

Sifton

FINAL PROPOSAL REPORT

BOSTWICK BOROUGHS (3350-3480 Morgan, 1363 Wharncliffe)

June 2022



Submitted by Sifton Properties Limited

in association with Stantec Consulting; Exp Services Inc., Paradigm Transportation Solutions Inc., Orchard Design & Fryett Turner Architects.

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1.0 INTRODUCTION

This Final Proposal Report (IPR) is submitted by Sifton Properties for a proposed Draft Plan of Subdivision application for property located in the Andover Trails subdivision, to be known as Bostwick Boroughs. The site is in the Central Longwoods Planning Area within the Southwest Area Secondary Plan. The property is legally described as Part of Lot 35, Concession 2 in the geographic Township of Westminster in the City of London. Municipal addresses are 3350 - 3480 Morgan Avenue and 1363 Wharncliffe Road. The overall site is triangular in shape, and bounded by Wharncliffe Road, Morgan Avenue and Bradley Avenue. The portion subject to the draft plan of subdivision application is rectangular in shape with access to the site proposed from all three bounding streets. Accesses to Wharncliffe and Bradley Avenue would be right-in-right-out only.

Applications for Official Plan (OPA) and zoning by-law amendments (ZBA) were submitted in 2019 to permit a range of multi-family residential zones as well as hotels/motels on the subject site in addition to the current permitted commercial uses. The overall parcel subject to the OPA and ZBA is 8.18 hectares in size (20.2 acres). The proposed draft plan of subdivision will divide the parcel with the draft plan being 4.72 hectares of the overall site.

The key contacts for this application are Maureen Zunti (519-434-1000, ext. 3238) or Phil Masschelein (519-434-1000, ext. 3210) of Sifton Properties Limited.

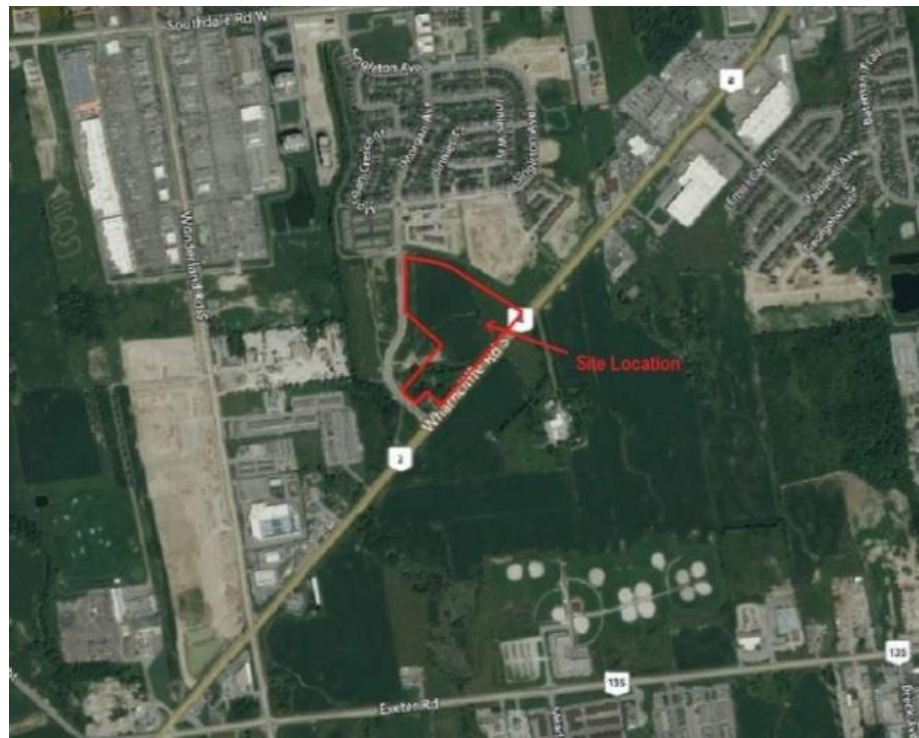


Figure 1 - Site Location

2.0 BACKGROUND AND SUMMARY OF PROPOSAL

The existing site was originally designated in 2005 for High Density Multi-family Residential and Auto-Oriented Commercial Corridor. In 2012, applications were submitted to change the designations to Community Commercial Node. These were ultimately appealed to the OMB with a settlement agreement reached in 2014 as part of the Southwest Secondary Plan OMB appeals. At the time of the 2012 applications, SWAP had not yet been approved, and there was no anticipation of extensive additional commercial uses. However, as a result of the Wonderland Enterprise Corridor being approved as part of SWAP, the amount of commercial land in the immediate vicinity of the site expanded significantly. Consequently, commercial tenants have not expressed significant interest in this site in recent years as the lands along Wonderland Road have substantially more visibility and traffic volume. With the pandemic, the demand for commercial uses is even less, and housing prices have increased substantially in London. As a result, there has been a significant escalation in demand for all forms of multi-family housing especially at more attainable prices.

The previous OPA and ZBA applications were intended to allow:

- A site specific policy that would allow the site to develop for primarily residential uses or as a mix of uses;
- Additional residential uses of townhouses and stacked townhouses up to 4 storeys, and apartment buildings up to 6 storeys;
- Additional permitted uses of hotels and motels; and,
- Special provisions for reduced front and exterior side yard setbacks, maximum heights and reduced parking rates.

Comments were received on the OPA and ZBA applications and site concept plan from staff as well as the Urban Design Peer Review Panel which included requests for:

- Enhanced connectivity through two 'spines' in the east-west direction and north-south direction connecting the major roads;
- Consideration of a combination of public and private roads to provide enhanced connectivity, permeability, pedestrian comfort (sidewalks), and tree planting;
- Consideration of treed boulevards (with a terminus if applicable) to enforce the entry into the site to better integrate concepts of pedestrian safety, walkability and arrival into the interior roadways.

The OPA and ZBA have been in abeyance for some time as Sifton has been determining market demand for various housing forms and refining site plan concepts. Refined site plans have been developed which now propose a public street network to address some of the previous comments as well as to facilitate development of the site.

The proposed draft plan includes two public streets, two medium-high density residential/mixed use blocks and one park block (see Appendix A). Additional detail is provided later in this report.

The draft plan, provided in Appendix A, will effectively sever the southerly portion of the site (identified as 'Additional Lands Owned by Applicant' on the draft plan). A portion of this area is intended to be Phase 1 of the overall development and can be accessed in the short term by a private road from Morgan Avenue and ultimately from Street A in the proposed draft plan.

Revisions to the original OPA/ZBA are being submitted in conjunction with this draft plan of subdivision. A separate ZBA is being submitted with the Phase 1 site plan to allow that initial phase to proceed while the draft plan process occurs. The revised OPA/ZBA will also incorporate Phases 2 and 3 of the overall Master Plan Concept which are outside of, but immediately adjacent to, the draft plan of subdivision. A graphic illustrating the proposed phasing is included in Appendix B.

3.0 CURRENT PLANNING CONTEXT

3.1 PROVINCIAL POLICY STATEMENT (PPS)

The proposed subdivision plan is consistent with key policies of the 2020 Provincial Policy Statement in the following manner.

Section 1.1.1 – The proposed draft plan promotes efficient development and land use patterns by being located in an area where adequate transportation and servicing capacity exists.

Section 1.1.3 – The proposed draft plan is located within the City of London's established growth boundary (settlement area) and will contain densities and a mix of land uses that efficiently use land and are appropriate for the planned / available infrastructure and public service facilities.

Section 1.6 – The proposed subdivision plan will make use of existing / planned municipal water, sanitary and stormwater services. Existing external transportation infrastructure is available to serve the subdivision plan.

Section 1.5 – The proposed subdivision plan includes public park space.

Section 1.6 – The proposed subdivision provides for efficient and financially viable servicing infrastructure.

Section 2.1 – There are no natural heritage features on site.

Section 2.2 – The subdivision plan will incorporate appropriate stormwater management practices.

Section 2.6 – Archaeological investigations have been completed for the entire site.

Section 3.0 – There are no natural hazards or human-made hazards on the site that would constrain approval of the subdivision plan.

3.2 LONDON PLAN

Since the time of the IPR submission, London Plan policies have come into full force and effect, with the exception of site-specific policies, none of which are applicable to the subject site.



Figure 2 - London Plan Place Type

The subject site is located within the Shopping Area Place Type in the London Plan. Of particular relevance to this application are the following policies. More detailed policy analysis is provided in Section 11 of this report.

871_ Shopping Areas will constitute an important part of London's complete communities, providing commercial centres with a wide range of retail, service, business, recreational, social, educational, and government uses within easy walking distance for neighbourhoods. Over time, many of these centres will re-format to become mixed-use areas that include retail, service,

office and residential uses. These centres will also become more pedestrian, cycling, and transit-oriented, and less automobile-dominated in their design. Shopping Areas will differ in size and function, ranging from neighbourhood oriented centres of a small to medium scale, to very large centres that attract residents from several neighbourhoods or even the city as a whole.

877_ The following uses will be permitted within the Shopping Area Place Type:

- 1. A broad range of retail, service, office, entertainment, recreational, educational, institutional, and residential uses may be permitted within the Shopping Area Place Type.*
- 2. Mixed-use buildings will be encouraged...*

878_ The following intensity policies apply within the Shopping Area Place Type:

- 1. It is the intent of this Plan to allow for the more intense and efficient use of Shopping Area sites through redevelopment, expansion, and the introduction of residential development...*

879_ The following form policies apply within the Shopping Area Place Type:

- 2. To allow for the future redevelopment of large commercial blocks, a grid of driveways that extend through the site, spaced appropriately across the width of the property, should be established through the site plan process. These driveways will be designed to include sidewalks and trees. The purpose of establishing this organizational structure is to:
 - a. Provide a form of large-lot development that can be redeveloped more easily in phases at a future date.*
 - b. Allow the opportunity for redevelopment of the rear portion of commercial blocks in the future, ensuring that these connecting streets or driveways are not obstructed from these rear-lot areas by buildings.*
 - c. Allow for better connections through the site for pedestrians, transit users, and cyclists.*
 - d. Allow the possibility for future neighbourhood connections that would connect transit services, the street and the commercial block to the neighbourhood.**
- 7. Opportunities will be explored for creating central seating areas and private parkette features that enhance the centre's function as a public meeting place.*

As such, the proposed Draft Plan of Subdivision conforms to the London Plan as follows:

- The draft plan will create blocks for residential, mixed use and/or commercial uses;

- The proposed draft plan will provide a defined public street layout that creates a grid extending through the site that facilitates phasing of development and also facilitates pedestrian movement throughout the site;
- The public street network will enable good connections for pedestrians, transit users and cyclists internally as well as to the surrounding street network
- A block is proposed for a public park to provide amenity for future residents, visitors and employees and create a central gathering area.

In addition to the foregoing Shopping Area Place Type policies, Table 8 indicates that the Shopping Area Place Type permits a Standard Maximum of 4 storeys and an Upper Maximum of 6 storeys. The draft plan of subdivision and ZBA proposes a height of 5 and 6 storeys for a number of the buildings along Bradley Avenue and Wharncliffe Road. Policy 1638 indicates that applications exceeding the standard maximum will be reviewed on a site specific basis but will not require an OPA if they do not exceed the upper maximum. However, an OPA was previously submitted in 2019 to address staff comments on the original applications to add a policy to the London Plan to recognize that this Shopping Area Place Type may develop as primarily residential uses. An updated OPA excerpt has been submitted with this draft plan.

Heights of 6 storeys for this subdivision can be justified on the basis of the following features:

- There is a strong need for more affordable forms of housing in London, which this development would assist in providing;
- Strong architectural design for both apartments and stacked townhouses, including street orientation, material variation, building setbacks, façade interest on all sides, etc.;
- The incorporation of a public street spine that creates a defined pedestrian and vehicular movement pattern;
- Integration of a public park that will function as a focal point for the neighbourhood;
- Strong pedestrian connections throughout;
- Incorporation of underground parking for the majority of apartment parking requirements;
- Potential for car share location to serve the neighbourhood;
- Gradual transition in height from Morgan to Wharncliffe, with 4 to 5 storey buildings nearest Morgan Ave transitioning to 6 storeys along the remainder of Bradley and Wharncliffe, thereby locating the highest intensity along the major traffic corridors;
- Provision of a broad range of unit options that contribute to affordability, including studio suites and a large number of one-bedroom units.

The provision of these features provides public benefit through the enhanced streetscapes, opportunities for 'eyes on the street', unique built form, additional greenery, minimization of surface parking and inclusion of a wide variety of unit types and building typologies which contribute to housing choice and affordability for rental and ownership accommodation.

3.3 ZONING BY-LAW

The property is currently zoned for Community Shopping Area uses (h-11-h-63-h-82-h-95-h-100-h-105-h-135-CSA5(3) and h-11-h-63-h-82-h-95-h-100-h-105-h-138-CSA5(3)) in the City of London Zoning By-law. Holding provisions in place require the following:

- h – requires submission of securities and execution of a development agreement prior to development.
- h-11 – requires a development agreement associated with a site plan which provides for appropriate access arrangements to the satisfaction of Council.
- h-63 – requires the owner to agree to implement all noise attenuation and design mitigating measures as recommended in noise assessment reports.
- h-82 - shall not be deleted until the part block has been consolidated with adjacent lands.
- h-95 – requires that urban design concepts established through the Official Plan and/or Zoning amendment review process are implemented through a development agreement that incorporates these concepts and addresses identified Urban design issues.
- h-100 – requires that a looped watermain system be constructed and a second public access must be available.
- h-105 – requires a comprehensive storm drainage and stormwater management report prepared by a consulting engineer be completed to address the stormwater management strategy for all lands within the subject plan and external lands where a private permanent on-site storm drainage facility is proposed for any block or blocks not serviced by a constructed regional stormwater management facility.
- h-135 - to ensure that commercial development does not exceed a maximum interim floor area threshold of 15,248 m² in draft plan 39T-07510, the h-135 symbol cannot be deleted until a Traffic Impact Study is prepared, which demonstrates that the transportation infrastructure in Bostwick East is adequate to accommodate forecast traffic volumes.

A number of these holding provisions have been addressed through the detailed engineering design of the subdivision and could be removed as part of the zoning by-law amendment application. Remaining holding provisions (e.g. – h, h-63, h-95) would be addressed through the site plan stage and removed as development agreements are signed and specific provisions have been met.

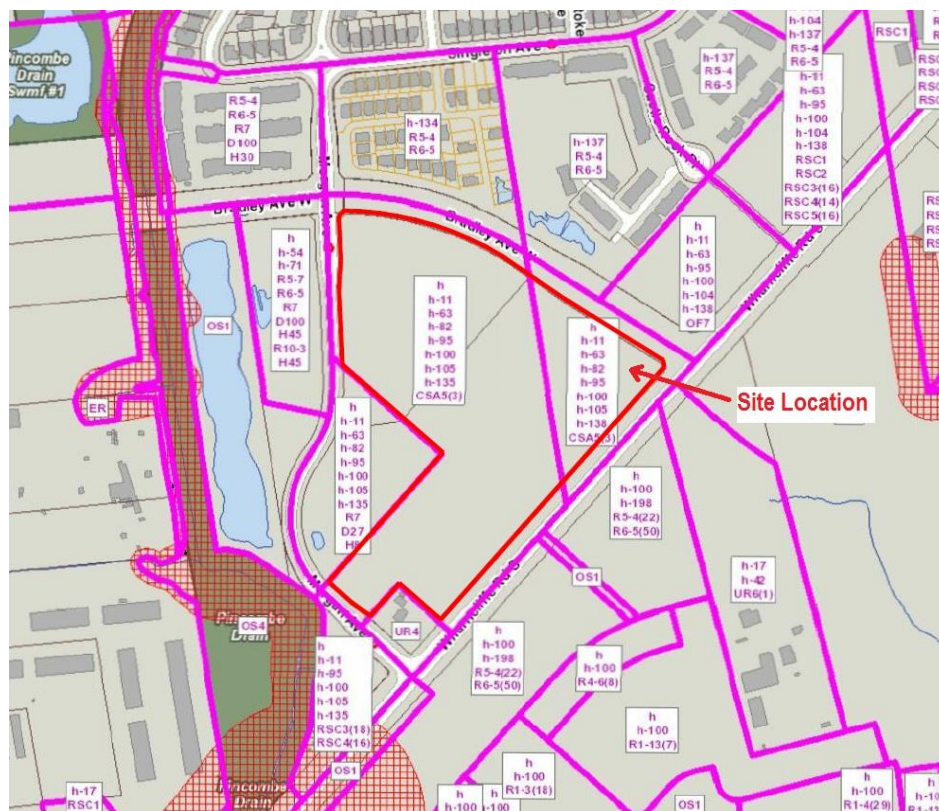


Figure 3 - Existing Zoning

The previously submitted zoning by-law amendment has been revised to add Special Provision R9 zones to the site to permit stacked townhouse, townhouse and apartment uses on the site in addition to the currently permitted commercial uses for the majority of the site. The ZBA also proposes to include hotel and motel uses within the R9 zone. Special provisions have been requested with respect to height, setbacks, coverage, landscaped open space and parking provisions for some of the zones. The revised zoning approach has been taken in an attempt to simplify future interpretation of the permitted uses and special provisions, while providing the needed flexibility for development of individual phases in the future to allow adaptation to market demands.

It should be noted that while the special provisions for some phases propose densities up to 200 units per hectare, the overall density for Bostwick Boroughs would range from approximately 110 to 120 units per hectare if built to maximum intensity for all phases. Similarly, reduced landscape open space percentage has been requested in some phases. However, the overall percentage of open space on the Master Plan concept is approximately 34% when the public park is included. The public street will also add to the landscaped open space, as tree planting will occur within the boulevards.

Appendix C includes a proposed zoning map and special provisions for the draft plan and adjacent lands.

3.4 SOUTHWEST AREA (SWAP) SECONDARY PLAN

The subject site is also within the Central Longwoods Residential Neighbourhood within the SWAP and is designated as Commercial in that document. Section 20.5.10 includes the following policies that are relevant to this site:



Figure 4 - SWAP Designation

i) Function and Purpose

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

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

The proposed draft plan and Zoning By-law Amendment conforms to these policies as follows:

- They will facilitate development of a mix of housing types;
- The proposed ZBA will permit higher intensity mid-rise, transit oriented development along the arterial roads where such uses are preferred;
- The draft plan will provide better access and help define the blocks intended for higher intensity, mid-rise uses.

The Central Longwoods policies do not provide any policies specific to the Commercial designation, nor does the remainder of the Secondary Plan.

4.0 EXISTING CONDITIONS

The overall site is generally triangular in shape and characterized as being relatively flat. A portion of the site was severed from the overall triangular portion in 2017, and rezoned to permit a long-term care facility which has been constructed and is now occupied.



Figure 5 - Aerial Photo of Subject Site and Surrounding Area

Adjacent land uses are as follows (see aerial map above):

- North – Bradley Avenue with single and multi-family residential to the north;
- East – Wharncliffe Road with multi-family residential beyond;
- South – multi-family residential south of Wharncliffe Road (under construction);
- West – multi-family high density residential west of Morgan Avenue (under construction).

Following are a number of photos of the site and immediately adjacent surrounding area.



View to south from midpoint of Morgan



View to north from midpoint of Morgan



View to east across site from Morgan



View to northeast from Morgan



View to northwest from Morgan



View to northeast/east along Bradley Ave.



View to north/northeast at intersection of Bradley & Morgan



View to northwest at intersection of Bradley & Morgan



Bradley Avenue looking to west



Bradley Avenue looking to east



Dwellings directly to north of site, on north side of Bradley Ave



View to southeast across site

4.1 ENVIRONMENTAL CONDITIONS

The majority of the site has been used for agricultural purposes (crop production) in the past and is still used for that purpose, or is vacant and used for construction staging and topsoil storage. There are no structures on the site. No vegetation exists on the site with the exception of a number of remnant hedgerow trees / shrubs associated with the original farmstead at the southern tip of the site. This area is outside of the subdivision plan boundaries.

4.2 REGULATION LIMITS

There are no regulated areas on the subject site.

4.3 SITE CONTAMINATION

Based on previous and current uses (agricultural crop production) there is no reason to suspect any site contamination on the subject property.

4.4 ARCHAEOLOGICAL / BUILT HERITAGE CONSIDERATIONS

Archeological investigations have been completed for the entire site, with clearance letters received from the Ministry of Tourism, Culture and Sport. No further archaeological investigations are required.

4.5 EXISTING BACKGROUND STUDIES

Numerous studies were completed as part of the original Bostwick East Area Plan and subsequent subdivision plans. The proposed draft plan of subdivision is within a registered subdivision plan (33M-661) and is simply dividing an existing large block into three blocks through the incorporation of two public streets.

A detailed Planning Justification Report was also prepared for the previously submitted Official Plan and Zoning By-law Amendment applications in June 2019. That OPA/ZBA application is being revised to reflect the current subdivision plan and Master Plan Concept for adjacent lands, with the exception of Phase 1. The revised OPA/ZBA addresses some previous comments from City staff as well as requests special provisions relating to setbacks and densities as a result of the incorporation of a public street. A new ZBA application is being submitted separately for Phase 1 in conjunction with the site plan application to incorporate site specific special provisions for that phase.

5.0 SUBDIVISION DESIGN

The proposed subdivision consists of 2 blocks for residential / commercial / mixed use development to be served by two new public streets dividing up a large block in a previously registered subdivision (Plan 33M-661). One public park block is also included to create a focal point for the neighbourhood and to support additional height and density in the zoning by-law amendment for the development.

The proposed public road network consists of Street A, connecting Morgan Avenue to Wharncliffe Road South and Street B which connects Street A to Bradley Avenue. All intersections with the exception of Street A at Morgan Avenue are proposed to be right-in-right-out. The intersection with Morgan Avenue has been located immediately across from an intersection accessing an apartment development west of Morgan Avenue that is currently under construction. The public road network is intended to define the main circulation 'spine' for the development.

The proposed street right of way for both Streets A and B is 20 m, in response to comments provided by City staff, which did not accept the previously proposed 18 m ROW. A proposed treed median has also been removed to address comments received on the Initial Proposal Report (IPR). It is anticipated that Streets A and B will be used primarily by residents of the development in the same manner as the previously proposed private roadways would have been in the original site plan concepts. Sidewalks are also proposed on both sides of the streets.

A road widening block is also included along the northerly portion of Wharncliffe Road, for 150 m south of Bradley Avenue, in response to comments received from the previous zoning by-law amendment application. Sight triangles are also provided at all intersections.

