick Road (Block 12). The apartment building is located close to the street frontage along Bostwick Road, with underground and visitor parking located behind the building in order to minimize visual impact on the public realm, and providing for a common outdoor amenity area for residents. Intensity transitions down to the low-mid rise stacked townhouses which have frontage on the interior subdivision street (Street A) and are orientated to the neighbourhood park and open space corridor on the opposite side of Street A.



Block 6

Two residential apartment buildings are proposed for Block 6 consisting of a 17 storey, 238 unit building located on the southerly portion of the block, and a 15 storey, 149 unit building on the northerly portion positioned close to the frontage along Street B, and oriented to the Bostwick Community Centre on the opposite side of Street B. All parking is located behind the building in underground parking facilities, with some resident and visitor surface parking located in the rear portion of the site in order to minimize the visual impact on the public realm. Building density and height is generally consistent with the proposed intensity of adjacent development lands to the north which will include a 17 storey, 208 unit apartment building.



4.3 Form

Various development design policies in Southwest Area Secondary Plan have been implemented through the preparation of urban design guidelines, and demonstrated in the proposed subdivision design and density, including a built form that is compact, pedestrian oriented and transit friendly. Residential development will be provided with excellent views and accessibility at key access points to the open space corridor. In addition, provision is made for a minimum of a combination of a public right-of-way and open space immediately adjacent to a minimum of 50 percent of the perimeter of the neighbourhood park. This results in clear, unobstructed views of parks and the open space corridor from adjacent streets. Community linkages will be established with public access and connections from the subject subdivision to future development planned to the south, east and west, the existing community to the north, and to other parts of the city.

The subdivision plan maintains a grid pattern with three public road connections to the existing arterial roads network resulting in ease of mobility and a neighbourhood that is more walkable and connected. The subdivision plan is also integrated with the larger pedestrian and cycling network which includes sidewalks on both sides of the streets, multi-use paths and walkways aligned with a linear open space corridor; and the proposed development will be oriented to and supportive of public transit.

Several of the urban design themes under Section 20.5.3.9 of the Southwest Area Secondary Plan have been considered in the review of the various submissions, and building and site design concepts for Blocks 2 and 6. Notably that the buildings,

structures and landscaping shall be designed to provide visual interest to pedestrians, as well as a “sense of enclosure” to the street, that buildings on corner lots at the intersections of arterial and collector roads shall be sited and massed toward the intersection, and that parking should be located underground for large buildings, such as high-rise residential buildings.

The design concepts were reviewed by the Urban Design Peer Review Panel and their comments and applicant’s responses are provided in Appendix C of this report. A few of the comments and suggestions related to the above themes are summarized below:

Block 2

“The Panel questions the detailing and programming of the “southward extension” of the podium building for Site 2 and notes that this aspect of the design is unresolved. The Panel highlights that this will be a significant entryway to the site and the Urban Design Guidelines (pg. 12) identifies the corner and both frontages as “primary frontage zones”. As such, it warrants a more prominent architectural and landscape design treatment. The building face should provide a level of articulation and animation that’s fitting of this key corner location.”

The comment relates to the positioning of the 18 storey tower at the northerly end of the site with a lower rise (5-6 storey) extension to the southerly end oriented to the corner of Bostwick Road and Street C, rather than positioning the taller building mass to these primary street frontages. The applicant indicated that the massing of the Site 2 building was assessed with consideration for the Panel’s comments. However, it was their feeling that the overall Master Plan layout works better with the tower located on the north end of this site. Further detailed design will explore interaction between the podium and the street, as well as the entrance to the development. Urban Design staff will work with the applicant prior to finalizing site development plans to ensure the intent of the design guidelines with respect to built form and orientation to both street frontages is maintained.

“The Panel supports the inclusion of the proposed townhouse units along the eastern edge of Site 2. The townhouse forms will provide a sense of enclosure to the adjacent street and public park and provide for more active edge conditions with opportunities for passive surveillance of the public realm.

- The Panel suggests that the applicant could explore additional built form at this location, perhaps in the form of stacked townhouses or a shallow midrise building. A more prominent built form would further enhance the sense of activity and enclosure on the adjacent public realm.
- The “end” townhouse units present an opportunity to create greater “presence” on the side streets. The Panel recommends these units be designed with architectural features and details that present the appearance of a front rather than an interior side. Doors, windows, projections, porches and other architectural details should be implemented on these flanking facades.”

These comments focus on the 3-1/2-storey, stacked townhouse dwellings proposed along the frontage of Street A. The applicant indicated that alternative layouts for low-rise and mid-rise forms within Site 2 were considered as part of the project planning. In keeping with the above design objectives, the applicant’s response noted that the two, 3.5 storey stacked townhouse blocks proposed for the Street A frontage are intended to help activate that streetscape, provide ‘eyes on the street’ for the community park east of this site, and provide an sense of enclosure appropriate for this corridor. Further architectural treatment for the flanking units will be reviewed as part of the detailed design, and the comments of the Panel respecting the articulation of these facades will be fully considered. Over the recent past the City has begun to encourage the street flanking end units to incorporate the primary building entrance, or incorporate architectural design elements that present the appearance of a front façade rather than a blank side wall.

Block 6

“The panel expressed significant concerns with the overall massing of proposed buildings in Site 6.

- The Panel recommends significant reductions to the massing of the proposed towers with a shift from the extreme-slab typology to a “podium and point tower” model of development. In this regard, the panel identified an opportunity for the Applicant to explore increases in height or the potential addition of a 3rd tower as a manner to meet project performance objectives while providing an appropriate design outcome.
- The Panel recommends that an appropriate level of tower separation (i.e. 25 metres min.) is included to reduce the overall impacts of the building mass including daylighting and sky view (see pg. 9 & pg. 21 of the Urban Design Guidelines).
- The Panel recommends that Wind Tunnel testing be pursued to design revisions and ensure a comfortable living environment between the two towers as well as the adjacent pedestrian realm.”

Previous concept plans showed the 17 storey tower and the 15 storey tower connected by a 4-storey podium building giving the visual appearance of significant massing. The applicant’s response indicated that an updated concept plan for Site 6 has been designed which integrates two towers linked via a common canopy, rather than a four storey podium as previously proposed. This revised design is intended to reduce the overall massing of the development, to provide a more defined tower separation and to introduce additional at-grade amenity space along the Yorkville Street (Street B) frontage. The City will work with the applicant prior to finalizing site development plans to ensure that spatial separation between the towers are in accordance with the design guidelines, and that wind tunnel testing is undertaken to mitigate street level pedestrian wind impacts, if necessary.

“The Panel recommends the inclusion of a strong podium design which provides a human-scale interface with adjacent streets. The Panel recommends a minimum base building height between 3-6 storeys (see pg. 22 of the Urban Design Guidelines). Given this is a corner site, consider varying the height of the base building to respond to the unique planned character of each abutting street and adjacent development block.

- The Panel recommends the inclusion of greater tower step-backs to define the podium and reduce massing impacts on the public realm.
- On streets with an exclusively residential character, line the base building with grade-related residential units with usable front entrances and windows to living spaces facing the street.”

The updated design concept incorporates four storey podium bases for each building and multiple tower step-backs. Main floor residential units and amenity spaces would also integrate direct at-grade accesses to adjacent sidewalks, and would feature treatments such as extensive glazing of the main floor units. The City will continue to work with the applicant prior to finalizing site development plans to define the podium and reduce the impact of massing, and ensure the final building plans include appropriate at-grade front entrances, front windows, and sidewalk linkages in order to activate the street level pedestrian environment and public realm.

In terms of use, form and intensity the proposed subdivision plan is considered appropriate and generally consistent with the Southwest Area Secondary Plan. It is recommended that a holding provision (h-221) in the zoning be applied for Blocks 2 and 6 to ensure that 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 again during the site plan approval review process.

4.4 Natural Heritage Features

A narrow stream corridor known as the Thornicroft Drain is identified on Schedule B-1 Natural Heritage Features map (1989 Official Plan) and Map 5 – Natural Heritage (The London Plan) which flows from north to south through the site and is regulated by the UTRCA. Further to the south outside the limits of the draft plan the stream corridor leads to a large woodland patch containing a wetland feature. There is also an area of surface ponding in the westerly half of the site created in recent years through filling and stockpiling activities. The ponding area is classified as wetland and it was recognized that further discussion with the City is required regarding opportunities for potential relocation and compensation of the wetland further to the south within the buffer to the woodland patch.

An Environmental Impact Study was submitted and reviewed by the City and UTRCA as part of the application review process. The response received from the Conservation Authority indicated that their outstanding comments on the EIS can be addressed in a final report/addendum as a condition of draft plan approval. A scoped EIS will also need to be prepared to the satisfaction of the City and UTRCA to address the impacts of the crossing of Street C across the Thornicroft Drain and a stand of walnut trees located immediately south of the proposed Street C alignment east of the drain, including mitigation and compensation requirements.

The response from the UTRCA also indicated that there are outstanding concerns with respect to maintaining groundwater flows from the site to the Thornicroft Drain and the natural heritage feature to the south. Further discussions to resolve those concerns have led to an agreement in principle that if the groundwater recharge could not be achieved on the lands located within the limits of the draft plan that the lands located south of Street C shown on the draft plan as Additional Lands Owned by the Applicant could be utilized for groundwater recharge and incorporated into a future buffer zone adjacent the woodland/wetland patch. Therefore, the UTRCA has requested conditions of draft approval to that effect and that a final Hydrogeological and Water Balance Study be prepared to the satisfaction of the UTRCA. The analysis shall pertain to the entire site, including the future development lands/other lands owned by the applicant located south of Street C. (D.P. Conditions No. 87 to 93)

Within the limits of the proposed draft plan of subdivision, development is not proposed adjacent the Thornicroft Drain, with the exception of the neighbourhood park, a 4.0 metre wide walkway block, and the Street C crossing. Buffers along this stretch of the drain corridor have been previously agreed to in conjunction with the EIS work that was prepared for the community centre (Dougan & Associates - September 2014). The planned location of the proposed Street C crossing is aligned with a recently completed stormwater outlet located on the east side of the drain.

4.5 Bonus Zoning

As the zoning amendment application includes a request for bonusing to permit building heights and densities to exceed 150 units per hectare and 12 storeys for both Block 2 and Block 6, the following summaries a number of the bonusable items that were considered, with reference to the bonusing provisions and objectives in the 1989 Official Plan and The London Plan, and described further in Appendix E.

The recommended Bonus Zone applying to Block 2 shall be enabled by an agreement entered into with the City to facilitate the development of a 189 unit residential apartment building with a maximum height of 18 storeys, and sixteen (16) stacked townhouse dwelling units with a maximum height of 15 metres, a maximum overall density of 205 units per hectare, and reduced yard setbacks, which generally implements in principle the site concept and elevation plans attached as Schedule "1" to the amending by-law, with further refinements to occur through the site plan approval process.

1989 Official Plan

Support for the City's urban design principles.
Support the provision of underground parking.

The London Plan

Exceptional site and building design.

High quality architectural design (building/landscaping) including a common design theme applied to street boulevards. Design elements are to have regard for the Urban Design Guidelines prepared for 3080 Bostwick Road. Underground parking to reduce surface parking requirements.

The London Plan

Extraordinary tree planting, which may include large caliper tree stock, a greater number of trees planted than required, or the planting of rare tree species as appropriate.

Large caliper boulevard tree planting with a minimum 100 mm caliper and a minimum distance of 10 m between tree planting for the extent of the site frontage for Bostwick Road and both sides of Street A as early as site construction allows.

1989 Official Plan

Support innovative and environmentally sensitive development which incorporates notable design features, promotes energy conservation, waste and water recycling and use of public transit.

The London Plan

Sustainable forms of development in pursuit of the Green and Healthy City policies of this Plan.

Construction of one accessible electric vehicle charging station located on the Bostwick Community Centre lands or in a publically accessible location of Block 2.

1989 Official Plan

Support innovative and environmentally sensitive development which incorporates notable design features, promotes energy conservation, waste and water recycling and use of public transit.

The London Plan

Contribution to the development of transit amenities, features and facilities.

Construction of one transit shelter along the Bostwick Road frontage, or the commensurate financial equivalent for the feature.

The London Plan

Car parking, car sharing and bicycle sharing facilities all accessible to the general public.

Construction of ten (10) publicly accessible bicycle share facilities/spaces.

The recommended Bonus Zone applying to Block 6 shall be enabled by an agreement entered with the City to facilitate the development of two (2) residential apartment buildings having a total of 387 dwelling units, with a maximum height of 17 storeys, a maximum density of 320 units per hectare, and reduced yard setbacks, which generally implements in principle the site concept and elevation plans attached as Schedule "2" to the amending by-law, with further refinements to occur through the site plan approval process.

1989 Official Plan

Support for the provision of the development of affordable housing as provided for by 12.2.2.

The London Plan
Affordable housing.

Provision of Affordable Housing

- i. The affordable housing shall consist of a total of thirty (30) rental apartment dwelling units, which shall include nineteen (19) one-bedroom units and eleven (11) two-bedroom units;*
- ii. Rents shall be set at 85% of the CMHC Average Market Rent (AMR) for the London CMA at the time of occupancy;*
- iii. The period of affordability will be identified as being thirty (30) years from the point of initial occupancy;*
- iv. The Proponent shall enter into a Tenant Placement Agreement (TPA) with the City of London to align the nineteen (19) one-bedroom units and eleven (11) two-bedroom units with priority populations.*
- v. These conditions shall be secured through an agreement registered on title with associated compliance requirements and remedies.*

1989 Official Plan

Support for the City's urban design principles.
Support the provision of underground parking.

The London Plan

Exceptional site and building design.

High quality architectural design (building/landscaping) including a common design theme applied to street boulevards. Design elements are to have regard for the Urban Design Guidelines prepared for 3080 Bostwick Road. Underground parking to reduce surface parking requirements.

The provision of facilities and matters listed above in consideration of the proposed height or density bonus are considered reasonable, result in a benefit to the general public and/or an enhancement of the design of the development, and are considered warranted. The height and density bonuses received will not result in a scale of development that is incompatible with adjacent uses or exceeds the capacity of available municipal services.

4.6 Technical Revisions

Development Services staff recommend a technical revision to identify Street 'C' as a 21.5 metre wide road allowance rather than 20 metres as currently shown on the draft plan (in accordance the D.P. Condition No. 34), and that the following note be added to the face of the plan to ensure that the City's road and intersection design standards are maintained:

- i) Add 0.3 metre reserve on Block 2 abutting Bostwick Road;
- ii) Revise to include 6 metre straight tangents at the intersection of Street 'A' and Street 'C' and Street 'C' and Bostwick Road. Additionally straight tangents are to be provided on Street 'C' between the back to back horizontal curves.
- iii) Add 0.3 metre reserve along the entire south limit of Street 'C' and east and west limits of Street 'A';
- iv) Add 3m x 3m daylight triangle at Street 'A' and Street 'C' calculated using the criteria outlined in Section 2.3.3.2. Sight Triangle of the Geometric Design Guide for Canadian Roads Part II;
- v) Add 6m x 6m daylight triangle at Street 'C' and Bostwick Road calculated using the criteria outlined in Section 2.3.3.2. Sight Triangle of the Geometric Design Guide for Canadian Roads Part II;

- vi) Ensure roundabout land/intersection is in accordance with City standards for radii, etc. (Street 'C' at Yorkville/Street 'B');
- vii) Revise right-of-way widths, tapers, bends, intersection layout, daylighting triangles, etc., and include any associated adjustments to the abutting lots, if necessary.
- viii) The Owner shall ensure all streets with bends of approximately 90 degrees shall have a minimum inside street line radius with the following standard:

<u>Road Allowance</u>	<u>S/L Radius</u>
20.0 m	9.0 m
19.0 m	9.5 m
18.0 m	10.0 m

4.7 Public Comments

- Increased traffic and congestion, cut through traffic in the established neighbourhood to the north and pedestrian safety

Traffic generated by the proposed development will be accommodated by the subdivision street network, and by three arterial road connections (one onto Bostwick Road and two onto Southdale Road West). The intersections of Street B at Southdale Road West and Street C at Bostwick Road will provide for full turning movements and turn lanes, while Street A at Southdale Road West will be restricted to rights in and rights out. The subdivision street pattern is designed to disperse traffic and thereby help alleviate congestion. An alternative access will be provided when Street B is extended to future development lands to the south, eventually connecting with the future Bradley Avenue extension. With regards to planned capacity improvements on Southdale Road West, the 2019 Development Charges Background Study indicates the section of Southdale Road West from Bostwick Road to Pine Valley Road is expected to be widened from 2 to 4 through lanes with centre turn lane in 2022. There is currently a sidewalk on the north side and multi-use pathway on the south side of Southdale Road West, across the frontage of the subject lands. Sidewalks will be required on both sides of streets within the proposed subdivision plan as a condition of draft approval.

- Local school capacity and ability to accommodate increased number of pupils

Response received from the Thames Valley District School Board during the initial circulation of the application indicated that Board did not have a need for a school site within the proposed plan of subdivision; however, the Board would be pursuing the acquisition of school sites requested as part of the requirements of the Southwest Area Secondary Plan.

- Greater building heights are difficult to evacuate in emergencies and may block satellite signals

Building floor plans and ingress and egress will be required to meet Ontario Building Code and Fire Code minimum requirements for emergency evacuation.

- Provide convenient drop-off/pick-up spaces for para transit vehicles

Designated accessible drop-off/pick-up facilities and parking areas will be provided on site as required in conjunction with the City's site plan approval process.

- Provide affordable housing options and small-lot, small home options

The proposed subdivision plan is not intended for a small lot subdivision as the lands have been designated for high density residential development. The proposed development represents an increase in the inventory of rental apartment housing stock, and adds to the supply of one and two bedroom units. The recommended bonus zoning includes a component for provision of affordable housing.

Conclusion

The recommended draft plan of subdivision and zoning amendments are appropriate and consistent with the Provincial Policy Statement and conform to The London Plan, (1989) Official Plan, and the Southwest Area Secondary Plan. Therefore, staff are satisfied the proposal represents good planning and recommend approval.

Prepared by: **Larry Mottram, MCIP, RPP**
Senior Planner, Development Services

Recommended by: **Paul Yeoman, RPP, PLE**
Director, Development Services

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

Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Development Services.

CC: Matt Feldberg, Manager, Development Services (Subdivisions)
Bruce Page, Manager, Development Planning
Peter Kavcic, Manager, Development Planning

March 22, 2021
GK/PY/LM/lm

Appendix A

Bill No. (number to be inserted by
Clerk's Office)
(2021)

By-law No. Z.-1-21 _____

A bylaw to amend By-law No. Z.-1 to
rezone lands located at 3080 Bostwick
Road.

WHEREAS 731675 Ontario Limited (York Developments Inc.) has applied to rezone lands located at 3080 Bostwick Road, as shown on the map attached to this by-law, as set out below;

AND WHEREAS this rezoning conforms to the Official Plan;

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

- 1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 3080 Bostwick Road, as shown on the attached map, FROM an Urban Reserve UR4 Zone and an Environmental Review ER Zone TO a Holding Residential R9 Bonus (h•h-100•h-221•h-222•R9-7•B-()•H45) Zone; a Holding Residential R9 Bonus (h•h-100•h-221•h-222•R9-7•B-()•H45) Zone; an Open Space OS2 Zone; an Open Space OS4 Zone; and an Urban Reserve UR Special Provision (UR4()) Zone.
- 2) Section Number 4.3 of the General Provisions is amended by adding the following Site Specific Bonus Provision:

B-() 3080 Bostwick Road (Site 2)

The Bonus Zone applying to Block 2 in the proposed plan of subdivision shall be enabled through one or more agreements to facilitate the development of a 189 unit residential apartment building with a maximum height of 18 storeys, and sixteen (16) stacked townhouse dwelling units with a maximum height of 15.0 metres, and a maximum overall density of 205 units per hectare, which generally implements in principle the site concept and elevation plans attached as Schedule "1", with further refinements to occur through the site plan approval process, in return for the following facilities, services and matters:

- i. High quality architectural design (building/landscaping) including a common design theme applied to street boulevards. Design elements are to have regard for the Urban Design Guidelines prepared for 3080 Bostwick Road;
- ii. Underground parking to reduce surface parking requirements. Surface parking spaces are to be largely dedicated for visitor parking;
- iii. Large caliper boulevard tree planting with a minimum 100 mm caliper and a minimum distance of 10 m between tree planting for the extent of the site frontage for Bostwick Road and both sides of Street A as early as site construction allows;
- iv. Construction of one accessible electric vehicle charging station located on the Bostwick Community Centre lands or in a publically accessible location of Block 2;

- v. Construction of one transit shelter along the Bostwick Road frontage, or the commensurate financial equivalent for the feature;
- vi. Construction of ten (10) publicly accessible bicycle share facilities/spaces.

The following special regulations apply within the bonus zone:

- a) Regulations:
 - i) Density (Maximum) 205 units per hectare
 - ii) Height (Maximum) -
Apartment Building 75.0 metres (18 storeys)
Stacked Townhouses 15.0 metres
 - iii) Front Yard Depth (Minimum) 5.5 metres
 - iv) Exterior Side Yard Depth (Minimum) 1.0 metre
 - v) Rear Yard Depth (Minimum) 22.0 metres

- 3) Section Number 4.3 of the General Provisions is amended by adding the following Site Specific Bonus Provision:

B-() 3080 Bostwick Road (Site 6)

The Bonus Zone applying to Block 6 in the proposed plan of subdivision shall be enabled through one or more agreements to facilitate the development of two (2) residential apartment buildings having a total of 387 dwelling units, with a maximum height of 17 storeys, and a maximum density of 320 units per hectare, which generally implements in principle the site concept and elevation plans attached as Schedule "2", with further refinements to occur through the site plan approval process, in return for the following facilities, services and matters:

- i. Provision of Affordable Housing
 - i. The affordable housing shall consist of a total of thirty (30) rental apartment dwelling units, which shall include nineteen (19) one-bedroom units and eleven (11) two-bedroom units;
 - ii. Rents shall be set at 85% of the CMHC Average Market Rent (AMR) for the London CMA at the time of occupancy;
 - iii. The period of affordability will be identified as being thirty (30) years from the point of initial occupancy;
 - iv. The Proponent shall enter into a Tenant Placement Agreement (TPA) with the City of London to align the nineteen (19) one-bedroom units and eleven (11) two-bedroom units with priority populations.
 - v. These conditions shall be secured through an agreement registered on title with associated compliance requirements and remedies
- ii. High quality architectural design (building/landscaping) including a common design theme applied to street boulevards. Design elements are to have regard for the Urban Design Guidelines

prepared for 3080 Bostwick Road. Underground parking to reduce surface parking requirements.

The following special regulations apply within the bonus zone:

- b) Regulations:
- | | | |
|------|---------------------------------------|--------------------------|
| i) | Density
(Maximum) | 320 units per hectare |
| ii) | Height
(Maximum) | 75.0 metres (17 storeys) |
| iii) | Front Yard Depth
(Minimum) | 3.0 metres |
| iv) | Interior Side Yard
Depth (Minimum) | 6.0 metre |
| v) | Rear Yard Depth
(Minimum) | 7.5 metres |

- 4) Section Number 49.3 of the Urban Reserve UR Zone is amended by adding the following special provision:

UR4()

- a) Regulations:
- | | | |
|----|--------------------|--------------|
| i) | Lot Area (Minimum) | 2.0 hectares |
|----|--------------------|--------------|

This By-law shall come into force and be deemed to come into force in accordance with Section 34 of the *Planning Act, R.S.O. 1990, c. P13*, either upon the date of the passage of this by-law or as otherwise provided by the said section.