5.1 URBAN DESIGN CONSIDERATIONS

It is Sifton's intention in the design of Bostwick Boroughs, that the overall product offerings will form the foundation of this unique community within southwest London. The design vision combines urban industrial with natural functional and aesthetic elements; similar to what one might experience in larger metropolitan areas. With the large park and unique urban style, there is a strong vision to create a desirable living destination.

We are re-examining processes through all stages of the development to minimize costs and contribute to a positive customer experience. Intelligent floor plans are being designed to maximize openness and optimize livability. Architectural design standards are high with both interior and exterior materials being simple yet durable to contribute to affordability and longevity. The use of a natural colour palette and materials will combine natural flow with industrial chic. Wise material selection and limited consumer design options will create a buildable product that mitigates market material risk. A mix of interiors will result in a diverse neighbourhood containing studio units up to 3 bedroom options, at a price point attainable for a family who might have been priced out of the single family home market.

Key urban design objectives for the Bostwick Boroughs development are as follows:

1. Community Development

Create a complete diverse and vibrant community within the area. The new community will address the needs and demands for neighbourhoods, amenities and housing.

2. Contextual Integration

The proposed development will ensure the integration of the site with the surrounding environment and neighbouring community through sensitivity in architectural design, scale and massing. Adjacent development includes a range of existing and under-construction low, medium and high density multi-family housing types. The proposed subdivision and ZBA will allow Bostwick Boroughs to add to this mix in a compatible way.

3. Unity and Variety

The proposed development will foster a unified site design while also including a variety of buildings and voids. The development aims to include different typologies of residential buildings (low and mid-rise apartments and stacked townhouses) while maintaining a harmonious relationship between them.

4. Balanced Mobility

An important key factor in the development is to provide safe and permeable multimodal transportation and infrastructure opportunities, prioritizing a safe environment for walkability and bicycles. The Master Plan Concept incorporates sidewalk connections throughout the development, along with direct access to the public street network from the buildings. Bicycle racks will be integrated with site plan design.

5. Creating a Safe Public Realm

The development will ensure the integration of public space within the site boundaries through the inclusion of a public park that is visible and accessible from both streets and is also framed by residential buildings to the east. All buildings have units facing all sides, eliminating the perception of any rear facades, allowing for 'eyes on the street', whether public or private, and

creating a pleasant pedestrian environment. Potential mixed uses will be concentrated within the apartment buildings where there is frontage to Bradley Avenue W and Wharncliffe Road S for functionality and visibility.

6. Attractive Building Design

All buildings will employ high quality architectural design, attractive fenestration, material variation and the integration of patios, balconies and terraces for private amenity space and visual interest.

It should be noted that an Urban Design Brief was submitted with the original ZBA application in 2019. Much of that document is still relevant, particularly with respect to the apartment building design and intent and general site and design objectives. The overall Master Plan Concept has been revised to incorporate the public street network, to address comments that had previously been raised to create a more definitive 'spine'. Apartment heights in the northwest corner have also been reduced to four and five storeys to address compatibility concerns. The internal buildings have been revised to a stacked townhouse design, specifically developed for this site, rather than the walk-up courtyard buildings due to cost and construction implications.

A Master Plan Concept has been included in Appendix D to illustrate the potential layout of stacked townhouses and apartment buildings (with potential commercial at grade in one or more buildings) with the public roads proposed for the draft plan of subdivision. Potential alternative site plan concepts have also been included in Appendix D to illustrate various arrangements of stacked townhouse and apartment dwellings. Determination of final concepts or refinements to those provided will occur based on market demands at the time individual phases are developed. The proposed zoning is intended to provide flexibility for the various concepts, with the proposed density and setbacks based on the highest intensity concepts, allowing some flexibility for final design and determination of unit sizes and associated density.

Conceptual elevations have also been provided in Appendix E. These are subject to change through the various site plan applications that will proceed for individual phases, but illustrate the intent for high levels of architectural design.

5.2 SUBDIVISION PHASING / STAGING

The draft plan of subdivision (i.e. – road and servicing construction) would not be phased. However, site plans will be phased. The proposed draft plan of subdivision is intended to facilitate the development of individual site plans within the blocks and minimize requirements for servicing and access easements between various site plan developments.

6.0 EXISTING AND PROPOSED SERVICES AND INFRASTRUCTURE

Proposed services and infrastructure are located within the arterial and collector road system. The site is within the Andover Trials subdivision and the sanitary servicing was accounted for in

the existing sewers. Sufficient downstream capacity is available for storm and sanitary based on proposed land use.

Future sewer connections will be provided to service the lot located at 1467 Wharncliffe Road S. This lot will be serviced through Block 5 and sewers will be extended in the proposed parking areas.

6.1 STORM DRAINAGE AND STORMWATER MANAGEMENT

The proposed Stormwater Management (SWM) strategy for the site incorporates minor and major conveyance systems. The minor system comprises of subsurface storm sewer networks and connection to existing storm sewers, and major system includes designated overland flow routes in the proposed right-of-way. Minor and major storm flows will ultimately discharge to the existing Pincombe Drain SWM facility 2 (SWMF 2) for water quality and quantity controls.

On the west side of Morgan Ave., the existing SWMF 2 system has been designed and built to account for the majority of the proposed site area and will provide a designated quantity and quality control treatment. SWMF 2 has been designed such that it will have capacity for providing appropriate quantity control provided runoff coefficient for the proposed site does not exceed allocations at the existing and proposed connections. There are three existing storm sewer outlets to service the proposed site including connection to R5, DDICBMH 13, and existing headwall, and a proposed connection at R6A. Area A13b from the proposed site requires an on-site quality control Oil/Grit Separator (OGS). This will provide treatment for the 25mm events prior to discharge to the main cell of existing SWMF 2. For the remainder of area A13b from the Andover Trails Phase 4 Functional Stormwater Management (SWM) drainage area, a separate OGS quality control is required to be provided by others for both the lands located at 1467 Wharncliffe Road South and Revera Retirement Community. Major flows will be conveyed via the right-of-way toward Morgan Ave. and ultimately toward the existing SWMF.

The proposed weighted runoff coefficient for the site is calculated and included in the proposed storm area plan in the SWM report. The proposed values for AxC were calculated for each area in the site and compared to the design AxC at each connection. The proposed design AxC values are less than or equal the existing design AxC values at existing manholes R5, R9, and R14, and proposed manhole R6A.

The full Stormwater Management Report is submitted in conjunction with this application.

6.2 SANITARY SERVICING

The existing 200mm and 675mm sanitary sewers on Morgan Ave will be utilized to service the site. The proposed local sanitary from the site is proposed to connect to existing manholes S2 and S84, and via a proposed manhole S3A.

There are currently two sewer stubs to service the site with an accounted for population at S2 of 973 people, and an accounted for population at S84 of 573 people. The total accounted for

population for the site is 1,546 people. Based on the proposed site plan, the calculated population is 1,689 people, which exceeds the allocated population by 143 people. Stantec has confirmed the downstream sanitary sewer capacity and it found that there is enough capacity to accommodate the increase in population.

The full Functional Servicing report is submitted in conjunction with this application.

6.3 WATER SERVICING

Water servicing is provided by the high-level system on Morgan Avenue with a primary connection to the existing 250mm watermain on Morgan Avenue at Street A. A looped system can be achieved via a proposed watermain along Street A with a check valve connection to the existing 400mm low-level watermain on Wharncliffe Road South or through a municipal easement connecting back into the high-level watermain on Morgan Avenue to the south through part 11 of plan 33R-19863.

The full Functional Servicing Report providing more detail regarding water servicing is submitted in conjunction with this application.

7.0 TRANSPORTATION

7.1 INTERNAL ROADWORKS

The proposed draft plan includes two 20 m wide local streets which will connect Morgan Avenue to Wharncliffe Road (Street A) and Street B, connecting Street A to Bradley Avenue. These streets are intended to create the 'spine' for future development on either side and provide clear access and egress for future residents. Intersections with Wharncliffe Road and Bradley Avenue would be right-in-right-out (RIRO). While previous comments suggested that the Street A intersection with Morgan should be RIRO, the updated TIS has analyzed a full movement access at this location and confirmed it can function appropriately. Three private access intersections will also be created through the site plan approval process to individual development blocks, as illustrated on the Master Plan Concept. All of these will also be RIRO, with the exception of Driveway B at Morgan Avenue in Phase 1.

7.2 EXTERNAL ROADWORKS

The proposed draft plan connects to a triangular external road network consisting of Bradley Avenue (Arterial/Urban Thoroughfare), Wharncliffe Road (Civic Boulevard/Arterial), and Morgan Avenue (Neighbourhood Connector/Primary Collector). Bradley Avenue was recently constructed and no improvements are anticipated. A road widening block has been included in the draft plan for future road widening of Wharncliffe Road for a distance 150 m south from the intersection of Bradley Avenue.

7.3 BICYCLE AND PEDESTRIAN CONSIDERATIONS

Sidewalks are proposed on both sides of Streets A and B in accordance with City standards. Sidewalks are also included throughout the site plan concepts, to connect to the public road system within and bounding the site. The proposed street pattern creates a grid through the site to better define the primary traffic routes and establish blocks that will assist in phasing, zoning boundaries and overall legibility for future site plan submissions.

No specific cycling facilities are proposed within the draft plan of subdivision. However, a separated bicycle lane is located immediately adjacent to the site along Bradley Avenue, providing for excellent cycling connectivity from the site to the external surrounding street network. A multi-use trail is also located in a north-south direction along the Pincombe Drain approximately 115 m from the northwest boundary of the site.

7.4 PUBLIC TRANSIT

Public transit (Route #12) is located on Wharnccliffe Road along the eastern/southern boundary of the site. It is assumed that when Bradley Avenue is extended from Wharnccliffe Road to White Oaks Road that additional public transit routes will be established in the future as Bradley Avenue is a major east-west corridor extending all the way to the eastern boundary of the City.



Figure 6 - Area Public Transit Routes

7.5 TRANSPORTATION IMPACT ASSESSMENT

A Transportation Impact Assessment was conducted by Paradigm Transportation Solutions for the subject site in 2019, based on a previous site plan concept that included private roads throughout. At that time, six access points were analyzed: one all-moves driveway and one RIRO driveway on Morgan Avenue; two RIRO driveways on Bradley Avenue; and two all moves driveways on Wharnccliffe Road South.

That assessment has been updated for the current draft plan of subdivision based on the overall Master Plan Concept, including Phase 1. The report concluded the following:

Existing Traffic Conditions: The study area intersections are operating within acceptable levels of service. Although not considered critical under City of London TIA guidelines, the following movements are operating with poor LOS:

- Wharncliffe Road and Middleton Avenue/Morgan Avenue: The northbound and southbound left-turn movements are operating with LOS E during the PM peak hour.
- Wharncliffe Road and Bradley Avenue: The southbound left turn movement is operating with LOS F and the southbound through movement is operating with LOS E during the PM peak hour.

It is noted that both intersections are currently operating under two-way stop control and will potentially be converted to traffic signal control under future traffic conditions.

Development Trip Generation: The subdivision is forecast to generate a total of 427 AM peak hour trips and 466 PM peak hour trips:

- Stage 1: 158 AM peak hour trips and 188 PM peak hour trips; and
- Stage 2: 269 AM peak hour trips and 278 PM peak hour trips.

2027 Background Traffic Conditions: The study area intersections are forecast to operate with the same critical movements as under existing traffic conditions, and the addition of the following movements at the intersection of Wharncliffe Road and Middleton Avenue/Morgan Avenue:

- The northbound and southbound left-turn movements are forecast to operate with LOS E during the AM peak hour; and
- The northbound shared through/right-turn movement is forecast to operate with LOS E during the PM peak hour.

Existing two-way stop control is assumed for the intersection of Wharncliffe Road and Middleton Avenue/Morgan Avenue, while traffic signal control is assumed at the Bradley Avenue and Wharncliffe Road intersection along with the easterly extension of Bradley Avenue.

2027 Total Traffic Conditions: The study area intersections are forecast to operate with the same critical movements as under 2027 background traffic conditions.

2030 Background Traffic Conditions: The study area intersections are forecast to operate with the same critical movements as under 2027 background traffic conditions, with the addition of the southbound shared through/right-turn movement at Wharncliffe Road and Middleton Avenue/Morgan Avenue which is forecast to operate with LOS E during the PM peak hour.

2030 Total Traffic Conditions: The study area intersections are forecast to operate with the same critical movements as under 2030 background traffic conditions, with the addition of the following movements:

- Wharncliffe Road and Middleton Avenue/Morgan Avenue: The northbound and southbound left-turn movements are forecast to operate with LOS F and a v/c ratio greater than 0.90 during the PM peak hour.
- Wharncliffe Road and Bradley Avenue: The southbound left turn movement is forecast to operate with 95th percentile queues exceeding the available storage of 80 metres during the PM peak hour.

2035 Background Traffic Conditions: The study area intersections are forecast to operate with the same critical movements as under 2030 background traffic conditions.

2035 Total Traffic Conditions: The study area intersections forecast to operate with the same critical movements as under 2030 total traffic conditions, with the addition of the northbound shared through/right-turn movement at Wharncliffe Road and Middleton Avenue/Morgan Avenue which is forecast to operate with LOS F and a v/c ratio greater than 0.90 during the PM peak hour.

Remedial Measures:

- Wharncliffe Road and Bradley Avenue: Signal timings should be monitored for potential coordination with surrounding signalized intersections. If the forecast queueing issues continue to occur for the southbound left-turn movement, the existing left-turn lane storage of 80 metres should be increased to 95 metres by 2035.
- Wharncliffe Road and Morgan Avenue: Although traffic signal control is not warranted under 2035 total traffic conditions, the critical movements at this intersection can be resolved with signalization of the intersection. The intersection operations should be monitored in the future to identify appropriate traffic control.

Summary of Traffic Impact Assessment: The development benefits from the three abutting roads and multiple access points, which contributes to an efficient distribution of development traffic without overloading any of the roadway or access intersections. Capacity constraints and critical turning movements are mostly pre-existing and/or independent of the subject development. Also, the identified issues could be addressed through operational adjustments without requiring roadway modifications.

Site Access: All access intersections are projected to operate satisfactorily under future traffic conditions. Driveway B at Morgan Avenue was analyzed both as all-moves and as an RIRO access, and it is appropriate to be implemented as an all-moves access.

Transportation Demand Management: The following TDM measures can be implemented to support the use of alternative modes within the surrounding area:

- Internal sidewalks with connections to the existing municipal sidewalk network, and cycle track/bike lanes nearby.
- Bicycle parking in accordance with the City's Zoning By-Law requirements for both residential and non-residential developments.

- Access to frequent transit that provides good connectivity to the broader network and major destinations.
- Parking unbundled from the sale/rent agreement of apartment units.
- Carshare space/vehicle(s) in a premium location.
- Transit, carshare and active transportation information provided in a welcome package to new residents and/or posted in central locations on-site.

The full Transportation Impact Assessment report is submitted in conjunction with this application.

8.0 PARKS PLANNING

A new public park block is shown on the draft plan of subdivision at the intersection of Streets A and B, providing for high visibility and accessibility from both abutting streets. Parkland dedication requirements for this area were previously satisfied through the registered subdivision plans associated with Andover Trails and Andover South, however, were likely based on 2% dedication given the commercial designation of the site. The proposed park is approximately 0.5 ha, which represents over 10% of the land area of the subdivision plan and approximately 6.1% of the overall Master Plan Concept area. The incorporation of the public park area should also be taken into consideration with the request for reduced landscape space special provisions for some of the phases.

The proposed park for this area would provide a significant benefit to future residents in the immediate neighbourhood, as it would provide an active and passive amenity within a 5 minute walk of all residents in the neighbourhood. It is centrally located adjacent to the proposed public roads and in proximity to the Bradley Avenue dedicated cycling lane to encourage active transportation options for future residents, as well as being adjacent to potential commercial uses. The provision of the park, in addition to previous parkland dedication for the previous subdivision should be a consideration for the approval of additional height for some of the residential apartments.

Bostwick Boroughs residents will also benefit from the natural open space environment along the Pincombe Drain and stormwater management facility, and the associated multi-use trail, which are located to the west of the proposed development. Additional public parks (Westbury Park and Middleton Park) are also both located less than a kilometer away.

9.0 FINANCIAL CONSIDERATIONS

Claims and revenue projections are provided in Appendix F which conclude the following:

- Estimated Claims \$70,740 (watermain oversizing, external road widening)
- Estimated Revenues \$19,411,953
- **Net Revenue** \$19,341,213

10.0 OTHER INFORMATION

10.1 HYDROGEOLOGICAL INVESTIGATION

The objective of the hydrogeological assessment was to examine the hydrogeological characteristics of the Site by reviewing the Ministry of the Environment, Conservation and Parks (MECP) Water Well Records (WWR), reviewing the soils and groundwater information provided from a series of sampled boreholes and monitoring wells at the Site, compiling a site wide water balance, collecting six (6) months of groundwater elevations to identify any seasonal variations, and assess the natural heritage features on the property.

Based on the results of the hydrogeological assessment, the following findings are presented:

- The Site is located in the Dingman Creek watershed. The property boundary abuts a significant valleyland associated with Pincombe Drain located west of the Site.
- Within the Site boundaries, there is an unnamed intermittent watercourse, a tributary of Pincombe Drain;
- The southern property boundary borders regulated lands of the UTRCA;
- Surface drainage follows Site topography and generally flows to the southwest;
- The stratigraphy at the Site is relatively homogenous with clayey silt till at surface overlying silty sand and sand that is up to 4.3 m thick;
- Overall manual groundwater levels across the Site ranged from 5.93 m (BH5/MW) to 3.57 m below ground surface (bgs; BH6/MW) which correspond to groundwater elevations of 265.13 m and 265.11 m above mean sea level (amsl), respectively;
- The Site is not mapped as a significant groundwater recharge area. However, a small portion along the western property boundary is mapped as a highly vulnerable aquifer;
- Based on the MECP WWR, there are no water supply wells within a 500 m radius of the Site that are installed into the shallow overburden (<10 m bgs);
- Single Well Response Tests (SWRT) were completed on four (4) of the monitoring wells. Based on the test results, the estimated hydraulic conductivities for sand ranged from 8.5×10^{-5} m/s to 3.5×10^{-4} m/s and the hydraulic conductivity for the clayey silt till was approximately 10^{-9} m/s;
- Four (4) grain size analyses were carried out on samples of the sand and clayey silt till. The hydraulic conductivity ranged from 10^{-11} m/s in clayey silt till to 2.9×10^{-4} m/s in sand;
- The monitoring wells on Site have been maintained for ongoing study past the completion of this report.
- When the wells are no longer required, they should be decommissioned in accordance with O. Reg. 903;
- During construction, short term impacts to the shallow groundwater may occur, where excavations crossing the shallow groundwater require construction dewatering; and
- Based on Site conditions, a Category 3 Permit to Take Water may be required for construction dewatering of the proposed underground parking.

It should be noted that groundwater elevation and water quality monitoring is ongoing with additional hydrogeological interpretation to follow once the monitoring program is complete. City staff confirmed at the scoping meeting that the final report could be submitted as part of the detailed design stage, with draft plan conditions crafted to ensure its completion at that time.

10.2 NOISE IMPACT

Noise impact analysis will be required as part of future site plans adjacent to Bradley Avenue and Wharncliffe Road to determine any mitigation measures that may be required. As the proposed development includes a large outdoor amenity area at the centre of the site, shielded by various buildings, it is anticipated that noise mitigation measures would be restricted to building components and heating and ventilation requirements. Confirmation of specific measures will be determined when final site layout, building design and architectural details have been finalized.

10.3 OWNERSHIP OPTIONS

Sifton is committed to development of Bostwick Boroughs to help address affordability concerns with home ownership in London. The proposed development is likely to contain a mix of rental and ownership options for the various housing types.

One of the options being considered is the creation of a leasehold condominium corporation upon the site. This is under consideration for Phase 1, but if feasible, would likely be considered for future phases, particularly for the stacked townhouses. Similar to a standard condominium, registration of a leasehold condominium corporation may not be completed unless the building and improvements to the property form part of the property – i.e. following completion of the matters set forth in the approved site plan and development agreement.

A leasehold condominium corporation is different in that the declarant may not own the land which is being developed as a condominium project. Rather, the declarant leases the land from the property owner / lessor pursuant to a ground lease. The term of that ground lease must be between 40 years and 99 years. The Condominium Act provides for automatic renewal if the lessor fails to provide written notice of intention not to renew the leasehold interests. Full disclosure as to the terms of that ground lease must be included in a schedule to the declaration.

A “purchaser” of a unit acquires a leasehold interest in a unit and an undivided interest in the leasehold only. Unit “owners” are free to sell, mortgage or lease their condominium leasehold interests without the consent of the property owner / lessor. Tenant protection legislation does not apply as between the property owner / lessor and the unit owner, but does apply where the leasehold unit owner leases the unit to a tenant. At the end of term of the ground lease, land and the buildings revert to the property owner / lessor and each unit owner’s leasehold interest,

and their appurtenant common interests, terminates. This is in contrast to freehold condominiums in which the unit owners own their units in fee simple and are tenants-in-common of the common elements.

The leasehold condominium concept provides a means for those individuals and or institutions that do not want to or cannot sell property to create condominium housing for the general public or select groups in the community which the institution or individual wishes to accommodate.

11.0 RESPONSE TO PRE-CONSULTATION COMMENTS

Following is a table providing a detailed response to all comments provided at the Initial Proposal Review meeting, held on August 11, 2021. This also provides a response to applicable London Plan and Southwest Area Secondary Plan policies.

COMMENT	RESPONSE
DEVELOPMENT PLANNING COMMENTS	
The subject lands are within the Central Longwoods Planning Area of the Southwest Area Secondary Plan (SWAP) and are designated Commercial. The Commercial designation is not addressed in the SWAP policies and the policies of the Shopping Area Place Type shall apply. - The subject lands are designated as Shopping Area in the London Plan on Map 1.	Noted
- The Shopping Area Place Type permits a broad range of uses including retail, service, entertainment, recreational, educational, institutional and residential uses. Mixed use buildings are encouraged.	The proposed zoning will permit mixed uses, as the commercial zoning is being retained and residential uses are being added. The most likely location for mixed use is at the corner of Bradley Avenue and Wharncliffe Road.
- Given the large supply of commercial land within the Wonderland Enterprise Corridor, and the commercial industrial land along Wharncliffe Rd. there is a sufficient supply of vacant commercial land in the surrounding neighbourhood.	Noted
- The proposed plan incorporates a modified grid pattern of public streets to ensure multiple direct connections to the neighbourhood.	The proposed Master Plan Concept incorporates a grid pattern consisting of both public and private streets

COMMENT	RESPONSE
- The proposal draft plan is generally in conformity with the Shopping Area Place Type and the London Plan.	Noted
- The Community Shopping Area (CSA) Zone permits a wide range of commercial uses, and states that high density residential uses may be permitted by applying an R8 or R9 zone.	Proposed zoning includes the addition of R9 zones.
- A Zoning By-Law Amendment will be required to permit the proposed residential uses.	The original Zoning By-law Amendment has been revised to reflect the updated Master Plan Concept and draft plan of subdivision.
- The proposed 18m right-of-way and the proposed cross section with a central medium and no boulevard between the sidewalk and roadway does not meet City Standards.	The draft plan has been modified to incorporate a 20 m ROW and medians have been removed.
- The proposed development requires bonussing for buildings above 4 storeys along Wharncliffe Road and Bradley Avenue up to the 6 storeys proposed on the concept plan.	Bonusing policies are being removed from the London Plan, therefore no longer applicable. Additional storeys will be evaluated on the basis of other policies.
- A Bonussing Justification will be required including description of the development features which result in a public benefit shall be required in accordance with 19.4.4 of the Official Plan.	Bonusing policies are no longer in effect. However, justification has been provided in the Final Proposal Report to exceed the 'standard maximum height'.
- A Noise Impact Study is required to consider neighbourhood design and noise impacts consistent with policy 1768 of the London Plan for residential development adjacent to Civic Boulevards (Wharncliffe Road) and Urban Thoroughfares (Bradley Avenue).	The Noise Impact Study has been deferred to the site plan application stage, as per e-mail from S. Meksula on May 12. Future requirements can be incorporated in the draft plan conditions or through holding provisions.
<p>Southwest Area Plan (SWAP) 20.5.10 North Lambeth, Central Longwoods and South Longwoods Residential Neighbourhoods</p>	
<p>The Land Use Designations for these neighbourhoods are shown on Schedules 9, 10 and 11, respectively.</p> <p>i) Function and Purpose The North Lambeth, Central Longwoods and South Longwoods Neighbourhoods will provide for residential development of an intensity that is generally higher than achieved in other areas of</p>	<p>The proposed development consists of a mix of low and mid-rise housing forms, with the higher intensity uses situated along the arterial road network.</p>

COMMENT	RESPONSE
<p>the city, but is less than the intensity of the Bostwick Neighbourhood.</p> <p>The focus for new development is to be on a mix of low to mid-rise housing forms, ranging from single detached dwellings to low rise apartment buildings within individual subdivisions and throughout the neighbourhood.</p> <p>Higher intensity mid-rise , transit oriented development is along portions of the arterial road network within these Neighbourhoods to support the provision of transit services as detailed in Section 20.5.4.1 iv) of the General Residential policies.</p>	
<p>ii) Character</p> <p>The residential areas will develop as traditional suburban neighbourhoods, with characteristics similar to those found in the older areas of the City of London, reflecting a compact development, a diversity of building types, and walkable amenities to enhance the day-to-day living experience.</p>	<p>The proposed development consists of a mix of 3 to 4 storey stacked townhouses and low to mid-rise apartments, ranging from 4 to 6 storeys in height.</p>
<p>THE LONDON PLAN</p>	
<p>Our Strategy: Key Direction's 55_ Direction #1 Plan strategically for a prosperous city</p> <ul style="list-style-type: none"> - Revitalize our urban neighbourhoods and business areas. - Plan for cost-efficient growth patterns that use our financial resources wisely. - Invest in, and promote, affordable housing to revitalize neighbourhoods and ensure housing for all Londoners. 	<p>The proposed development is intended to be cost-efficient and includes housing forms that will be more affordable given they are multi-family units of varying sizes.</p>
<p>58_ Direction #4 Become one of the greenest cities in Canada</p> <ul style="list-style-type: none"> - Manage growth in ways that support green and active forms of mobility. - Continually expand, improve, and connect our parks resources. - Implement green infrastructure and low impact development strategies. - Promote linkages between the environment and health, such as the role of active mobility in 	<p>The proposed development supports active forms of mobility through the provision of sidewalks throughout the development and its location along a designated cycling route.</p>

COMMENT	RESPONSE
<p>improving health, supporting healthy lifestyles and reducing greenhouse gases.</p>	
<p>59_ Direction #5 Build a mixed-use compact city - Plan to achieve a compact, contiguous pattern of growth – looking “inward and upward” - Ensure a mix of housing types within our neighbourhoods so that they are complete and support aging in place - Utilize a grid, or modified grid, system of streets in neighbourhoods to maximize connectivity and ease of mobility.</p>	<p>The proposed development is surrounded by development on all sides, is compact by virtue of the proposed housing forms, includes a mix of housing types and utilizes a grid pattern of public and private streets.</p>
<p>60_ Direction #6 Place a new emphasis on creating attractive mobility choices - Create active mobility choices such as walking, cycling, and transit to support safe, affordable, and healthy communities. - Ensure that our mobility infrastructure is accessible and accommodates people of all abilities.</p>	<p>The proposed development provides sidewalks throughout and is situated along a designated cycling route. A public transit route is also located along Wharncliffe Road.</p>
<p>61_ Direction #7 Build strong, healthy and attractive neighbourhoods for everyone - Design complete neighbourhoods by meeting the needs of people of all ages, incomes and abilities, allowing for aging in place and accessibility to amenities, facilities and services - Implement “placemaking” by promoting neighbourhood design that creates safe, diverse, walkable, healthy, and connected communities, creating a sense of place and character. - Integrate well-designed public spaces and recreational facilities into all of our neighbourhoods. - Integrate affordable forms of housing in all neighbourhoods and explore creative opportunities for rehabilitating our public housing resources.</p>	<p>The proposed range of housing types (townhouses, stacked townhouses and apartments) provide options for various ages, incomes and abilities. A public park is also proposed as a focal point for the new development to promote social interaction and a sense of place.</p>
<p>62_ Direction #8 Make wise planning decisions - Ensure that all planning decisions and municipal projects conform with The London Plan and are consistent with the Provincial Policy Statement. - Think “big picture” and long-term when making planning decisions – consider the implications of a short-term and/ or site-specific planning decision within the context of this broader view.</p>	<p>The proposed development is consistent with the London Plan’s ‘big picture’ principles.</p>

COMMENT	RESPONSE
<p>City Building Policies Design 191_ City design also helps us to create pedestrian and transit-oriented environments that support our plans for integrating mobility and land use. It helps us to offer a high quality of life in London and it also allows us to develop neighbourhoods, places and spaces that function more effectively and safely for everyone.</p>	<p>The proposed development is transit and pedestrian oriented through its grid oriented street pattern and the incorporate of sidewalks throughout.</p>
<p>What Are We Trying to Achieve? - A well-designed built form throughout the city. - Development that is designed to be a good fit and compatible within its context. - Development that supports a positive pedestrian environment. - A built form that is supportive of all types of active mobility and universal accessibility. - High-quality public spaces that are safe, accessible, attractive and vibrant. - A mix of housing types to support ageing in place and affordability. - Healthy, diverse and vibrant neighbourhoods that promote a sense of place and character.</p>	<p>The proposed development is compatible with the surrounding context, is street oriented to support the pedestrian experience and provides a mix of housing types.</p>
<p>How Are We Going to Achieve This? Street Network - *211_ The City's street network will be designed to ensure high-quality pedestrian environments, maximized convenience for mobility, access to focal points and to support the planned vision for the place type.</p>	<p>The proposed public streets will provide a high quality street environment through the proposed street orientation of the buildings as well as providing connectivity throughout the development and to the external communities and amenities.</p>
<p>- *212_ The configuration of streets planned for new neighbourhoods will be of a grid, or modified grid, pattern. Cul-de-sacs, dead ends, 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.</p>	<p>The proposed street pattern creates a grid pattern for the overall Master Plan Concept.</p>
<p>- *213_ Street patterns will be easy and safe to navigate by walking and cycling and will be supportive of transit services.*</p>	<p>The streets are clearly defined and will be easy to navigate as they connect directly to the external street network, including the existing transit route on Wharncliffe Road.</p>
<p>Homelessness Prevention and Housing</p>	<p>The proposed forms of housing are more accessible and affordable by virtue of their type</p>

COMMENT	RESPONSE
<p>495_ Providing accessible and affordable housing options for all Londoners is an important element of building a prosperous city. Quality housing is a necessary component of a city that people want to live and invest in. Housing choice is influenced by location, type, size, tenure, and accessibility. Affordability and housing options are provided by establishing variety in these factors.</p>	<p>(staked townhouses, apartments) and variety of sizes. In addition, innovative ownership options are being considered (e.g. – leasehold condominiums) for some portion of the site.</p>
<p>What Are We Trying to Achieve? - Provide an integrated mixture of affordable and adequate housing options for the greatest number of people in need. - Facilitate an adequate and appropriate supply of housing to meet the economic, social, health, and well-being requirements of Londoners. - Promote a choice of housing types so that a broad range of housing requirements is satisfied in a wide range of locations.</p>	<p>See previous comment.</p>
<p>How Are We Going to Achieve This? Creating Housing Opportunities 507_ New neighbourhoods will be planned to provide a mix of housing types and integrated mixed use developments, accessible housing and integrated services, and housing forms and densities.</p>	<p>The proposed housing types and densities will expand the range of housing options within this area of the City and are in close proximity to a wide range of other services and amenities (commercial, recreational, etc.).</p>
<p>509_ New neighbourhoods will be planned to include a variety of different housing types such that it is possible for people to remain in a neighbourhood as their housing needs change over time.</p>	<p>A mix of housing types is proposed on the Master Plan Concepts and will be permitted by the proposed zoning.</p>
<p>Shopping Area Place Type Vision 871_ Shopping Areas will constitute an important part of London’s complete communities, providing commercial centers with a wide range of retail, service, business, recreational, social, educational, and government uses within easy walking distance for neighbourhoods. Over time, many of these centres will re-format to become mixed-use areas that include retail, service, office and residential uses. These centres will also become more pedestrian, cycling, and transit-oriented, and less automobile-dominated in their design. Shopping Areas will differ in size and function, ranging from neighbourhood oriented centres of a small to</p>	<p>While this subdivision plan is within the Shopping Area Place Type, it is proposed to be primarily residential with some mixed use/commercial potential at key locations. However, the existing commercial zoning is proposed to remain with the addition of residential uses, should there be an increased demand for commercial in the future.</p>

COMMENT	RESPONSE
<p>medium scale, to very large centres that attract residents from several neighbourhoods or even the city as a whole.</p>	
<p>872_ Shopping Areas will be well connected to public transit, local streets, and other linkages allowing attractive options for walking and cycling to these destinations. These centres will be designed and developed to create a sense of place and identity and to establish an identifiable hub for commerce and neighbourhood services.</p>	<p>The site is located adjacent to a designated cycling route on Bradley Avenue and a public transit route on Wharncliffe. It is anticipated that additional public transit routes will be established in the future when Bradley Avenue connections to the east are completed.</p>
<p>How will we realize our vision?</p> <ul style="list-style-type: none"> - Plan for a distribution of Shopping Area Place Types across the city to service neighbourhoods and collections of neighbourhoods. - Discourage the addition of new Shopping Area Place Types, recognizing the significant supply of sites that can accommodate commercial uses throughout the city. - Allow for flexibility in use and the intensification of existing centres. - Encourage the repurposing, reformatting, infill and intensification of existing centres to take advantage of existing services, use land more efficiently, and reduce the need for outward expansion. - Introduce mid-rise residential development into these existing centres to intensify their use, promote activity on these sites outside of shopping hours, and strengthen their role as neighbourhood centres. - Shopping Areas will be nodal in configuration and will not be permitted to expand in a long linear fashion. 	<p>Mid-rise residential development is proposed to be added within this Shopping Area Place Type</p>
<p>Permitted Uses</p> <p>877_ The following uses may be permitted within the Shopping Area Place Type:</p> <ol style="list-style-type: none"> 1. A broad range of retail, service, office, entertainment, recreational, educational, institutional, and residential uses may be permitted within the Shopping Area Place Type. 	<p>The proposed ZBA will add residential uses to the existing zoning.</p>
<ol style="list-style-type: none"> 2. Mixed-use buildings will be encouraged. 	<p>The proposed zoning will permit mixed uses, which are most likely to occur along the arterial network and at key intersections (i.e. – Bradley Avenue and Wharncliffe Road).</p>

COMMENT	RESPONSE
<p>3. Uses with large amounts of outdoor storage, large warehouse components, storage of heavy vehicles, and/or emitting noise, vibration, or dust, will not be permitted. Uses that are not compatible with residential and retail uses will not be permitted.</p>	<p>These uses are not proposed.</p>
<p>4. Where a Shopping Area Place Type abuts a Neighbourhoods Place Type the City Design policies of this Plan will be applied to ensure that a positive interface is created between commercial and residential uses.</p>	<p>High standards of architectural design and attention to massing and scale will create a positive interface.</p>
<p>5. The full range of uses described above will not necessarily be permitted on all sites within the Shopping Area Place Type.</p>	<p>Existing commercial uses are proposed to remain along the arterial network. Residential uses and hotel/motel uses are proposed to be added.</p>
<p>City of London Zoning By-Law Z.-1</p>	
<p>CSA5(3) 22.1 General Purpose of The CSA Zone The CSA zone is typically applied to community-scale commercial lands. CSA zone provides for and regulates a wide range of community-scale retail and personal service uses, as well as some office, commercial recreation, community facilities and commercial school uses, which serve the needs of the community or a number of neighbourhoods located within convenient walking and/or driving distance. Either enclosed or unenclosed shopping centres are the permitted form of development. [...] High density intensity residential uses may also be permitted by applying a Residential R8 or Residential R9 Zone. CSA5 Zone Variation CSA5(3) 1311, 1363 and 1451 Wharncliffe Road South Regulations: i) Building Form Uses may be in stand-alone buildings and not form part of a shopping centre ii) Front Yard Setback 3.0 metres (Minimum) iii) Exterior Side Yard Setback 3.0 metres (Minimum)</p>	<p>R9 zones are proposed to be added to the existing zoning.</p>
<p>Holding Provisions h Purpose: To ensure the orderly development of lands and the adequate provision of municipal services, the “h” symbol shall not be deleted until</p>	<p>Noted – holding provisions will be removed in conjunction with the site plan approval process.</p>

COMMENT	RESPONSE
<p>the required security has been provided for the development agreement or subdivision agreement, and Council is satisfied that the conditions of the approval of the plans and drawings for a site plan, or the conditions of the approval of a draft plan of subdivision, will ensure a development agreement or subdivision agreement is executed by the applicant and the City prior to development. Permitted Interim Uses: Model homes are permitted in accordance with Section 4.5(2) of the By-law; (Z.-1-122078) (Z.-1-142245).</p>	
<p>h-11 Purpose: To ensure the orderly development of lands and the adequate provision of municipal services, the "h-11" symbol shall not be deleted until a development agreement associated with a site plan which provides for appropriate access arrangements to the satisfaction of Council is entered into with the City of London. Permitted Interim Uses: Existing uses.(O.M.B. File #R 910387 - Appeal #3004 May 19,1994)(Z.-1-92066)</p>	<p>Noted – holding provisions will be removed in conjunction with the site plan approval process.</p>
<p>h-63 Purpose: To ensure there are no land use conflicts between the commercial and residential land uses, the "h- 63" symbol shall not be deleted until the owner agrees to implement all noise attenuation and design mitigating measures as recommended in noise assessment reports, acceptable to the City of London. (Z.-1-061467)</p>	<p>Noted – holding provisions will be removed in conjunction with the site plan approval process.</p>
<p>h-95 Purpose: To ensure that the urban design concepts established through the Official Plan and/or Zoning amendment review process are implemented, a development agreement will be entered into which, to the satisfaction of the General Manager of Planning and Development, incorporates these concepts and addresses identified Urban design issues. Permitted Interim Uses: Existing Uses (Z.-1-081711)</p>	<p>Noted – holding provisions will be removed in conjunction with the site plan approval process.</p>
<p>h-100 Purpose: To ensure there is adequate water service and appropriate access, a looped watermain system must be constructed and a second public access must be available to the</p>	<p>Noted – holding provisions will be removed in conjunction with the site plan approval process.</p>

COMMENT	RESPONSE
<p>satisfaction of the City Engineer, prior to the removal of the h-100 symbol. Permitted Interim Uses: A maximum of 80 residential units (Z.-1-081786) (Z.-1-122078)</p>	
<p>h-105 Purpose: To ensure that a comprehensive storm drainage and stormwater management report prepared by a consulting engineer is completed to address the stormwater management strategy for all lands within the subject plan and external lands where a private permanent on-site storm drainage facility is proposed for any block or blocks not serviced by a constructed regional stormwater management facility. The "h-105" symbol shall not be deleted until the report has been accepted to the satisfaction of the General Manager of Planning and Development and City Engineer. (Z.-1-091861)</p>	<p>Noted – holding provisions will be removed in conjunction with the site plan approval process.</p>
<p>h-138 Purpose: To ensure that commercial development in draft plan 39T-05509 does not exceed a maximum interim floor area threshold of 12,868 m², the h-138 symbol shall not be deleted until a Traffic Impact Study is prepared, which demonstrates that the transportation infrastructure in Bostwick East is adequate to accommodate forecast traffic volumes. Permitted Interim Uses: Permitted uses up to a maximum total floor area of 12,868 m² on the commercial & office lands in draft plan 39T-05509. (Z.-1-112024)</p>	<p>Noted – holding provisions will be removed in conjunction with the site plan approval process.</p>
<p>URBAN DESIGN</p>	
<p>These lands are located within the Council approved Central Longwoods Residential Neighbourhoods of the South West Area Secondary Plan (SWAP) area. In accordance with the policies in SWAP, the following built form and site layout policies apply:</p>	
<p>General comments: - Provide for a modified grid network of streets, that disperses vehicle and pedestrian traffic, and allows for safe and direct routes to transit, arterial roads, and adjacent neighbourhoods <i>[SWASP 20.5.2 i; 20.5.3.9 c & jj].</i> o Ensure that the streets are perpendicular to the Bradley Avenue West.</p>	<p>A grid network of streets is proposed, with intersections generally perpendicular to Bradley Avenue.</p>

COMMENT	RESPONSE
<p>- Provide pedestrian mid-block connections through mid-rise blocks with a minimum 50% built edge and active uses oriented to the mid-block connection <i>[SWASP 20.5.3.8 f, 20.5.3.9 i]</i></p>	<p>Pedestrian connections are provided via the public and private street network.</p>
<p>- Provide more details on the parking associated with each block including townhouses.</p>	<p>Parking is shown on the Master Plan Concept. A Parking Justification Report has also been provided.</p>
<p>- Consider underground parking for the number of units provided to reduce the significant amount of surface parking proposed.</p>	<p>Underground parking is proposed for the majority of apartment parking requirements.</p>
<p>- Consider more variety in the size and configuration of the lots to allow for an assortment of housing forms.</p>	<p>The proposed development consists of multi-family forms of housing, including stacked townhouses and apartments, rather than single family lots.</p>
<p>- Appropriately size any corner lots to provide enhanced facades on street-flanking elevations and emphasizing the intersection.</p>	<p>The proposed stacked townhouse design has incorporated enhanced facades.</p>
<p>- Provide a larger and adequate amenity space in the form of park or park block in a more visible and accessible location, preferably at an intersection.</p>	<p>A public park has been proposed central to the development at the intersection of Streets A and B.</p>
<p>- Strategically locate street terminuses, single loaded roads, and open spaces to provide open views, access to parks and other open space areas within the development;</p>	<p>Streets A and B are both single loaded for a portion of their length, to provide visibility and access to the proposed public park.</p>
<p>- Include adequately sized walkway blocks that provide access to any parks and/or open space blocks;</p>	<p>There are no walkway blocks proposed.</p>
<p>- Direct medium density uses adjacent to and oriented towards arterial roads as well as collector roads with lower intensity uses located internal to the neighbourhood to provide transition. o Ensure more dense forms along Wharncliffe Road South and Bradley Avenue West.</p>	<p>Lower intensity uses are proposed internal to the development, with more dense forms (i.e. – low to mid-rise apartments) proposed along Wharncliffe Road and Bradley Avenue.</p>
<p>- In order to be in keeping with the form policies of the London Plan and the applicant ZBA submission for transitioning to a mixed-use residential uses, the maximum height of any buildings proposed on this block would be 6-storeys, with bonus.</p>	<p>The maximum height proposed is 6 storeys.</p>

COMMENT	RESPONSE
<p>Zoning comments: - Provide the zoning anticipated for each blocks and also the bonusable public amenities /features, if the proposal is seeking a bonus zone.</p>	<p>This information is provided in the requested special provisions.</p>
<p>- Ensure the proposed zoning for each block implements the policies of the Southwest Area Secondary Plan (SWASP). This may include, but is not limited to: setbacks, orientation, garage maximum widths, minimum and maximum densities, etc.;</p>	<p>These have been considered and integrated into the special provisions, where necessary.</p>
<p>o Garages shall not project beyond the front face of dwelling or the façade of any porch, and not occupy more than 50% of the lot frontage [SWASP 20.5.3.9 iii, e]. Ensure the lots are large enough to accommodate this policy.</p>	<p>No garages are proposed.</p>
<p>o Ensure that the proposed building/built form is oriented to street frontages and establishes a pedestrian-oriented built edge with street oriented units.[SWASP 20.5.3.9 i a].</p>	<p>Buildings are generally oriented to the street with pedestrian connections provided.</p>
<p>o Remove any parking proposed along street frontages or screen the parking. Ensure that the parking is removed along Morgan Avenue and built form is oriented towards that frontage.</p>	<p>Buildings have been oriented to Morgan Avenue to the extent possible. More detailed design will be undertaken at the site plan approval stage for these phases.</p>
<p>- Include either a holding provision or special provision in the zoning for all medium and high density blocks to ensure orientation to the street, park, or open-space frontages.</p>	<p>It is assumed the City will incorporate desired holding provisions into the final zoning.</p>
<p>Required for a complete application: - Provide a conceptual site plan for each of the proposed commercial and medium density blocks. Include detailed elevations and site plans if seeking bonus zone. Further comments may follow upon receipt of the concepts;</p>	<p>A Master Plan Concept has been provided along with alternative layouts for a variety of housing forms.</p>
<p>o Ensure any proposed commercial uses are oriented to their respective street frontage with any surface parking located behind the building [SWASP 20.5.3.9 iii, b].</p>	<p>All surface parking for potential mixed use building is situated behind the building.</p>
<p>o Ensure that the proposed building(s) have regard for their corner locations. The massing/ articulation or other architectural features should</p>	<p>The Master Plan Concept emphasizes design and massing at intersection locations to extent</p>

COMMENT	RESPONSE
emphasize the intersection(s) <i>[SWASP 20.5.3.9 iii c]</i> .	possible, depending on building form, block configuration and parking requirements.
<p>☐ Buildings located at the intersection of Wharncliffe Road South with Street A and Bradley Avenue West; Bradley Avenue West with Street B and Morgan Avenue; Morgan Avenue with Street A; Street A and Street B, should be located and massed toward the respective intersection.</p>	Master Plan concepts illustrate proposed orientation and location in general accordance with this comment.
- Submit an updated urban design brief with a component that established the vision and character of the proposed subdivision, as required in Policy 198 of The London Plan.	Requirement has been deferred to site plan approval stage as per email from S. Meksula on May 12. Requirement can be addressed in draft plan conditions, if needed, or through holding provisions.
- If any blocks are proposing zoning for buildings taller than 4-storeys, they are required to attend the Urban Design Peer Review Panel (UDPRP):	Prior concept plan was presented to UDPRP in 2019. Current Master Plan Concept is not substantively different from prior submission, with the exception of reducing heights in response to comments. It is our position that a new UDPRP submission is not necessary. However, if it is determined by staff to be required, it can be addressed after submission / acceptance of a complete application.
o UDPRP meetings take place on the third Wednesday of every month. Once an Urban Design Brief is submitted as part of a complete application the application will be scheduled for an upcoming meeting and the assigned planner as well as the applicant's agent will be notified. If you have any questions relating to the UDPRP or the Urban Design Briefs, please contact Wyatt Rotteau at 519.661.2500 x7545 or by email at wrotteau@london.ca.	Noted
HERITAGE PLANNING	
There are currently no heritage planning or archaeological issues related to the above subject property and associated proposal.	Noted
NATURAL HERITAGE COMMENTS:	
- A vegetation Patch >0.5 ha is present on the subject site and requires further evaluation to address London Plan policies.	Vegetation patch is outside of the draft plan limits and is being addressed through the site plan application for Phase 1.