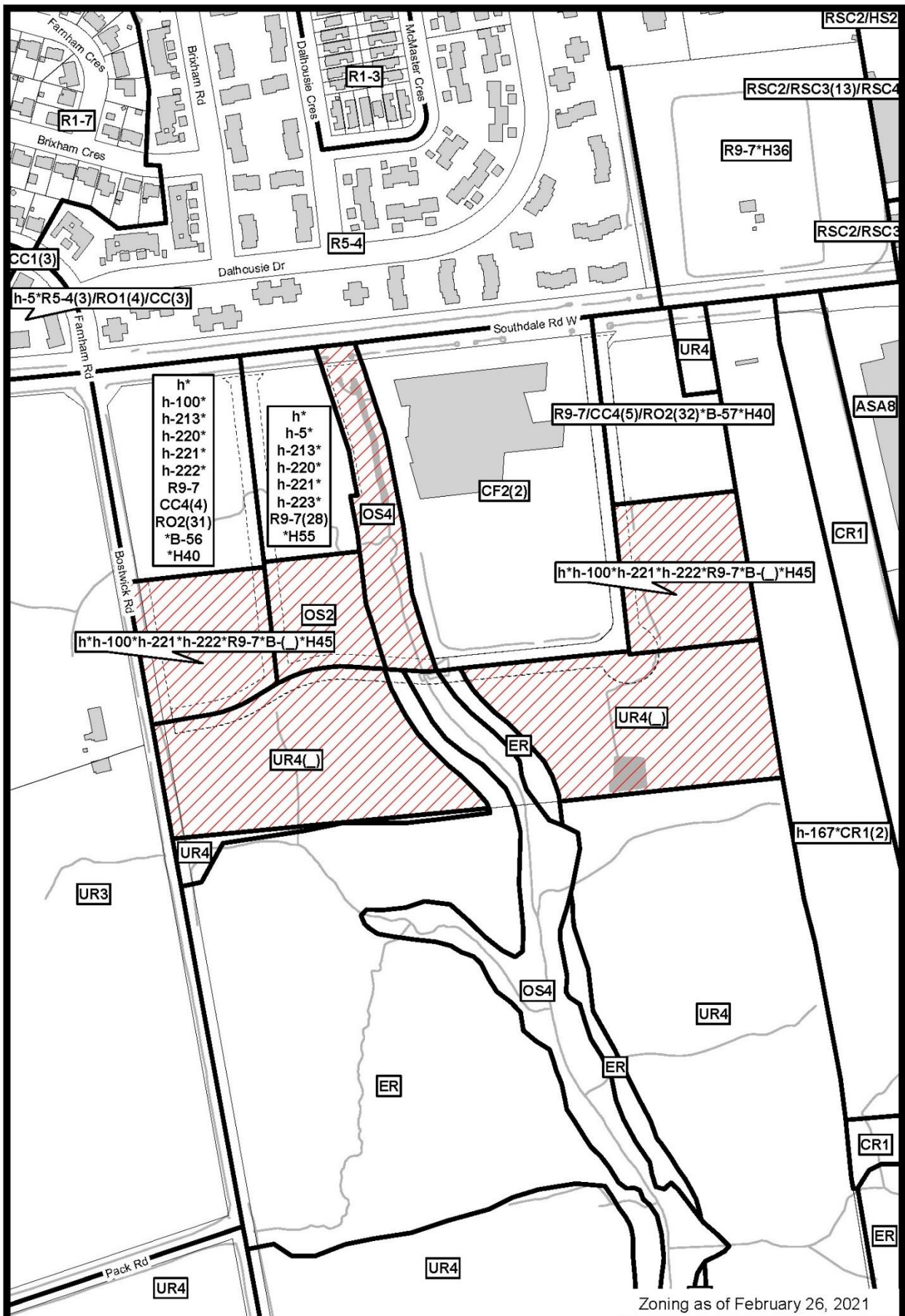
PASSED in Open Council on April 13, 2021

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – April 13, 2021
Second Reading – April 13, 2021
Third Reading – April 13, 2021

AMENDMENT TO SCHEDULE "A" (BY-LAW NO. Z-1)



File Number: Z-8931
Planner: LM
Date Prepared: 2021/03/08
Technician: RC
By-Law No: Z-1-

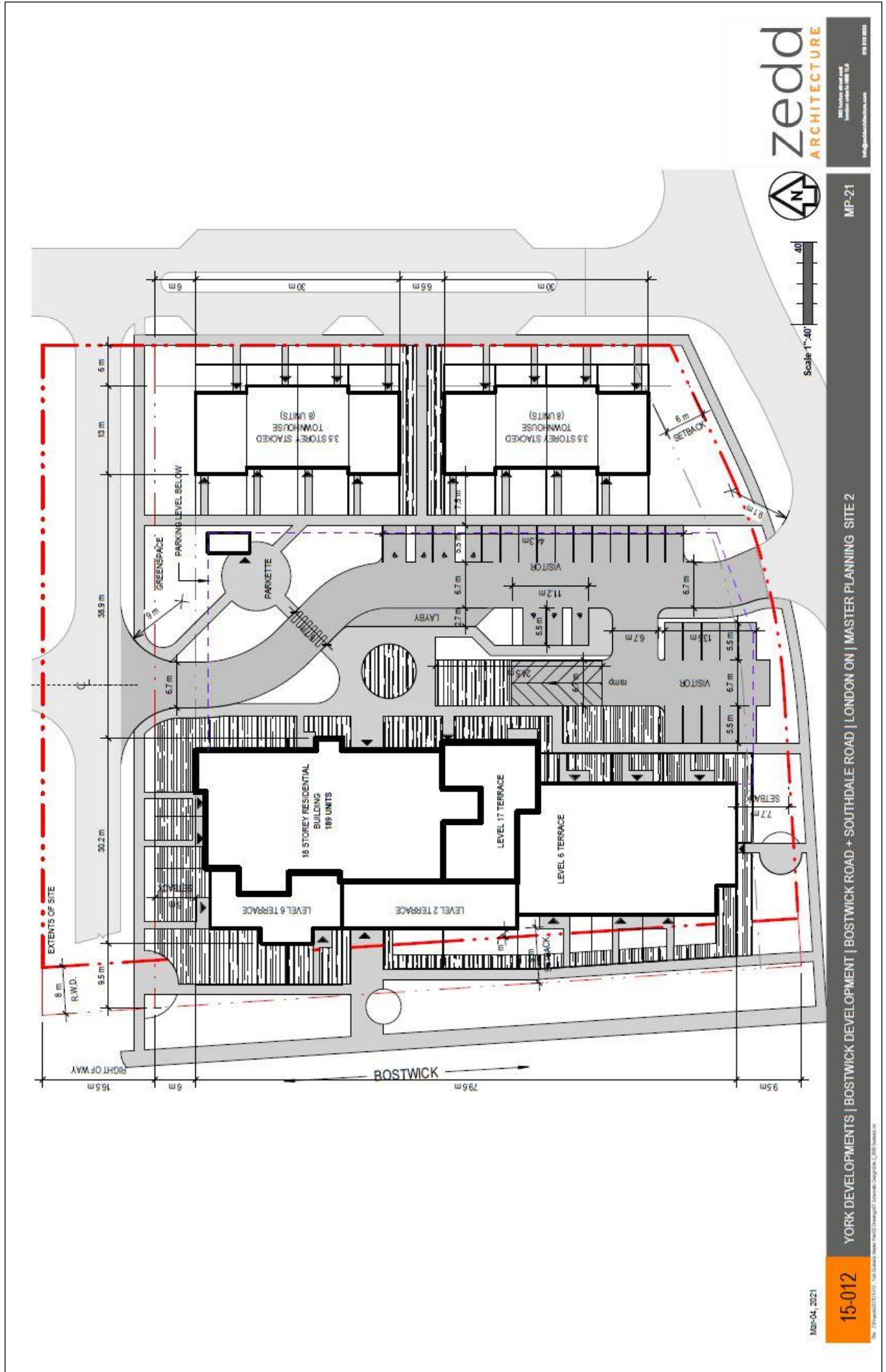
SUBJECT SITE 

1:4,000

0 20 40 80 120 160 Meters



Schedule "1"



zedd
ARCHITECTURE

188 Bostwick Street East
London Ontario N6T 1J4
info@zeddarchitecture.com
416 218 2228



MP-21

Scale 1" = 40'

YORK DEVELOPMENTS | BOSTWICK DEVELOPMENT | BOSTWICK ROAD + SOUTHDALE ROAD | LONDON ON | MASTER PLANNING SITE 2

Mar-04, 2021

15-012

Rev: 2/20/2021 11:00 AM Location: www.bostwickdevelopment.com/Design/15-012/Bostwick



Scale : 1/16" =

15-012

Zedd Renovation

627 Matiland Street
London Ontario

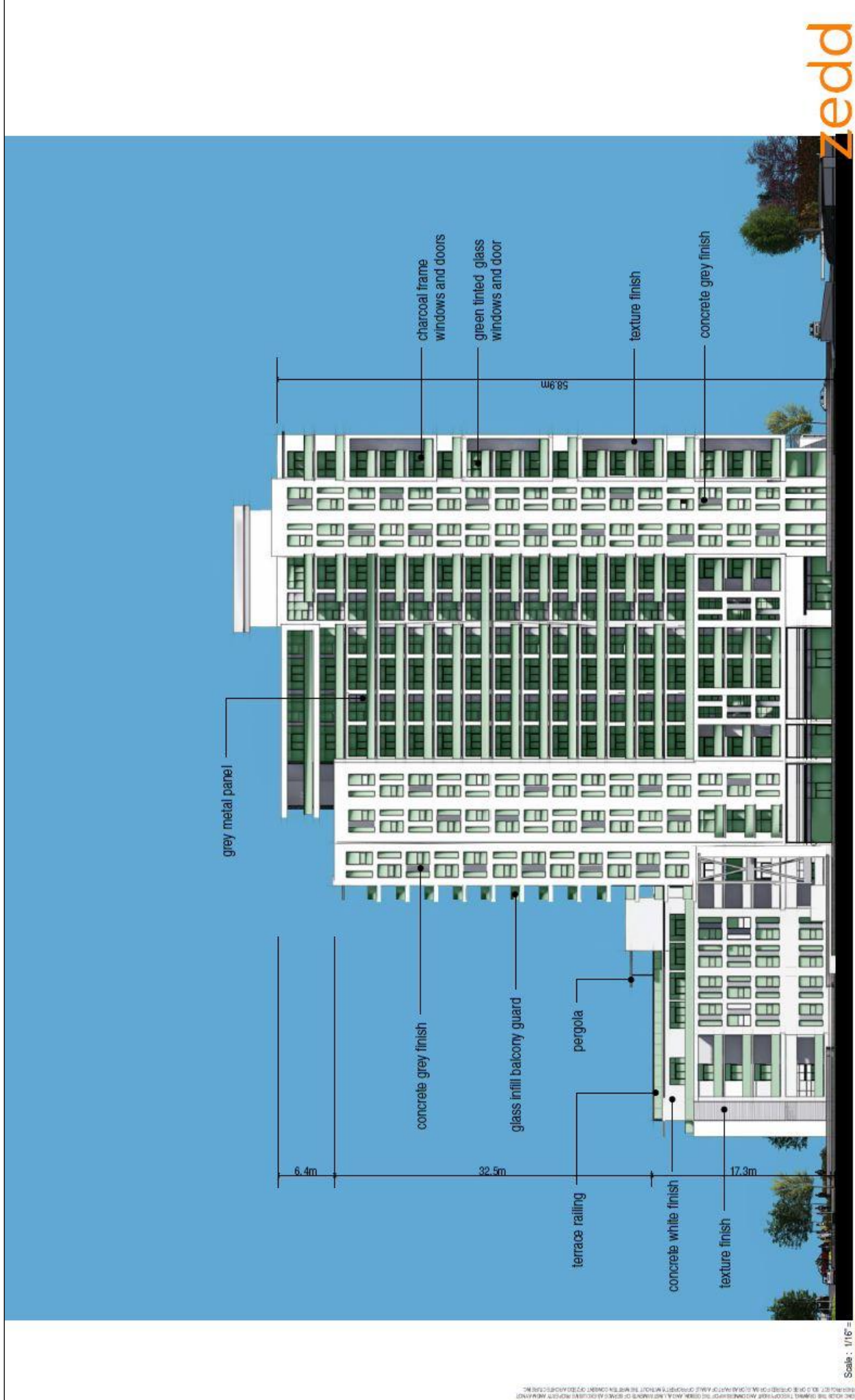
Site 2 - West Elevation

03/09/21

MP-70

zedd

ZEDD Architectural Group Inc. 1000 Dundas Street West, 8th Floor, Toronto, ON M5G 1R5
www.zeddarchitectural.com



zedd

2-827 Maitland Street London Ontario N6H 2Z7 - 519-310-2223
www.zeddarchitectural.com info@zeddarchitectural.com

030921 MP-71
Site 2 - East Elevation

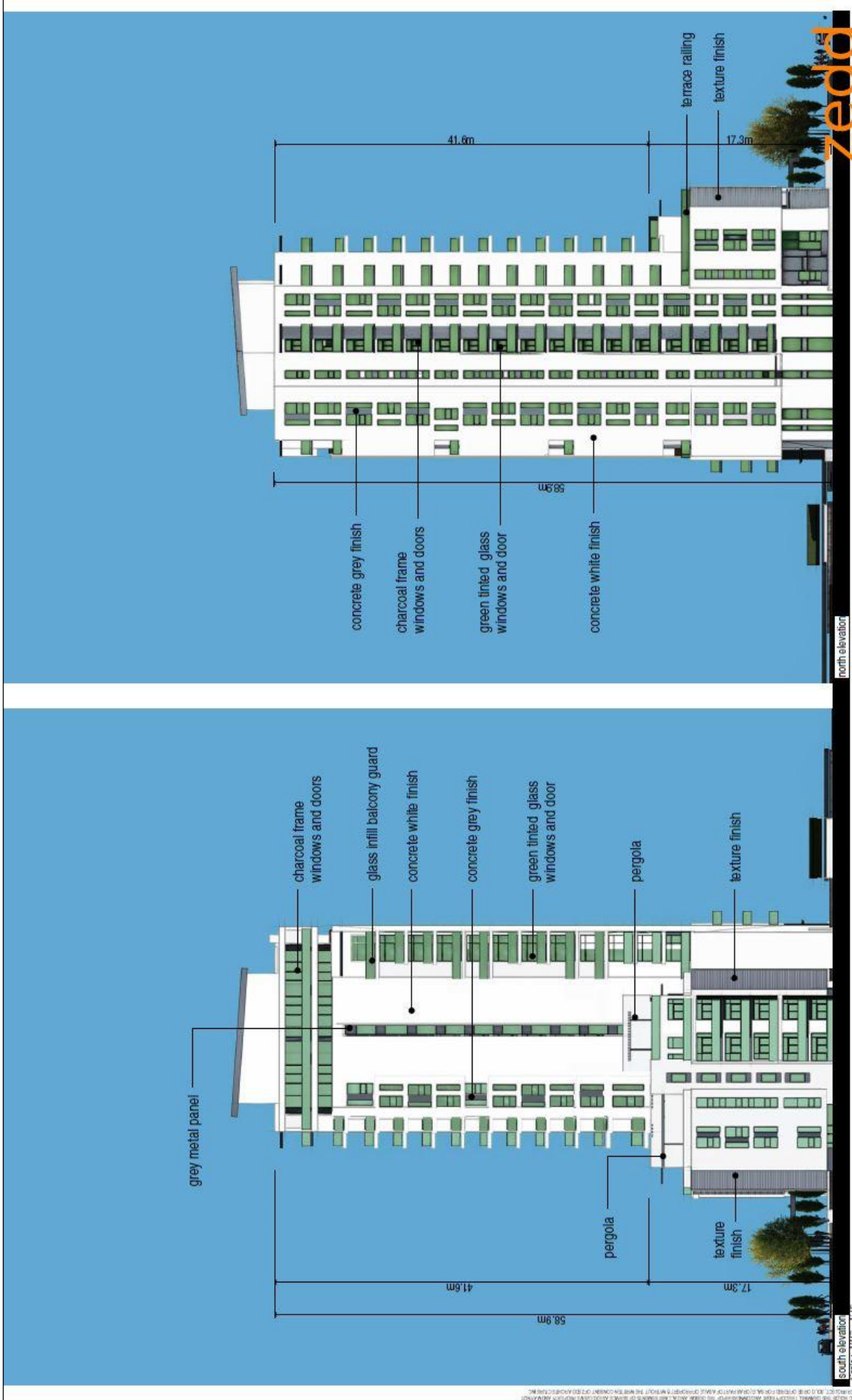
627 Maitland Street
London Ontario

Zedd Renovation

15-012

Scale : 1/16 =

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South elevation
Scale: 1/16" = 1'-0"

North elevation

15-012
Zedd Renovation

627 Maitland Street
London Ontario

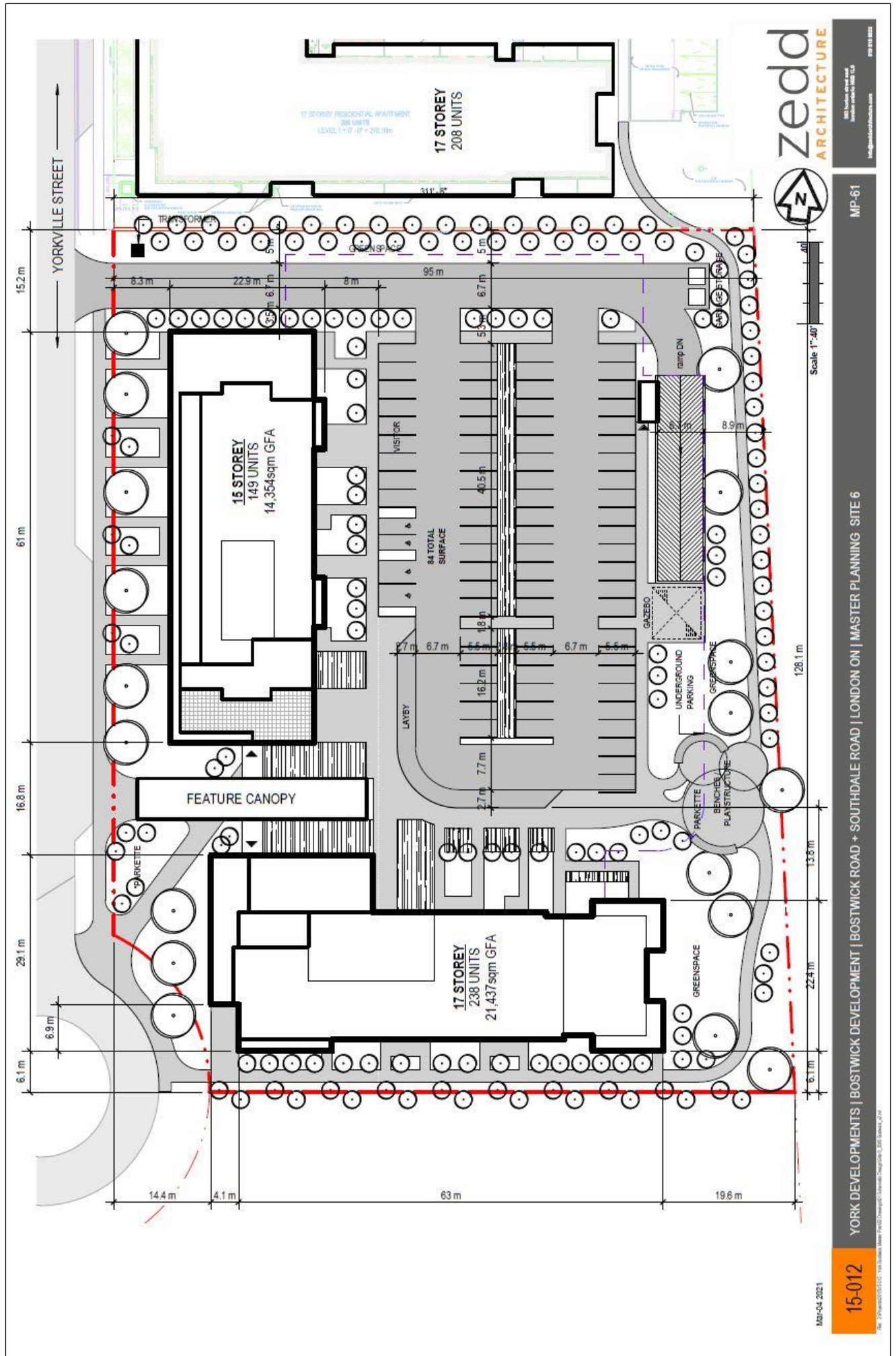
Site 2 - South and North Elevations

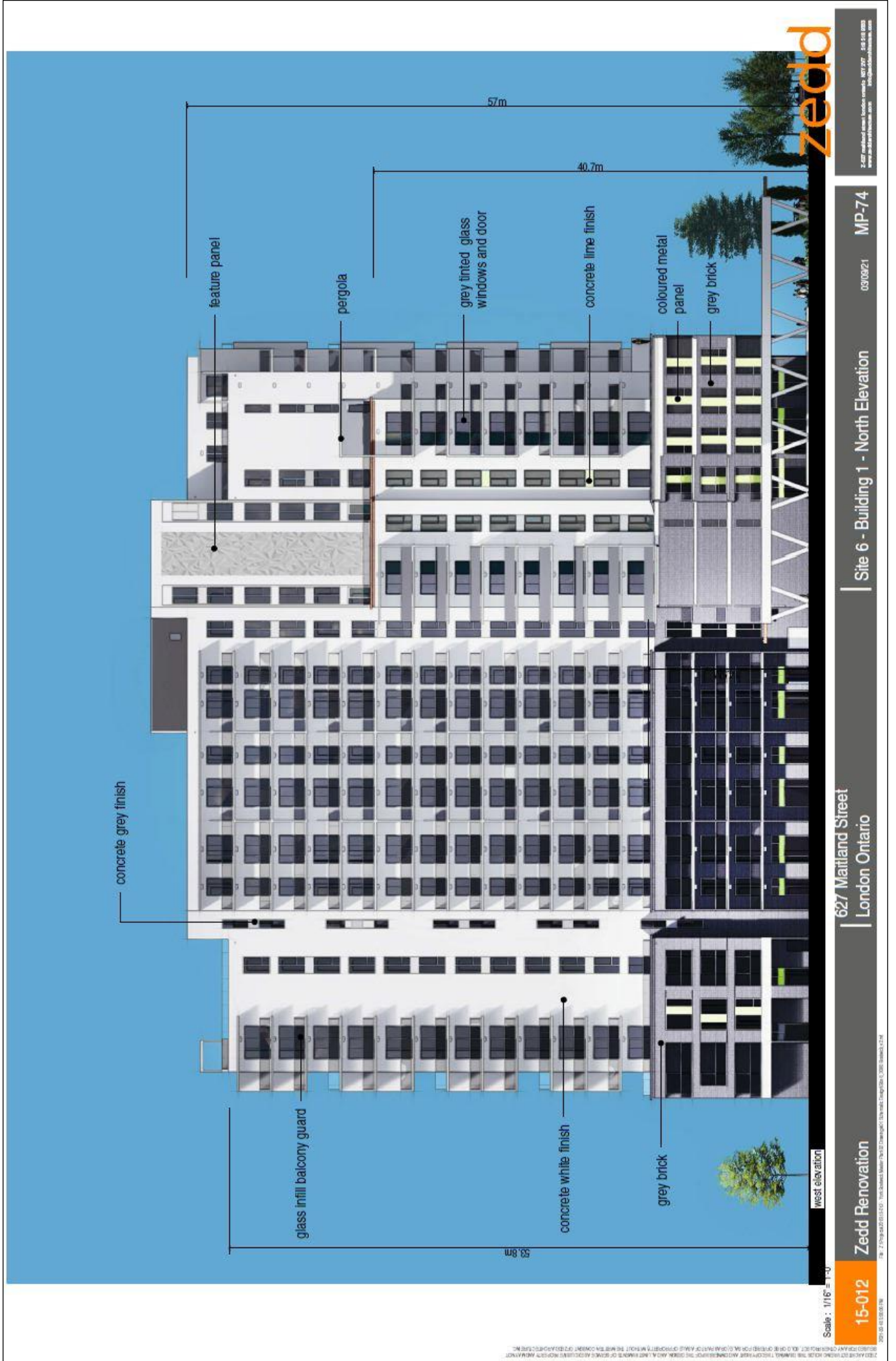
03/09/21
MP-72



Zedd Renovation
2-027 Maitland Street London Ontario N6T 2T7
www.zeddrenovation.com

Schedule "2"





zedd

2-437 Matland Street London Ontario N6T 2K7 519-818-8333
www.zeddarchitectural.com info@zeddarchitectural.com

Site 6 - Building 1 - North Elevation
03/02/21 MP-74

627 Matland Street
London Ontario

15-012
Zedd Renovation

2021.08.04 15:00:00 File: 2-15012-01011510 - West Elevation - Part 2.dwg (1/16" = 1'-0")