COMMENT	RESPONSE
<p>- Recognizing previously approvals, a significantly scoped down EIS is required to be discussed and how to address the cultural woodland/old field meadow features (and residential components), on the subject property.</p>	<p>Scoped EIS is being submitted with site plan application for Phase 1 (outside of draft plan limits).</p>
PARKS AND RECREATION	
<p>Parkland dedication for this development is expected to be calculated at 1ha per 300 residential units. Using the submitted IPR plans and requested use, the required dedication is calculated to be 2.64 Ha (based on a total of 294 M.D./500 H.D. units) of tableland parkland.</p>	<p>We believe this amount of parkland is excessive for the area, given that some parkland dedication has already been provided through registration of the original submission.</p>
<p>- The proposed 0.3ha park block is not sufficiently sized to accommodate the proposed neighbourhood or urban park use. PP&D request a minimum of 0.5-0.8 ha to accommodate an urban park, consistent with the City of London Design Specifications & Requirements Manual. Please note that an urban park in this growth area is currently unfunded in the 2019 DC Study, but if this development progresses, it may be possible to fit it into a 'future TBD Urban Park' category forecasted for 2026 +/- (DC19-PR05013).</p>	<p>The proposed park has been enlarged and is now approximately 0.5 ha in size.</p>
<p>- If bonusing provisions are proposed to accommodate greater density PP&D could consider as compensation for an enhanced urban park.</p>	<p>Although bonusing policies are no longer contained within the London Plan, the incorporation of a public urban park should be considered as one element of enhanced design to support the additional height of some apartment buildings (up to 6 storeys).</p>
<p>- PP&D suggest that park block be located closer to the intersection of street "A" and street "B".</p>	<p>The park has been relocated to the intersection of Streets A and B, and is framed by buildings on the east side.</p>
<p>- Public streets A & B show multiple center island/landscape features. These are not required and cannot be supported from an operational perspective. Please remove all island/landscape features, consistent with City ROW standards. The City will require fencing as per SPO 4.8 (and/or monuments per SPO 4.7) on all lots backing onto future parkland.</p>	<p>All center island / landscape features have been removed, and the ROW widened to 20 m to permit placement of street trees in the boulevards. Fencing requirements can be addressed at the site plan stage and may not be necessary given the building orientation to the park.</p>

COMMENT	RESPONSE
<p>- Staff would appreciate meeting with the applicant prior to the submission of the Final Proposal Review to discuss comments provided.</p>	<p>Discussions were held with staff (B. Page).</p>
<p>WASTEWATER & DRAINAGE ENGINEERING:</p>	
<p>The subject lands is bounded by Morgan Ave, Bradley Ave and Wharncliffe Rd and are within the Andover Trails and Westbury Subdivisions Plan 33M-661 and 33M-641 with an area of approximately 8.18 Ha: - The lands are within the Greenway WTP sewershed.</p>	<p>Stantec: The site is within the Andover Trails and Westbury Subdivisions and the sanitary servicing was accounted for in the existing sewers. Andover Trails Servicing Letter (dated June 15, 2017) prepared by Stantec, addresses the updated sanitary area plan which reflects changes made for the revised block limits. This letter states that sufficient downstream capacity is available based on proposed land use changes. The design showed that Block 84 can be serviced via the sanitary sewer on Morgan Ave.</p>
<p>- All servicing and populations is to be consistent with the accepted drawings, area plans and design sheets. It is recognized that because of the Bostwick PS there is an interim and ultimate density. The densities as proposed and in consideration of existing blocks under development will end up slightly higher than the ultimate populations that were set out in the 2016 accepted area plan and design sheet.</p>	<p>Stantec: Block 4 from Andover Trails Phase 4 sanitary area plan shows that the sanitary area is 2.92 ha and the ultimate population is 1052 people. As this area includes 2.7 ha from the site, and 0.22 ha from Revera Retirement Community, a ratio was established to estimate the sanitary population and flows from the site. Based on the sanitary area plan and sanitary design sheet for the existing sanitary sewers within Andover Trails Subdivision Phase 4 on Morgan Ave., there are currently two sewer stubs to service the site with an accounted for population at S2 of 973 people and a sewage flow of 11.99 L/s, and an accounted for population at S84 of 573 people and a sewage flow of 7.76 L/s. The sewage flow was calculated using a 250 Litre per Capita per Day.</p>
<p>- A portion of Block 5 and all of block 3 are already being developed under site plan.</p>	<p>Stantec: All the accounted for areas for sanitary in the Andover Trails Subdivision were identified.</p>
<p>- As noted in the IPR under ultimate conditions the Bostwick PS is to be decommissioned which is slated to be decommissioned in the future. While this has not yet occurred it is not expected to impact the developer, however, SED will ask that Sifton provide their projected timing and Phasing Plans along with populations and connection locations and details.</p>	<p>Stantec: The phasing plan along with timing for each phase was completed by Sifton. The locations for all connection for the sanitary sewers are presented in the proposed design plans for the site. This includes sanitary areas and populations. The accounted for population and sewage flows will govern the proposed sanitary design for the site at each of the two connections.</p>

COMMENT	RESPONSE
<p>- There is a municipal 200mm sanitary sewer on Morgan Ave with a reserve PDC available to serve the subject lands. The 200mm sanitary sewer on Morgan connects to the 675mm trunk sanitary sewer presently to the Bostwick Pumping Station.</p>	<p>Stantec: The existing 200mm and 675mm on Morgan Ave. will be utilized to service the site. The site was accounted for and is proposed to be serviced in the existing sanitary sewers on Morgan Ave. The proposed local sanitary from the site is proposed to connect to existing manholes S2 and S84. The directed population and sewage flows directed toward the existing manholes will be less than or equal than the accounted for sewage flows and populations in the Andover Trails Phase 4 sanitary design sheet.</p>
<p>- 3480 Morgan Ave, Block 5 of 33M-661; As set out on City Plan # 25922 indicated Mun. No. 1467 Wharncliffe Rd is to be serviced through future sewers on Block 5. Easements are to be provided for sewers across Block 5 as required at the time Block 5 develops.</p>	<p>Stantec: Lot located at 1467 Wharncliffe Road S is accounted for in the sanitary sewer design. Stub connection will be provided in the proposed area of the master site plan. This connection will provide servicing for 1467 Wharncliffe Rd S. The population at the connection is proposed to be 100 people/ha, given the area of 0.28 ha, the anticipated population from 1467 Wharncliffe Road S is 28 people.</p>
<p>As part of a complete application - The Applicant is to clearly establish their timing and phasing plans and populations proposed with each phase, all internal and municipal roads, any proposed internal sewer routing details, connection locations and details, MH drop structures, including maximum populations proposed and maximum permitted by the proposed zone and where it will connect and discharge to the municipal sewer system.</p>	<p>Stantec: Sifton has completed a phasing plan that shows timing for the development. Sewer connections along with the proposed populations, areas, and runoff coefficients are provided in the design plans for the proposed site.</p>
<p>- Indicate how Mun. No. 1467 Wharncliffe Rd is to be serviced through future sewers on Block 5 and future easements required that are to be provided for sewers across Block 5 as required at the time Block 5 develops.</p>	<p>Stantec: A future sewer will be provided to service the lot located at 1467 Wharncliffe Road S. This lot will be serviced through block 5 and sewers will be extended in the proposed parking areas.</p>
<p>WATER ENGINEERING:</p>	
<p>- Water is available via the municipal 250mm high-level watermain on Morgan Avenue and the municipal 400mm low-level watermain on Wharncliffe Road South. The high-level system has a hydraulic grade line of 335m and the low level system which has a hydraulic grade line of 301.8m.</p>	<p>Stantec: The subject site is currently bounded by both the low-level system on Wharncliffe Road South with a Hydraulic Grade Line of 301.8m and the high-level system on Southdale Road West with a Hydraulic Grade Line of 335m. The site will be serviced by the high-level system through Morgan Avenue.</p>

COMMENT	RESPONSE
<p>- A Check valve will be required at the connection to the low-level system at Wharncliffe Road South.</p>	<p>Stantec: A check valve currently exists at the connection to the low-level system on Morgan Avenue. Since no new connections to the low-level system is proposed, no additional check valve will be required.</p>
<p>- Where looping or supply redundancy is proposed to be achieved from two watermains / supply sources, the hydraulic modeling must include scenarios whereby each water supply source would be a single source of supply, and the watermains will be sized accordingly.</p>	<p>Stantec: Looping is proposed to be achieved through the same existing watermain on Morgan Avenue. Thus, two scenarios will not be required to determine proposed watermain sizing.</p>
<p>- Water Engineering does not support a looped municipal watermain connection through an easement as proposed in the IPR. If a looped connection is required other than the one at Wharncliffe Road South, it shall be located within a municipal roadway with standard road widths.</p>	<p>Stantec: Per updated draft plan, proposed two connections to Morgan Avenue will be located within a municipal roadway with standard road widths.</p>
<p>- As part of the subdivision design the Owners Engineer shall have considerations on future private water service arraignments each block to ensure future Regulated Drinking Water Systems will not be created.</p>	<p>Stantec: All blocks/phases have been taken into consideration in the hydraulic model.</p>
<p>STORMWATER MANAGEMENT:</p>	
<p>General Comments/Information – Stormwater Management (SWM) - The site is located within the Dingman Creek Subwatershed. Stormwater management works for the site are anticipated to follow any applicable requirements of the recently completed Dingman EA Stage 1. The final Dingman Creek Subwatershed EA is available on the City’s Get Involved website at https://getinvolved.london.ca/dingmancreek. The subject lands are within the stormwater drainage area of the existing Pincombe Drain SWM facility 2.</p>	<p>Stantec: The subject site is in the Dingman Creek Watershed, any recommendations made herein will be in made in conjunction with the Dingman EA Stage 1. On the west side of Morgan Ave., Pincombe Drain SWM facility 2 system has been designed and built to account for the proposed site and will provide a designated quantity and quality control treatment. SWMF 2 has been designed such that it will have capacity for providing appropriate quantity control provided runoff coefficient for the proposed site does not exceed allocations at each storm connection for catchments A7, A12, A13a, and A13b.</p>
<p>- The design and construction of the site storm services for this site is to follow the approved 33M-661 Stormwater Management Plan, Stantec</p>	<p>Stantec: Based on a review of the external drainage area included in the design of the existing storm sewers within the existing Andover</p>

COMMENT	RESPONSE
<p>Consulting Ltd., March 2007, the SWM Plan Addendum Stantec Consulting Ltd., July 2008, and any updates/revisions to the SWM strategy and detailed design of Andover Trails Subdivision Phase 4 Block 4, Block 5 and plan 33M-641 Block 84 (e.g., revisions to design and as-constructed information in drawing 25923) identified as part of the current Notice of Provisional Consent Decision B.029/20 and SPA19-105 (also SPA18-004) for 3400 Morgan Ave, notably the location of storm sewers along easements.</p>	<p>Trails Subdivision Phase 4, the site area was accounted for with an A x C for three proposed connections on Morgan Ave. R5, R9, and R14 have a calculated value of 1.890, 4.644, and 0.972, respectively. These values were used in the existing subdivision design along with the 2 Year IDF parameters formerly acceptable by the City of London for the design of minor storm sewer systems. The 2 Year minor storm flows at every connection will be used as a basis for the design of the proposed storm sewer connections. As per the storm sewer design sheet included in the servicing letter prepared by Stantec, the 2 Year storm flows at connections R5, R9, and R14 are 456.6 L/s, 529.7 L/s, and 237.5 L/s, respectively. The accounted for AxC will govern the proposed storm design for the site at each of the three connections.</p>
<p>- As per Plan 33M-661, the storm design of this site is to provide storm outlet to Municipal 1467 Wharncliffe Road South. Section 6.1 of the IPR is to be revised to include Municipal 1467 Wharncliffe Road South as an area tributary to the existing 525mm storm sewer provided by SPA18-004.</p>	<p>Stantec: Lot located at 1467 Wharncliffe Road S is accounted for in the storm sewer design. Stub connection will be provided in the proposed parking area of the master site plan. This connection will provide servicing for 1467 Wharncliffe Rd S. The accounted for area at the stub connection for 1467 Wharncliffe Rd S is 0.28 ha and the runoff coefficient is 0.9.</p>
<p>- As per the Dingman EA, a water balance component will be required by the developer to the satisfaction of the City. Water balance strategy will include the design and implementation of Dingman EA objectives and targets during each phase of development /buildout and postconstruction.</p>	<p>EXP: A preliminary pre-and post- development monthly water balance was completed as part of the Preliminary Hydrogeological Assessment Report for Andover Trails dated January 28, 2022. The water balance will be updated once the final draft plan and phasing plan are established. Water balance targets will be identified and collaboration with the Stormwater Engineers will be completed during Detailed Design stage.</p>
<p>- A Stormwater Servicing Report in support of the proposed storm drainage and SWM design shall be provided as part of the detailed design submission and will address design details of the proposed SWM strategy, objectives, and targets. Design details shall include, but not be limited to: o How the proposed development will meet City of London water quality and quantity SWM design criteria (as per Stormwater Management Design</p>	<p>Stantec: A Stormwater Management report is being prepared to support the development of the proposed site. The SWM report addresses the quality and quantity control requires. The proposed SWM strategy for majority of the site incorporates minor system conveyance via subsurface storm sewer networks to existing storm connections on Morgan Ave. and ultimately to the existing SWMF for water quality and quantity controls of minor and major storm flows.</p>

COMMENT	RESPONSE
<p>Specifications and Requirements Manual) and the Dingman Creek Subwatershed EA for all lands tributary to both PPS and Municipal Stormwater systems. The SWM report shall include SWM design targets requirements for each block in accordance with the Dingman EA and Stormwater Management Design Specifications and Requirements Manual as applicable. It is expected that Low Impact Development measures will meet the 25mm infiltration target. Linear LIDs constructed within the municipal ROW may be eligible for the LID Subsidy.</p>	<p>For the proposed site area, which is part of area A13b, an on-site quality control Oil/Grit Separator (OGS) will provide treatment of 25mm events prior to discharge to the main pond of the existing SWMF. The remainder of area A13b from the Andover Trails Phase 4 Functional Stormwater Management (SWM) drainage area, a separate OGS quality control is required to be provided by others for both the lands located at 1467 Wharnccliffe Road South and Revera Retirement Community. Major flows will be conveyed via the right-of-way toward Morgan Ave. and ultimately toward the existing SWMF.</p>
<p>o Integrate external stormwater conveyance requirements from adjacent lands.</p>	<p>Stantec: The lot located at municipal address 1467 Wharnccliffe Rd S was accounted for and stormwater conveyance for minor flows is proposed and a connection stub will be provided to service this external area.</p>
<p>o Identify how interim and ultimate, major (100 & 250 year) flows (including external flows to the site) can be contained within the municipal right-of-way throughout the subdivision and be safely conveyed to the ultimate outlet. Impacts of traffic calming, if any, shall be evaluated as part of the major flow evaluation. Additional quantity storage may be required within the limits of this Draft Plan. The City's updated Stormwater Management Design Specifications and Requirements Manual should be followed in the development and evaluation of the major conveyance system.</p>	<p>Stantec: A preliminary grading and storm sewer routing were performed for the proposed site. Stantec has obtained preliminary proposed grades, overland flow routes, and storm sewer outlet routing, outlets, and connections. The design strategy for the perimeter road grades was to match existing elevations; however, the internal road grades of the proposed site are largely determined by requirements to maintain an overland flow drainage route to Morgan Ave. and ultimately to the existing SWMF, while attempting to match the existing topography on site.</p>
<p>o Consideration and integration of other related supporting studies including: <input checked="" type="checkbox"/> A scoping meeting with UTRCA and City staff should be completed to determine hydrogeological, ecological, and other supporting studies as required (i.e., headwater drainage feature assessment, geomorphology, etc.) and requirements of a SLSR and EIS. The findings of the any supporting studies should be incorporated into the SWM Report.</p>	<p>EXP: The hydrogeological investigation is completed in accordance with scoping meetings which were held with the City of London on October 13 and November 17, 2021. The monitoring program is expected to be completed in June, 2022.</p>
<p><input checked="" type="checkbox"/> A water balance for the proposed development, including incorporation of LIDs to manage stormwater flows, and an evaluation of the</p>	<p>EXP: A preliminary pre-and post- development monthly water balance was completed as part of the Preliminary Hydrogeological Assessment</p>

COMMENT	RESPONSE
<p>potential impacts of the Site’s water balance on potential nearby features.</p>	<p>Report for Andover Trails dated January 28, 2022. The report included recommended LIDs in Section 5.4. The water balance will be updated once the final draft plan is established and potential impacts of the Site’s water balance on nearby features will be assessed in the final report.</p>
<p>☑ Geotechnical report. o Identify whether and how any environmental features and/or water balance are to be maintained or enhanced via drainage designs during development/buildout and postconstruction. Conveyance of stormwater to natural features, if any, shall consider the hydrological impacts such as, but not limited to peak flows; total runoff volumes and annual water balance conditions and requirements supported by the findings and requirements of applicable EIS, and hydrogeological investigations as scoped by the City staff. The hydrological impacts and mitigations measures shall be clearly detailed in the Stormwater Management Report. A monitoring program may be required during and post construction to verify water balance targets or other targets determined through the background studies.</p>	<p>EXP: The Preliminary Hydrogeological Assessment Report for Andover Trails dated January 28, 2022 includes a pre-and post-development water balance which provides target infiltration volumes in the post-development environment. At this time, the final design has yet to be completed. If necessary, LID features will be incorporated into the recommended final design to meet infiltration volume targets. Any LID design recommendations included in the Hydrogeological Final report will be clearly communicated with the Stormwater Engineering consultants.</p> <p>A post-development monitoring program will be established, if required, once final design is completed.</p>
<p>o Include a representative lot level runoff coefficient value including all anticipated impervious surfaces such as buildings and hardscaping to verify the proposed development meets approved “C” runoff coefficients.</p>	<p>Stantec: The proposed weighted runoff coefficient is included in the proposed storm area plan for the site. The proposed values for AxC were calculated for each area in the site and compared to the design AxC at each connection. The proposed design AxC values are less than or equal the existing design AxC values at each R5, R9, and R14.</p>
<p>o SWM control targets and requirements for any Medium Density, high density, commercial and institutional blocks where PPS stormwater controls will be subject to a future site plan application. If freehold lots are proposed within a Medium Density block, a municipal stormwater strategy shall accommodate the future freehold lots and be included in the Stormwater Servicing Report.</p>	<p>Stantec: A preliminary storm design sheet is prepared and outlines the proposed storm contribution for each storm sewer run. The external land accounted for area and runoff coefficient has respected the master design for Andover Trails Subdivision and has an area of 0.28 ha and a runoff coefficient of 0.9. A PPS will be provided to provide quality controls for the west part from the site which is part of A13b. A separate PPS will need to be provided by others for the lot located at 1467 Wharnccliffe Rd S prior to discharge to the storm sewer connection.</p>

COMMENT	RESPONSE
<p>o Once the final Draft Plan is established further evaluation will be required, likely at the detailed design stage, which may include but may not necessarily be limited to the following:</p> <ul style="list-style-type: none"> ☐ Details and discussion regarding LID considerations proposed for the development. <p>Discussions related to the water taking requirements to facilitate construction (i.e., PTTW or EASR be required to facilitate construction), including sediment and erosion control measure and dewatering discharge locations.</p>	<p>EXP: Noted. Requirements for construction dewatering will be clearly discussed and identified in the Final Hydrogeological Report.</p>
<ul style="list-style-type: none"> ☐ Evaluation of construction related impacts, and their potential effects on the shallow groundwater system. 	<p>EXP: Evaluation of construction related impacts and mitigation measures are detailed in the preliminary hydrogeological assessment report dated January 28, 2022 in Sections 7.1.1 and 7.2.</p> <p>At this time it is assumed construction of underground foundations will extend into the underlying sand unit, potentially requiring construction dewatering permits. Final design parameters will be necessary in order to complete the final construction dewatering calculations.</p>
<ul style="list-style-type: none"> ☐ Discussion regarding mitigation measures associated with construction activities specific to the development (e.g., specific construction activities related to dewatering). 	<p>EXP: Discussion regarding mitigation measures with construction activities specific to the development are detailed in the preliminary hydrogeological assessment report dated January 28, 2022 in Sections 7.1.1 and 7.2.</p>
<ul style="list-style-type: none"> ☐ Development of appropriate short-term and long-term monitoring plans (if applicable) to address: <ul style="list-style-type: none"> • Assumption requirements for SWM control features (as per Chapter 19). 	<p>EXP: The requirement for short and long-term groundwater monitoring programs will be discussed in the Final report. Details regarding possible timelines and components of groundwater monitoring will be established in discussion with City staff.</p>
<ul style="list-style-type: none"> • Demonstration that surface and groundwater requirements and/or targets are met during construction and build out phases, as noted in an associated or supplemental report such as EIS or hydrogeological study and as per the City's Environmental Management Guidelines (EMGs). 	<p>EXP: water balance targets will be established in the Final Hydrogeological report and will be communicated to the Stormwater Engineering team. Requirements for monitoring of surface water and groundwater features in the post-development environment will be discussed and established with the City during Detailed Design stage.</p>

COMMENT	RESPONSE
<ul style="list-style-type: none"> • Confirmation that impacts to adjacent natural heritage feature(s) following completion of new development works is within a range of acceptable impacts. 	EXP: Identification of adjacent natural heritage features will be completed in the Final Hydrogeological report. Any contributions from on site runoff will be identified.
<ul style="list-style-type: none"> ☑ Development of appropriate contingency plans (if applicable), in the event of groundwater interference related to construction. 	EXP: if construction dewatering activities are identified as being required, contingency plans will be identified as part of the EASR or PTTW reports.
<p>TRANSPORTATION PLANNING & DESIGN:</p>	
<ul style="list-style-type: none"> - The applicant is to have regard for and implement through this plan of subdivision Complete Streets (which includes such things as barrier curb, sidewalk on both sides, asphalt width, and ROW width). Council recently approved the Complete Streets Design Manual, the complete streets design manual contains information and design guidance for the construction of a complete street, this guide should be followed for all street design within the subdivision; 	The proposed plan provides for standard local road ROW which allows for Complete Street elements.
<ul style="list-style-type: none"> - The owner shall install curb in the subdivision to be 600.040 barrier curb as per the City of London DSRM; 	Can be addressed through draft plan conditions and/or subdivision agreement.
<ul style="list-style-type: none"> - The owner shall provide a road layout and concept plan as part of Design Studies showing all centre line radii, bends, and tapers to the satisfaction of the City Engineer; 	Information is shown on plan.
<ul style="list-style-type: none"> - The owner 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 existing arterial roadways needed to provide services for this plan of subdivision. The owner's contractor(s) shall undertake the work within the prescribed operational constraints of the TMP. The TMP will be submitted and become a requirement of the subdivision servicing drawings process for this plan of subdivision; 	Can be addressed through draft plan conditions and/or subdivision agreement.
<ul style="list-style-type: none"> - The owner shall provide sidewalk connectivity to all City Streets as per City standards; 	Sidewalk connectivity is provided throughout
<ul style="list-style-type: none"> - Sidewalks to be constructed on both sides of all streets. a 2.0m boulevard shall be provided in 	Noted

COMMENT	RESPONSE
between the curb and sidewalks as per Complete Streets Design Manual;	
- Right of way dedication of 24.0m from centre line required on Wharncliffe Road for future road widening for a distance 150 m south from the intersection of Bradley Avenue.	Road widening has been shown on the draft plan (Block 4).
- Ensure 6.0mx6.0m daylight triangles at all intersections;	Shown on plan
- Provide a 1ft reserve along Wharncliffe Road South, Morgan Avenue and Bradley Avenue;	Reserves are included on plan.
- Neighborhood Streets (Locals) shall be designed and built to Municipal standard, as per the DSRM and City of London Complete Streets Design Manual, with 20.0m wide Right-of-ways (ROW) and asphalt widths of 7.5m. The proposed 18.0m ROW is not consistent with the Complete Streets Design Manual.	ROW has been widened to 20 m. Other items can be addressed through draft plan conditions and/or subdivision agreement.
- An updated TIA will be required, anticipated external works typically include; extension or modification of existing or inclusion of new turn lanes; such as, right in taper, left turn lane, or turn restrictions. Inclusion of lane widening, median installation, or modified concrete splitter “pork chop” islands. External Plans will be submitted for review by Transportation staff. The TIA will need to be scoped with City staff prior to undertaking and be undertaken in general conformance with the City’s TIA guidelines;	Updated TIA is submitted with application.
- Street “A” to be restricted to a rights-in/rights-out via a median island due to proximity to Bradley, and a median to be constructed at the intersection with Wharncliffe Road South;	Street A is proposed as full access to Morgan Ave, based on TIA recommendations. It is RIRO at Wharncliffe.
- Street “B” to be restricted to a Rights In/ Rights Out at the intersection with Bradley Avenue;	Street ‘B’ is proposed as RIRO.
- As part of a complete application provide a road layout and concept plan showing all bends tapers and centre line radii comply with City standards, ensure all through streets align opposite each other and streets intersect perpendicular to each other if minimum City standards are not met	Three are no through streets. However, Street ‘A’ has been aligned with a private road access to the west. Street B is very close

COMMENT	RESPONSE
<p>changes to the draft plan will be required. Street B to intersect perpendicular to Bradley;</p>	
<p>- Temporary street lighting may be required at the intersection of Wharncliffe Road South at Street "A", Morgan Avenue at Street "A", and Bradley Avenue West at Street 'B'; Active Transportation is a new division and growing aspect of our subdivision plans, and are based on the Complete Streets Design Manual, coordination with Active Transportation staff may be required;</p>	<p>Can be addressed through draft plan conditions and/or subdivision agreement.</p>
<p>- Traffic Calming is another growing aspect of our subdivision plans, coordination with Traffic Calming staff (within Transportation) may be required.</p>	<p>Noted.</p>
<p>DEVELOPMENT FINANCE:</p>	
<p>These comments are based on the 2021 DC Background Study and By-law. Development Finance has reviewed the IPR documents provided and based on this information provide the following: Water - There are no anticipated claims for subsidy on oversized watermains (300mm diameter or greater) which service external areas. Local, temporary or private watermains and connections are to be constructed at the Owner's cost.</p>	<p>Noted</p>
<p>Wastewater - There are no anticipated claims for subsidy on oversized sanitary sewers (300mm diameter or greater) which service external areas. Local, temporary or private sanitary sewer works and connections are to be constructed at the Owner's cost.</p>	<p>Noted</p>
<p>Stormwater Management - There are no anticipated claims for stormwater management infrastructure or subsidy on oversized storm sewers (1200mm diameter or greater) that service external areas. Local, temporary or private stormwater works and connections are to be constructed at the Owner's cost.</p>	<p>Noted</p>

COMMENT	RESPONSE
<p>Transportation - There are no anticipated claims for transportation related infrastructure. All internal roadworks up to and including Neighbourhood Connectors, temporary external road works and connections are to be constructed at the Owner's cost.</p>	<p>Noted</p>
<p>Parks - There are no Owner anticipated claims for parks related infrastructure.</p>	<p>Noted</p>
<p>DEVELOPMENT ENGINEERING:</p>	
<p>STANDARD COMMENTS: - All the usual standard conditions of draft plan will be imposed; - Cost sharing for any eligible services or facilities will be based on the most financially economical solution for the claim, unless agreed to otherwise by the City; and - External land needs are to be addressed as necessary (e.g. utility corridors, public roads, construction roads, emergency access etc.)</p>	<p>Noted</p>

12.0 SUMMARY

The proposed Draft Plan of Subdivision, in conjunction with the associated Official Plan and Zoning By-law Amendment(s) will assist in creating a well-defined, attractive, pedestrian oriented and compact development that will provide additional housing options in the southern area of the City. The proposed draft plan will better facilitate the integration of residential uses in what was formerly anticipated to be a large commercial site while still allowing for some commercial uses along the perimeter either as part of mixed-use buildings, or as stand-alone commercial buildings should there be market demand for such uses. The proposed draft plan will create a defined 'spine' to help organize future development and has been proposed in response to previous comments received from the City.

The proposed draft plan is consistent with the PPS and relevant sections of both The London Plan and The Southwest Area Secondary Plan (SWAP), and as such, represents good planning.

Report prepared by:



Maureen Zunti, RPP, MCIP
Manager – Planning and Development, Sifton Properties Limited

13.0 BIBLIOGRAPHY AND ATTACHMENTS

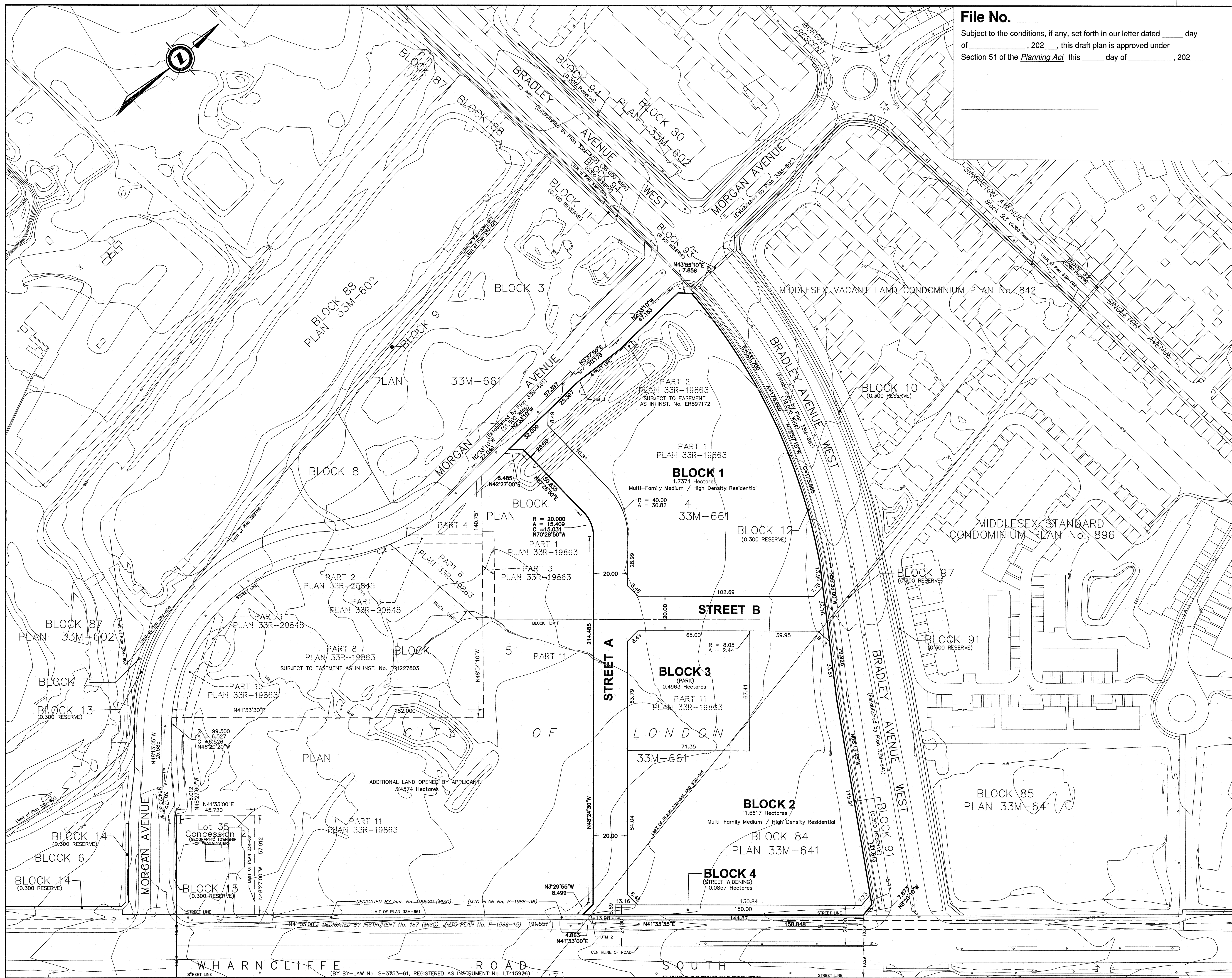
Existing Background Studies and Documents (not attached)

- City of London Official Plan
- City of London Z.1 Zoning By-law
- Southwest Area Secondary Plan
- The London Plan
- Planning Justification Report, Sifton Properties Limited – July 2019
- Andover Trails Urban Design Brief, James Fryett Architects – July 2019

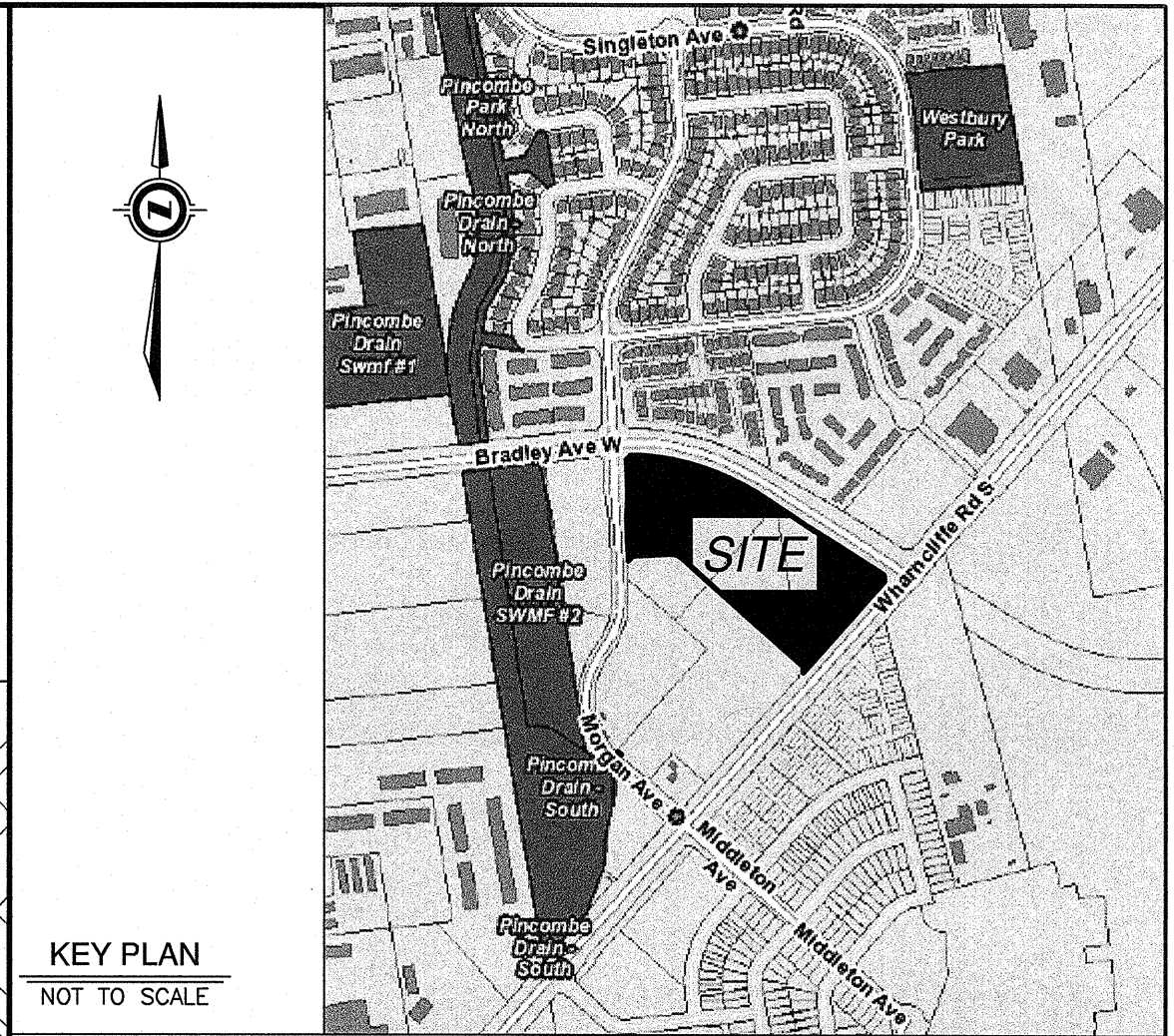
Additional Reports Submitted Individually for Complete Application Requirements

- Andover Trails Hydrological Assessment Preliminary Report, Exp Services Inc., January 2022
- Bostwick Boroughs Stormwater Management Report, Stantec Consulting, April 2022 (associated appendices for this report are submitted as individual documents)
- Bostwick Boroughs Functional Servicing Report, Stantec Consulting, April 2022 (associated appendices for this report are submitted as individual documents)
- Andover Trails 3480 Morgan Avenue Transportation Impact Assessment, Paradigm Transportation Solutions, May 2022
- Andover Trails 3480 Morgan Avenue Parking Study, Paradigm Transportation Solutions, May 2022

APPENDIX A – PROPOSED DRAFT PLAN OF SUBDIVISION



File No. _____
 Subject to the conditions, if any, set forth in our letter dated _____ day of _____, 202__, this draft plan is approved under Section 51 of the *Planning Act* this _____ day of _____, 202__.



DRAFT PLAN OF SUBDIVISION
 OF PART OF
BLOCKS 4 AND 5, PLAN 33M-661
 AND ALL OF
BLOCK 84, PLAN 33M-641
 IN THE
CITY OF LONDON
COUNTY OF MIDDLESEX
 SCALE 1:1000
 20 15 10 5 0 20 40 60
 SCALE IN METRES

SURVEYOR'S CERTIFICATE:
 I CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AS SHOWN ON THIS PLAN AND THEIR RELATIONSHIP TO ADJACENT LANDS ARE ACCURATELY AND CORRECTLY SHOWN.
 MARCH 21, 2022
 Robert Wood
 ONTARIO LAND SURVEYOR

OWNER'S CERTIFICATE:
 I HEREBY AUTHORIZE THE SUBMISSION OF THIS PLAN IN DRAFT FORM.
SIFTON PROPERTIES LIMITED
 MARCH 21, 2022
 Richard Sifton
 RICHARD SIFTON
 PRESIDENT & C.E.O.
 Phillip Maschelein
 PHILLIP MASCHELEIN
 VICE PRESIDENT

ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51 (17) OF THE PLANNING ACT.

(a) AS SHOWN ON PLAN	(g) AS SHOWN ON PLAN
(b) AS SHOWN ON PLAN	(h) PIPED WATER
(c) AS SHOWN	(i) SANDY
(d) RESIDENTIAL	(j) AS SHOWN ON PLAN
(e) AS SHOWN ON PLAN	(k) FULL SERVICES
(f) AS SHOWN ON PLAN	(l) ER897172, ER1227803

LAND USE SCHEDULE

BLOCKS 1 AND 2 Multi-Family Medium / High Density Residential	3.2991 ha.
BLOCK 3 PARK	0.4963 ha.
ROADS AND WIDENING BLOCK	0.9286 ha.
TOTAL AREA	4.7240 ha.

UTM GRID NOTE:
 BEARINGS ARE UTM GRID, DERIVED FROM SPECIFIED CONTROL POINTS, NAD83 (ORIGINAL), 028944072, 028944075 AND 028970006, UTM ZONE 17, NAD83 (ORIGINAL).
 DISTANCES SHOWN ON THIS PLAN ARE ADJUSTED GROUND LEVEL DISTANCES AND CAN BE USED TO COMPUTE GRID COORDINATES BY MULTIPLYING THE DISTANCES BY A COMBINED SCALE FACTOR OF 0.9995508179.

SPECIFIED CONTROL POINTS (SCP): U.T.M. ZONE 17, NAD83 (ORIGINAL) COORDINATES TO URBAN ACCURACY PER SEC. 14 (2) OF O.R.G. 216/10

POINT ID	NORTHING	EASTING
SCP 028944051	4753179.586	478109.297
SCP 028944072	4754083.966	476924.291
SCP 028944075	4754107.132	478120.278
SCP 028970006	4752314.097	477342.402
UTM 2	4753127.873	478015.109
UTM 3	4753328.843	477777.825

COORDINATES CANNOT, IN THEMSELVES, BE USED TO RE-ESTABLISH CORNERS OR BOUNDARIES SHOWN ON THIS PLAN.