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ZEDD Architectural Inc. 1000
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MP-75

0309021

Site 6 - Building 1 - South Elevation

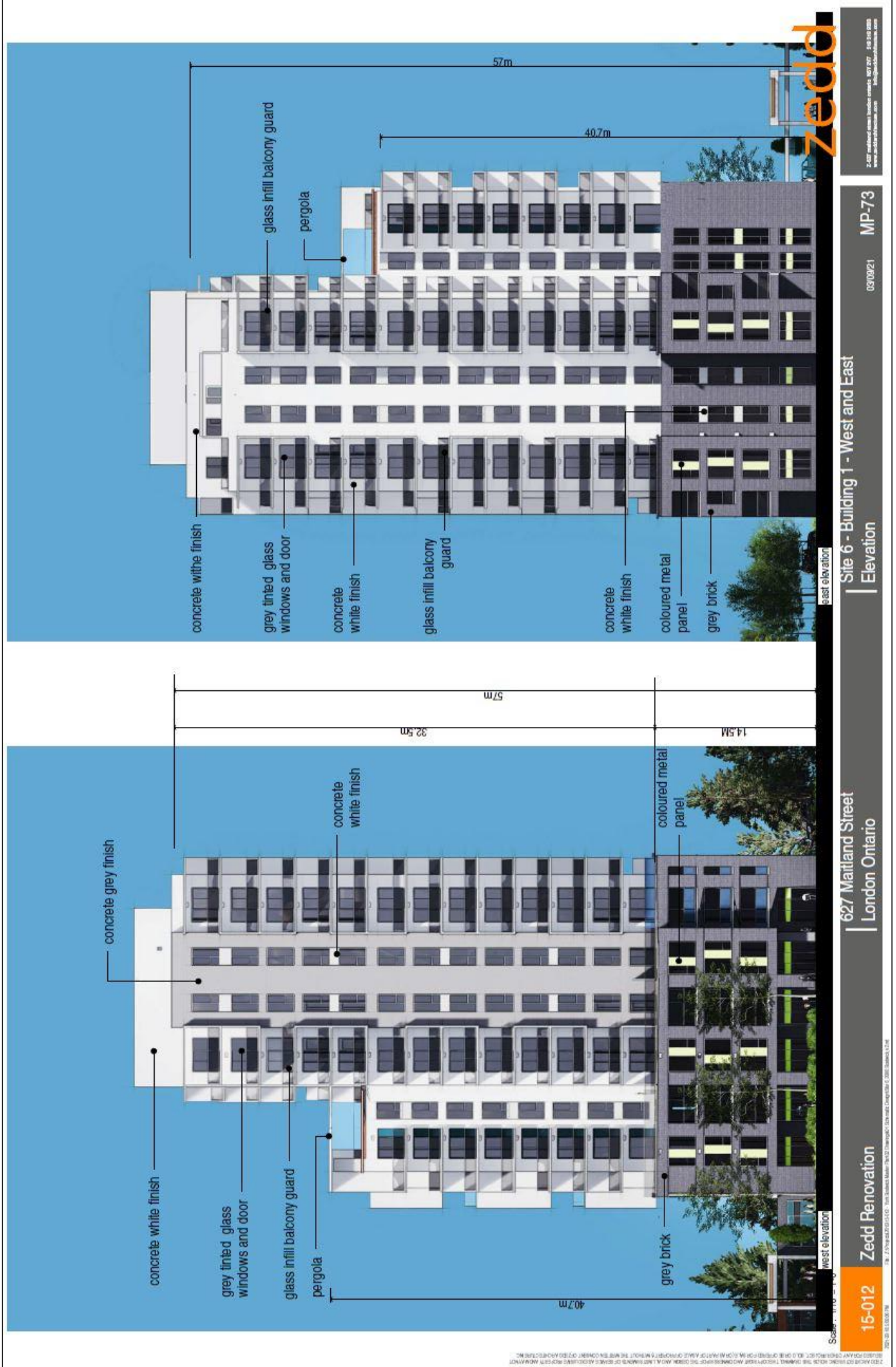
627 Matland Street
London Ontario

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15-012

Scale : 1/16" = 1'-0"

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15-012

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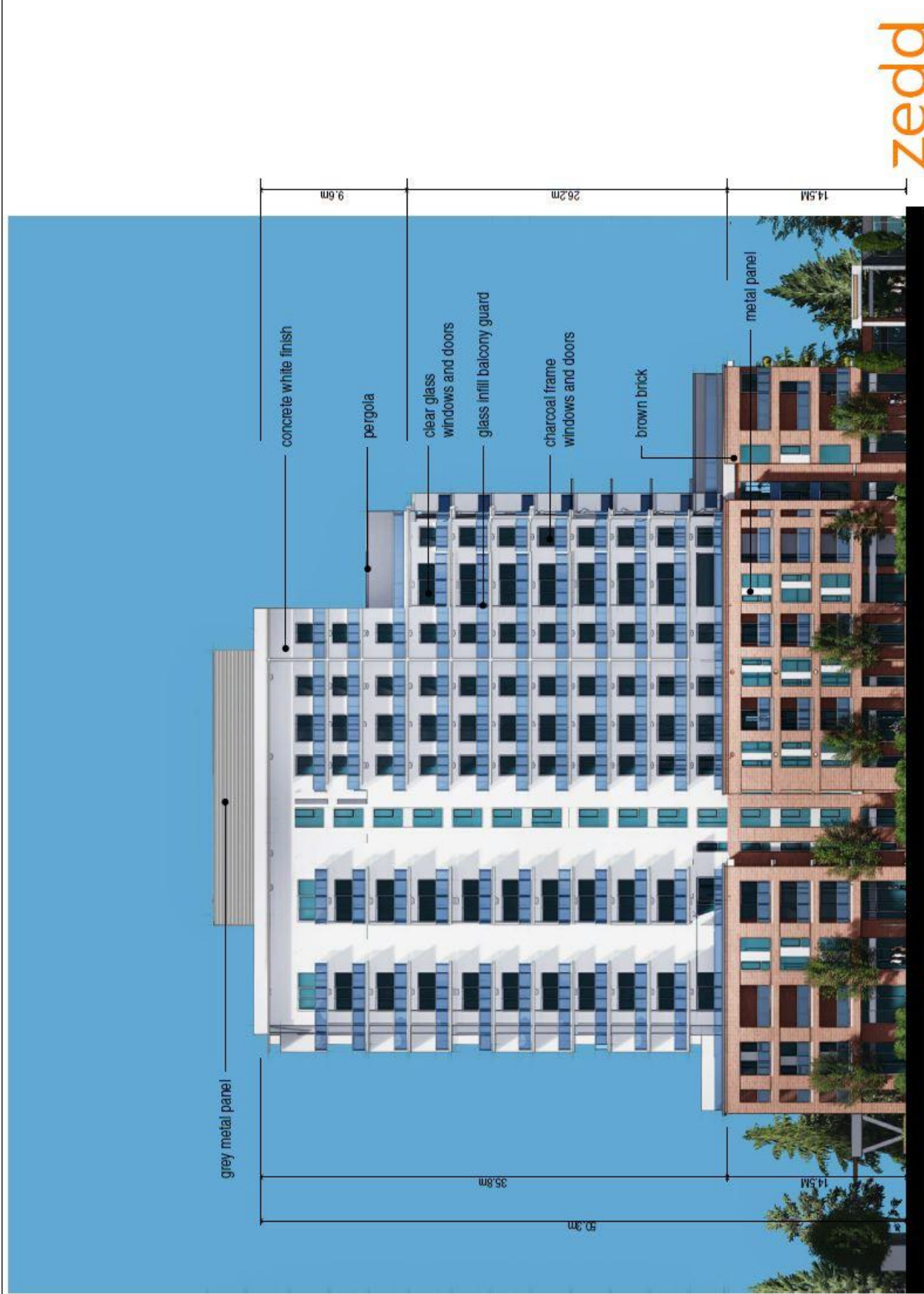
Site 6 - Building 1 - West and East
Elevation

09/09/21

MP-73

Zedd

Z.017 2021
www.zedd.com
info@zedd.com



zedd

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www.zeddhome.com info@zeddhome.com

MP-78

09/09/21

Site 6 - Building 2 - West Elevation

627 Matland Street
London Ontario

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15-012

Scale : 1/16" = 1'-0"

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www.zeddarchitects.com info@zeddarchitects.com

MP-76

09/09/21

Site 6 - Building 2 - East Elevation

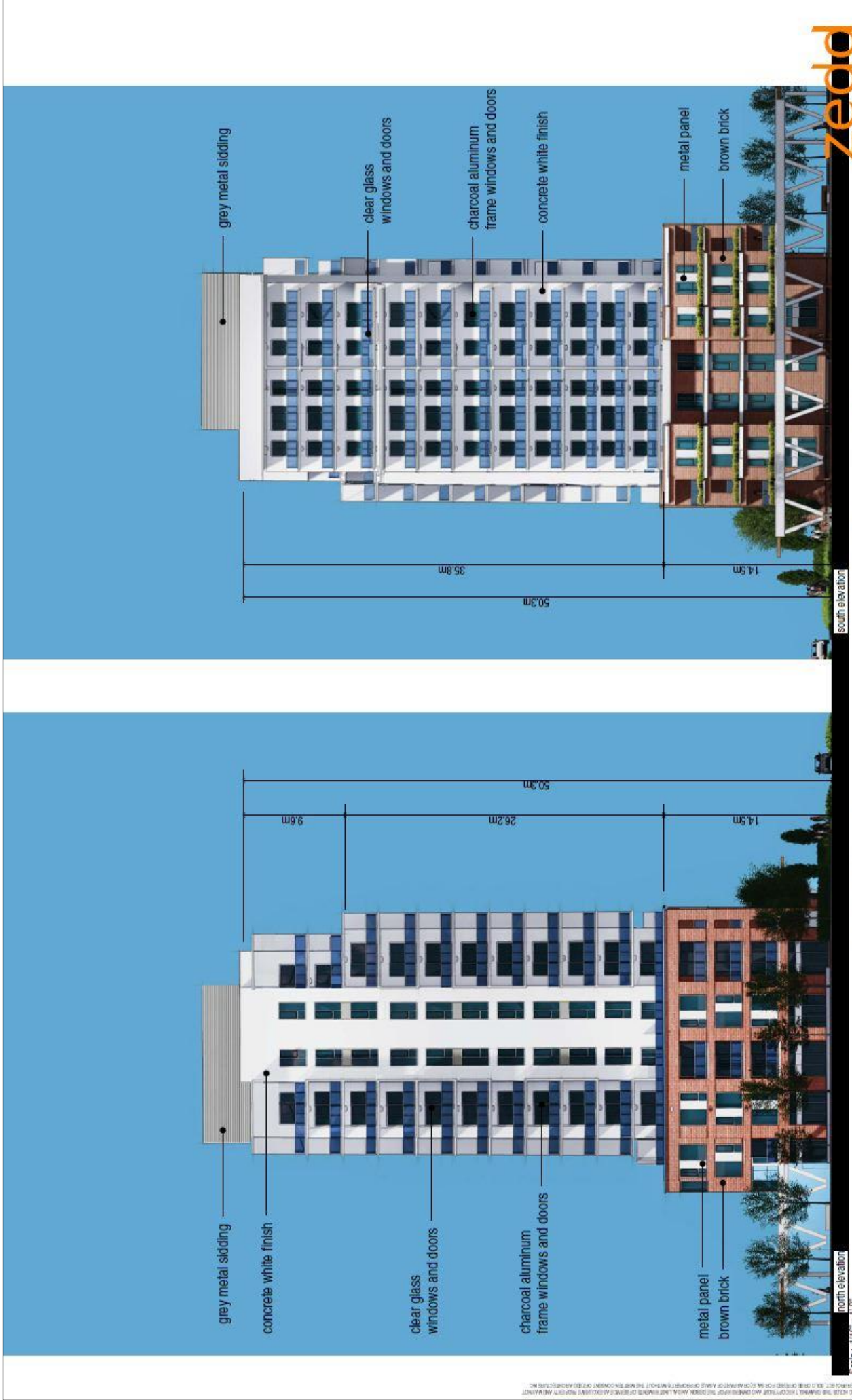
627 Matland Street
London Ontario

Zedd Renovation

15-012

Scale: 1/8" = 1'-0"

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www.zeddarchitectural.com | info@zeddarchitectural.com

MP-77

03/09/21

Site 6 - Building 2 - North and South
Elevation

627 Matland Street
London Ontario

Zedd Renovation

15-012

Scale : 1/16" = 1'-0"

Architectural drawing showing building elevations and material callouts.

Appendix B

APPENDIX 39T-18502

(Conditions to be included for draft plan approval)

THE CORPORATION OF THE CITY OF LONDON'S CONDITIONS AND AMENDMENTS TO FINAL APPROVAL FOR THE REGISTRATION OF THIS SUBDIVISION, FILE NUMBER 39T-18502 ARE AS FOLLOWS:

- | NO. | CONDITIONS |
|-----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1. | This draft approval applies to the draft plan submitted by 731675 Ontario Limited (York Developments Inc.), prepared by MHBC Planning (File No. 1094 'B' Drawing No. 1 of 1), certified by Terry Dietz O.L.S., dated July 25, 2018 and updated March 27, 2020, as red-line amended , which shows 2 multi-residential development blocks, 1 park block, 1 open space block, 1 walkway block, 5 road widening blocks, and 1 reserve block, served by 3 new streets. |
| 2. | This approval of the draft plan applies for three years, and if final approval is not given by that date, the draft approval shall lapse, except in the case where an extension has been granted by the Approval Authority. |
| 3. | The Owner shall enter into a subdivision agreement with the City, in the City's current approved form (a copy of which can be obtained from Development Services), which includes all works and services required for this plan, and this agreement shall be registered against the lands to which it applies. |
| 4. | The Owner shall comply with all City of London standards, guidelines and requirements in the design of this draft plan and all required engineering drawings, to the satisfaction of the City. Any deviations from the City's standards, guidelines or requirements shall be satisfactory to the City. |
| 5. | In conjunction with the first submission of engineering drawings, street(s) shall be named, and the municipal addressing shall be assigned to the satisfaction of the City. |
| 6. | Prior to final approval, the Owner shall submit to the Approval Authority a digital file of the plan to be registered in a format compiled to the satisfaction of the City of London and referenced to NAD83UTM horizon control network for the City of London mapping program. |
| 7. | The Owner shall satisfy all the requirements, financial and otherwise, of the City of London in order to implement the conditions of this draft approval. |
| 8. | Prior to final approval, the Owner shall pay in full all financial obligations/ encumbrances owing to the City on the said lands, including property taxes and local improvement charges. |
| 9. | Prior to final approval, the Owner shall provide copies of all transfer documentation for all land transfers/dedications and easements being conveyed to the City, for the City's review and approval. |
| 10. | Prior to final approval, for the purposes of satisfying any of the conditions of draft approval herein contained, the Owner shall file with the Approval Authority a complete submission consisting of all required clearances, fees, final plans, and any required studies, reports, data, information or detailed engineering drawings, and to advise the Approval Authority in writing how each of the conditions of draft approval has been, or will be, satisfied. The Owner acknowledges that, in the event that the final approval package does not include the complete information required by the Approval Authority, such submission will be returned to the |

Owner without detailed review by the City.

PLANNING

11. Prior to final approval, appropriate zoning shall be in effect for this proposed subdivision.
12. As part of the Focused Design Studies, the Owner shall have a Tree Preservation Report and Plan prepared for lands within the proposed draft plan of subdivision as required by the Tree Inventory. Tree preservation shall be established prior to grading/servicing design to accommodate maximum tree preservation. The Tree Preservation Report and Plan shall focus on the preservation of quality specimen trees within Lots and Blocks and shall be completed in accordance with the current City of London Guidelines for the preparation of Tree Preservation Reports and Tree Preservation Plans to the satisfaction of the City Planner. The Owner shall incorporate the approved Tree Preservation Plan on the accepted grading plans.
13. As a condition of the signed Bonus Agreement for 3050 Yorkville Street, the Owner shall dedicate Block 4 and Block 16 to the City, at no cost to the City.
14. As part of the Focused Design Studies submission, the Owner's Landscape Architect shall prepare and provide a concept plan for all parks and open space blocks including pathway alignments and pedestrian bridge crossing to the satisfaction of the City.
15. As part of the first submission of engineering drawings, the Owner shall include all grade, service and seed details on all areas dedicated for parkland, to the satisfaction of the City.
16. As part of the first submission of engineering drawings, the Owner shall include all details for a pedestrian bridge crossing from Block 4 to the Bostwick Community Center, to the satisfaction of the City.
17. The Owner shall construct all park improvements within Block 4 and the pedestrian bridge crossing as shown on the accepted engineering drawings, all to the satisfaction of the City, at no cost to the City, within 1 year of registration of the plan of subdivision.
18. The Owner shall, prior to the issuance of a Certificate of Conditional Approval, grade, service and seed all areas dedicated for parkland, to the satisfaction of the City.
19. As part of the first submission of engineering drawings, the Owner shall provide for a multi-use pathway on the road crossing of the Thornicroft Drain, to the satisfaction of the City.
20. The Owner shall convey 1 hectare per 300 residential units and 2% for commercial lands or a cash-in-lieu payment in accordance with By-law CP-9 to the City of London for park purposes.

SEWERS & WATERMAINS

Sanitary:

21. In conjunction with the Focused Design Studies submission, and engineering drawing submission the Owner shall have his consulting engineer prepare and submit a Sanitary Servicing Study to include the following design information:
 - i) Provide a sanitary drainage area plan, including the sanitary sewer routing and areas to be serviced to the satisfaction of the City Engineer;
 - ii) Provide clarification that the proposed zoning amendments, and the respective changes in population, drainage area and the outlet is

- compatible with accepted record drawings and drainage area plans, and in particular for areas of the draft plan being directed to the Westmount/Farnham sanitary sewer system. Any sewer routing and sewer extensions are to be shown such that they could connect to their respective outlet location. Any upgrades, if required, are to be at no cost to the City;
- iii) Propose a suitable routing for the trunk sanitary sewer to be constructed through lands to the south and provide details of the sanitary sewers intended to serve portions this plan and how they will ultimately connect to the existing 450 mm diameter sanitary sewer on Exeter Road or future extension and routing of the GMIS SS14B or as determined by the accepted Focused Design Studies;
 - iv) Provide sufficient details that will demonstrate, including the feasibility, that the lands can all be served by a gravity connection and any and all details (eg. sewer depths, routing, etc.) to address the extension of the future sanitary sewers to the limit of this Plan;
 - v) Provide an hydrogeological report that includes an analysis to establish the water table level of lands within the subdivision with respect to the depth of the sanitary sewers and recommend additional measures, if any, which need to be undertaken to meet allowable inflow and infiltration levels as identified by OPSS 410 and OPSS 407.
22. In accordance with City standards or as otherwise required by the City Engineer, the Owner shall complete the following for the provision of sanitary services for this draft plan of subdivision:
- i) Oversizing of the internal sanitary sewers in this draft plan to accommodate flows from the upstream lands external to this plan, if necessary, all to the satisfaction of the City; and,
 - ii) Where trunk sewers are greater than eight (8) metres in depth and are located within the municipal roadway, the Owner shall construct a local sanitary sewer to provide servicing outlets for private drain connections, to the satisfaction of the City Engineer. The local sanitary sewer will be at the sole cost of the Owner
 - iii) Construct sanitary sewers to serve this Plan and connect them to the existing 450 mm diameter sanitary sewer on Exeter Road or as determined by the accepted Focused Design Studies;
 - iv) Implementing all inflow and infiltration mitigation measures to meet allowable inflow and infiltration level as identified by OPSS 407 and OPSS 410 as well as any additional measures recommended in the hydrogeological report.
23. The Owner shall implement the following enhanced inflow and infiltration (i&i) measures, to the satisfaction of the City, at no cost to the City:
- i) provide regular unscheduled inspection of basement excavations by the Owner's agents to ensure sanitary connections remain capped until plumbing connections are made;
 - ii) provide a notice to all builders and homeowners within the development, complete with an acknowledgement of receipt, regarding sanitary pdc's and the City's By-law WM-4 and secure against any infractions as a deterrent;
 - iii) wrap all manhole joints at time of installation; and
 - iv) permit City flow monitoring to monitor inflow and infiltration.

Storm and Stormwater Management (SWM)

24. In conjunction with the first submission of engineering drawings, the Owner shall have their consulting engineer prepare and submit a Storm/Drainage and a SWM Servicing Report of Confirmation to address the following:

- i) Identifying the storm/drainage and SWM servicing works for the subject and external lands and how the interim drainage from external lands will be managed, -all to the satisfaction of the City;
 - ii) Identifying major and minor storm flow routes for the subject and external lands, to the satisfaction of the City;
 - iii) Make provisions to oversize and deepen the internal storm sewers in this plan, if necessary, to accommodate flows from upstream lands external to this plan;
 - iv) Ensure that all existing upstream external flows traversing this plan of subdivision are accommodated within the overall minor and major storm conveyance servicing system(s) design, all to the specifications and satisfaction of the City Engineer;
 - v) Provide an erosion/sediment control plan that will identify all erosion and sediment control measures for the subject lands in accordance with City of London and Ministry of the Environment, Conservation and Parks standards and requirements, all to the satisfaction of the City. This plan is to include measures to be used during all phases of construction;
 - vi) implement SWM soft measure Best Management Practices (BMP's) within the Plan, where possible, to the satisfaction of the City. The acceptance of these measures by the City will be subject to the presence of adequate geotechnical conditions within this Plan and the approval of the City Engineer; and,
 - vii) ensure the post-development discharge flow from the subject site must not exceed capacity of the stormwater conveyance system. In an event where the condition cannot be met, the Owner shall provide SWM on-site controls that comply with the accepted Design Requirements for permanent Private Stormwater Systems.
25. The subdivision to which this draft approval relate shall be designed such that increased and accelerated stormwater runoff from this subdivision will not cause damage to downstream lands, property, or structures beyond the limits of this subdivision. Notwithstanding any requirements of, or any approval given by the City, the Owner shall indemnify the City against any damage or claim for damages arising out of or alleged to have arisen out of such increased or accelerated stormwater runoff from this subdivision.
26. The Owner shall comply with any conditions of the Upper Thames River Conservation Authority since the plan of subdivision is located within the UTRCA regulated area and Dingman Creek 'screening area'. Should the UTRCA request Block 11 limits be revised due to a regulatory flood line buffer, the Owner shall red-line Block 11, if necessary, to the satisfaction of the City and the Upper Thames River Conservation Authority.
27. In conjunction with the Focused Design Studies submission, the Owner shall have his consulting engineer prepare and submit an updated Stormwater Management and Drainage Servicing Functional Report for the entire site to address the following:
- i) Stormwater quality, quantity, erosion control, infiltration, and/or water balance targets for the site and how the targets will be achieved through the proposed SWM Plan;
 - ii) How any proposed SWM solution (including LIDs and control facilities) would be supported by a geotechnical and/or hydrogeological investigations prepared with focus on the type of LID. It is anticipated that the

hydrogeological and SWM reports will be completed but will contain consistent information regarding water balance measures and the LID approach;