METRIC:
 DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

No.	REVISIONS	DATE	BY
1	INITIAL RELEASE	031822	CRC

DRAWN BY: CRC
 CHECKED BY: DDC
 DATE: MARCH 17, 2022
 DIGITAL FILE: L21061DPC13.DWG
 COGO FILE:
 OFFICE FILE: LC-M861-03-1
PLAN No. 8-L-5709

AGM ARCHIBALD, GRAY & MCKAY LTD.
 3514 WHITE OAK ROAD, LONDON, ON, N6E 2Z9
 PHONE 519-685-5300 FAX 519-685-5303
 EMAIL info@agm.on.ca WEB www.agm.on.ca
 PLAN No. 8-L-5709
 Plot date: Mar 21, 2022 F:\Projects\LONDON\LC-M861\LC-M861-03\LC-M861-03-1\CAD\L21061DPC13.dwg

APPENDIX B – PROPOSED PHASING

EXISTING LIGHT INDUSTRIAL

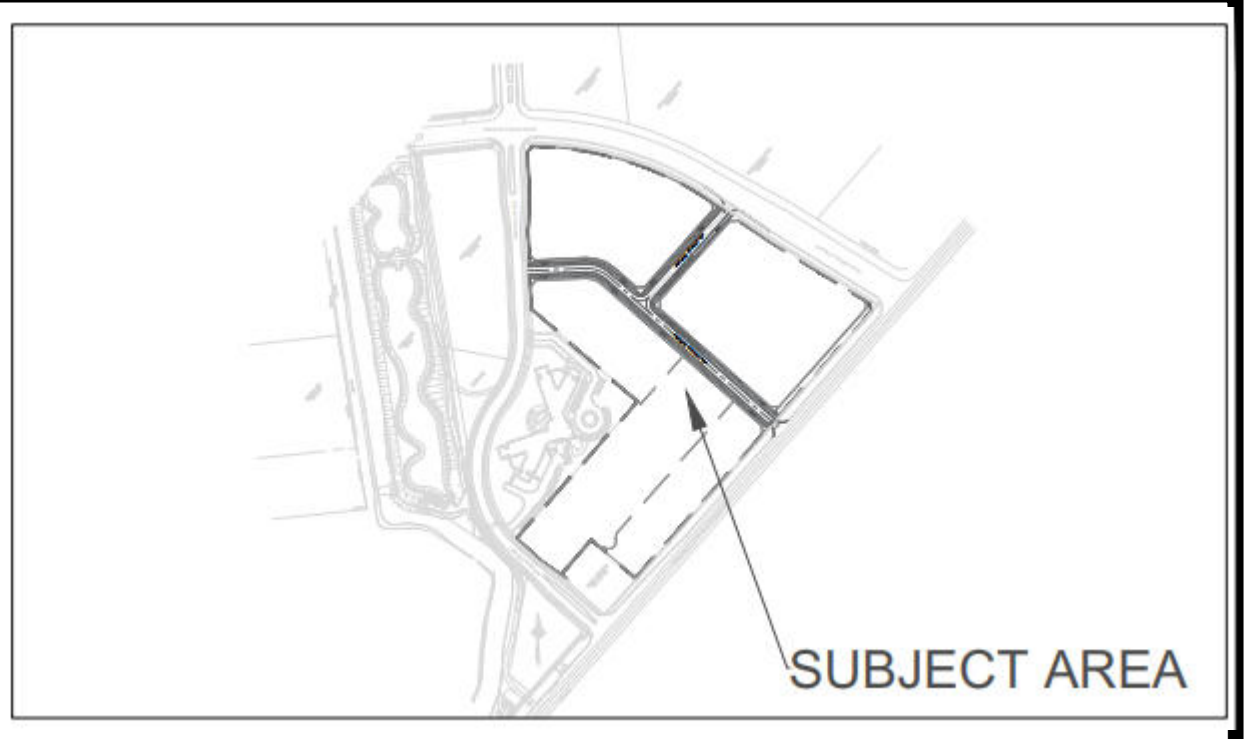
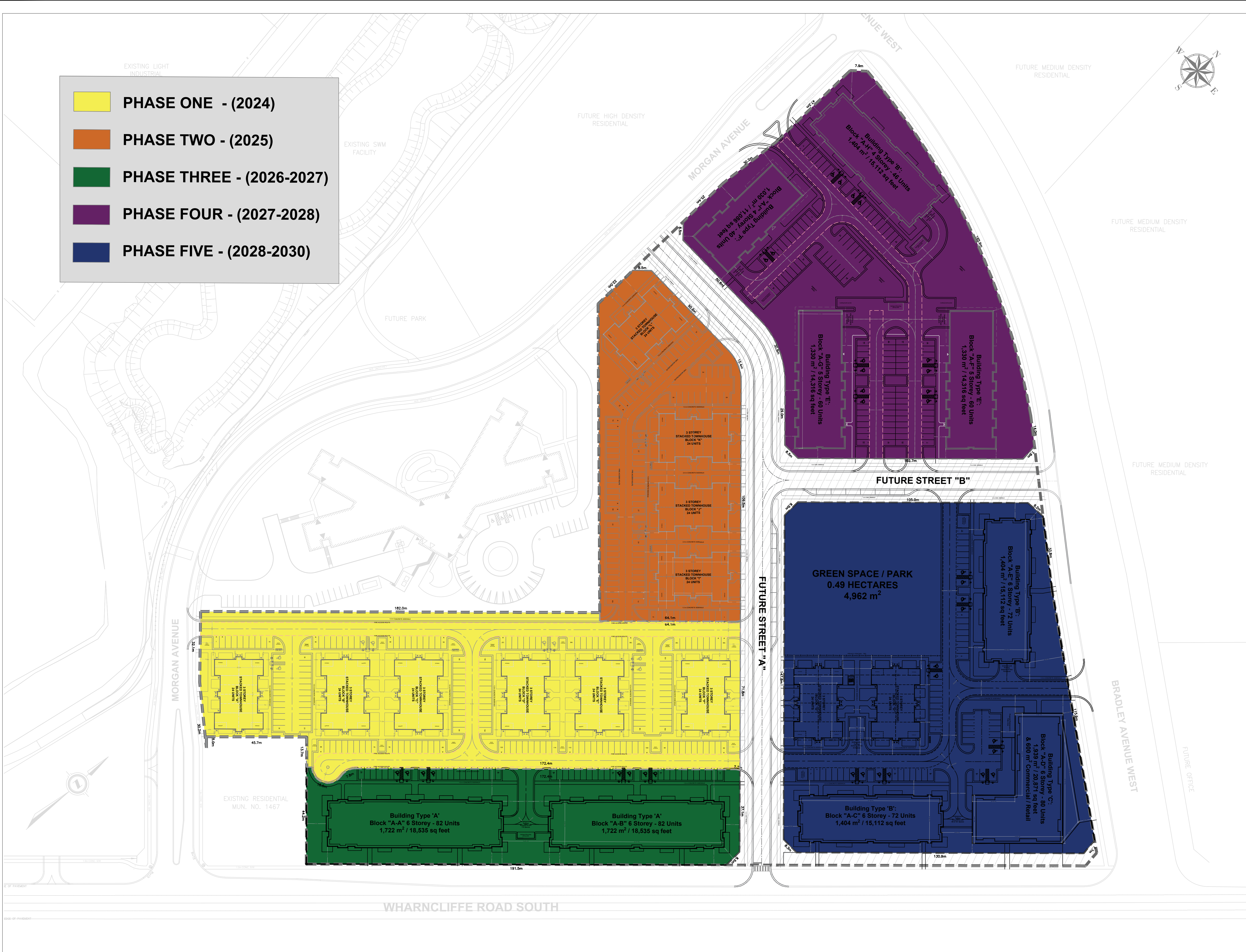
PHASE ONE - (2024)

PHASE TWO - (2025)

PHASE THREE - (2026-2027)

PHASE FOUR - (2027-2028)

PHASE FIVE - (2028-2030)



SITE DATA CHART FOR ANDOVER TRAILS

CURRENT ZONING & PROPOSED NUMBER OF UNITS:
 Current Zoning: h, h-11, h-63, h-82, h-95, h-100, h-105, h-135, CSA 5(3)
ZBA to add: R5-7() / R8-4 () *H22
 Stacked Townhouses, Apartments and Commercial Retail Consisting of 882 Units

Blocks & Unit Counts	Building Gross Floor Area (GFA)	Ground Floor Area Coverage
STACKED TOWNHOUSES BLOCKS "A - H" - 288 Units	TBD	7,555 m ²
APARTMENTS BLOCK "A-B to A-J" - 594 Units	TBD	13,433 m ²
COMMERCIAL BLOCK "D-A" - ___ Units	TBD	- m ²
Totals: 882 Units	TBD	20,988 m²

REGULATION	REQUIREMENT	AS SHOWN ON PLAN
LOT AREA MINIMUM	TBD	72,522 m ²
LOT FRONTAGE MINIMUM (Meters)	TBD	62.3 m (Morgan Ave.)
FRONT AND EXTERIOR SIDEYARD SETBACKS (To Main Building)	TBD	Front Yard = 4.5 m Ext. Side Yard = 4.5 m
REAR AND INTERIOR SIDEYARD SETBACKS MINIMUM	TBD	Rear Yard = 4.5 m Interior Side Yard = 2.3 m
LANDSCAPE / OPEN SPACE MINIMUM	TBD	33.3%
LOT COVERAGE MAXIMUM	TBD	28.9%
HEIGHT MAXIMUM (Meters)	TBD	20 m (A-J)
DENSITY - UNITS PER HECTARE	TBD	122
PARKING (1.25 Spaces / Unit)	1,103	TBD
VISITOR PARKING (1 Space / 10 Units)	89	TBD

APPROVAL STAMP

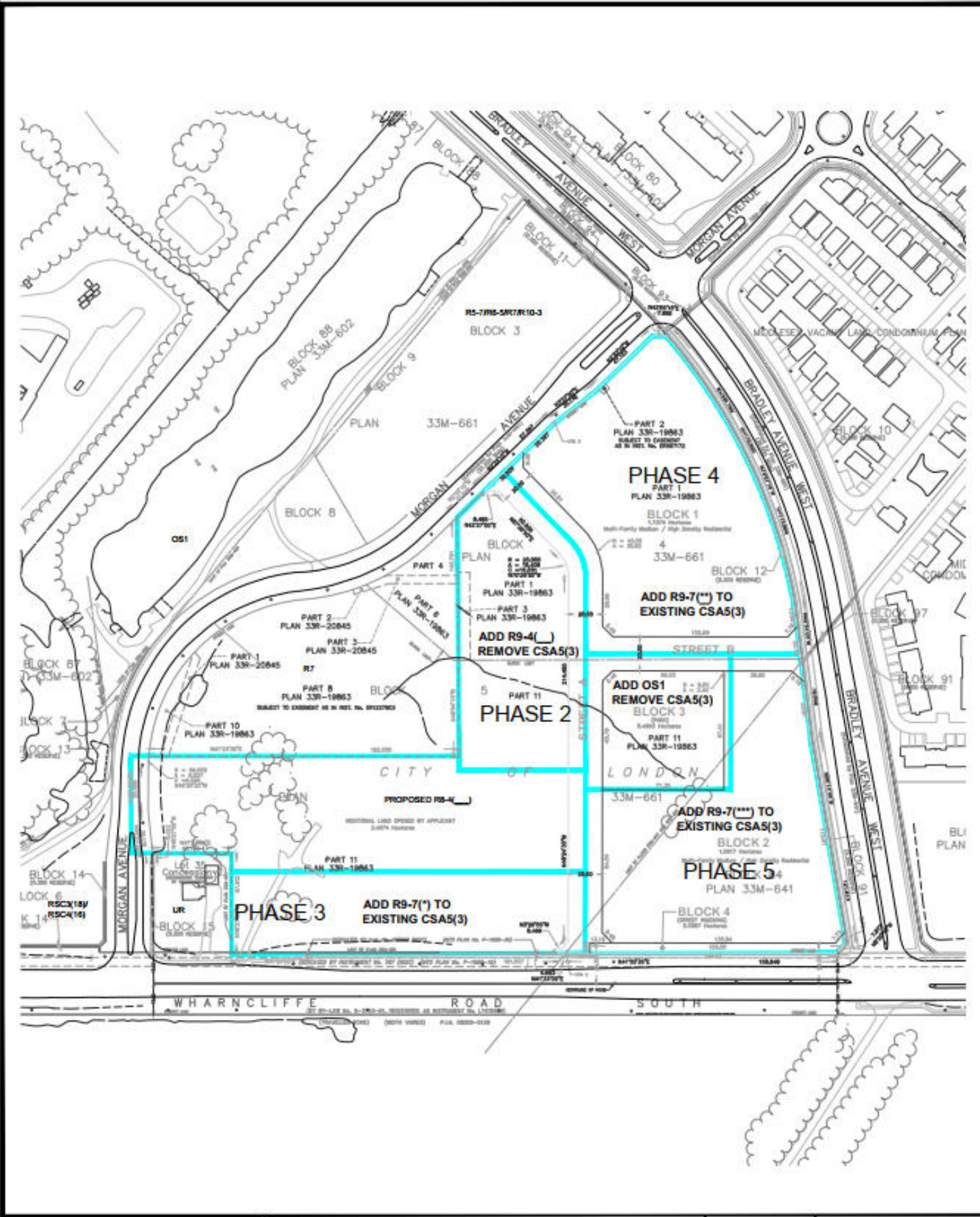
Sifton SIFTON PROPERTIES LTD.
 NEIGHBOURHOOD DEVELOPMENTS
 1295 RIVERBEND SOUTH, SUITE 300
 LONDON, ONTARIO
 N6K 0G2

ANDOVER TRAILS
 33M661, 33M641
 3480 MORGAN AVE. LONDON, ONTARIO

SITE PLAN CONCEPT
 Stacked Townhouses, Apartments & Commercial Retail of 907 Units

Project No. :	--	Date:	1 March 2022
Drawing No. :	--	Scale:	NTS
Drawn By :	AL		
Checked By :	MZ & PM		

APPENDIX C – PROPOSED ZONING AND SPECIAL PROVISIONS



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 LONDON, ONTARIO
 N4K 0G2

PROPOSED ZONING
 BOSTWICK BOROUGHS, ANDOVER TRAILS PHASE 4
 LONDON, ONTARIO
 3350 - 3480 MORGAN AVENUE / 1363 WHARNCLIFFE ROAD S

Project No. :	-	Date:	1 June 2022
Drawing No. :	-	Scale:	1:3,000
Drawn By :	DCP		
Checked By :	MZ & PM		

SIFTON PROPERTIES LIMITED

ZONING BY-LAW AMENDMENT – BOSTWICK BOROUGHS (OZ-9100)

3450-3480 MORGAN AVENUE, 1343 WHARNCILFFE ROAD

REVISED PROPOSED SPECIAL PROVISIONS

PHASE 2

R9-4()

a) Additional Permitted Uses:

- i. Stacked Townhouse
- ii. Townhouse

b) Regulations

- i. Lot frontage (Minimum) 20 m
- ii. Front & Exterior Side Yard Depth (Minimum): 4.5 metres
- iii. Interior Side Yard Depth to NW property line (Minimum) 2.2 metres
- iv. Rear Yard Depth (Minimum) 4.5 metres
- v. Height (Maximum): 14 metres
Maximum for townhouses and stacked townhouses
- vi. Height (Maximum): 17 metres (5 storeys)
Maximum for all other uses
- vii. Lot coverage (Maximum) 40%
Maximum for townhouses and stacked townhouses
- viii. Required Parking (Minimum) 1 space per unit

PHASE 3

R9-7(*)

a) Additional Permitted Uses:

- i. Stacked townhouse
- ii. Townhouse
- iii. Hotels/motels

b) Regulations

- i. Front & Exterior Side Yard Depth (Minimum): 4.5 metres

ii.	Height (Maximum): Maximum for townhouses and stacked townhouses	14 metres
iii.	Height (Maximum): Maximum for all other uses	22 metres (6 storeys)
iv.	Lot coverage (Maximum)	40%
v.	Density (Maximum)	200 uph
vi.	Required Parking (Minimum)	1 space per unit

PHASE 4

R9-7()**

a) Additional Permitted Uses:

- i. Stacked townhouse
- ii. Townhouse
- iii. Hotels/motels

b) Regulations

i.	Front & Exterior Side Yard Depth (Minimum):	4.5 metres
ii.	Interior Side Yard Depth (Minimum)	4.5 metres
iii.	Rear Yard Depth (Minimum)	4.5 metres
iv.	Height (Maximum): Maximum for townhouses and stacked townhouses	14 metres
v.	Height (Maximum): Maximum for all other uses	17 metres (5 storeys)
vi.	Lot coverage Maximum for townhouses and stacked townhouses	40%
vii.	Required Parking (Minimum)	1 space per unit

PHASE 5

R9-7(*)**

a) Additional Permitted Uses:

- i. Stacked townhouse
- ii. Townhouse
- iii. Hotels/motels

b) Regulations

i.	Front & Exterior Side Yard Depth (Minimum):	4.5 metres
ii.	Interior Side Yard Depth (Minimum)	4.5 metres
iii.	Rear Yard Depth (Minimum)	4.5 metres
iv.	Landscaped Open Space (%) Minimum for Townhouses, Stacked townhouses (%)	25%
v.	Height (Maximum): Maximum for townhouses and stacked townhouses	14 metres
vi.	Height (Maximum): Maximum for all other uses	22 metres (6 storeys)
vii.	Lot Coverage (Maximum)	40%
viii.	Density (Maximum)	200 uph
ix.	Required Parking (Minimum)	1 space per unit

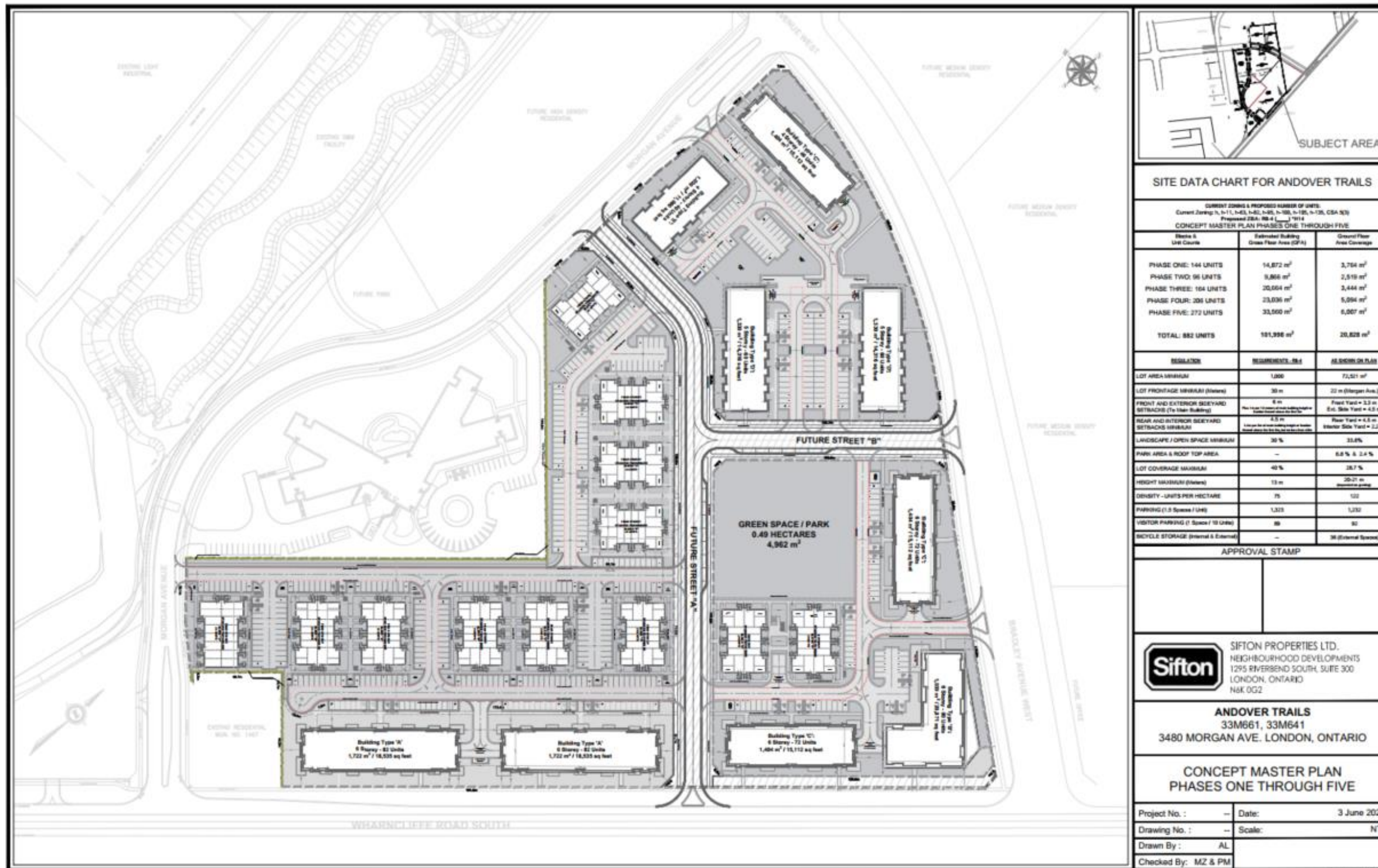
Holding Provisions

It is anticipated that the following (or similar) holding provisions will also be required:

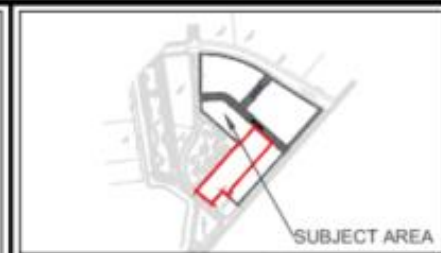
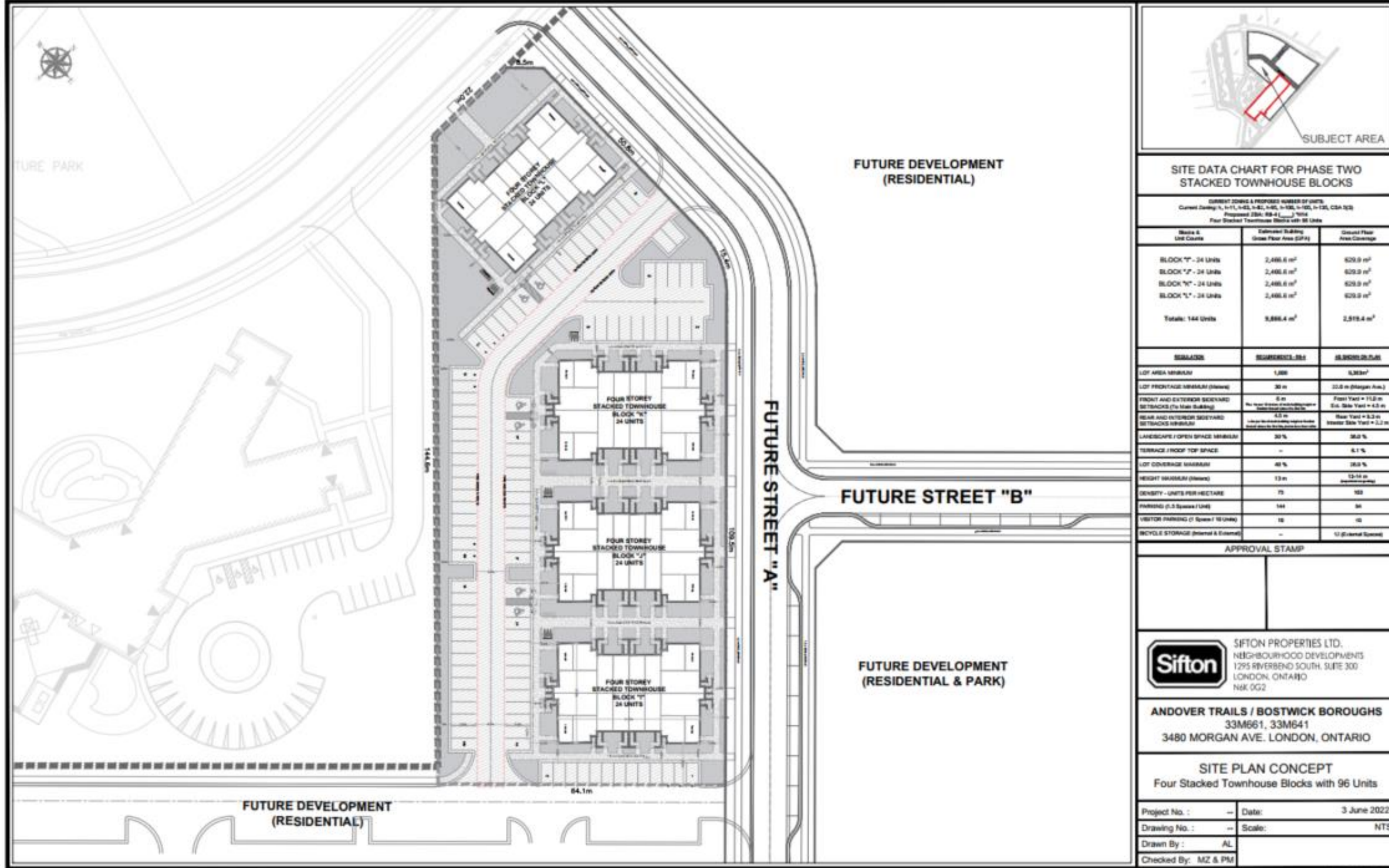
- h – for Phases 2 through 5
- h-54 – for Phases 3, 4, 5
- h-198 – for Phases 3, 4, 5

BOSTWICK BOROUGH'S ZONING CALCULATIONS

PHASE	AREA	PROPOSED ZONE	DENSITY	MAX # OF UNITS	CURRENT # OF UNITS
1	1.6699	R8-4()	87	145	144
2	0.9363	R9-4()	115	108	96
3	0.851	R9-7(*)	200	170	164
4	1.7376	R9-7(**)	150	261	206
5	1.5612	R9-7(***)	200	312	272
TOTAL	6.756			996	882
AVERAGE NET DENSITY				147	
OVERALL AREA (INCLUDING ROADS & PARK)				8.18	
AVERAGE DENSITY (MASTER PLAN CONCEPT)				108	
AVERAGE DENSITY (MAXIMUM ZONING)				122	



OVERALL MASTR PLAN CONCEPT – HIGHEST INTENSITY



SITE DATA CHART FOR PHASE TWO STACKED TOWNHOUSE BLOCKS

CURRENT ZONING & PROPOSED NUMBER OF UNITS
 Current Zoning: R-11, R-45, R-41, A-45, R-55, R-105, R-121, CSA-125
 Proposed ZBA: R8-2 (1) 10th Floor Stacked Townhouse Blocks with 96 Units

Block & Unit Counts	Estimated Building Gross Floor Area (GFA)	Ground Floor Area Coverage
BLOCK "Y" - 24 UNITS	2,486.8 m ²	629.9 m ²
BLOCK "Z" - 24 UNITS	2,486.8 m ²	629.9 m ²
BLOCK "X" - 24 UNITS	2,486.8 m ²	629.9 m ²
BLOCK "V" - 24 UNITS	2,486.8 m ²	629.9 m ²
Totals: 144 Units	9,967.4 m²	2,519.4 m²

MINIMUM	RECOMMENDED	ALTERNATIVE
LOT AREA MINIMUM	1,000	6,300m ²
LOT FRONTAGE MINIMUM (feet)	30 m	33.0 m (Morgan Ave.)
FRONT AND EXTERIOR SETBACK (to Main Building)	6 m	Front Yard = 11.0 m Side Yard = 6.0 m
REAR AND EXTERIOR SETBACK (to Main Building)	6.0 m	Front Yard = 6.0 m Rear Yard = 3.0 m
LANDSCAPE / OPEN SPACE MINIMUM	30 %	30.0 %
TERRACE / ROOF TOP SPACE	-	6.1 %
LOT COVERAGE MAXIMUM	40 %	30.0 %
HEIGHT MAXIMUM (feet)	13 m	13-14 m
DENSITY - UNITS PER HECTARE	75	90
PARKING (0.5 Spaces / Unit)	144	96
VEHICLE PARKING (1 Space / 10 Units)	10	10
BICYCLE STORAGE (Internal & External)	-	10 (ground level)

APPROVAL STAMP

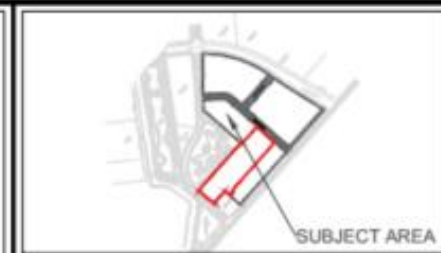
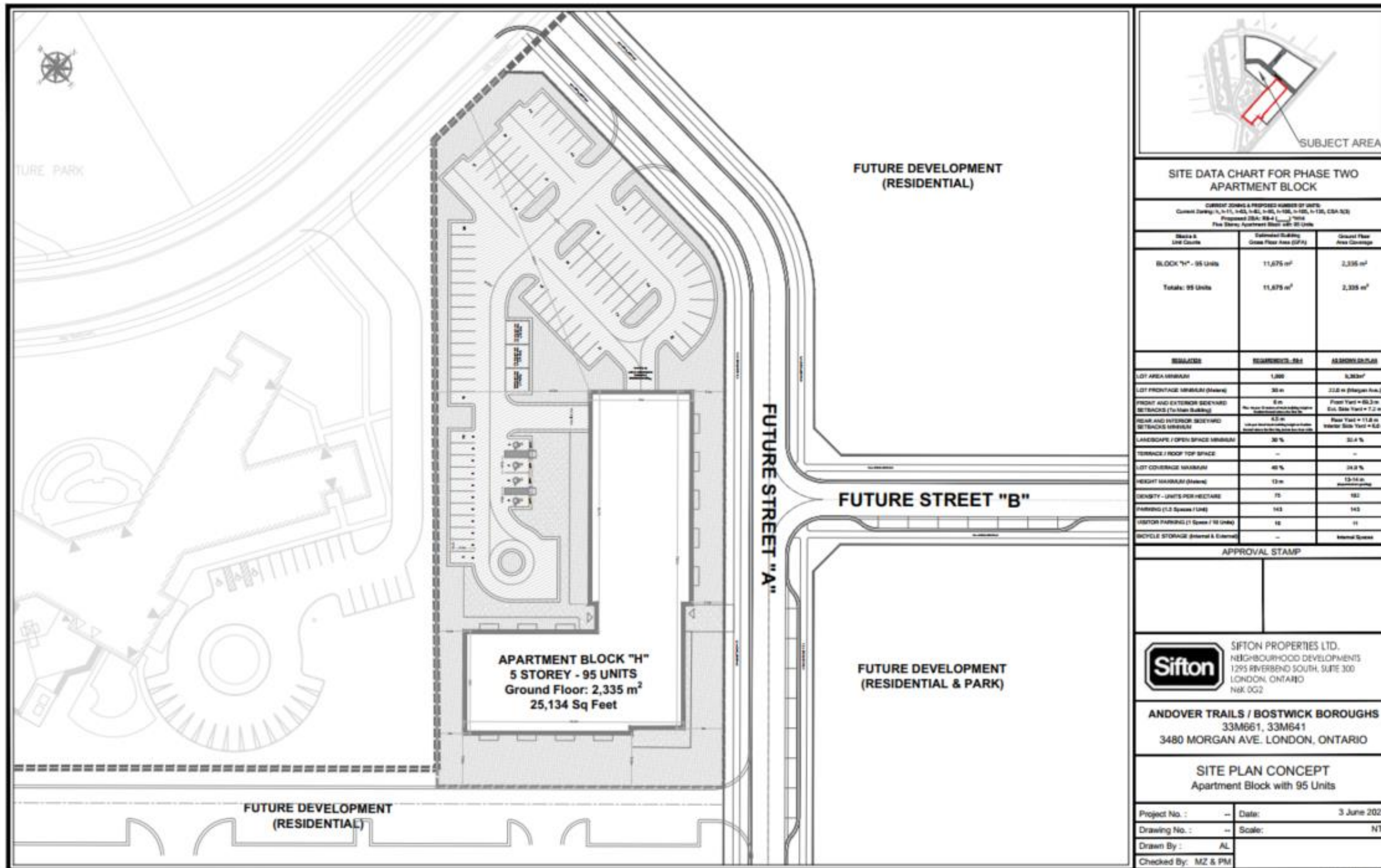
Sifton SIFTON PROPERTIES LTD.
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 1295 RIVERBEND SOUTH, SUITE 300
 LONDON, ONTARIO
 N6K 0G2

ANDOVER TRAILS / BOSTWICK BOROUGHES
 33M661, 33M641
 3480 MORGAN AVE. LONDON, ONTARIO

SITE PLAN CONCEPT
 Four Stacked Townhouse Blocks with 96 Units

Project No. : --	Date: 3 June 2022
Drawing No. : --	Scale: NTS
Drawn By : AL	
Checked By : MZ & PM	

PHASE 2 CONCEPT A



SITE DATA CHART FOR PHASE TWO APARTMENT BLOCK

CURRENT ZONING & PROPOSED NUMBER OF UNITS
 Current Zoning: R1, R1.1, R4S, S4C, S4S, S4B, S4D, S4E, S4F, S4G, S4H, S4I, S4J, S4K, S4L, S4M, S4N, S4O, S4P, S4Q, S4R, S4S, S4T, S4U, S4V, S4W, S4X, S4Y, S4Z, S4AA, S4AB, S4AC, S4AD, S4AE, S4AF, S4AG, S4AH, S4AI, S4AJ, S4AK, S4AL, S4AM, S4AN, S4AO, S4AP, S4AQ, S4AR, S4AS, S4AT, S4AU, S4AV, S4AW, S4AX, S4AY, S4AZ, S4BA, S4BB, S4BC, S4BD, S4BE, S4BF, S4BG, S4BH, S4BI, S4BJ, S4BK, S4BL, S4BM, S4BN, S4BO, S4BP, S4BQ, S4BR, S4BS, S4BT, S4BU, S4BV, S4BW, S4BX, S4BY, S4BZ, S4CA, S4CB, S4CC, S4CD, S4CE, S4CF, S4CG, S4CH, S4CI, S4CJ, S4CK, S4CL, S4CM, S4CN, S4CO, S4CP, S4CQ, S4CR, S4CS, S4CT, S4CU, S4CV, S4CW, S4CX, S4CY, S4CZ, S4DA, S4DB, S4DC, S4DD, S4DE, S4DF, S4DG, S4DH, S4DI, S4DJ, S4DK, S4DL, S4DM, S4DN, S4DO, S4DP, S4DQ, S4DR, S4DS, S4DT, S4DU, S4DV, S4DW, S4DX, S4DY, S4DZ, S4EA, S4EB, S4EC, S4ED, S4EE, S4EF, S4EG, S4EH, S4EI, S4EJ, S4EK, S4EL, S4EM, S4EN, S4EO, S4EP, S4EQ, S4ER, S4ES, S4ET, S4EU, S4EV, S4EW, S4EX, S4EY, S4EZ, S4FA, S4FB, S4FC, S4FD, S4FE, S4FF, S4FG, S4FH, S4FI, S4FJ, S4FK, S4FL, S4FM, S4FN, S4FO, S4FP, S4FQ, S4FR, S4FS, S4FT, S4FU, S4FV, S4FW, S4FX, S4FY, S4FZ, S4GA, S4GB, S4GC, S4GD, S4GE, S4GF, S4GG, S4GH, S4GI, S4GJ, S4GK, S4GL, S4GM, S4GN, S4GO, S4GP, S4GQ, S4GR, S4GS, S4GT, S4GU, S4GV, S4GW, S4GX, S4GY, S4GZ, S4HA, S4HB, S4HC, S4HD, S4HE, S4HF, S4HG, S4HH, S4HI, S4HJ, S4HK, S4HL, S4HM, S4HN, S4HO, S4HP, S4HQ, S4HR, S4HS, S4HT, S4HU, S4HV, S4HW, S4HX, S4HY, S4HZ, S4IA, S4IB, S4IC, S4ID, S4IE, S4IF, S4IG, S4IH, S4II, S4IJ, S4IK, S4IL, S4IM, S4IN, S4IO, S4IP, S4IQ, S4IR, S4IS, S4IT, S4IU, S4IV, S4IW, S4IX, S4IY, S4IZ, S4JA, S4JB, S4JC, S4JD, S4JE, S4JF, S4JG, S4JH, S4JI, S4JJ, S4JK, S4JL, S4JM, S4JN, S4JO, S4JP, S4JQ, S4JR, S4JS, S4JT, S4JU, S4JV, S4JW, S4JX, S4JY, S4JZ, S4KA, S4KB, S4KC, S4KD, S4KE, S4KF, S4KG, S4KH, S4KI, S4KJ, S4KK, S4KL, S4KM, S4KN, S4KO, S4KP, S4KQ, S4KR, S4KS, S4KT, S4KU, S4KV, S4KW, S4KX, S4KY, S4KZ, S4LA, S4LB, S4LC, S4LD, S4LE, S4LF, S4LG, S4LH, S4LI, S4LJ, S4LK, S4LL, S4LM, S4LN, S4LO, S4LP, S4LQ, S4LR, S4LS, S4LT, S4LU, S4LV, S4LW, S4LX, S4LY, S4LZ, S4MA, S4MB, S4MC, S4MD, S4ME, S4MF, S4MG, S4MH, S4MI, S4MJ, S4MK, S4ML, S4MM, S4MN, S4MO, S4MP, S4MQ, S4MR, S4MS, S4MT, S4MU, S4MV, S4MW, S4MX, S4MY, S4MZ, S4NA, S4NB, S4NC, S4ND, S4NE, S4NF, S4NG, S4NH, S4NI, S4NJ, S4NK, S4NL, S4NM, S4NN, S4NO, S4NP, S4NQ, S4NR, S4NS, S4NT, S4NU, S4NV, S4NW, S4NX, S4NY, S4NZ, S4OA, S4OB, S4OC, S4OD, S4OE, S4OF, S4OG, S4OH, S4OI, S4OJ, S4OK, S4OL, S4OM, S4ON, S4OO, S4OP, S4OQ, S4OR, S4OS, S4OT, S4OU, S4OV, S4OW, S4OX, S4OY, S4OZ, S4PA, S4PB, S4PC, S4PD, S4PE, S4PF, S4PG, S4PH, S4PI, S4PJ, S4PK, S4PL, S4PM, S4PN, S4PO, S4PP, S4PQ, S4PR, S4PS, S4PT, S4PU, S4PV, S4PW, S4PX, S4PY, S4PZ, S4QA, S4QB, S4QC, S4QD, S4QE, S4QF, S4QG, S4QH, S4QI, S4QJ, S4QK, S4QL, S4QM, S4QN, S4QO, S4QP, S4QQ, S4QR, S4QS, S4QT, S4QU, S4QV, S4QW, S4QX, S4QY, S4QZ, S4RA, S4RB, S4RC, S4RD, S4RE, S4RF, S4RG, S4RH, S4RI, S4RJ, S4RK, S4RL, S4RM, S4RN, S4RO, S4RP, S4RQ, S4RR, S4RS, S4RT, S4RU, S4RV, S4RW, S4RX, S4RY, S4RZ, S4SA, S4SB, S4SC, S4SD, S4SE, S4SF, S4SG, S4SH, S4SI, S4SJ, S4SK, S4SL, S4SM, S4SN, S4SO, S4SP, S4SQ, S4SR, S4SS, S4ST, S4SU, S4SV, S4SW, S4SX, S4SY, S4SZ, S4TA, S4TB, S4TC, S4TD, S4TE, S4TF, S4TG, S4TH, S4TI, S4TJ, S4TK, S4TL, S4TM, S4TN, S4TO, S4TP, S4TQ, S4TR, S4TS, S4TT, S4TU, S4TV, S4TW, S4TX, S4TY, S4TZ, S4UA, S4UB, S4UC, S4UD, S4UE, S4UF, S4UG, S4UH, S4UI, S4UJ, S4UK, S4UL, S4UM, S4UN, S4UO, S4UP, S4UQ, S4UR, S4US, S4UT, S4UU, S4UV, S4UW, S4UX, S4UY, S4UZ, S4VA, S4VB, S4VC, S4VD, S4VE, S4VF, S4VG, S4VH, S4VI, S4VJ, S4VK, S4VL, S4VM, S4VN, S4VO, S4VP, S4VQ, S4VR, S4VS, S4VT, S4VU, S4VV, S4VW, S4VX, S4VY, S4VZ, S4WA, S4WB, S4WC, S4WD, S4WE, S4WF, S4WG, S4WH, S4WI, S4WJ, S4WK, S4WL, S4WM, S4WN, S4WO, S4WP, S4WQ, S4WR, S4WS, S4WT, S4WU, S4WV, S4WW, S4WX, S4WY, S4WZ, S4XA, S4XB, S4XC, S4XD, S4XE, S4XF, S4XG, S4XH, S4XI, S4XJ, S4XK, S4XL, S4XM, S4XN, S4XO, S4XP, S4XQ, S4XR, S4XS, S4XT, S4XU, S4XV, S4XW, S4XX, S4XY, S4XZ, S4YA, S4YB, S4YC, S4YD, S4YE, S4YF, S4YG, S4YH, S4YI, S4YJ, S4YK, S4YL, S4YM, S4YN, S4YO, S4YP, S4YQ, S4YR, S4YS, S4YT, S4YU, S4YV, S4YW, S4YX, S4YY, S4YZ, S4ZA, S4ZB, S4ZC, S4ZD, S4ZE, S4ZF, S4ZG, S4ZH, S4ZI, S4ZJ, S4ZK, S4ZL, S4ZM, S4ZN, S4ZO, S4ZP, S4ZQ, S4ZR, S4ZS, S4ZT, S4ZU, S4ZV, S4ZW, S4ZX, S4ZY, S4ZZ

Block Type	Number of Units	Ground Floor Area (m ²)
BLOCK "H" - 95 Units	95	2,335
Totals: 95 Units	95	2,335

PARAMETER	REQUIREMENTS - R4	AS SHOWN (BLOCK H)
LOT AREA (M ²)	1,200	1,383
LOT FRONTAGE (M)	30 m	33.2 m (Along Ave.)
FRONT AND EXTERIOR SIDEYARD SETBACKS (To Main Building)	6 m	Front Yard = 6.3 m Rear Side Yard = 7.2 m
HEIGHT AND INTERIOR SETTING REQUIREMENTS	5.5 m	Front Yard = 11.8 m Rear Side Yard = 4.2 m
LANDSCAPE / OPEN SPACE (M ²)	30 %	30.2 %
TERRACE / ROOF TOP SPACE	-	-
LOT COVERAGE (MAXIMUM)	40 %	24.2 %
HEIGHT MAXIMUM (M)	13 m	13.0 m
DENSITY - UNITS PER HECTARE	75	181
PARKING (1.5 Spaces / Unit)	143	143
VISITOR PARKING (1 Space / 10 Units)	18	11
BIKE STORAGE (Internal & External)	-	Internal Spaces

APPROVAL STAMP

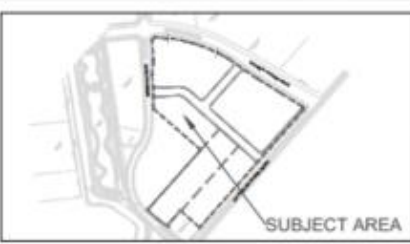
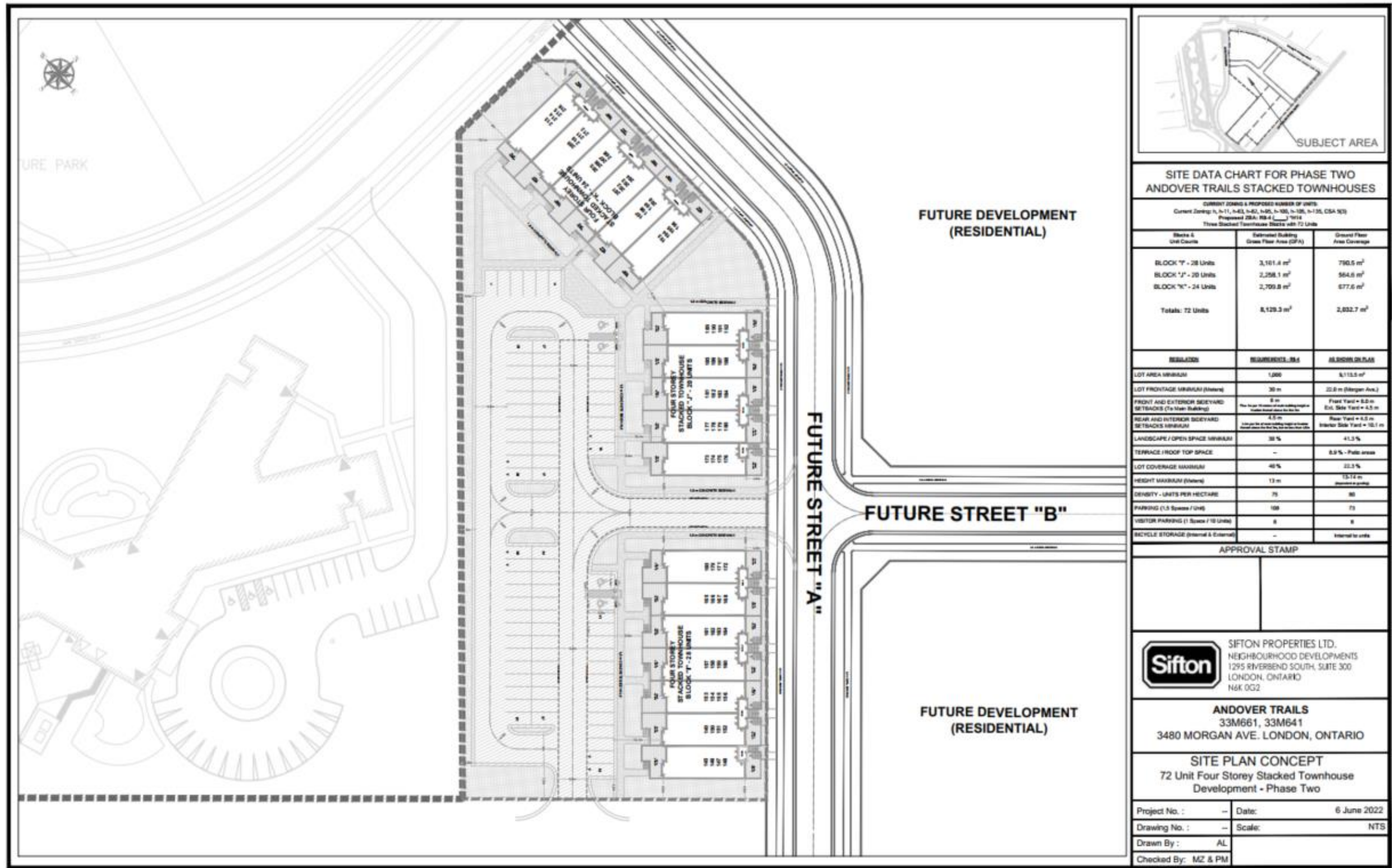
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 3480 MORGAN AVE. LONDON, ONTARIO

SITE PLAN CONCEPT
 Apartment Block with 95 Units

Project No. : --	Date: 3 June 2022
Drawing No. : --	Scale: NTS
Drawn By : AL	
Checked By : MZ & PM	

PHASE 2 CONCEPT B



**SITE DATA CHART FOR PHASE TWO
ANDOVER TRAILS STACKED TOWNHOUSES**

CURRENT ZONING & PROPOSED NUMBER OF UNITS
Current Zoning: R-11, R-42, R-45, R-105, R-106, R-130, CSA 93
Proposed ZBA: RB-4 (Z-1) 2018
Three Storey Townhouse Block with 72 Units