- iii) Details with respect to any proposed SWM measures including layouts, depths, cross sections, anticipated shallow groundwater levels, and anticipated infiltration rates along LID alignments. LID design should be supported by on-site infiltration testing, as necessary;
 - iv) Address and provide details of the rerouting, enclosure and/or removal of any existing open watercourses (eg. Thornicroft Drain) in this plan and identify the needs for any setbacks from the open watercourses;
 - v) Existing upstream external flows traversing this plan of subdivision are accommodated within the overall minor and major storm conveyance system(s);
 - vi) Provide analysis and details of the overland flow route at the locations of the raised intersections and crosswalk;
 - vii) Provide an erosion and sediment control plan associated with the subject lands and any proposed SWM features in accordance with City of London and Ministry of the Environment, Conservation and Parks standards and requirements, all to the satisfaction of the City. The sediment and erosion control plan(s) shall:
 - o Be a component of the Functional Storm/Drainage Servicing Report.
 - o Identify all interim and long term measures for both registration and construction phasing/staging of the development, including inspection and adaptive measures.
 - o Include management plans for proposed dewatering works and associated outlet location(s).
 - o Require any major revisions be reviewed/accepted by the City of London for conformance, following initial acceptance.
28. The above-noted Storm/Drainage and SWM Servicing Functional Report, prepared by the Owner's consulting professional engineer, shall be in accordance with the recommendations and requirements of the following:
- i) Dingman Creek Subwatershed: Stormwater Servicing Study: Master Plan and Schedule B Municipal Class Environmental Assessment for Stage 1 Lands;
 - ii) The SWM criteria and environmental targets for the Dingman Creek Subwatershed Study Update (2005) and any addendums/amendments;
 - iii) The approved Storm Drainage and Stormwater Management Plan for 3080 Bostwick Road – Stage 1 prepared by IBI May 6, 2016;
 - iv) 3080 Bostwick Road Storm Outlet Environment Impact Study Prepared by Stantec Consulting Limited, April 2016 and any required addendums;
 - v) Thornicroft Drain Erosion Assessment, 3080 Bostwick Road, prepared by Parish Aquatic Services May 2016 and any required addendums;
 - vi) The approved Storm/Drainage and SWM Servicing Functional Report for the subject lands;
 - vii) The Stormwater Letter/Report of Confirmation for the subject development prepared and accepted in accordance with the file manager process;

- viii) The City's Design Requirements for Permanent Private Stormwater Systems approved by City Council and effective as of January 1, 2012. The stormwater requirements for PPS for all medium/high density residential, institutional, commercial and industrial development sites are contained in this document, which may include but not be limited to quantity/quality control, erosion, stream morphology, etc.;
 - ix) The City of London Environmental and Engineering Services Department Design Specifications and Requirements, as revised;
 - x) The City's Waste Discharge and Drainage By-laws, lot grading standards, Policies, requirements and practices;
 - xi) The Ministry of the Environment, Conservation and Parks (MECP) SWM Practices Planning and Design Manual (2003), including updates and companion manuals; and,
 - xii) Applicable Acts, Policies, Guidelines, Standards and Requirements of all required approval agencies.
29. In conjunction with the Focused Design Studies submission, the Owner shall provide an update to the existing hydrogeological report, including but not limited to, the following:
- i) The potential short-term and long-term effects of the construction associated with this subdivision on the existing ground water elevations and domestic or farm wells in the area;
 - ii) Identify any abandoned wells in this plan;
 - iii) Evaluation of a the water balance results included in the SWM report for the proposed development, and an evaluation of the potential impacts of the Site's water balance on potential downstream features;
 - iv) Provide recommendations for foundation design should high groundwater be encountered;
 - v) Address any contamination impacts that may be anticipated or experienced as a result of the said construction;
 - vi) Provide recommendations regarding soil conditions and fill needs in the location of any existing watercourses or bodies of water on the site;
 - vii) To meet allowable inflow and infiltration levels as identified by OPSS 410 and OPSS 407, include an analysis to establish the water table level of lands within the subdivision with respect to the depth of the sanitary sewers and recommend additional measures, if any, which need to be undertaken;
 - viii) Provide sufficient information, including more detailed hydrogeological and soil reports, to confirm that the construction of the proposed sanitary sewer and watermain through the Thornicroft Drain crossing can meet the recommendations and be in accordance with City standards and Upper Thames River Conservation Authority;
 - ix) Installation of borehole and monitoring wells at appropriate locations across the site;
 - x) Evaluation of the hydrogeological regime, including specific aquifer properties, static groundwater levels and groundwater flow direction. Seasonality effects should be considered when evaluating the hydrogeological regime of the site;
 - xi) Evaluation of water quality characteristics (both groundwater and surface water, if applicable), and the potential interaction between shallow groundwater and surface water features;
 - xii) Details and discussion regarding LID considerations proposed for the development including, but not limited to layouts, depths, cross-sections, anticipated shallow groundwater levels, and anticipated infiltration rates along LID alignments. Infiltration testing shall be undertaken when determining infiltration rates within the proposed LID systems;
 - xiii) Discussion related to the water taking requirements to facilitate construction (i.e., PTTW or EASR be required to facilitate construction);

- xiv) Evaluation of construction related impacts, and their potential effects on the shallow groundwater system;
- xv) Evaluation of construction related impacts, and their potential effects nearby domestic water wells (if present) and/or impacts on local significant natural features (including dewatering, volume requirements, radius of influence estimates, etc.);
- xvi) Discussion regarding mitigation measures associated with construction activities specific to the development (e.g., specific construction activities related to dewatering);
- xvii) Development of appropriate short-term and long-term monitoring plans (if applicable);
- xviii) Development of appropriate contingency plans (if applicable), in the event of groundwater interference related to construction;

all to the satisfaction of the City.

Watermains

30. In conjunction with the Focused Design Studies submission, the Owner shall have their consulting engineer prepare and submit a Water Servicing Report including the following design information, all to the satisfaction of the City Engineer:
- i) Water distribution system analysis & modeling and hydraulic calculations for the Plan of Subdivision confirming system design requirements are being met;
 - ii) Identify domestic and fire flows for the residential/development Blocks from the high-level distribution system. In addition to Blocks 2 and 6 internal to the Plan, Blocks 1,3 and 5 external to this Plan, (being created by Consents B.032/18, B.033/18 and B.034/18) are to be serviced off the subdivision internal watermain;
 - iii) Address water quality and identify measures to maintain water quality from zero build-out through full build-out of the subdivision;
 - iv) Include modeling for two fire flow scenarios as follows:
 - i) Max Day + Fire confirming velocities and pressures within the system at the design fire flows, and
 - ii) Max Day + Fire confirming the available fire flows at fire hydrants at 20 PSI residual. Identify fire flows available from each proposed hydrant to be constructed and determine the appropriate colour hydrant markers (identifying hydrant rated capacity);
 - v) Include a staging and phasing report as applicable which addresses the requirement to maintain interim water quality;
 - vi) Develop a looping strategy when development is proposed to proceed beyond 80 units;
 - vii) Identify any water servicing requirements necessary to provide water servicing to external lands, incorporating existing area plans as applicable; This would not only encompass the lands immediately adjacent to Street 'C' to the south but also external lands further to the south along Bostwick Road;
 - viii) Provide a water servicing area plan for the external lands south of this proposed draft plan along Bostwick Road. This water servicing area plan shall size the watermains considering future development demands (fire and domestic), establish looped watermain alignments to service the study limits, identify connections to existing watermains (high and low level) and identify any required external works.
 - ix) Identify any need for the construction of or improvement to external works necessary to provide water servicing to this Plan of Subdivision;
 - x) Identify any required watermain oversizing and any cost sharing agreements;
 - xi) Identify the effect of development on existing water infrastructure and identify potential conflicts;

- xii) Include full-sized water distribution and area plan(s) which includes identifying the location of valves & hydrants, the type and location of water quality measures to be implemented (including automatic flushing device settings and outlet), the fire hydrant rated capacity & marker colour, and the design domestic and fire flow applied to development Blocks.
31. Where the allowable density of any development Block serviced internal to this Plan, would trigger the requirement for a looped private water service connection, incorporate strategic valves on the internal watermains such that dual water service connections could be accommodated without having to cut in valves in the future.

Roadworks

32. All through intersections and connections with existing streets and internal to this subdivision shall align with the opposing streets based on the centrelines of the street aligning perpendicular through their intersections and opposite each other thereby having these streets centred with each other, unless otherwise approved by the City Engineer.
33. In conjunction with the first submission of engineering drawings, the Owner shall have its consulting engineer provide the following, all to the specifications and satisfaction of the City Engineer:
- i) provide a proposed layout plan of the internal road network including taper details for streets in this plan that change right-of-way widths with minimum 30 metre tapers for review and acceptance with respect to road geometries, including but not limited to, right-of-way widths, tapers, bends, intersection layout, daylighting triangles, 6m straight tangents, etc., and include any associated adjustments to the abutting lots. The roads shall be equally tapered and aligned based on the road centrelines and it should be noted tapers are not to be within intersections.
 - ii) confirm that all streets in the subdivision have centreline radii which conforms to the City of London Standard "Minimum Centreline Radii of Curvature of Roads in Subdivisions:"
 - iii) At 'tee' intersection, the projected road centreline of the intersecting street shall intersect the through street at 90 degrees with a minimum 6 metre tangent being required along the street lines of the intersecting road, to the satisfaction of the City Engineer.
 - iv) shall provide a minimum of 5.5 metres along the curb line between the projected property lines of irregular shaped lots around the bends and/or around the cul-de-sacs on streets in this plan of subdivision.
 - v) shall ensure street light poles and luminaires, along the street being extended, match the style of street light already existing or approved along the developed portion of the street, to the satisfaction of the City of London.
 - vi) shall ensure any emergency access required is satisfactory to the City Engineer with respect to all technical aspects, including adequacy of sight lines, provisions of channelization, adequacy of road geometries and structural design, etc.
 - vii) shall establish and maintain a Traffic Management Plan (TMP) in conformance with City guidelines and to the satisfaction of the City Engineer for any construction activity that will occur on an assumed street.

34. The Owner shall have its professional engineer design and construct the roadworks in accordance with the following road widths:
 - i) Street 'B' and Street 'C' have a minimum road allowance of 21.5 metres as identified on the approved Draft Plan. The road pavement widths are to comply with City standards, all to the specifications and satisfaction of the City
 - ii) Street 'A' has a minimum road pavement width (excluding gutters) of 7.5 metres with a minimum road allowance of 20 metres.
 - iii) Street 'B' from Southdale Road West to 45 metres south have a minimum road allowance of 22.5 metres. The widened road on Street 'A' and Street 'B' shall be equally aligned from the centreline of the road and tapered back to the 21.5 metres of road allowance width for this street with 30 metre long tapers on both street line. The road pavement widths are to comply with City standards, all to the specifications and satisfaction of the City.
 - iv) Street 'C' from Bostwick Road to 45 metres east have a minimum road allowance of 22.5 metres. The widened road on Street 'C' shall be equally aligned from the centreline of the road and tapered back to the 21.5 metres of road allowance width for this street with 30 metre long tapers on both street lines. The road pavement widths are to comply with City standards, all to the specifications and satisfaction of the City.
35. The Owner shall complete the construction of Street 'B' (Yorkville Street) to City standards and remove all temporary works, as necessary, constructed as part of B.001/16 (Community Centre), to the satisfaction of the City.
36. The Owner shall red line this plan to include 6.0 metre straight tangents at the intersection of Street 'A' and Street 'C' and Street 'C' and Bostwick Road. Additionally, straight tangents are to be provided on Street 'C' between the back to back horizontal curves.
37. The Owner shall grade the site in accordance with the Southdale Road West and Bostwick Road Environmental Assessment (EA), to the satisfaction of the City Engineer.
38. In conjunction with the first submission of engineering drawings, the Owner's shall have its consulting engineer design enhanced landscape boulevards on Street 'B' at Southdale Road West on a right-of-way width of 22.5 metres for a distance of 45 metres tapered back over a distance of 30 metres to the standard local right-of-way width of 21.5 metres to the satisfaction of the City Engineer.
39. In conjunction with the first submission of engineering drawings, the Owner's shall have its consulting engineer design enhanced landscape boulevard on Street 'C' at Bostwick Road on a right-of-way width of 22.5 metres for a distance of 45 metres tapered back over a distance of 30 metres to the standard local right-of-way width of 21.5 metres to the satisfaction of the City Engineer.
40. In conjunction with the first submission of engineering drawings, the Owner shall comply with all City standards as found in the Design Specifications and Requirements Manual (eg. reverse curves, 6 metre straight tangents, etc.), to the satisfaction of the City Engineer.
41. In conjunction with the first submission of engineering drawings, the Owner shall comply with the Complete Streets Manual to the satisfaction of the City Engineer.

Sidewalks

42. In conjunction with the first submission of engineering drawings, the Owner shall design a 1.5 metre sidewalk on both sides of all streets in this plan of subdivision, to the satisfaction of the City.

Street Lights

43. In conjunction with the first submission of engineering drawings, the Owner shall design street lighting on all streets and walkways in this plan to the satisfaction of the City, at no cost to the City.

Boundary Road Works

44. In conjunction with engineering drawings submission, the Owner shall provide a pavement marking plan, to include all turn lanes, etc., to the satisfaction of the City Engineer.
45. In conjunction with the Focused Design Studies submission, the Owner shall verify the adequacy of the decision sight distance on Southdale Road at Street 'B' and Bostwick Road at Street 'C'. If the sight lines are not adequate, road work shall be undertaken to establish adequate decision sight distance at this intersection, to the specifications of the City Engineer, at no cost to the City.
46. In conjunction with the first submission of engineering drawings, the Owner shall provide details of the required road works to address the sight line requirements, to the satisfaction of the City Engineer, at no cost to the City.
47. In conjunction with the first submission of engineering drawings, the Owner shall provide details of temporary street lighting at the following intersections, to the specifications of the City, at no cost to the City:
 - i) Street 'A' at Southdale Road West
 - ii) Street 'B' at Southdale Road West
 - iii) Street 'C' at Bostwick Road
48. In conjunction with the Focused Design Studies submission, the Owner shall have it's professional consulting engineer submit design criteria for the left turn and right turn lanes on Southdale Road West at Street 'B' and Bostwick Road at Street 'C' for review and acceptance by the City.
49. The Owner shall restrict access to Street 'A' from Southdale Road to rights-in/rights-out, at no cost to the City, all to the specifications and satisfaction of the City.

Road Widening

50. The Owner shall be required to dedicate sufficient land to widen Bostwick Road to 18.0 metres from the centreline of the original road allowance.
51. The Owner shall be required to dedicate sufficient land to widen Southdale Road West to 24.0 metres from the centreline of the original road allowance.
52. The Owner shall be required to dedicate 6.0 m x 6.0 m "daylighting triangles" at the intersection of Street 'C' with Bostwick Road and Street 'A' and Street 'C' with Southdale Road West calculated using the criteria outlined in Section 2.3.3.2. Sight Triangle of the Geometric Design Guide for Canadian Roads Part II, as specified by the City Engineer.
53. The Owner shall be required to dedicate 3.0 m x 3.0 m "daylighting triangles" at the intersection of streets in the Plan (ie. Where Street 'A' meets with Street 'C') to satisfy requirements necessary for servicing bus transit routes, calculated using the criteria outlined in Section 2.3.3.2. Sight Triangle of the Geometric Design Guide for Canadian Roads Part II, as specified by the City Engineer.

Vehicular Access

54. The Owner shall ensure that no vehicular access will be permitted to Block 2 from Bostwick Road. All vehicular access is to be via the internal subdivision streets.
55. The Owner shall restrict access to Block 2 by establishing blocks for 0.3 metre (1') reserves along the entire Bostwick Road frontage, to the satisfaction of the City.

Traffic Calming

56. In conjunction with the engineering drawings submission, the Owner shall have it's professional engineer provide a detailed design of the following to the satisfaction of the City:
 - a) Roundabout, including splitter islands, at Street 'B' and Street 'C'
 - b) Raised intersection at Street 'A' and Street 'C'
 - c) Type D pedestrian crossover on Street 'B' at the north limit of Block 6

The timing of implementation of the above noted traffic calming elements shall be determined during the preparation of the subdivision agreement, all to the satisfaction of the City.

Construction Access/Temporary/Second Access Roads

57. The Owner shall direct all construction traffic associated with this draft plan of subdivision to utilize Bostwick Road via Street 'C' or other routes as designated by the City.
58. The Owner shall have it's contractor(s) undertake the work within the prescribed operational constraints of the TMP. The TMP will be submitted in conjunction with the subdivision servicing drawings for this plan of subdivision.
59. Should any temporary turning circle exist at the time this plan is registered, the Owner shall remove any existing temporary turning circles and restore the road including sidewalks to the satisfaction of the City, at no cost to the City.

General

60. Prior to final approval, the Owner shall make arrangements with the affected property owner(s) for the construction of any portions of services or grading situated on private lands outside this plan, and shall provide satisfactory easements over these works, as necessary, all to the specifications and satisfaction of the City, at no cost to the City.
61. Once construction of any private services, i.e.: water storm or sanitary, to service the lots and blocks in this plan is completed and any proposed re-lotting of the plan is undertaken, the Owner shall reconstruct all previously installed services in standard location, in accordance with the approved final lotting and approved revised servicing drawings all to the specification of the City Engineer and at no cost to the City.
62. The Owner shall connect to all existing services and extend all services to the limits of the draft plan of subdivision as per the accepted engineering drawings, at no cost to the City, all to the specifications and satisfaction of the City Engineer.
63. The Owner's professional engineer shall provide full time inspection services during construction for all work to be assumed by the City, and shall supply the City with a Certification of Completion of Works upon completion, in accordance with the plans accepted by the City Engineer.
64. Prior to the construction of works on existing City streets and/or unassumed subdivisions, the Owner shall have its professional engineer notify new and existing property owners in writing regarding the sewer and/or road works

proposed to be constructed on existing City streets in conjunction with this subdivision along with any remedial works prior to assumption, all in accordance with Council policy for "Guidelines for Notification to Public for Major Construction Projects".

65. The Owner shall not commence construction or installations of any services (e.g. clearing or servicing of land) involved with this Plan prior to obtaining all necessary permits, approvals and/or certificates that need to be issued in conjunction with the development of the subdivision, unless otherwise approved by the City in writing (e.g. Ministry of the Environment, Conservation and Parks Certificates, City/Ministry/Government permits: Permit of Approved Works, water connection, water-taking, crown land, navigable waterways, approvals: Upper Thames River Conservation Authority, Ministry of Natural Resources, Ministry of the Environment, Conservation and Parks, City, etc.)
66. In conjunction with the first submission of engineering drawings, in the event the Owner wishes to phase this plan of subdivision, the Owner shall submit a phasing plan identifying all required temporary measures, and identify land and/or easements required for the routing of services which are necessary to service upstream lands outside this draft plan to the limit of the plan to be provided at the time of registration of each phase, all to the specifications and satisfaction of the City.
67. If any temporary measures are required to support the interim conditions in conjunction with the phasing, the Owner shall construct temporary measures and provide all necessary land and/or easements, to the specifications and satisfaction of the City Engineer, at no cost to the City.
68. In conjunction with registration of the Plan, the Owner shall provide to the appropriate authorities such easements and/or land dedications as may be required for all municipal works and services associated with the development of the subject lands, such as road, utility, drainage or stormwater management (SWM) purposes, to the satisfaction of the City, at no cost to the City.
69. The Owner shall remove all existing accesses and restore all affected areas, all to the satisfaction of the City, at no cost to the City.
70. All costs related to the plan of subdivision shall be at the expense of the Owner, unless specifically stated otherwise in this approval.
71. The Owner shall make all necessary arrangements with any required owner(s) to have any existing easement(s) in this plan quit claimed to the satisfaction of the City and at no cost to the City. The Owner shall protect any existing municipal or private services in the said easement(s) until such time as they are removed and replaced with appropriate municipal and/or private services and these services are operational, at no cost to the City.

Following the removal of any existing private services from the said easement and the appropriate municipal services and/or private services are installed and operational, the Owner shall make all necessary arrangement to have any section(s) of easement(s) in this plan quit claimed to the satisfaction of the City, at no cost to the City.

72. In conjunction with first submission of engineering drawings, the Owner shall submit a Development Charge work plan outlining the costs associated with the design and construction of the DC eligible works. The work plan must be approved by the City Engineer and City Treasurer (as outlined in the most current DC By-law) prior to advancing a report to Planning and Environment Committee recommending approval of the special provisions for the subdivision agreement.

73. In conjunction with the engineering drawings submission, the Owner shall have it geotechnical engineer identify if there is any evidence of methane gas within or in the vicinity of this draft plan of subdivision, to the satisfaction of the City. Should it be determined there is any methane gas within or in the vicinity of this draft plan of subdivision, the Owner's geotechnical engineer shall provide any necessary recommendations. The Owner shall implement any recommendations of the geotechnical engineer, under the supervision of the geotechnical engineer, to the satisfaction of the City, at no cost to the City.
74. In conjunction with the engineering drawings submission, the Owner shall have it geotechnical engineer identify if there is any evidence of contamination within or in the vicinity of this draft plan of subdivision, to the satisfaction of the City. Should it be determined there is any contamination within or in the vicinity of this draft plan of subdivision, the Owner's geotechnical engineer shall provide any necessary recommendations. The Owner shall implement any recommendations of the geotechnical engineer to remediate, remove and/or dispose of any contaminates under the supervision of the geotechnical engineer to the satisfaction of the City, at no cost to the City.
75. In conjunction with Focused Design Studies, the Owner shall have its consulting engineer submit a concept drawing for the road crossing of the Thornicroft Drain in this plan, including the preliminary crossing details (product type/size), plan and section views and any other necessary details, all to the specifications and satisfaction of the City.
76. In conjunction with engineering drawings submission, the Owner shall have their consulting engineer prepare and submit a design acceptable to the City Engineer for the following:
- i) proposed sanitary and watermain crossing the Dingman Creek, Tributary 'D' watercourse (Thornicroft Drain). Considerations to be included are utilization of a specific product(s), joint restraints systems, casing pipe, strategic valve placement and insulation.
 - ii) Identify how the road crossing will be constructed (ie. box culvert, etc.)
 - iii) Demonstrate how the proposed grading and road design will match the grading of the Thornicroft Drain
77. In conjunction with the first submission of engineering drawings, the Owner shall provide, to the City for review and acceptance, a geotechnical report or update the existing geotechnical report recommendations to address all geotechnical issues with respect to the development of this plan, including, but not limited to, the following:
- i) servicing, grading and drainage of this subdivision
 - ii) road pavement structure
 - iii) dewatering
 - iv) foundation design
 - v) removal of existing fill (including but not limited to organic and deleterious materials)
 - vi) the placement of new engineering fill
 - vii) any necessary setbacks related to slope stability for lands within this plan
 - viii) identifying all required mitigation measures including Low Impact Development (LIDs) solutions,
 - ix) cutting/filling, erosion, maintenance and structural setbacks (if any) related to slope stability associated with the existing wetlands, all to the satisfaction of the City.
- and any other requirements as needed by the City, all to the satisfaction of the City.
78. In conjunction with the Focused Design Studies submission, the Owner shall have it's professional engineer provide an opinion for the need for an Environmental Assessment under the Class EA requirements for the provision of any services

related to this Plan. All class EA's must be completed prior to the submission of engineering drawings.

79. In conjunction with the engineering drawings submission, the Owner must obtain approval from all required agencies as needed, to permit the proposed works and services related to the Street 'C' channel crossing within this plan, such as the UTRCA, MOECC, Fisheries and Oceans Canada and MNR.
80. In conjunction with the first submission of engineering drawings, the Owner shall identify any existing accesses, services, buildings, etc., located within this Plan, to the satisfaction of the City.

Natural Heritage

81. As part of the Focused Design Studies submissions, the Owner shall provide an update to the 3080 Bostwick Road Environmental Impact Study Final Report (dated February 6, 2020) prepared by Stantec Consulting Ltd. in the form of an addendum to address measures for feature protection and mitigation, wetland relocation, compensation, restoration, monitoring, and species at risk (or other items), to the satisfaction of the City.
82. As part of the Focused Design Studies submission, the Owner's Landscape Architect or Ecologist shall prepare and provide a concept plan for all ecological buffers, compensation areas and/or restoration areas to the satisfaction of the City.
83. In conjunction with the first submission of engineering drawings, the Owner's Landscape Architect and/or ecological consultant shall prepare a detailed restoration and buffer planting plan in accordance with the approved Environmental Impact Study Addendum, to the satisfaction of the City.
84. As part of the first submission of engineering drawings, the Owner shall prepare for delivery to all homeowners an education package which explains the stewardship of natural area, the value of existing tree cover and the protection and utilization of the grading and drainage pattern on these lots. The educational package shall be prepared to the satisfaction of the City. The approved package shall be delivered to homeowners upon occupancy.
85. In conjunction with the first submission engineering drawings, the Owner's ecological consultant shall prepare and submit a minimum 3 to 5 year detailed monitoring program for the natural heritage features and functions, and for all ecological works including buffer plantings, restoration areas and compensation areas to the satisfaction of the City. The Owner's consultant shall provide an annual monitoring report for each year of the program to the City's Ecologist.
86. The Owner shall not grade into any open space areas (Blocks xx). Where lots or blocks abut an open space area, all grading of the developing lots or blocks at the interface with the open space areas are to match grades to maintain existing slopes, topography and vegetation. In instances where this is not practical or desirable, any grading into the open space shall be to the satisfaction of the City.

UTRCA

Hydrogeological & Water Balance Assessment

87. Prior to the submission of Focused Design Studies, the Owner shall provide a final Hydrogeological and Feature Based Water Balance Study prepared to the satisfaction of the UTRCA. The analysis shall pertain to the entire site, including the future development lands/other lands owned by the applicant located north and south of Street C. Based on previously submitted information (Figure 2- Preliminary Concept - *Proposal Summary - 3080 Bostwick Road and 491 & 499 Southdale Road West* dated October 2014 prepared by MHBC), it is the UTRCA's

understanding that the same level of high density development that is proposed in the current draft plan is also contemplated for the future development lands located south of Street C.

The Final Hydrogeological and Water Balance Study must demonstrate that the groundwater recharge will be maintained for the entire site including lands identified as Block 1, Block 3 and 3050 Yorkville Street and that the natural hazard and natural heritage features and their functions located on site and on the adjacent lands will be maintained. The study must also ensure that the hydroperiod - water quantity and water quality are maintained and/or improved.

In the event where the Hydrogeological and Water Balance Study fails to address the UTRCA's interests/requirements including (but not limited to) demonstrating that the groundwater recharge can be achieved on the lands located within the limits of the draft plan, that the lands located south of Street C identified as *Additional Lands Owned by the Applicant/Future Development Lands* shall be utilized to address the hydrogeological matters including but not limited to groundwater recharge.

EIS/Ecological

88. As part of the Focused Design Studies submissions, the Owner shall provide an EIS Report/Addendum which addresses the Conservation Authority's outstanding comments and concerns (as noted in their correspondence dated March 12, 2021), to the satisfaction of the UTRCA.
89. As part of the Focused Design Studies submissions, the Owner shall provide a scoped EIS prepared to the satisfaction of the UTRCA to address the impacts of the crossing of Street C across the Thornicroft Drain including the mitigation and compensation requirements.

Stormwater Management

90. The Storm and Stormwater Management Conditions to this draft approval (Conditions No. 24 to 29) shall be addressed to the satisfaction of the UTRCA.
91. The Owner shall ensure that its SWM consultant works closely with the hydrogeological consultant to ensure that the proposed LID measures implement the site water balance requirements.
92. The Owner shall ensure that the setback from the Thornicroft Drain shall be the greater of the natural hazard (e.g. updated 250 year flood plain elevation) and natural heritage setback/buffer requirements.

Conservation Authorities Act

93. The Owner shall secure the necessary written approvals in accordance with Ontario Regulation 157/06, made pursuant to Section 28 of the *Conservation Authorities Act* prior to undertaking any site alteration or development within the regulated area including filling, grading, construction, alteration to a watercourse and/or interference with a wetland. These approvals shall apply to but are not limited to -
 - i. The removal and compensation of wetland MAMM1-12 which can be approved at the staff level through the UTRCA's permitting process.
 - ii. The crossing of Street C over the Thornicroft Drain which will require the preparation of a scoped EIS to evaluate the impacts of the crossing and how to mitigate and compensate for those impacts.

- iii. To address the Dingman Screening Area including but not limited to the flood plain and flood storage requirements as well as the conveyance of the 250 year return period under Street C as per the refined flood model.

Appendix C – Public Engagement

Community Engagement

Public liaison: On March 11, 2021, Notice of Public Meeting was sent to 118 property owners in the surrounding area. Notice was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on the same date.

Nature of Liaison: To consider a proposed residential draft plan of subdivision with two (2) high density residential blocks with an estimated total of 566 residential units (consisting of multiple apartment buildings and stacked townhouse dwellings), one (1) park block, one (1) open space block, several road widening and 0.3 m reserve blocks; all served by three (3) new roads (Street A, Street B, and Street C). Possible Amendment to Zoning By-law Z.-1 to change the zoning FROM an Urban Reserve (UR4) Zone and an Environmental Review (ER) Zone TO: a) a Residential R9 Bonus (R9-7*B-(#)) Zone – to permit apartment buildings, lodging house class 2, senior citizens apartment buildings, handicapped persons apartment buildings, and continuum-of-care facilities. A bonus zone is requested to permit townhouses and stacked townhouses with a maximum height of 15m and a minimum front yard setback of 6m; an apartment building with a maximum height of 70m, a density of 205 units per hectare, a reduced front yard setback of 5.5m, a reduced exterior side yard setback of 1.0m, and a reduced rear yard setback of 22m, in return for such facilities, services and matters identified in section 19.4 of the 1989 Official Plan, and policies 1638-1655 of The London Plan such as underground parking and enhanced urban design; b) a Residential R9 Bonus (R9-7*B-(##)) Zone – to permit apartment buildings, lodging house class 2, senior citizens apartment buildings, handicapped persons apartment buildings, and continuum-of-care facilities. A bonus zone is requested to permit an apartment building with a maximum height of 70m, a density of 299 units per hectare, a minimum front yard setback of 5.0m, a reduced interior side yard setback of 7.0m, and a reduced rear yard setback of 7.5m, in return for such facilities, services and matters identifies in section 19.4 of the 1989 Official Plan, and policies 1638-1655 of The London Plan such as underground parking and enhanced urban design; c) an Open Space (OS2) Zone – to permit conservation lands, conservation works, cultivation of land for agricultural/horticultural purposes, golf courses, private parks, public parks, recreational golf courses, recreational buildings associated with conservation lands and public parks, campground, and managed forest; commercial recreational establishments, community centres, institutions, private outdoor recreation clubs, public swimming pools, recreational buildings, riding stables, sports fields, golf driving range, miniature golf course, go kart track, batting cages, tennis court and playground; d) an Open Space (OS4) Zone – to permit conservation lands, conservation works, golf courses, private parks, public parks, recreational golf courses cultivation or use of land for agricultural/horticultural purposes, and sports fields without structures; and e) an Urban Reserve Special Provision UR4() Zone – to permit existing dwellings, agricultural uses, conservation lands, managed woodlots, wayside put, passive recreation uses, kennels, private outdoor recreation clubs, and riding stables with a special provision for a reduced lot size of 2ha. Holding provisions may be considered for urban design, municipal servicing, and phasing.

A previous Notice of Application was circulated on August 17, 2018 and notice was published in *The Londoner* on August 16, 2018. A public participation meeting was held on October 9, 2018. Comments received from the public during the public engagement process were included in a report to the Planning and Environment Committee, and are summarized as follows:

Concern for:

- Increased traffic and congestion (x5)
- Increased cut through traffic in the established neighbourhood to the north (x3)
- Pedestrian safety
- Road improvements should be implemented as recommended in the Southdale EA (x3)
- Only the ward 9 councillor was identified on the notice, not the nearby ward 10

- The local school capacity and ability to accommodate increased number of pupils (x2)
- Greater building heights are difficult to evacuate in emergencies and may block satellite signals
- Provide convenient drop-off/pick-up spaces for para transit vehicles
- Provide affordable housing options and small-lot, small home options

Support for:

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

Agency/Departmental Comments:

1. Upper Thames River Conservation Authority – March 12, 2021

The Upper Thames River Conservation Authority (UTRCA) has reviewed and offers comments on the following submissions:

Hydrogeology & Water Balance

The UTRCA reviewed the submission titled ***Comment Responses from the UTRCA Letter Dated April 17, 2020. File 39T-18502/Z8931 Draft Plan of Subdivision & Zoning By-Law Amendment – Second Submission - Updated EIS & Hydrogeological Reports 3080 Bostwick Road, London ON*** prepared by exp dated January 7, 2021. Our comments were provided to the City and the applicant in correspondence dated March 3, 2021 (attached). They were discussed with the applicant and City staff on March 5, 2021 and again on March 8, 2021 and will be addressed in a Final Hydrogeological Assessment & Water Balance Analysis to the satisfaction of the UTRCA and will be a requirement of the draft plan approval.

The applicant agreed that if the groundwater recharge could not be achieved on the lands located within the limits of the draft plan that the lands located south of Street C known as Additional Lands Owned by the Applicant/Future Development Lands could be utilized for groundwater recharge.

Another key concern pertained to the water table maps that were included in the January 7, 2021 exp submission. The UTRCA advised that the mapping had to be revised prior to draft plan approval. We confirm that the applicant has submitted revised water table maps –

1. ***Hydrogeological Assessment – Southdale Road Development, 3080 Bostwick Road, London, Ontario - Groundwater Flow Direction - Low Groundwater*** prepared by exp dated March 2021
2. ***Hydrogeological Assessment – Southdale Road Development, 3080 Bostwick Road, London, Ontario - Groundwater Flow Direction - High Groundwater*** prepared by exp dated March 2021

The UTRCA is satisfied with the revised mapping.

The UTRCA's hydrogeological and water balance interests and comments must be addressed to our satisfaction and we offer the following conditions for draft plan approval -

1. That a final Hydrogeological and Water Balance Study be prepared to the satisfaction of the UTRCA. The analysis shall pertain to the entire site, including the future development lands/other lands owned by the applicant located south of Street C. Based on previously submitted information (Figure 2- Preliminary Concept - ***Proposal Summary _ 3080 Bostwick Road and 491 & 499 Southdale Road West*** dated October 2014 prepared by MHBC), it is the UTRCA's understanding that the same level of high density development that is proposed in the current draft plan is also contemplated for the future development lands located south of Street C.

The Final Hydrogeological and Water Balance Study must demonstrate that the groundwater recharge will be maintained for the entire site and that the natural hazard and natural heritage features and their functions located on site and on the adjacent

lands will be maintained. The study must also ensure that the hydroperiod - water quantity and water quality are maintained and/or improved.

2. That in the case where the Hydrogeological and Water Balance Study fails to address the UTRCA's interests/requirements including (but not limited to) demonstrating that the groundwater recharge can be achieved on the lands located within the limits of the draft plan, that the lands located south of Street C identified as **Additional Lands Owned by the Applicant/Future Development Lands** be utilized to address the hydrogeological matters including but not limited to groundwater recharge.

Stormwater Management

The following comments are based on the UTRCA's review of the various SWM submissions.

1. The last SWM report/addendum prepared by IBI Group dated April 30, 2020, as mentioned in the MHBC letter dated December 10, 2020, was reviewed and comments were provided. However, no updated SWM report was reviewed/received. The SWM section of the MHBC letter dated December 10, 2020 briefly mentions the proposed SWM concept for this development related to water quality, quantity, LID and ESC however sufficient details have yet to be provided.
2. Section 4.4.1 of the revised EIS dated December 3, 2020 mentions surface drainage generally with issues in the Drain. It is recommended to consider those issues in the design of the SWM for the site.
3. The Stantec reply letter dated January 6, 2021 (to the City of London) was reviewed. The aforementioned letter address the UTRCA comments related to the EIS but not SWM.

The UTRCA has reviewed the Storm and Stormwater Management Conditions that have been prepared by the City of London (attached). The conditions address most of our interests however we request the following two additions –

1. That the SWM consultant work closely with the hydrogeological consultant to ensure that the proposed LID measures implement the site water balance requirements.
2. That the setback from the Thornicroft Drain shall be the greater of the natural hazard (e.g. updated 250 year flood plain elevation) and natural heritage setback/buffer requirements.

Environmental Impact Study (EIS)

The UTRCA has reviewed the December 3, 2020 **Final EIS Addendum for 3080 Bostwick Road** prepared by Stantec. Given that the development is only for lands to the north of Street C and lands labelled as Block 6 located east of Street B, the comments have been broken into recommendations that pertain to the current EIS (Blocks 2, 4, 6 and for Street "C"), and those that must be undertaken for the Future Development Lands located south of Block 2, 4 and 6. We have also provided comments on the January 7 2021 Stantec Response Table to UTRCA comments.

Recommendations on Dec 3 2020 Final EIS Addendum for Blocks 2, 4, 6 and for Street "C"

1. Editorial comments
 - a. Please edit all FOGM references to FODM.
 - b. Please show WODM4 on Figure 2 as it is described in Table 4.1.
 - c. Is the THDM2/SWTM2 community in Table 4.1 the same as the THDM2-6/SWTM2 on Figure 2?
 - d. Please add description of FODM6 (shown west of Bostwick Road on Figure 2) to Table 4.1.
 - e. Please add Monarch and Terrestrial Crayfish locations to the summary list of Natural Environmental Constraints in Section 6.0.
2. Please ensure there is adequate area in the Park Block and/ or in the high density residential blocks to implement the required LID measures such as landscaped areas, side yard and rear yard swales or vegetative filter strips, and / or linear bioswales to manage surface water and maintain the groundwater contribution and recharge for the

natural hazard and natural heritage features including but not limited to the Thornicroft Drain.

3. Section 10.1.3.2 states that “with respect to surface flow to the wetland area, the Significant Woodland located south of the southwest portion of the Site is fed primarily from surface flows from the Unnamed Drain originating west of Bostwick Road. However, Figure 2 shows another unnamed watercourse that enters Patch 10064 from the center of the lands located south of Blocks 2 and 4. Please provide an analysis of the contribution of these two drains and the Thornicroft Drain on the downstream wetland habitats.
4. Please provide context for the 2007 – 2008 field notes in Appendix H1 and confirm whether this information was incorporated into the EIS. It does not appear that the biological information gathered during 2007 and 2008 was incorporated into the EIS, other than to say it was undertaken. For example:
 - i. 2008 amphibian surveys recorded AMTO, SPPE and GRTR, yet only the call count tallies for 2014 are presented in Section 4.6.3.
 - ii. 2008 breeding bird memo states that 46 birds were observed, of which 45 were likely breeding; yet Section 4.7 states that 38 species of birds were observed of which 29 were likely breeding.
 - iii. the location of patch numbers 6659, 6005, 6706, 6871, as well as ELC communities FOD4-2, SWD4-1 (no patch number provided) and vegetation communities in Table 1 (Appendix H.1) were not provided, so it is not possible to compare this information to the vegetation communities in Table 4.1, Section 4.6.

Requirements for an EIS to be undertaken for the Future Development Lands located (balance of 3080 Bostwick Road) south of Block 2, 4 and 6 (South of Street C)

Please note that the UTRCA supports the recommendations in the August 2017 SLSR and EIS for the Bostwick Road Improvements (Municipal Class EA) requiring a 30m buffer for Patch 10064. Accordingly we recommend a 30m buffer from the WODM4-4 community, and a total corridor width along the Thornicroft Drain south of Blocks 2, 4 and 6 of at least 30 m on either side, for a minimum total width of 60m+ width of buffer along the drain. If these buffers are provided, the UTRCA will not require any additional biological work. If the buffers are not provided, the UTRCA will require that the following work be undertaken to evaluate impacts of future development south of Blocks 2, 4 and 6:

- A. **A three season floral inventories of each ELC community** and vascular plant list provided for each ELC community, along with metrics such as conservatism coefficient, wetland index, weediness, etc. to support EIS arguments about importance of the ELC communities.
- B. **A full amphibian breeding inventory, with monitoring sites and dates of surveys scoped with the UTRCA and agreed to prior to conducting field work.** Amphibian call count surveys will follow the protocol for the Marsh Monitoring Program (Bird Studies Canada, 2003) and Environment Canada’s Amphibian Road Call Count program (2008).
- C. **An evaluation of both unnamed drains that enter Patch 10064** to evaluate impacts of future development south of Blocks 2, 4 and 6.

The UTRCA has also reviewed the **January 7, 2021 Stantec Response Table to UTRCA Comments** and we offer the following responses:

1a. Stantec response says N. Leopard Frog has been removed from Appendix E since the origin of the species record could not be concluded based on field data. However, it is still present in Appendix E. **The UTRCA does not want this species removed from the records, since it is part of the historical record for this site and instead requests that the EIS include it as a possible unconfirmed species.**

1b. Stantec response says Survey Station A was located at the center of the Thornicroft Drain. However, **Figure 3 still shows Survey Station A in the OAGM1 community**, more than 60m from Thornicroft Drain.

1c. To ensure that the mitigation and protection measures proposed for Thornicroft Drain and community FODM11 will protect potential amphibian habitat, we request that:

- **the wetland proposed further south as compensation for the removal of the MAMM1-12 community consider the creation of amphibian pools to demonstrate net benefit; and**
- **that the size or design of the buffer to the Thornicroft Drain includes the creation of amphibian habitat.**

The removal and compensation of wetland MAMM1-12 can be approved at the staff level through the UTRCA's Section 28 permit process.

1d. Addressed. Thank you. Our apologies regarding the request for a single year of data collection for floral inventories – this sentence was accidentally copied and pasted. We agree that floral inventories completed over several years and seasons is acceptable.

1e. **The separation of plants into vegetation communities is a standard request**, and is needed for more than just identifying locations of species at risk (i.e. used to confirm ELC classification, identify sensitive groundwater discharge areas, etc.). **Note that this level of detail will be required for any EIS undertaken to support future development south of Blocks 2, 4 and 6.**

1f. Stantec response states that they concur with the fish timing windows (no in-water work can occur from March 15 to July 15 of any calendar year), yet Section 10.3 states that “The cool water window for in-water construction is from July 1 to March 3.” **Rather, the cool water window for construction is July 16 – March 14.**

1g – i. Addressed. Thank you.

2a. Please refer to comments on water balance provided by the UTRCA. Note that Figure 2 shows two unnamed watercourses that enter Patch 10064, one from the west and one from the center of the lands located south of Blocks 2 and 4.

2b, ci, ii, iv and vi. Addressed. Thank you.

2ciii. Please **note that our comments refer to Patch 10064**, not WODM4-4.

2cv. **We disagree that “Foraging habitat for Monarch is not considered as significant wildlife habitat** as per the Ecoregion Criteria 7E and not subject to protection”. According to Criterion 1.3 of the SWH Criteria Schedules for Ecoregion Criteria 7E (Special Concern and Rare Wildlife Species), “*The habitat needs to cover an important life stage component for a species e.g. specific nesting habitat or foraging habitat”. Regardless, we are satisfied our concern has been addressed based on the recommendation in the EIS that Common Milkweed be added to seed mixes for the Dingman EA, phase 2 studies and recommendations for Thornicroft Drain remediation initiatives.*

2cvii. Without a floral species list specific to ELC communities, we cannot confirm that WODM4-4 is correctly classified and therefore must assume that it may be part of the rare FODM7-4 (Fresh Moist Black Walnut) community. Therefore, **we are requesting that three season floral inventories of each ELC community be conducted to support future development south of Blocks 2, 4 and 6** and ensure that inventories are conducted at the appropriate time to capture important spring ephemerals and wetland species, as well as summer upland species and groundwater species.

2di, ii, iii.and iv. Addressed. Thank you.

3. Addressed. Thank you.

4a. Based on Stantec's response, the impacts of the alignment of Street C on the adjacent natural hazard and the natural heritage features was never evaluated. As was discussed with the applicant, appropriate buffers and compensation are to be provided to address this oversight with regards to the planning of the additional lands owned by the applicant/future development lands that are located outside of the limits of this draft plan.

Furthermore, a scoped EIS is required to address the impacts of the crossing of Street C across the Thornicroft Drain including the mitigation and compensation of any impacts.

4b and f. Addressed. Thank you.

4ci – iii. **Please ensure that these site control considerations are carried forward to the Draft Plan Stage.**

4d. Partially addressed. The buffer questions have been addressed, yet the **Vegetation Removal Plan** has not.

4e. **Please remove references that Street C is considered to have a negligible change to the nearby vegetation communities in comparison to the development of the Community Centre parking lot,** given the lack of evaluation in the 2014 Southdale Community Centre SLSR and EIS by Dougan & Associates on proposed effects of Street C.

5a, c, d and e. Addressed. Thank you.

5b. Thank you for clarifying the placement of the trail. **We support the trail being kept outside of the 30m and 40m buffers to Thornicroft Drain.** Recognizing that the majority of the 40 m buffer area is adjacent to the park block that will be dedicated to the City, we ask that the City ensure the trail is kept outside the 40m corridor and is instead be incorporated into park block 4.

5e. **We continue to express concern that the size of the buffers may not be adequate to accommodate any remediation needs of the Thornicroft Drain** that may be required through a separate Municipal Class EA process to address the erosive conditions in the drain spillway. **We also recommend that any culvert improvements proposed to accommodate any remediation needs of the Thornicroft Drain have consideration for potential Barn Swallow nests** that were noted in the Sept 12, 2014 email from Bill Warner (Appendix B)

6. **Please refer to comments on SWM provided by the UTRCA.**

7. **Please refer to comments on hydrogeology provided by the UTRCA.**

8 - 12. Addressed. Thank you.

The UTRCA's outstanding EIS comments can be addressed in a report/addendum as a condition of draft plan approval.

CONSERVATION AUTHORITIES ACT

The subject lands are regulated by the UTRCA and are located in the Dingman Screening Area. The flood plain and flood storage requirements, as well as the conveyance of the 250 yr return period under Street C as per the refined flood model, must be addressed through the Section 28 approval process.

RECOMMENDATIONS

The UTRCA requires that all of the comments contained in this correspondence and in the attachments be addressed to the satisfaction of the UTRCA through the future approvals/submissions for the subject lands and the balance of the lands known as 3080 Bostwick Road. We offer the following conditions of draft plan approval –

Hydrogeological & Water Balance Assessment

1. That a final Hydrogeological and Water Balance Study be prepared to the satisfaction of the UTRCA. The analysis shall pertain to the entire site, including the future development lands/other lands owned by the applicant located south of Street C. Based on previously submitted information (Figure 2- Preliminary Concept - **Proposal Summary _ 3080 Bostwick Road and 491 & 499 Southdale Road West** dated October 2014 prepared by MHBC), it is the UTRCA's understanding that the same level of high density development that is proposed in the current draft plan is also contemplated for the future development lands located south of Street C.

The Final Hydrogeological and Water Balance Study must demonstrate that the groundwater recharge will be maintained for the entire site and that the natural hazard and natural heritage features and their functions located on site and on the adjacent lands will be maintained. The study must also ensure that the hydroperiod - water quantity and water quality are maintained and/or improved.

2. That in the case where the Hydrogeological and Water Balance Study fails to address the UTRCA's interests/requirements including (but not limited to) demonstrating that the groundwater recharge can be achieved on the lands located within the limits of the draft plan, that the lands located south of Street C identified as **Additional Lands Owned by the Applicant/Future Development Lands** be utilized to address the hydrogeological matters including but not limited to groundwater recharge.

EIS/Ecological Comments

That an EIS Report/Addendum be prepared to the satisfaction of the UTRCA to address our outstanding comments (contained herein).

That a scoped EIS be prepared to the satisfaction of the UTRCA to address the impacts of the crossing of Street C across the Thornicroft Drain including the mitigation and compensation requirements.

Stormwater Management

That the Storm and Stormwater Management Conditions that have been prepared by the City of London (attached) be addressed to the satisfaction of the UTRCA. In addition to those conditions, the UTRCA requires

1. That the SWM consultant work closely with the hydrogeological consultant to ensure that the proposed LID measures implement the site water balance requirements.
2. That the setback from the Thornicroft Drain shall be the greater of the natural hazard (e.g. updated 250 year flood plain elevation) and natural heritage setback/buffer requirements.

Conservation Authorities Act

That the applicant secure the necessary written approvals in accordance with Ontario Regulation 157/06, made pursuant to Section 28 of the *Conservation Authorities Act* prior to undertaking any site alteration or development within the regulated area including filling, grading, construction, alteration to a watercourse and/or interference with a wetland. These approvals shall apply to but are not limited to -

- i. The removal and compensation of wetland MAMM1-12 which can be approved at the staff level through the UTRCA's permitting process.
- ii. The crossing of Street C over the Thornicroft Drain which will require the preparation of a scoped EIS to evaluate the impacts of the crossing and how to mitigate and compensate for those impacts.
- iii. To address the Dingman Screening Area including but not limited to the flood plain and flood storage requirements as well as the conveyance of the 250 yr return period under Street C as per the refined flood model.

2. Urban Design Peer Review Panel Comments – Applicant Response – March 10, 2021

Address of Development Site: 3080 Bostwick Road

Date of Panel Meeting: 09/16/2020

Comment:
<p>It is understood that the existing Master Plan provides a planning and design framework to guide the ongoing evolution/development of the overall site. In this case, the Master Plan includes a series of development blocks and an internal network of public streets that will be implemented through the proposed plan of subdivision. As the implementation of the Master Plan unfolds, the Panel recommends that further consideration be given to creating a unique identity and character to individual streets and public/common spaces within the plan area. A more thoughtful strategy towards the hierarchy of streets and public spaces will provide a more logical framework to guide the edge conditions of each development block and contribute to the creation of a more identifiable, unique, place within the City of London.</p>
Applicant Response:
<p>As noted, the Master Plan Concept for 3080 Bostwick Road was designed to provide guidance for individual project sites, parks, road systems and pathway connections within the development. Refinements to individual Master Plan components will be carried out as these projects advance, and with consideration for the goals, objectives and design direction set out in the Urban Design Guidelines document adopted for these lands. In this respect, the building design and site layout for Site 5 (3010 and 3050 Yorkville Street) was subject to revision through both the detailed design phase and the Site Plan Approval process. Matters such as those noted by the Panel above were taken into consideration through these processes.</p>

Comment:
<p>The Panel recommends including greater variation in building scale, built form and housing form across these large sites to support the creation of more defined character areas within the overall Master Plan.</p>
Applicant Response:
<p>The Master Plan has been designed as an intensive development, comprised predominately of high-rise forms of varying heights complemented by limited commercial/office uses, a neighborhood park, an open space corridor and multiple pedestrian/vehicular connections. As discussed above, refinements to the layouts of individual development sites are expected through future planning process to further differentiate Master Plan components (and thereby further define the character of this community).</p>

Comment:
<p>The Panel recognizes the desire for cohesion within the architectural design of individual buildings but cautions that with the proposed number of buildings there is a high risk that the built form will appear repetitive. The Panel strongly suggests that further refinement to the material pallet and composition for buildings within the Master Plan area is required for a successful outcome.</p>
Applicant Response:
<p>The Panel comment is acknowledged and will be taken into consideration as project planning advances for individual Master Plan sites (consistent with the approach taken for Site 5).</p>

Comment:

The Panel notes that the submission materials were lacking detail, especially as it relates to the street-level architectural treatment and landscape design of various building sites. The building elevations provided for sites 2 & 6 sites also do not appear to reflect the latest massing or plans which limited the Panel's capacity to provide meaningful feedback on that aspect of the project. Rendered views of the public realm would help in assessing the proposed landscape treatment and relationship to building entrances, ground unit terraces, etc.

Applicant Response:

Zedd Architecture has prepared updated design materials for Sites 2 and 6, which are enclosed with this submission. Additional renderings of these Sites in the context of the larger Master Plan development are included with these materials.

Site 2:**Comment:**

The Panel supports the inclusion of the proposed townhouse units along the eastern edge of Site 2. The townhouse forms will provide a sense of enclosure to the adjacent street and public park and provide for more active edge conditions with opportunities for passive surveillance of the public realm.

- The Panel suggests that the applicant could explore additional built form at this location, perhaps in the form of stacked townhouses or a shallow midrise building. A more prominent built form would further enhance the sense of activity and enclosure on the adjacent public realm.
- The "end" townhouse units present an opportunity to create greater "presence" on the side streets. The Panel recommends these units be designed with architectural features and details that present the appearance of a front rather than an interior side. Doors, windows, projections, porches and other architectural details should be implemented on these flanking facades.

Applicant Response:

Alternative layouts for complementary low- and mid-rise forms within Site 2 were explored as part of project planning. The two, 3.5 storey stacked townhouse blocks proposed for the Street A frontage are intended to help activate that streetscape, provide 'eyes on the street' for the community park east of this site, and provide an sense of enclosure appropriate for this corridor. The architectural treatment for the flanking units will be reviewed as part of the detailed design, and the comments of the Panel respecting the articulation of these facades will be fully considered.

Comment:

The Panel questions the detailing and programming of the "southward extension" of the podium building for Site 2 and notes that this aspect of the design is unresolved. The Panel highlights that this will be a significant entryway to the site and the Urban Design Guidelines (pg. 12) identifies the corner and both frontages as "primary frontage zones". As such, it warrants a more prominent architectural and landscape design treatment. The building face should provide a level of articulation and animation that's fitting of this key corner location.

Applicant Response:

The Panel's comment is noted regarding the design/landscape treatment for this component of the tower. The massing of the Site 2 building was assessed with considerations for the Panel's comments, and it was concluded that the overall Master Plan layout works better with the tower located on the north end of this site.

Further detailed design will explore interaction between the podium and the street, as well as the entrance to the development.

Comment:
The Panel notes that the overall scale of the tower floorplate is contextually appropriate, but the proportions are not. The current tower floorplate appears as a 2:1 length to depth ratio which characteristic of a slab-tower typology. The Panel recommends a return to the squarer tower shape contemplated by the Master Plan Concept and Urban Design Guidelines (pg. 4).
Applicant Response:
Refinements to the podium and tower have been provided with updated design material for Site 2 and 6. While the Panel's comment is acknowledged, project constraints, in terms of floor plate sizes, and zoning constraints, in terms of height, do not allow for a smaller footprint of the tower. The floor plate of the tower (typically 940 m ²); however, is in keeping with the design direction of The London Plan (Policy 293).

Comment:
The Panel notes that the conceptual plans lacked sufficient detail to understand the ground floor treatment of the podium building. It was unclear from the documents if the grade level units are proposed to have perimeter fences to create yards. The Panel recommends these drawings be provided to the City for review.
Applicant Response:
Updated concept drawings are provided to help illustrate the ground floor layout for the podium building and the townhouse units, and the interface of these units with the public realm (particularly the Bostwick Road corridor). Further refinements will be introduced during the design phase of the project.

Comment:
The Panel recommends that for private entrances to ground floor residential units, appropriate grade separation and distance separation from the property line be provided.
Applicant Response:
Comment acknowledged.

Comment:
The Panel recommends further enhancement of the proposed lobby space. Greater transparency with clear views from the interior to the exterior of the site will foster a greater connection with Bostwick Road and will provide a sense of visual relief on the ground floor massing of the Bostwick façade.
Applicant Response:
Refer to updated design concepts and renderings, as discussed above.

Comment:
The Panel further recommends considering increasing the amount of amenity space along Bostwick Rd. in lieu of some of the grade level residential units, specifically at the 1 bed and 2 bed unit south of the entrance. This would permit an opportunity to create a more defined entrance on the west elevation that currently appears to blend in with the residential components.
Applicant Response:
The updated renderings illustrate the design response for the western elevation, particularly the varied components proposed (1) to differentiate the podium elements from the central tower and (2) to clearly define the main Bostwick Road entrance.

Site 6:

Comment:
<p>The panel expressed significant concerns with the overall massing of proposed buildings in Site 6.</p> <ul style="list-style-type: none"> • The Panel recommends significant reductions to the massing of the proposed towers with a shift from the extreme-slab typology to a “podium and point tower” model of development. In this regard, the panel identified an opportunity for the Applicant to explore increases in height or the potential addition of a 3rd tower as a manner to meet project performance objectives while providing an appropriate design outcome. • The Panel recommends that an appropriate level of tower separation (i.e. 25 metres min.) is included to reduce the overall impacts of the building mass including daylighting and sky view (see pg. 9 & pg. 21 of the Urban Design Guidelines). • The Panel recommends that Wind Tunnel testing be pursued to design revisions and ensure a comfortable living environment between the two towers as well as the adjacent pedestrian realm.
Applicant Response:
An updated concept plan for Site 6 has been designed which integrates two towers linked via a common canopy, rather than a four storey podium as previously proposed. This revised design is intended to reduce the overall massing of the development, to provide a more defined tower separation and to introduce additional at-grade amenity space along the Yorkville Street frontage.

Comment:
<p>The Panel recommends the inclusion of a strong podium design which provides a human-scale interface with adjacent streets. The Panel recommends a minimum base building height between 3-6 storeys (see pg. 22 of the Urban Design Guidelines). Given this is a corner site, consider varying the height of the base building to respond the unique planned character of each abutting street and adjacent development block.</p> <ul style="list-style-type: none"> • The Panel recommends the inclusion of greater tower step-backs to define the podium and reduce massing impacts on the public realm. • On streets with an exclusively residential character, line the base building with grade-related residential units with usable front entrances and windows to living spaces facing the street.
Applicant Response:
The updated design concept incorporates four storey podium bases for each building and multiple tower step-backs. Main floor residential units and amenity spaces would also integrate direct at-grade accesses to adjacent sidewalks. The enclosed renderings illustrate the anticipated treatment of the main floor units, which includes extensive glazing.

Comment:
The Panel recommends introducing mid-block connections that provide at-grade connections from the interior to the exterior of the site and foster a greater level of porosity.
Applicant Response:
The revised site plan illustrates that multiple at-grade connections are proposed linking external and internal elements of the development, including a central pedestrian access from Yorkville Street to the planned parkette (via the new canopy feature).

Comment:
The Panel recommends the inclusion of greater building setbacks at strategic points along the frontage, as appropriate, for architectural interest and to improve pedestrian amenity, including more space for tree planting, wider sidewalks, forecourts, plazas, and other publicly accessible open spaces.
Applicant Response:
The updated design concept provides additional detail addressing this comment, recognizing that further refinements to the site layout will be carried out as part of the detailed design phase of the project.

Comment:
The Panel recommends a reduction in the amount of surface parking in favour of usable at-grade amenity space and/or additional built form. High-quality, grade-related landscaped open space is encouraged for a greater proportion (e.g. 25%) of the total site area.
Applicant Response:
The surface parking arrangement has been revised to increase the useable amenity space on the site, to more clearly define the limits of the parking field, and to provide more detail on the intended site features (e.g., tree planting, internal/external walkway connections, canopy and gazebo elements). The proposed streetscape elements are also illustrated in the updated renderings.

Form Completed By: Scott Allen, MHBC; Carlos Ramirez, York Developments

3. Environmental and Engineering Services Department – February 8, 2021

The lands subject to this draft plan of subdivision are located within a high-level water distribution system service area, an adequately sized high-level watermain is required to be designed and extended along the internal local road network (Street ‘A’, ‘B’ and ‘C’) with a looped connection to the 400 mm watermain on Southdale Road West.

A review of Section 9.0 (Water Servicing) of the Final Proposal Report dated May 2018 identified a number of faulty assumptions pertaining to the water servicing to the proposed Draft Plan of Subdivision, noted as follows:

- 1) A looped watermain from the 400 mm high-level watermain on Southdale Road through the Plan to the low-level 600 mm watermain on Bostwick Road would not be permitted. No interconnection between the high and low-level systems, through a check valve connection or otherwise.
- 2) For watermain looping purposes, a Street ‘A’ watermain and secondary connection to the high-level 400 mm watermain on Southdale Road is required. Depending

on the existing Southdale Road watermain valving, a new line valve may need to be installed on the 400 mm main between the two connections to complete the loop.

- 3) Direct water service connections for development Blocks 2 and 6 (and 1,3 and 5 from the original proposed) to the Southdale and Bostwick Road watermain would not be supported. The water servicing strategy for the subject lands is for these development Blocks to connect to the internal subdivision watermain.

Appendix D – Policy Context

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

Provincial Policy Statement, 2020

The land use planning proposal must be consistent with Provincial Policy Statement (PPS) policies and objectives aimed at:

1. Building Strong Healthy Communities;
2. Wise Use and Management of Resources; and,
3. Protecting Public Health and Safety.

The PPS contains polices regarding the importance of promoting efficient development and land use patterns and accommodating an appropriate, affordable and market-based range and mix of residential, employment, institutional, recreation, park and open space, and other uses to meet long-term needs (Section 1.1).

Planning Authorities shall provide for an appropriate range and mix of housing options and densities required to meet projected market-based and affordable housing needs of current and future residents (Section 1.4).

To meet housing requirements of current and future residents, the policies also direct development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs (Section 1.4.3(c)).

Densities for new housing should efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed (Section 1.4.3(d)).

There are polices for promoting healthy and active communities by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity (Section 1.5.1(a)).

The subject lands are designated and intended for high density residential uses to accommodate an appropriate, affordable, and market-based range and mix of residential types in the form of apartment buildings and stacked townhouses to meet long term needs. It represents development taking place within the City's urban growth area and within an area for which a secondary plan has been approved to guide future community development. It also achieves objectives for promoting compact form, contributes to the neighbourhood mix of housing and densities that allow for the efficient use of land, infrastructure and public service facilities, supports the use of public transit, and increases community connectivity. Development will utilize full municipal services which are available or will be extended to the property boundary.

The proposed development will include public road, walkway and trail connections within the development providing access to the existing Bostwick Community Centre, a future neighbourhood park, and to the surrounding existing and planned neighbourhoods thereby promoting cycling and pedestrian movement, and enhancing active transportation opportunities. Conditions of draft approval will ensure the long term protection of natural heritage features consisting of a woodland and wetland located on adjacent lands to the south. Provincial concerns for archaeological resource assessment and cultural heritage have previously been addressed. Based on our review, the proposed draft plan of subdivision and zoning by-law amendment are found to be consistent with the Provincial Policy Statement.

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.

With respect to The London Plan, which has been adopted by Council but is not yet fully in force and effect pending appeals, the subject lands are within the “Neighbourhoods” Place Type permitting a range of uses such as single detached, semi-detached, duplex dwellings, townhouses, stacked townhouses and low rise apartments, as the main uses. There is also an area on Map 1 - Place Types* identified as “Green Space”. Map 2 identifies these lands as within the High Density Residential Overlay (from the 1989 Official Plan).

The Our Strategy, City Building and Design, Neighbourhoods Place Type, and Our Tools policies in the London Plan have been reviewed and consideration given to how the proposed draft plan and zoning amendment contributes to achieving those policy objectives, including the following specific policies:

Our Strategy

Key Direction #4 – Become one of the greenest cities in Canada

4. Protect and enhance the health of our Natural Heritage System.

Key Direction #5 – Build a mixed-use compact city

5. Ensure a mix of housing types within our neighbourhoods so that they are complete and support aging in place.

7. Build quality public spaces and pedestrian environments that support walking.

Key Direction #6 – Place a new emphasis on creating attractive mobility choices

6. Dependent upon context, require, promote, and encourage transit oriented development forms.

7. Utilize a grid, or modified grid, system of streets in neighbourhoods to maximize connectivity and ease of mobility.

8. Promote, strengthen, and grow the existing commuter and recreational cycling network and promote cycling destinations within London

Key Direction #7 – Build strong, healthy and attractive neighbourhoods for everyone

3. Implement “placemaking” by promoting neighbourhood design that creates safe, diverse, walkable, healthy, and connected communities, creating a sense of place and character.

4. Create social gathering places where neighbours can come together, such as urban parks and public spaces, community centres, family centres, community gardens, cafés, restaurants, and other small commercial services integrated within neighbourhoods.

These strategic directions are generally reflected in the development proposal. The proposal consists of a mix of high-rise, high density and mid-rise housing types consisting of proposed high-rise apartment buildings and stacked townhouses to take advantage of services and community facilities in the immediate area. The draft plan

includes a neighbourhood park centrally located to act as a focal point and a social gathering place where residents can come together. The subdivision plan maintains a grid pattern with three connections to the existing arterial roads network resulting in ease of mobility and a neighbourhood that is more walkable and connected. The subdivision plan is also integrated with the larger pedestrian and cycling network which includes sidewalks on both sides of the streets, multi-use paths and walkways aligned with a linear open space corridor; and the proposed development will be oriented to and supportive of public transit. A natural stream corridor traverses the subject lands which connects to natural heritage features existing on lands further to the south. Conditions of draft plan approval will ensure that outstanding concerns with respect to protection of natural heritage features can be properly addressed at the detailed design stage of the subdivision and site development approval process.

City Building and Design Policies

*212_ * The configuration of streets planned for new neighbourhoods will be of a grid, or modified grid, pattern. Cul-de-sacs, deadends, and other street patterns which inhibit such street networks will be minimized. New neighbourhood street networks will be designed to have multiple direct connections to existing and future neighbourhoods.*

*213_ * Street patterns will be easy and safe to navigate by walking and cycling and will be supportive of transit services.*

*218_ * To support connectivity, blocks within a neighbourhood should be of a size and configuration that supports connections to transit and other neighbourhood amenities within a typical ten minute walk.*

The subdivision streets maintains a grid pattern with connections to the arterial road network, and opportunities for connections to future neighbourhoods to the south and west. The local street pattern will be safe for walking and supportive of transit services. The proposed development blocks are also of a size and configuration that is transit oriented.

243_ Public facilities, parks, trails, seating areas, play equipment, open spaces and recreational facilities should be integrated into neighbourhoods to allow for healthy and active lifestyles.

*247_ * Public spaces should be located and designed within neighbourhoods to ensure that a minimum of 50% of their perimeter will be bounded by a public street.*

The draft plan incorporates a neighbourhood park which is visually integrated with the neighbourhood and with an adjacent open space stream corridor. This park is centrally located to provide a focal point for the community, a connection for the pedestrian pathways, and will feature seating areas and active and passive recreational opportunities. It is noted that a minimum of 50% of the perimeter of the public park will be bounded by public streets and the open space corridor lands.

*349_ * To support walkability, sidewalks shall be located on both sides of all streets.*

In accordance with the recommended draft plan conditions, 1.5 metre wide sidewalks will be required on both sides of all streets in the subdivision (D.P. Condition No. 42).

*288_ * Buildings fronting onto public spaces should establish an edge to provide definition, and a sense of enclosure around, the public space.*

*289_ * High and mid-rise buildings should be designed to express three defined components: a base, middle, and top. Alternative design solutions that address the following intentions may be permitted.*

1. The base should establish a human scale façade with active frontages including, where appropriate, windows with transparent glass, forecourts, patios, awnings, lighting, and the use of materials that reinforce a human scale.

2. The middle should be visually cohesive with, but distinct from, the base and top.

3. The top should provide a finishing treatment, such as a roof or a cornice treatment, and will serve to hide and integrate mechanical penthouses.

*290_ * Buildings located on corner sites should address the corner through building massing, location of entrances, and architectural elements.*

*292_ * High-rise buildings should incorporate a podium at the building base, to reduce the apparent height and mass of tall buildings on the pedestrian environment, allow sunlight to penetrate into the right-of-way, and reduce the wind tunnel effect.*

The application submission was accompanied by an urban design brief and concept plans for the proposed buildings and site designs generally express the desired attributes and goals as noted above: defined edges and sense of enclosure of public space; high rise buildings with a distinctive base, middle and top; building emphasis towards the corner of the site; and incorporation of podiums at the building base. The applicant's architectural consultants have met with the Urban Design Peer Review Panel. The panel's comments are included under Appendix C and further discussion is provided under the Southwest Area Secondary Plan section below.

Place Type Policies

The subject lands are located within the Neighbourhoods Place and Green Space Place Types. Furthermore, Map 2 identifies these lands as within the High Density Residential Overlay (from the 1989 Official Plan).

*958_ * Notwithstanding the height and intensity policies of the underlying place type, the following overlay policies may be applied:*

3. On large sites or areas within the High Density Residential Overlay (from 1989 Official Plan), capable of accommodating multiple buildings, a diversity of housing forms such as mid-rise and low-rise apartments and multiple attached dwellings will be required

The proposed development incorporates high-rise apartment buildings as well as some low to mid-rise, multiple-attached stacked townhouses

Our Tools

1578_ 6. Potential impacts on adjacent and nearby properties in the area and the degree to which such impacts can be managed and mitigated. Depending upon the type of application under review, and its context, an analysis of potential impacts on nearby properties may include such things as:

- a. Traffic and access management.*
- b. Noise.*
- c. Parking on streets or adjacent properties.*
- d. Emissions generated by the use such as odour, dust, or other airborne emissions.*
- e. Lighting.*
- f. Garbage generated by the use.*
- g. Loss of privacy.*
- h. Shadowing.*
- i. Visual impact.*
- j. Loss of views.*
- k. Loss of trees and canopy cover.*

- l. Impact on cultural heritage resources.*
 - m. Impact on natural heritage features and areas.*
 - n. Impact on natural resources.*
- The above list is not exhaustive.*

- Traffic volumes generated by the proposed development will be served by the subdivision road network, and by three arterial road connections (one onto Bostwick Road and two onto Southdale Road West). Street B at Southdale Road West and Street C at Bostwick Road will provide turn lanes for full turning movements, while Street A at Southdale Road West will be restricted to rights in and rights out. Generally, the subdivision street pattern is designed to disperse traffic and alleviate congestion. This will be enabled even more so in the future when Street B is extended to future development lands to the south and eventually connecting with the future Bradley Avenue extension.
- Parking on-site will be required as per the Zoning By-law minimum requirements based on specific dwelling type. Most of the required parking for the apartment buildings is expected to be provided underground, with some surface parking provided for residents and visitors. On-street parking is generally permitted on neighbourhood streets and neighbourhood connectors.
- The proposed residential uses are not expected to generate excessive light, noise, dust, or emissions.
- There are no concerns with respect to garbage, visual and privacy impacts; or any issues with loss of views and tree cover.
- Shadowing is not expected to impact nearby properties beyond the limits of the subdivision. The proposed 3.5 storey stacked townhouses within the subdivision on Block 2 may experience late day shadows cast by the adjacent 18 storey apartment building.
- Stage 1 and 2 Archaeological Assessment for the subject site was previously undertaken and an archaeological assessment compliance letter from the Ontario Ministry of Tourism, Culture and Sport (MTCS) was issued in March 2015.
- An Environmental Impact Study was submitted and reviewed by the City and UTRCA as part of the application review process. The response received from the Conservation Authority indicated that their remains outstanding comments and concerns on the EIS, but that they can be addressed in a final report/addendum as a condition of draft plan approval.

1578_7. The degree to which the proposal fits within its context. It must be clear that this not intended to mean that a proposed use must be the same as development in the surrounding context. Rather, it will need to be shown that the proposal is sensitive to, and compatible with, its context. It should be recognized that the context consists of existing development as well as the planning policy goals for the site and surrounding area. Depending upon the type of application under review, and its context, an analysis of fit may include such things as:*

- a. Policy goals and objectives for the place type.*
- b. Policy goals and objectives expressed in the City Design chapter of this Plan.*
- c. Neighbourhood character.*
- d. Streetscape character.*
- e. Street wall.*
- f. Height.*
- g. Density.*
- h. Massing.*
- i. Placement of building.*
- j. Setback and step-back.*
- k. Proposed architectural attributes such as windows, doors, and rooflines.*
- l. Relationship to cultural heritage resources on the site and adjacent to it.*
- m. Landscaping and trees.*
- n. Coordination of access points and connections.*

The above contextual themes are carried over and refined by the Southwest Area Secondary Plan which is discussed further in the sections that follow. Based on Staff's

review of The London Plan policies, this proposal is found to be in keeping and in conformity with the Key Directions, City Building and Design, Place Type, and Our Tools policies.

(1989) Official Plan

These lands are designated Multi-family, High Density Residential, as shown on Schedule 'A' of the 1989 Official Plan which primarily permits multiple-attached dwellings, and low and high-rise apartment buildings. Density will generally not be permitted to exceed 150 units per hectare outside of Central London, excluding provisions for bonusing. There is also a natural drainage corridor traversing the site which designated as Open Space and is intended to be protected and maintained. The proposed draft plan of subdivision and recommended zoning have been reviewed in the context of the Official Plan and the Secondary Plan policies, and are generally consistent with and conform to the 1989 Official Plan.

Southwest Area Secondary Plan (SWAP)

Both The London Plan and the 1989 Official Plan recognize the need for a Secondary Plan to provide more detailed policy guidance for a specific area that goes beyond the general policies. The Southwest Area Secondary Plan (SWAP) forms part of The London Plan and the 1989 Official Plan, and its policies prevail over the more general Official Plan policies if there is a conflict. The Secondary Plan serves as a basis for the review of planning applications, which will be used in conjunction with the other policies of the Official Plan. While the Plan is to be read and applied in its entirety, the most relevant policies for the consideration of the requested draft plan of subdivision and zoning amendments include the following (Note: Development Services staff comments have been added and are highlighted in **bold** throughout the following section).

20.5.1.4 Principles of the Secondary Plan

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

20.5.1.4.i) Creation of a Diverse and Connected Community

- a) Provide for a range of land uses including residential, open space, public, commercial, office and mixed-uses and community facilities.*
- d) Provide for daily needs without reliance on a car;*
- j) Design the community street pattern to create or enhance view corridors.*

20.5.1.4 ii) A Range of Housing Choices

- a) Ensure that a range and mix of housing types is provided within developments to achieve a balanced and inclusive residential community;*
- b) Ensure that housing developments and designs achieve compact residential development;*
- e) Provide opportunities for live-work opportunities to reduce the need for commuting;*
and
- f) Provide affordable housing opportunities.*

20.5.1.4 iv) A Green and Attractive Environment

- a) Protect and enhance natural heritage features such as woodlands, wetlands, river and creek systems*
- b) Develop publicly owned open spaces into linear parks with generous buffers to built areas.*
- c) Enhance livable neighbourhood ideals using public green spaces and urban squares/parkettes as significant design features and by designing walkable neighbourhoods.*

d) Encourage development patterns that provide extensive visual and physical public access to natural features, provided there is minimal impact to the Natural Heritage System.

h) Encourage a built form and site design that is attractive and supportive of alternative modes of transportation.

20.5.1.4 v) A model of Sustainable Growth Management

a) Extend infrastructure in a logical and cost-effective manner;

c) Design a road network of walkable connected streets and neighbourhoods;

e) Establish a high degree of connectivity between residential, open space, commercial and institutional uses within and between existing and new neighbourhoods; and

f) Ensure the use of housing densities and efficient development patterns that minimize land consumption and servicing costs.

This application in conjunction with the overall Master Plan Concept Plan for development of the lands at 3080 Bostwick Road is generally consistent with the principles of the SWAP as noted above.

20.5.2 Community Structure Plan

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

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

iv) the arterial roads shall serve as key organizing elements and shall generally experience a higher intensity of development than the interior portions of the Planning Area;

viii) open space areas such as woodlands, river and creek systems and utility corridors may be used to provide pedestrian and cycling linkages between places within and outside the community, that complement the transportation opportunities offered by the street network.

The structure for creating a neighbourhood built form and public realm is achieved by the proposed subdivision plan which demonstrates a fine grid street network and high level of connectivity to Bostwick Road and Southdale Road West. A walkway block and future paved pathways are envisioned to meander through the neighbourhood park provide linkages for pedestrians and cyclists. The park is centrally located in the interior of the site adjacent the Thornicroft Drain open space corridor.

20.5.3 General Policies

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

20.5.3.2 Sustainable/Green Development

i) Principles

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

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

a) reduce the consumption of energy, land and other non-renewable resources;

b) minimize the waste of materials, water and other limited resources;

- c) create livable, healthy, accessible and inclusive environments; and
- d) reduce greenhouse gases.

ii) Policies

- b) in new buildings, Leadership in Energy and Environmental Design (LEED) principles;
- d) alternative energy sources, including solar and appropriately sized rooftop mounted wind collectors. Such technologies should be sensitively incorporated into buildings and community design;
- f) a range of residential dwelling types that support life-cycle housing and provide opportunities to age-in-place;
- i) food production opportunities throughout the site. This includes but is not limited to community gardens, private gardens, greenhouses, roof-top gardens and edible landscaping programs; and
- l) the employment of building technologies such as “greenroofs.” Alternately, the use of reflective roof surface materials with high solar and thermal reflectivity to reduce the “heat island” effect is also desired.

The proposed residential apartments and stacked townhouses are expected to incorporate high energy efficient building components and technologies, as well as other features such as electric vehicle charging stations and bike share facilities accessible to the public, all of which are in keeping with the above principles and policies of sustainable/green development.

20.5.3.4 Community Parkland and Trail Network i) Pathways and Trails

- a) Pedestrian pathways and trail development will be focused along the central corridor through the community extending from Dingman Creek to Southdale Road West (and beyond), and include the Sandra McInnis Woods, Thornicroft Drain, Pincombe Drain and hydro corridor. These corridors are intended to provide major pedestrian and cycling linkages within the overall community parkland network.
- c) The multi-use pathway network shown on Schedule 2 is intended to function as recreational pathways for pedestrians and cyclists.
- d) Subdivision design shall incorporate and provide connections of linear pathway/trail and park systems within residential neighbourhoods and between neighbourhoods where possible, and provide significant exposure of the open space feature to the residential community.

The parks, open space, and linear pathway and trail system proposed as part of this subdivision will facilitate one of the linkages along the Thornicroft Drain corridor to Southdale Road West, and expected to function as envisioned by the above noted policies.

20.5.3.4 Community Parkland and Trail Network ii) Parks

- a) The general location of neighbourhood and district parks is illustrated on Schedule 2. Further refinement of the location, size and configuration of these parks will be undertaken at the subdivision approval stage
- b) An adequate distribution and balance of active parkland and play equipment shall be provided within an 800 metre radius of new residential development, without crossing major barriers such as railways, rivers or major roads.
- e) Through the subdivision design and approval process, efforts will be made to incorporate neighbourhood and district parks in proximity/adjacent to natural heritage features, and provide appropriate linkages to protect and enhance the natural heritage features.

The proposed neighbourhood park (Block 4) is considered an appropriate size and configuration, centrally located and providing direct access to the residential developments planned in the immediate area. Concept plans for installation of playground equipment, seating areas, and other recreational amenities will be prepared as part of the detailed subdivision design stage.

20.5.3.6 Natural Heritage – i) Components of a Natural Heritage System

c) Other Natural Heritage Features

Natural Heritage Features other than the Dingman Creek, which are identified on Schedule B-1 of the Official Plan will be confirmed and/or delineated through the recommendations of an approved Environmental Impact Study in accordance with Section 15 of the Official Plan. Ecological buffers will be established for Natural Heritage Features based upon the recommendations of an approved Environmental Impact Study (EIS) in accordance with section 15 of the Official Plan

A narrow stream corridor known as the Thornicroft Drain is identified on Schedule B-1 Natural Heritage Features map which flows from north to south through the site, and this drain is regulated by the UTRCA. Further to the south outside the limits of the draft plan the stream corridor leads to a large woodland patch containing a wetland feature. There is also an area of surface ponding in the westerly half of the site created through filling activities in the recent past. The ponding area is classified as a wetland and it was recognized that further discussion with the City is required regarding opportunities for potential compensation further to the south. An Environmental Impact Study was submitted and reviewed by the City and UTRCA as part of the application review process. The response received from the Conservation Authority indicated that their outstanding comments on the EIS can be addressed in a final report/addendum as a condition of draft plan approval. A scoped EIS will also need to be prepared to the satisfaction of the UTRCA to address the impacts of the crossing of Street C across the Thornicroft Drain including the mitigation and compensation requirements.

The response from the UTRCA also indicated that there are outstanding concerns with respect to maintaining groundwater flows from the site to the Thornicroft Drain and the natural heritage feature to the south. Further discussions to resolve those concerns have led to an agreement by applicant that if the groundwater recharge could not be achieved on the lands located within the limits of the draft plan that the lands located south of Street C known as Additional Lands Owned by the Applicant/Future Development Lands could be utilized for groundwater recharge. As a condition of draft plan approval, the UTRCA has requested that a final Hydrogeological and Water Balance Study be prepared to the satisfaction of the UTRCA. The analysis shall pertain to the entire site, including the future development lands/other lands owned by the applicant located south of Street C.

d) Development Limit

Where development occurs within distances adjacent to natural heritage features that trigger the need for an Environmental Impact Study (EIS) as set out in Table 15-1 of the Official Plan, an EIS will be scoped to confirm and delineate the natural feature, to determine the appropriate ecological buffer and to provide details on the Open Space system and naturalization opportunities to integrate the system with the adjacent features to be protected.

Within the limits of the proposed draft plan of subdivision, development is not proposed adjacent the Thornicroft Drain, with the exception of the neighbourhood park and Street C crossing. Buffers along this stretch of the drain corridor have been previously agreed to in conjunction with the EIS work that was prepared for the community centre. The planned location of the proposed Street C crossing is aligned with a recently completed stormwater outlet located on the east side of the drain.

20.5.3.6 Natural Heritage – ii) Enhanced Open Space Corridors

In order to enhance open space opportunities within the Southwest Area, the City will seek to locate open space corridors adjacent to key natural heritage features. These corridors are intended to provide for uses such as trails, active and passive parkland and stewardship opportunities.

These enhanced open space corridors are intended to build upon the natural heritage system in the Southwest area and will help to create unique communities and neighbourhoods linked by an integrated open space system. Where there are no natural features to build upon, these corridors may, over time, provide open space connections between natural features. It is intended that these corridors will provide both active and passive recreation opportunities and will form a component of the Southwest area park system.

The proposed neighbourhood park and walkway block will be located adjacent the Thornicroft Drain with the community centre locate on the opposite side, and thereby enhancing the open space corridor's function as envisioned above. Further enhancements will include tree planting and renaturalization along the drainage corridor as well as identifying areas that may be utilized for LID's and groundwater infiltration.

20.5.3.6 Natural Heritage – iii) Tree Planting Standards and Stewardship Practices

- a) All landscape plans for new development and the re-development of existing sites within the Southwest Area Secondary Plan shall comply with tree planting standards and other tree canopy cover targets established for each land use as identified in the Urban Forest Strategy;*
- b) Wherever possible, enhanced tree planting will be encouraged in exterior side yards along local streets; and*
- e) Encourage the use of large stock tree-planting for development adjacent to arterial roads. The use planting technologies and standards to provide for long term and sustainable growth is encouraged.*

Tree planting and renaturalization plans for the park and open space corridor will be prepared as part the accepted subdivision design drawings. Tree planting and landscaping plans will be prepared in conjunction with the residential development blocks as part of the site plan approval process. It is noted that substantial boulevard tree planting along the street frontages is proposed as part of the conditions of the recommended bonus zoning.

20.5.3.8 Transportation - i) General Policies

The transportation network within this Plan consists of Arterial, Primary and Secondary Collector roads. Local Streets may connect to appropriately designed arterial roads to provide new connections to the community neighbourhoods. The local street pattern will provide an organizing structure for each of the Neighbourhood areas.

- a) The street patterns shall support pedestrian-oriented development patterns, with strong relationships to the natural heritage features in the Southwest Planning Area;*
- b) The Neighbourhood area street pattern shall support transit, cycling and walking;*
- c) At the subdivision and/or site plan application stage, traffic controls, including the provision of signalized intersections and turning movements, and street frontages that may be subject to full or partial restrictions on individual driveway access, shall be identified as part of the appropriate traffic studies required as part of a complete application;*
- h) Long stretches of on-street parking on local roads shall be broken-up with landscaped "bump-outs" sufficiently sized to support boulevard trees; and*
- i) Mitigation and replacement of any natural heritage feature that may be impacted or lost as a result of roads shall be required.*

The subdivision provides for public road connectons at Bostwick Road and Southdale Road West with full turning movement and enhanced landscape boulevards on Streets B and C. Access to Street 'A' from Southdale Road will be

restricted to rights-in/rights-out. The street pattern will be designed to be pedestrian oriented with sidewalks on both sides of all streets, and is generally supportive of transit, cycling and walking.

20.5.3.9 Urban Design

i) Development Design Policies

a) All development, particularly in the Wonderland Boulevard, Lambeth Village Core, Neighbourhood Central Activity Nodes and residential areas, shall be designed in a form that is to be compact, pedestrian oriented and transit friendly;

c) Development shall be based on a modified grid road system with interconnected networks of roads designed to disperse and reduce the length of vehicular and pedestrian trips and support the integration and long term viability of transit service. For local roads, the modified grid road system will respond to topography, the Open Space System and the nodal areas identified in the Plan. Cul-de-sacs will generally be permitted only when warranted by natural site conditions;

d) The Open Space System forms a central feature of the Planning Area and the development form should reflect this fact. In addition, an interconnected system of trails will be developed that supports recreation, transit and transportation and connects the Wonderland Boulevard, Lambeth Village Core and the Neighbourhood Central Activity Nodes.

e) Public safety, views and accessibility, both physically and visually to the Open Space System, as well as to parks, schools and other natural and civic features, will be an important consideration in community design. This will be accomplished through a range of different approaches including, but not limited to, the use of single loaded roads, combining public open space with other public or institutional facilities (e.g. school/park campuses, easements, stormwater management ponds adjacent to the Open Space System) and the location of high density residential and employment buildings.

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

i) The length of the block contributes significantly to creating a pedestrian-friendly environment. Blocks should be short and regular in length to make walking efficient and allow for variation in routes. Where it is impossible or undesirable to provide short blocks, wide public mid-block corridors should be provided to shorten walking distances. Development adjacent to such connections shall be designed to provide an active building facade for a minimum of 50 percent of the length of the pedestrian connection;

j) Views of the following features shall be created at appropriate locations:

- Civic buildings;*

- Natural features and open spaces;*

l) Safe Community Design is to promote safety, security and accessibility in public spaces through urban design including the design and siting of buildings and structures that:

- Encourages continuous occupancy of public spaces;*

- Provides for opportunities for visual connections and ease of public access to adjacent streets, parks and other public areas;*

- Results in clear, unobstructed views of parks, school grounds, and open spaces from adjacent streets;*

- Ensures appropriate lighting, visibility and opportunities for informal surveillance are provided for walkways, parking lots, parking garages and open space areas;*

- Results in the selection and siting of landscape elements in a manner which maintains views for safety and surveillance;*

- Encourages the provision of views into, out of and through publicly accessible interior spaces;*

- Precludes entrapment or the perception of entrapment through properly identified exits and signage; and,*

- Results in accessibility for the disabled and elderly;*

m) Community linkages will be established to connect other parts of the city where possible through road, transit, pedestrian and bicycle links, to ensure that the entire city functions in an integrated manner; and

m) Community linkages will be established to connect other parts of the city where possible through road, transit, pedestrian and bicycle links, to ensure that the entire city functions in an integrated manner.

Various development design policies as noted above have been implemented through the preparation of urban design guidelines, and demonstrated in the proposed subdivision design and density, including a built form that is compact, pedestrian oriented and transit friendly. Residential development will be provided with excellent views and accessibility at key access points to the open space corridor. In addition, provision is made for a minimum of a combination of a public right-of-way and open space immediately adjacent to a minimum of 50 percent of the perimeter of the neighbourhood park. This results in clear, unobstructed views of parks and open space corridor from adjacent streets. Community linkages will be established with public access and connections from the subject subdivision to future development planned to the south, east and west, the existing community to the north, and to other parts of the city.

ii) Public Realm a) Local Streets

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

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

c) Street furniture such as lighting, signage, parking meters, bicycle parking facilities, newspaper boxes, utilities, and garbage facilities shall be designed and placed within a consistent and integrated system of form, pattern, shape, colour, and texture to avoid clutter. Utilities will be grouped or clustered wherever possible and shall not compromise the overall intended character and design response for the street as identified in this section and associated Neighbourhood policies; and

d) Pedestrian/cyclist comfort and safety shall be considered in the streetscape design for roads under the control of the City of London.

The proposed subdivision draft plan considers the contribution of local streets to the public realm. Sidewalks will be required on both side of all streets in the draft plan. Street furniture and facilities typically located within the boulevards, such as lighting, signage, parking meters, bicycle parking facilities, utilities, and garbage facilities will be determined as part of the detailed subdivision design and reviewed for consistency with the above design criteria.

iii) Buildings and Site Design

a) Buildings, structures and landscaping shall be designed to provide visual interest to pedestrians, as well as a “sense of enclosure” to the street. Generally, heights of buildings shall also be related to road widths to create a more comfortable pedestrian environment, so that the wider the road width, the higher the building height;

c) Buildings on corner lots at the intersections of arterial and collector roads shall be sited and massed toward the intersection;

d) The rear and side building elevations of all buildings on corner lots shall be designed to take advantage of their extra visibility;

e) In residential areas, garages shall be designed so that they are not the dominant feature in the streetscape. In particular, attached garages shall not:

- project beyond the façade of the dwelling or the façade (front face) of any porch; or*
- contain garage doors that occupy more than 50% of the frontage of a lot unless the City is satisfied through the submission of detailed plans by the applicant that the garage doors can be appropriately integrated with the streetscape;*

g) Off-street parking areas shall be designed to reduce their visual impact on both the adjoining streetscape and on people using the site and/or facility by:

- screening of the parking lot at the public right-of-way through the use of features such*

as low fences, walls and landscaping and in a manner which reflects the safe community design policies of this Section;

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

h) All commercial and office development proposals shall demonstrate safe, effective and accessible pedestrian and bicycle and transit oriented transportation linkages from residential areas, and between and within these developments;

i) Landscaping requirements shall ensure:

- the creation of a human scale within new development;*
- the enhancement of pedestrian comfort;*
- the provision of features which contribute to the definition of public open space, framing of views and focal points, direction of pedestrian movement and demarcation of areas with different functions; and*
- landscape design that promotes the use of native species and enhancement of ecological stability and integrity to reduce the heat island effect.*

Several of these themes have been considered in the review of the various submissions, and building and site design concepts for Blocks 2 and 6. Notably that the buildings, structures and landscaping shall be designed to provide visual interest to pedestrians, as well as a “sense of enclosure” to the street, that buildings on corner lots at the intersections of arterial and collector roads shall be sited and massed toward the intersection, and that parking should be located underground for large buildings, such as high-rise residential buildings.

The design concepts were reviewed by the Urban Design Peer Review Panel and their comments and applicant’s responses are provided in Appendix C of this report. A few of the comments and suggestions related to the above themes are summarized below:

Block 2

“The Panel questions the detailing and programming of the “southward extension” of the podium building for Site 2 and notes that this aspect of the design is unresolved. The Panel highlights that this will be a significant entryway to the site and the Urban Design Guidelines (pg. 12) identifies the corner and both frontages as “primary frontage zones”. As such, it warrants a more prominent architectural and landscape design treatment. The building face should provide a level of articulation and animation that’s fitting of this key corner location.”

The comment relates to the positioning of the 18 storey tower at the northerly end of the site with a lower rise (5-6 storey) extension to the southerly end oriented to the corner of Bostwick Road and Street C, rather than positioning the taller building mass to these primary street frontages. The applicant indicated that the massing of the Site 2 building was assessed with consideration for the Panel’s comments. However, it was their feeling that the overall Master Plan layout works better with the tower located on the north end of this site. Further detailed design will explore interaction between the podium and the street, as well as the entrance to the development. Urban Design staff will work with the applicant prior to finalizing site development plans to ensure the intent of the design guidelines with respect to built form and orientation to both street frontages is maintained.

“The Panel supports the inclusion of the proposed townhouse units along the eastern edge of Site 2. The townhouse forms will provide a sense of enclosure to the adjacent street and public park and provide for more active edge conditions with opportunities for passive surveillance of the public realm.

- The Panel suggests that the applicant could explore additional built form at this location, perhaps in the form of stacked townhouses or a shallow midrise building. A more prominent built form would further enhance the sense of activity and enclosure on the adjacent public realm.
- The “end” townhouse units present an opportunity to create greater “presence” on the side streets. The Panel recommends these units be designed with architectural features and details that present the appearance of a front rather than an interior side. Doors, windows, projections, porches and other architectural details should be implemented on these flanking facades.”

These comments focus on the 3-1/2-storey, stacked townhouse dwellings proposed along the frontage of Street A. The applicant indicated that alternative layouts for low-rise and mid-rise forms within Site 2 were considered as part of the project planning. In keeping with the above design objectives, the applicant’s response noted that the two, 3.5 storey stacked townhouse blocks proposed for the Street A frontage are intended to help activate that streetscape, provide ‘eyes on the street’ for the community park east of this site, and provide a sense of enclosure appropriate for this corridor. Further architectural treatment for the flanking units will be reviewed as part of the detailed design, and the comments of the Panel respecting the articulation of these facades will be fully considered. Over the recent past the City has begun to encourage the street flanking end units to incorporate the primary building entrance, or incorporate architectural design elements that present the appearance of a front façade rather than a blank side wall.

Block 6

“The panel expressed significant concerns with the overall massing of proposed buildings in Site 6.

- The Panel recommends significant reductions to the massing of the proposed towers with a shift from the extreme-slab typology to a “podium and point tower” model of development. In this regard, the panel identified an opportunity for the Applicant to explore increases in height or the potential addition of a 3rd tower as a manner to meet project performance objectives while providing an appropriate design outcome.
- The Panel recommends that an appropriate level of tower separation (i.e. 25 metres min.) is included to reduce the overall impacts of the building mass including daylighting and sky view (see pg. 9 & pg. 21 of the Urban Design Guidelines).
- The Panel recommends that Wind Tunnel testing be pursued to design revisions and ensure a comfortable living environment between the two towers as well as the adjacent pedestrian realm.”

Previous concept plans showed the 17 storey tower and the 15 storey tower connected by a 4-storey podium building giving the visual appearance of significant massing. The applicant’s response indicated that an updated concept plan for Site 6 has been designed which integrates two towers linked via a common canopy, rather than a four storey podium as previously proposed. This revised design is intended to reduce the overall massing of the development, to provide a more defined tower separation and to introduce additional at-grade amenity space along the Yorkville Street (Street B) frontage. The City will work with the applicant prior to finalizing site development plans to ensure that spatial separation between the towers are in accordance with the design guidelines, and that wind tunnel testing is undertaken to mitigate street level pedestrian wind impacts, if necessary.

“The Panel recommends the inclusion of a strong podium design which

provides a human-scale interface with adjacent streets. The Panel recommends a minimum base building height between 3-6 storeys (see pg. 22 of the Urban Design Guidelines). Given this is a corner site, consider varying the height of the base building to respond to the unique planned character of each abutting street and adjacent development block.

- **The Panel recommends the inclusion of greater tower step-backs to define the podium and reduce massing impacts on the public realm.**
- **On streets with an exclusively residential character, line the base building with grade-related residential units with usable front entrances and windows to living spaces facing the street.”**

The updated design concept incorporates four storey podium bases for each building and multiple tower step-backs. Main floor residential units and amenity spaces would also integrate direct at-grade accesses to adjacent sidewalks, and would feature treatments such as extensive glazing of the main floor units. The City will continue to work with the applicant prior to finalizing site development plans to define the podium and reduce the impact of massing, and ensure provision of appropriate at-grade front entrances, front windows, and sidewalk linkages in order to activate the street level pedestrian environment and public realm.

20.5.4.1 Residential

i) Function and Purpose

It is intended that the Low, Medium and High Density Residential designations will support an urban housing stock, with residential intensity generally decreasing with greater distance from the Wonderland Road South corridor. Residential areas are to accommodate a diversity of dwelling types, building forms and heights, and densities in order to use land efficiently, provide for a variety of housing prices, and to allow for members of the community to “age-in-place”;

iii) All Residential Designations in all Neighbourhoods

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

The subject lands are located just west of the Wonderland Road South commercial corridor, separated by a hydro transmission corridor and a narrow parcel of vacant land. The largely vacant tract of land on the west side of Bostwick Road is expected to provide further transition and accommodation of a diversity of residential dwelling types, building forms, heights, and densities. The proposed draft plan demonstrates viable, safe and effective pedestrian linkages to the arterial roads and within close walking distance to existing and future public transit routes.

20.5.4.3 Open Space

i) Function and Purpose

The Open Space designation will apply to lands within the Southwest Planning Area that are intended for active and passive recreation, and that are components of the city’s natural heritage system.

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

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

ii) Character

a) Public Parkland - Active Recreation – This area will have an active recreation character. The primary design focus will be to accommodate neighbourhood recreational needs such as multi-use and recreational pathways, play structures, basketball, skateboarding and playing fields. Opportunities for passive recreation are also to be integrated into active recreation park spaces; and

c) Natural Heritage/Environmental – This open space area is intended to protect the features and functions of the Natural Heritage System. In addition to providing opportunities to enhance the natural heritage system through naturalization and restoration of environmental buffers and linkages, it may allow for pedestrian trails and other forms of passive recreation, where appropriate.

The proposed draft plan of subdivision incorporates a neighbourhood park and open space corridor that are generally consistent with the intent of the secondary plan's purpose, function and character policies for open spaces, public parkland, and the natural heritage system.

20.5.5 Neighbourhoods and Land Use

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

20.5.9 Bostwick Residential Neighbourhood

i) Function and Purpose

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

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

ii) Character

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

20.5.9.2 High Density Residential

i) Intent

The High Density Residential designation provides for transit-oriented, mid-to high-rise, residential development that may be mixed use in nature.

ii) Permitted Uses

Permitted uses in the High Density Residential designation shall include mid-rise to high-rise apartment buildings, apartment hotels, nursing homes, rest homes, and homes for the aged. Convenience commercial uses and secondary permitted uses, including community centres, allowed in the High Density Residential designation of the Official

Plan may be permitted within these areas.

iii) Built Form and Intensity

- a) New development may be permitted to a maximum density of 150 units per hectare and a maximum building height of 12 storeys, subject to further urban design review at the site plan approval stage;*
- b) The Urban Design policies of Section 20.5.3.9 and the General Residential policies of Section 20.5.4.1 of this Plan shall apply;*
- c) Notwithstanding Section 20.5.9.2(iii)(a), Sections 3.4.3(ii) and (iv) of the Official Plan shall apply.*

20.5.17.1 Appendix 4: Official Plan Extracts – Policies

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

20.5.17.3 - 3.4.3 Scale of Development

Further to the built form and intensity policies in section 20.5.9.2 iii) of SWAP, the ‘Scale of Development’ policies set out in section 3.4.3 ii) & iv) apply and include the following: Height and Density outside of the Downtown and Central London Areas are guided by the following policies:

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

Outside of the Downtown and Central London areas it is Council's intention that a mixing of housing types, building heights and densities shall be required in large designated Multi-Family, High Density Residential areas. Such areas, which will normally exceed 3 hectares (7.4 acres) in size, will be guided by the following criteria:

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

ii) Criteria for Increasing Density

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

- (a) the site or area shall be located at the intersection of two arterial roads or an arterial and primary collector road, and well-served by public transit;*
- (b) the development shall include provision for unique attributes and/or amenities that may not be normally provided in lower density projects for public benefit such as, but*

not limited to, enhanced open space and recreational facilities, innovative forms of housing and architectural design features;
(c) parking facilities shall be designed to minimize the visual impact off-site, and provide for enhanced amenity and recreation areas for the residents of the development;
(d) conformity with this policy and urban design principles in Section 11.1 shall be demonstrated through the preparation of a secondary plan or a concept plan of the site which exceed the prevailing standards; and
(e) the final approval of zoning shall be withheld pending a public participation meeting on the site plan and the enactment of a satisfactory agreement with the City.

iv) Density Bonusing

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

1989 Official Plan 19.4.4 Bonus Zoning

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

i) Principle

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

ii) Objectives

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

- (a) to support the provision of the development of affordable housing as provided for by 12.2.2;*
- (b) to support the provision of common open space that is functional for active or passive recreational use;*
- (c) to support the provision of underground parking;*
- (d) to encourage aesthetically attractive residential developments through the enhanced provision of landscaped open space;*
- (e) to support the provision of, and improved access to, public open space, supplementary to any parkland dedication requirements;*
- (f) to support the provision of employment-related day care facilities;*
- (g) to support the preservation of structures and/or districts identified as being of cultural heritage value or interest by the City of London;*

(h) to support innovative and environmentally sensitive development which incorporates notable design features, promotes energy conservation, waste and water recycling and use of public transit;

(i) to support the preservation of natural areas and/or features; and

(j) to support the provision of design features that provide for universal accessibility in new construction and/or redevelopment.

The London Plan - Bonus Provisions Policy 1652*

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

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

As the zoning amendment application includes a request for bonus to permit building heights and densities to exceed 150 units per hectare and 12 storeys for both Block 2 and Block 6, the following summaries a number of the bonusable items that were considered, with reference to the bonus provisions and objectives in the 1989 Official Plan and The London Plan.

The recommended Bonus Zone applying to Block 2 shall be enabled through one or more agreements to facilitate the development of a 189 unit residential apartment building with a maximum height of 18 storeys, and sixteen (16) stacked townhouse dwelling units with a maximum height of 15 metres, and a maximum overall density of 205 units per hectare, which generally implements in principle the site concept and elevation plans attached as Schedule “1” to the amending by-law, with further refinements to occur through the site plan approval process.

1989 Official Plan

Support for the City's urban design principles.

Support the provision of underground parking.

The London Plan

Exceptional site and building design.

High quality architectural design (building/landscaping) including a common design theme applied to street boulevards. Design elements are

to have regard for the Urban Design Guidelines prepared for 3080 Bostwick Road. Underground parking to reduce surface parking requirements.

The London Plan

Extraordinary tree planting, which may include large caliper tree stock, a greater number of trees planted than required, or the planting of rare tree species as appropriate.

Large caliper boulevard tree planting with a minimum 100 mm caliper and a minimum distance of 10 m between tree planting for the extent of the site frontage for Bostwick Road and both sides of Street A as early as site construction allows.

1989 Official Plan

Support innovative and environmentally sensitive development which incorporates notable design features, promotes energy conservation, waste and water recycling and use of public transit.

The London Plan

Sustainable forms of development in pursuit of the Green and Healthy City policies of this Plan.

Construction of one accessible electric vehicle charging station located on the Bostwick Community Centre lands or in a publically accessible location of Block 2.

1989 Official Plan

Support innovative and environmentally sensitive development which incorporates notable design features, promotes energy conservation, waste and water recycling and use of public transit.

The London Plan

Contribution to the development of transit amenities, features and facilities.

Construction of one transit shelter along the Bostwick Road frontage, or the commensurate financial equivalent for the feature.

The London Plan

Car parking, car sharing and bicycle sharing facilities all accessible to the general public.

Construction of ten (10) publicly accessible bicycle share facilities/spaces.

The recommended Bonus Zone applying to Block 6 in the proposed plan of subdivision shall be enabled through one or more agreements to facilitate the development of two (2) residential apartment buildings having a total of 387 dwelling units, with a maximum height of 17 storeys, and a maximum density of 320 units per hectare, which generally implements in principle the site concept and elevation plans attached as Schedule "2" to the amending by-law, with further refinements to occur through the site plan approval process.

1989 Official Plan

Support for the provision of the development of affordable housing as provided for by 12.2.2.

The London Plan

Affordable housing.

Provision of Affordable Housing

- i. The affordable housing shall consist of a total of thirty (30) rental apartment dwelling units, which shall include nineteen*

- (19) one-bedroom units and eleven (11) two-bedroom units;*
- ii. Rents shall be set at 85% of the CMHC Average Market Rent (AMR) for the London CMA at the time of occupancy;*
 - iii. The period of affordability will be identified as being thirty (30) years from the point of initial occupancy;*
 - iv. The Proponent shall enter into a Tenant Placement Agreement (TPA) with the City of London to align the nineteen (19) one-bedroom units and eleven (11) two-bedroom units with priority populations.*
 - v. These conditions shall be secured through an agreement registered on title with associated compliance requirements and remedies*

1989 Official Plan

Support for the City's urban design principles.
Support the provision of underground parking.

The London Plan

Exceptional site and building design.

High quality architectural design (building/landscaping) including a common design theme applied to street boulevards. Design elements are to have regard for the Urban Design Guidelines prepared for 3080 Bostwick Road. Underground parking to reduce surface parking requirements.

The provision of facilities and matters listed above in consideration of the proposed height or density bonus are considered reasonable, result in a benefit to the general public and/or an enhancement of the design of the development, and are considered warranted. The height and density bonuses received will not result in a scale of development that is incompatible with adjacent uses or exceeds the capacity of available municipal services.

Based on our review of the foregoing policies, the proposed draft plan of subdivision and zoning as recommended by staff is therefore found to be in keeping with the Southwest Area Secondary Plan.

Zoning By-law

The following provides a synopsis of the recommended zones, permitted uses, regulations, and holding provisions to be applied to the various blocks within the draft plan. Reference should be made to the zoning amendment map found in Appendix A of this report.

Block 2 – Holding Residential R9 Bonus (h•h-100•h-221•h-222•R9-7•B-(_)•H45) Zone to permit apartment buildings, lodging house class 2, senior citizens apartment buildings, handicapped persons apartment buildings, and continuum-of-care facilities up to a maximum density of 150 units per hectare and maximum height of 45 metres (approx. 12 storeys); together with a bonus provision to permit a maximum density of 205 units per hectare; a maximum height for apartment buildings of 75.0 metres (18 storeys); a maximum height for stacked townhouses of 15.0 metres; minimum front yard depth of 5.5 metres; minimum exterior side yard depth of 1.0 metre; and a minimum rear yard depth of 22.0 metres.

The recommended zoning for Block 2 is considered appropriate and compatible with surrounding lands. An R9-7 zoning and bonusing provisions, in combination with convenience commercial and restricted office zones, was previously approved by Council for future development on the adjacent lands to the north which allows for an

apartment building of similar intensity and building height.

Block 6 - Holding Residential R9 Bonus (h•h-100•h-221•h-222•R9-7•B-(_)•H45) Zone to permit apartment buildings, lodging house class 2, senior citizens apartment buildings, handicapped persons apartment buildings, and continuum-of-care facilities up to a maximum density of 150 units per hectare and maximum height of 45 metres (approx. 12 storeys); together with a bonus provision to permit a maximum density of 320 units per hectare; a maximum height of 75.0 metres (17 storeys); minimum front yard depth of 3.0 metres; minimum interior side yard depth of 6.0 metre; and a minimum rear yard depth of 7.5 metres.

The recommended zoning for Block 6 is considered appropriate and compatible with surrounding lands. An R9-7 zoning and bonusing provisions, in combination with convenience commercial and restricted office zones, was previously approved by Council for the adjacent lands to the north that are currently being developed.

Block 4 - Open Space OS2 to permit conservation lands, conservation works, cultivation of land for agricultural/horticultural purposes, golf courses, private parks, public parks, recreational golf courses, recreational buildings associated with conservation lands and public parks, campground, and managed forest; commercial recreational establishments, community centres, institutions, private outdoor recreation clubs, public swimming pools, recreational buildings, riding stables, sports fields, golf driving range, miniature golf course, go kart track, batting cages, tennis court and playground.

The recommended zoning for Block 4 is appropriate to permit the neighbourhood park use.

Blocks 11 and 16 - Open Space OS4 to permit conservation lands, conservation works, golf courses, private parks, public parks, recreational golf courses cultivation or use of land for agricultural/horticultural purposes, and sports fields without structures.

The recommended zoning for Blocks 11 and 16 is applied to the section of the Thornicroft Drain open space corridor lands within the draft plan of subdivision and is considered appropriate.

Remnant lands south of Street C - Urban Reserve UR Special Provision (UR4()) to permit existing dwellings, agricultural uses, conservation lands, managed woodlots, wayside pit, passive recreation uses, kennels, private outdoor recreation clubs, and riding stables with a special provision for a reduced lot size of 2.0 ha.

The purpose of this zone amendment is to add a special provision for minimum lot area within the existing UR4 Zone to recognize the reduced area of the remaining lands to be retained by the applicant.

Recommended Holding Provisions:

The standard holding (h) provision is applied in almost all subdivision approvals for the purpose of ensuring adequate provision of municipal services, that the required security has been provided, and that conditions of approval of draft plan of subdivision ensure that a subdivision agreement or development agreement is entered into.

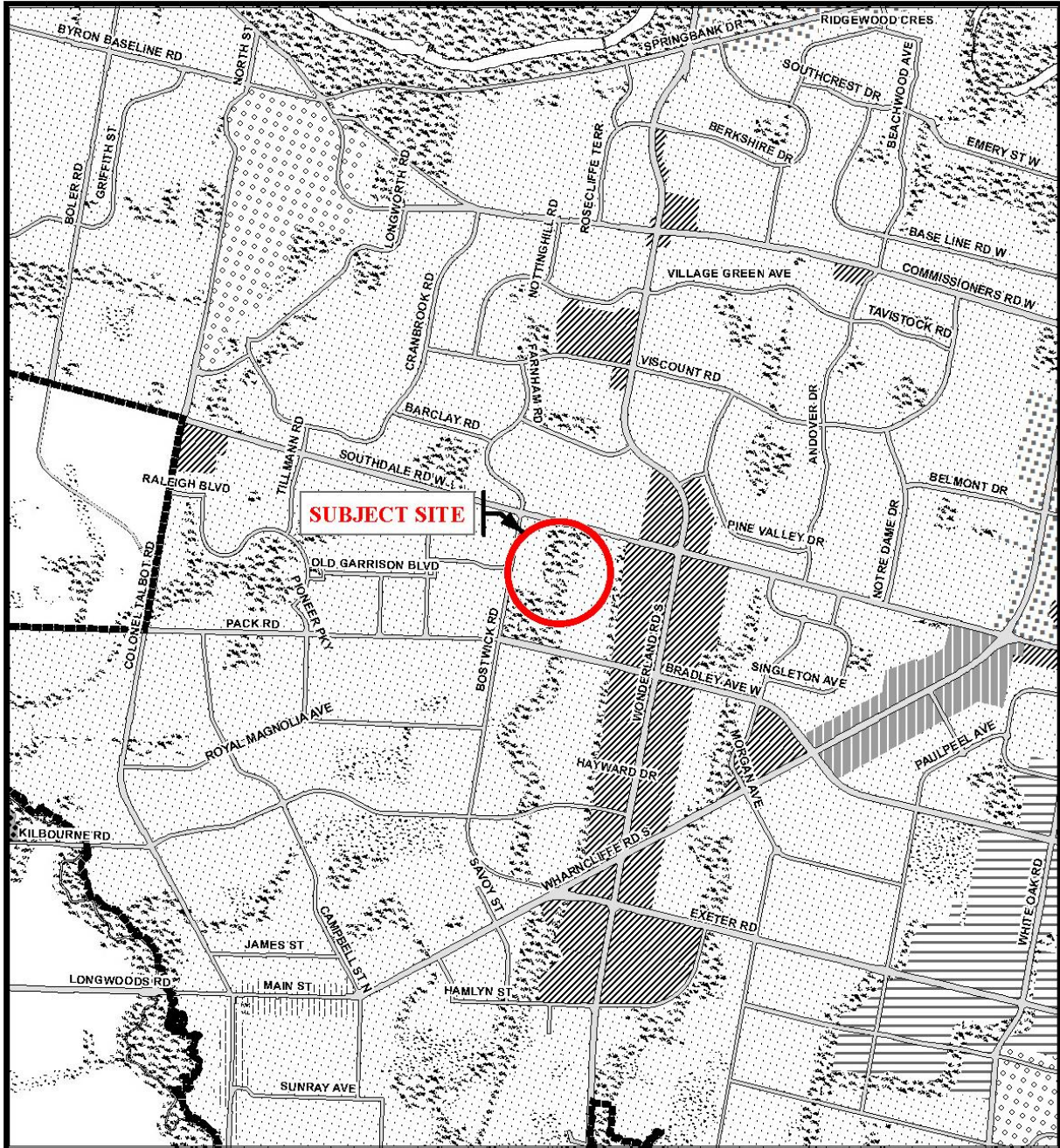
A holding provision (h-100) is intended to ensure there is adequate water service and appropriate access. A looped watermain system is to be constructed and a second public access must be available, to the satisfaction of the City.

A holding provision (h-221) is intended 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.

A holding provision (h-222) is intended to ensure that development will not have a negative impact on the hydrology and hydrogeology or on the natural heritage system including the abutting wetland and woodland features, an Environmental Impact Study, a Water Balance Study and a Hydrogeological Study and a Stormwater Management Study shall be prepared and accepted to the satisfaction of the UTRCA and the City of London, prior to removal of the "h-222" symbol

Appendix E – Relevant Background

The London Plan Map Excerpt



Legend

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

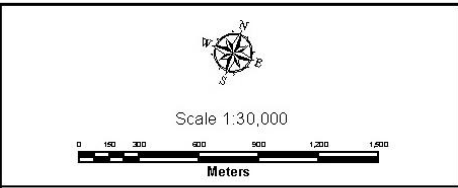
This is an excerpt from the Planning Division's working consolidation of Map 1 - Place Types of the London Plan, with added notations.

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

CITY OF LONDON
 Planning Services /
 Development Services

LONDON PLAN MAP 1
- PLACE TYPES -

PREPARED BY: Planning Services



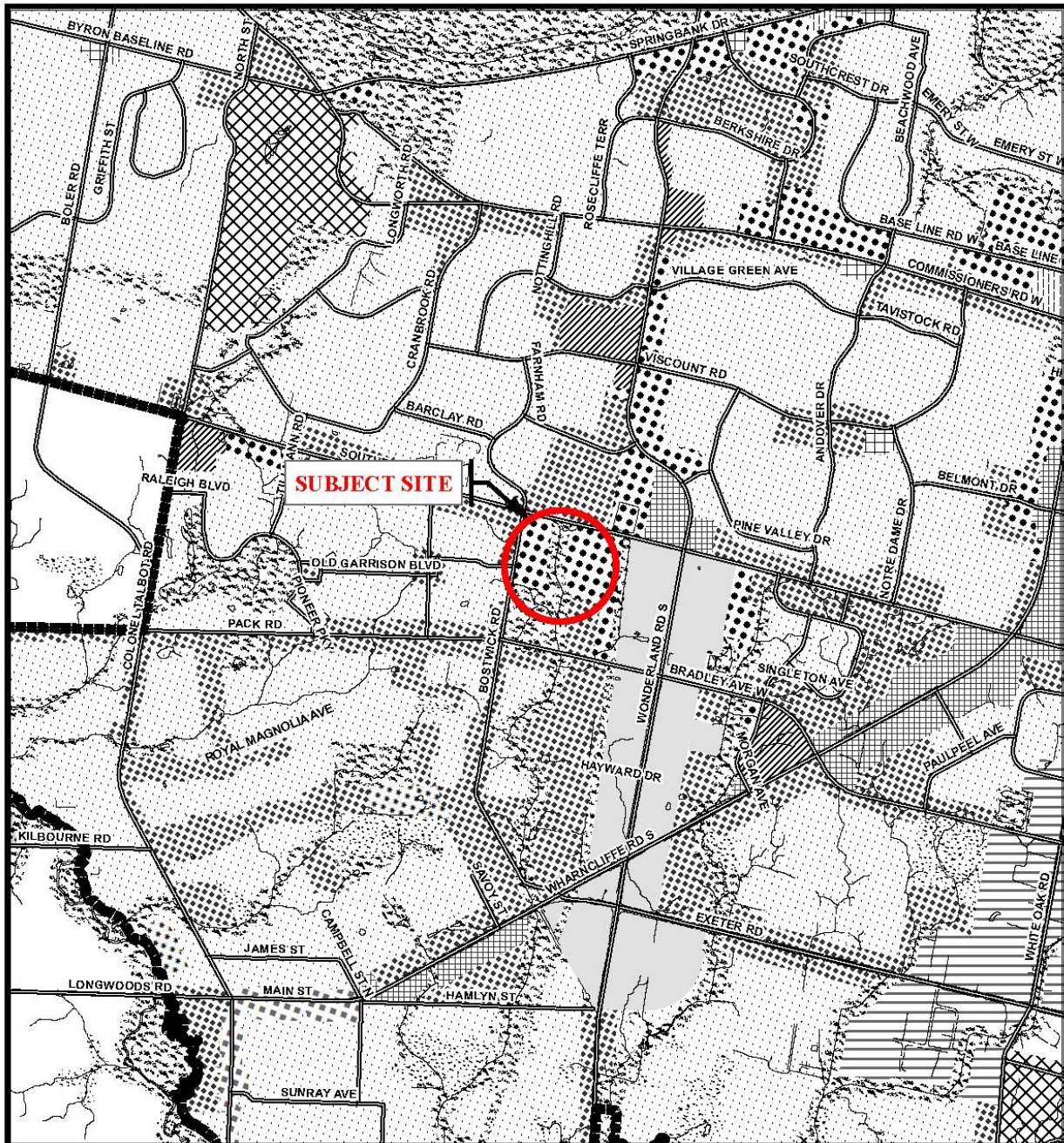
File Number: Z-8931

Planner: LM

Technician: RC

Date: March 8, 2021

Official Plan Map Excerpt

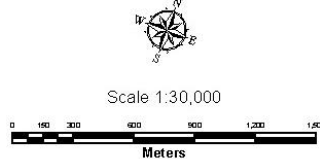


Legend

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

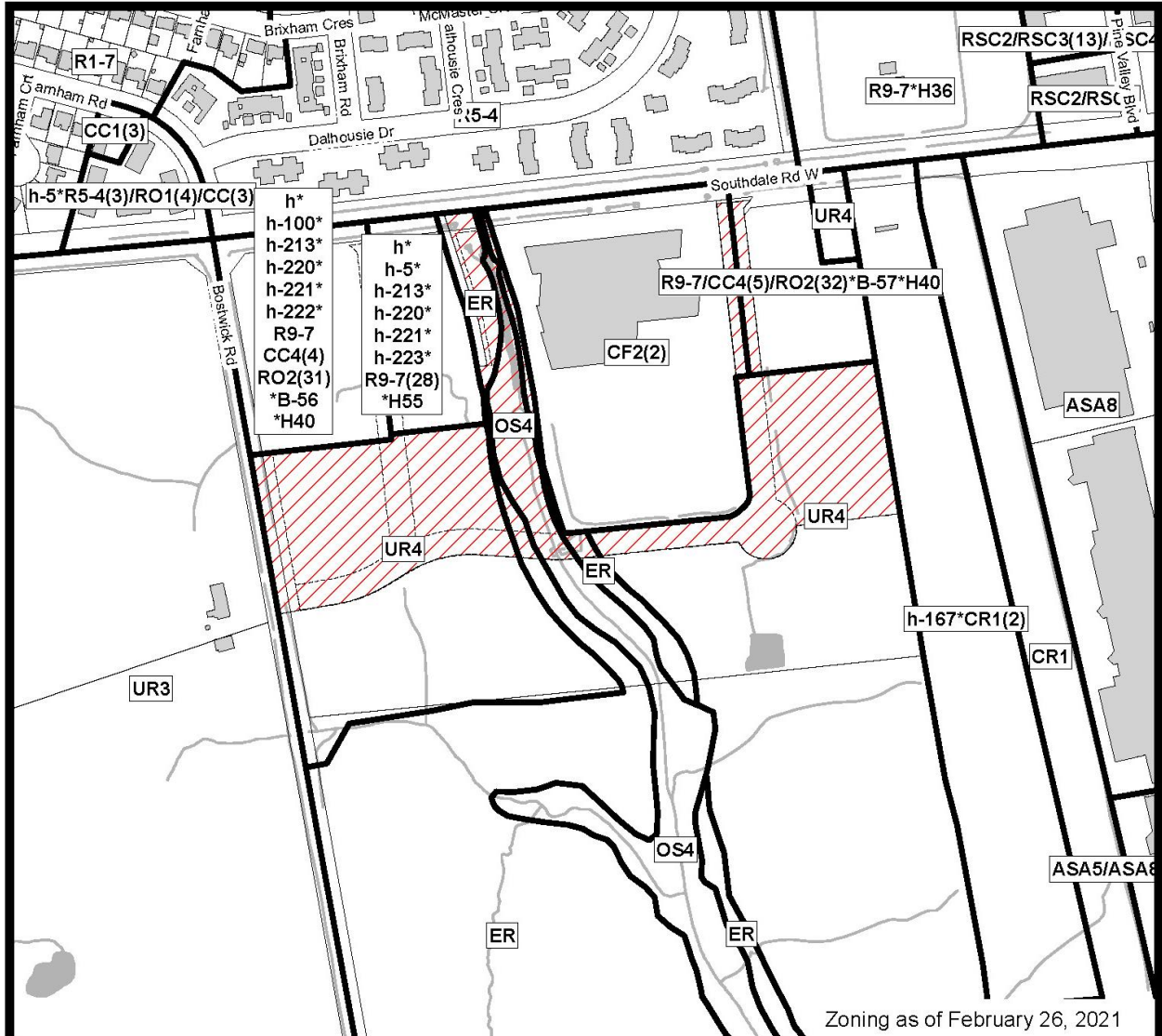
CITY OF LONDON
 Department of
 Planning and Development
 OFFICIAL PLAN SCHEDULE A
 - LANDUSE -

PREPARED BY: Graphics and Information Services



FILE NUMBER: Z-8931
 PLANNER: LM
 TECHNICIAN: RC
 DATE: 2021/03/08

Zoning By-law Map Excerpt



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:

1) LEGEND FOR ZONING BY-LAW Z-1

- 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

- 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

- "h" - 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:

Z-8931

LM

MAP PREPARED:

2021/03/08

RC

1:5,000

0 25 50 100 150 200 Meters

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