Block & Unit Counts	Estimated Building Gross Floor Area (GFA)	Ground Floor Area Coverage
BLOCK "Y" - 28 Units	3,161.4 m ²	790.5 m ²
BLOCK "X" - 24 Units	2,258.1 m ²	564.5 m ²
BLOCK "X" - 24 Units	2,709.8 m ²	677.5 m ²
Totals: 72 Units	8,129.3 m²	2,032.7 m²

REGULATIONS	REQUIREMENTS (M)	ALLOTTED DELTA
LOT AREA MINIMUM	1,200	6,155.5 m ²
LOT FRONTAGE MINIMUM (Meters)	30 m	22.8 m (Morgan Ave.)
FRONT AND EXTERIOR SIDEYARD SETBACKS (To Main Building)	8 m	Front Yard = 6.5 m Etc. Side Yard = 4.5 m
REAR AND INTERIOR SIDEYARD SETBACKS MINIMUM	4.5 m	Rear Yard = 4.5 m Interior Side Yard = 10.1 m
LANDSCAPE / OPEN SPACE MINIMUM	30 %	41.3 %
TERRACE / ROOF TOP SPACE	-	8.9 % - Patio areas
LOT COVERAGE MAXIMUM	40 %	22.3 %
HEIGHT MAXIMUM (Meters)	13 m	15.74 m (maximum height)
DENSITY - UNITS PER HECTARE	75	30
PARKING (1.5 Spaces / Unit)	108	73
VISITOR PARKING (1 Space / 10 Units)	8	8
BIKE STORAGE (Internal & External)	-	Internal to units

APPROVAL STAMP

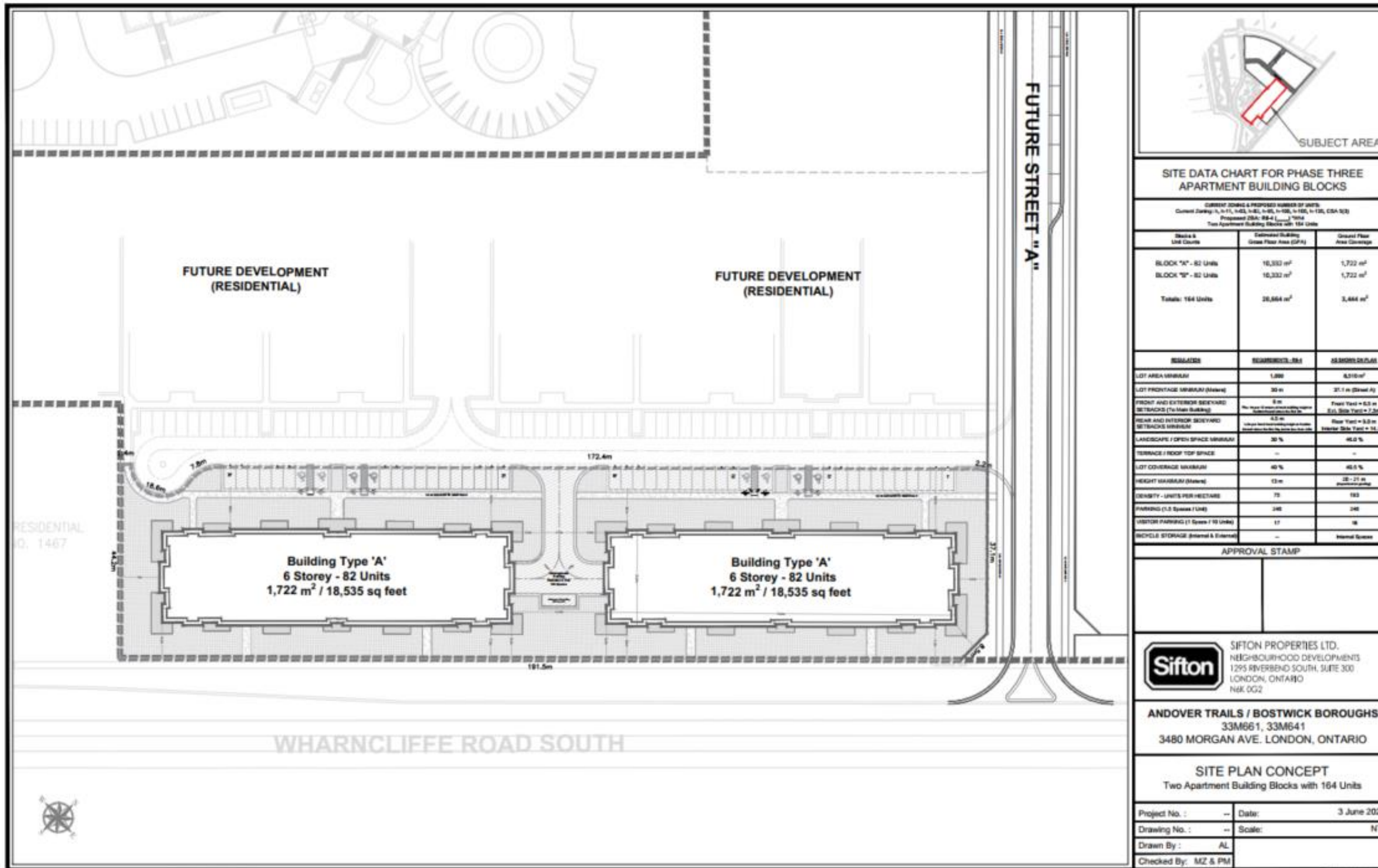
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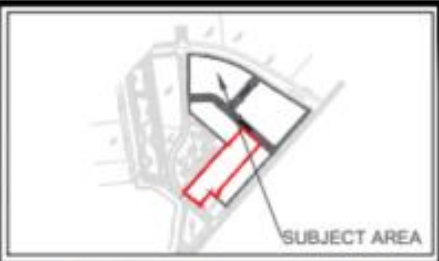
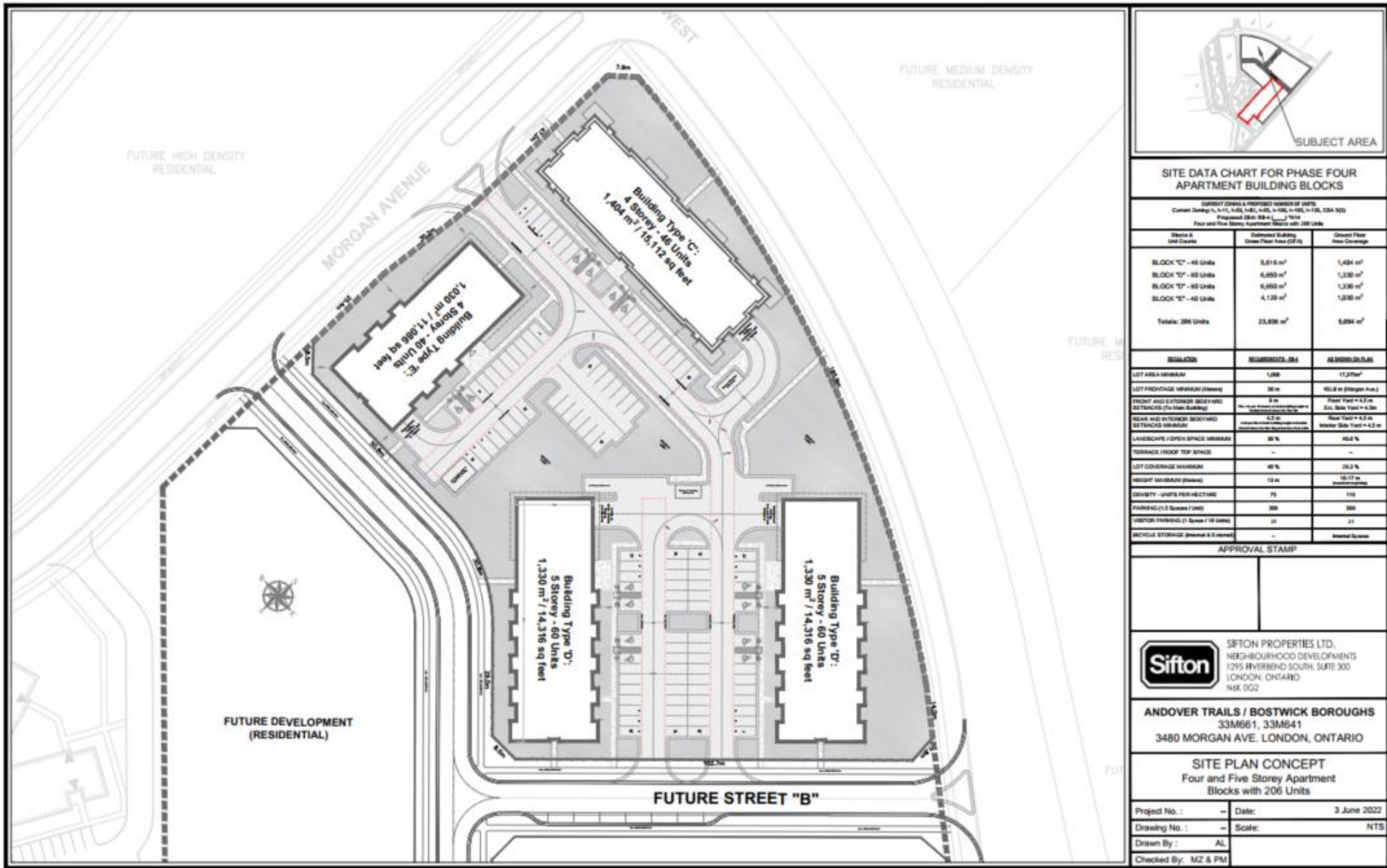
SITE PLAN CONCEPT
72 Unit Four Storey Stacked Townhouse
Development - Phase Two

Project No. :	-	Date:	6 June 2022
Drawing No. :	-	Scale:	NTS
Drawn By :	AL		
Checked By :	MZ & PM		

PHASE 2 CONCEPT C



PHASE 3 CONCEPT



SITE DATA CHART FOR PHASE FOUR APARTMENT BUILDING BLOCKS

CURRENT ZONING & PROPOSED NUMBER OF UNITS
 Current Zoning: R-11, R-62, R-62L, R-62L, R-102, R-102L, R-102L, R-102L, R-102L, R-102L
 Proposed Zoning: R-102L, R-102L
 Four and Five Storey Apartment Blocks with 206 Units

Storey & Unit Counts	Estimated Building Gross Floor Area (GFA)	Ground Floor Area Coverage
BLOCK 'C' - 46 Units	5,616 m ²	1,484 m ²
BLOCK 'D' - 60 Units	6,650 m ²	1,330 m ²
BLOCK 'E' - 40 Units	6,650 m ²	1,330 m ²
BLOCK 'D' - 60 Units	4,120 m ²	1,330 m ²
Totals: 206 Units	23,036 m²	5,094 m²

MINIMUM	MINIMUMS (M)	MINIMUMS (M)
LOT AREA MINIMUM	1,000	11,070m ²
LOT FRONTAGE MINIMUM (Meters)	30 m	60.8 m (Morgan Ave.)
FRONT AND EXTENSION SIDEYARD SETBACKS (To Main Building)	5 m	Front Yard = 4.5 m Ext. Side Yard = 4.5m
REAR AND INTERIOR SIDEYARD SETBACKS MINIMUM	4.5 m	Rear Yard = 4.5 m Water Side Yard = 4.5 m
LANDSCAPE / OPEN SPACE MINIMUM	20 %	45.2 %
TERRACE / ROOF TOP SPACE	--	--
LOT COVERAGE MAXIMUM	40 %	25.3 %
HEIGHT MAXIMUM (Meters)	13 m	16.07 m
DENSITY - UNITS PER HECTARE	75	119
PARKING (1.5 Spaces / Unit)	300	300
VEHICLE PARKING (1 Space / 10 Units)	21	21
BICYCLE STORAGE (Minimum 2 Cycles)	--	Internal Spaces

APPROVAL STAMP

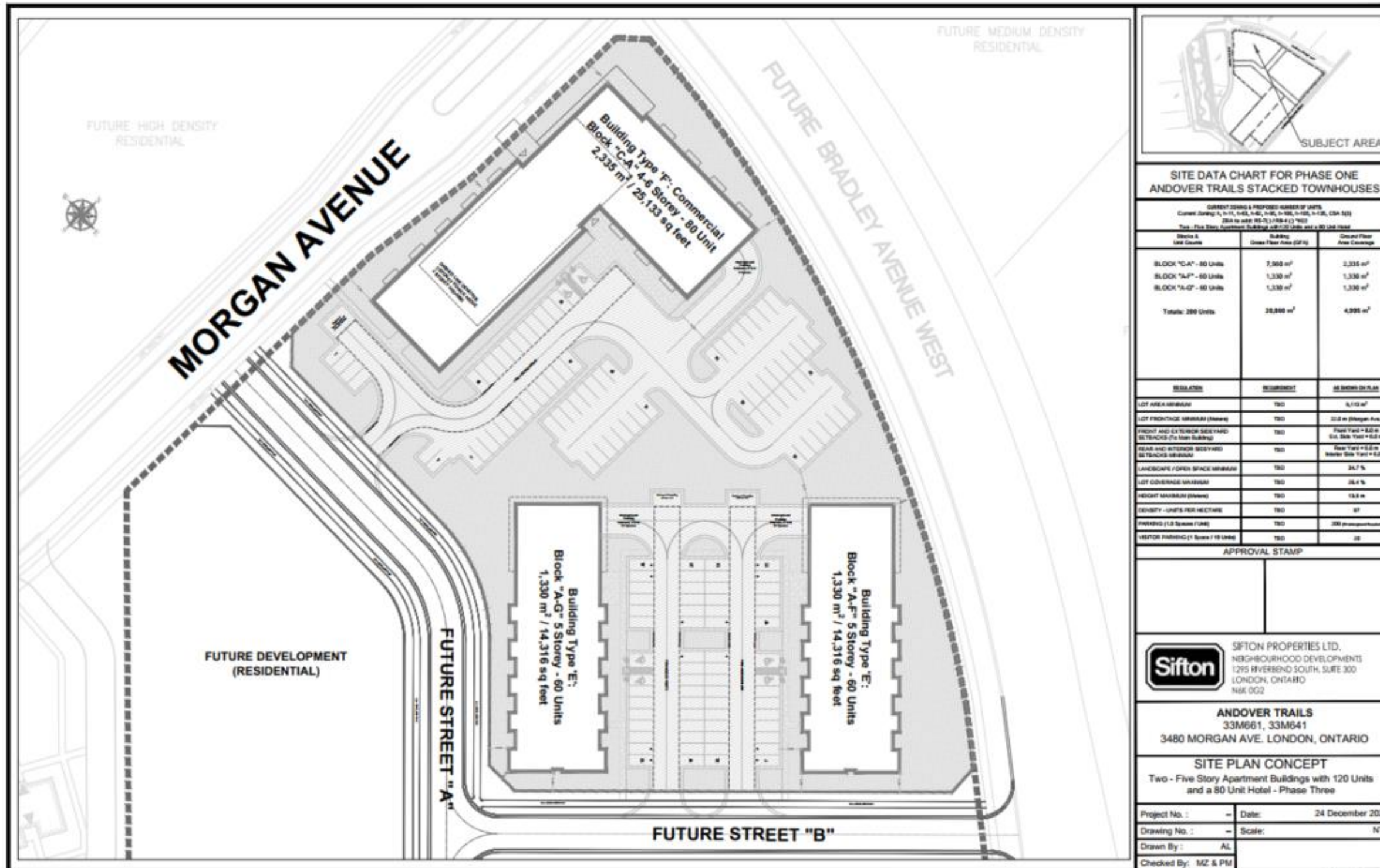
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 33M661, 33M641
 3480 MORGAN AVE. LONDON, ONTARIO

SITE PLAN CONCEPT
 Four and Five Storey Apartment
 Blocks with 206 Units

Project No. : -- Date: 3 June 2022
 Drawing No. : -- Scale: NTS
 Drawn By : AL
 Checked By: MZ & PM

PHASE 4 CONCEPT A



**SITE DATA CHART FOR PHASE ONE
ANDOVER TRAILS STACKED TOWNHOUSES**

CURRENT ZONING & PROPOSED NUMBER OF UNITS
Current Zoning: S, S-11, S-42, S-46, S-102, S-105, S-108, S-120, S-121
ZBA to add: RS-7(1), RS-8 (1) "100"
Two - Five Storey Apartment Buildings (240 Units) and a 80 Unit Hotel

Block & Unit Counts	Building Gross Floor Area (GFA)	Ground Floor Area Coverage
BLOCK "C-A" - 80 Units	2,335 m ²	2,335 m ²
BLOCK "A-F" - 60 Units	1,330 m ²	1,330 m ²
BLOCK "A-G" - 60 Units	1,330 m ²	1,330 m ²
Totals: 200 Units	38,200 m²	4,995 m²

REGULATION	REQUIREMENT	AS SHOWN ON PLAN
LOT AREA MINIMUM	750	6,110 m ²
LOT FRONTAGE MINIMUM (Meters)	750	22.2 m (Morgan Ave.)
FRONT AND REAR SIDE YARD SETBACKS (7m from Building)	750	Front Yard = 6.0 m Rear Yard = 6.0 m
REAR AND SIDE YARD SETBACKS MINIMUM	750	Rear Yard = 6.0 m Rear Side Yard = 6.0 m
LANDSCAPE / OPEN SPACE MINIMUM	750	24.7 %
LOT COVERAGE MAXIMUM	750	26.4 %
HEIGHT MAXIMUM (Meters)	750	13.8 m
DENSITY - UNITS PER HECTARE	750	87
PARKING (1.0 Spaces / Unit)	750	200 parking spaces
VISITOR PARKING (1 Space / 10 Units)	750	20

APPROVAL STAMP

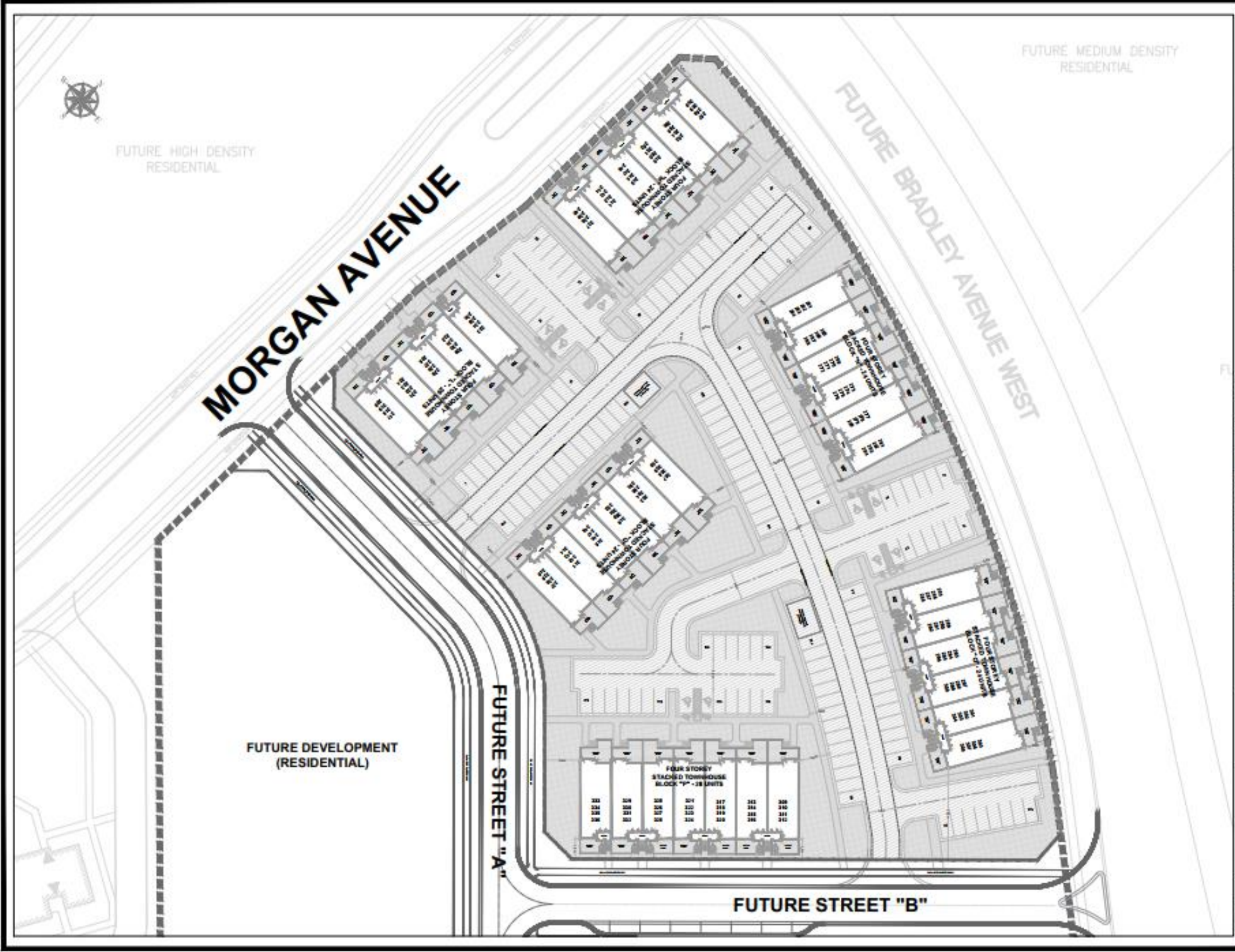
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3480 MORGAN AVE. LONDON, ONTARIO

SITE PLAN CONCEPT
Two - Five Storey Apartment Buildings with 120 Units
and a 80 Unit Hotel - Phase Three

Project No. :	-	Date:	24 December 2021
Drawing No. :	-	Scale:	NTS
Drawn By :	AL		
Checked By :	MZ & PM		

PHASE 4 CONCEPT B



**SITE DATA CHART FOR PHASE FOUR
ANDOVER TRAILS STACKED TOWNHOUSES**

CURRENT ZONING & PROPOSED NUMBER OF UNITS
 Current Zoning: R, R-1, R-2, R-3, R-4, R-5, R-100, R-125, R-150, R-175, C-2A, C-3
 Proposed Zoning: R-125, R-150, R-175
 No Stacked Townhouse Blocks with 144 Units

Block & Unit Counts	Estimated Building Gross Floor Area (GFA) (sq ft)	Ground Floor Area Coverage
BLOCK "L" - 26 Units	2,258.1 m ²	593.6 m ²
BLOCK "M" - 24 Units	2,709.8 m ²	712.4 m ²
BLOCK "N" - 24 Units	2,709.8 m ²	712.4 m ²
BLOCK "O" - 24 Units	2,709.8 m ²	712.4 m ²
BLOCK "P" - 28 Units	3,181.4 m ²	831.1 m ²
BLOCK "Q" - 24 Units	2,709.8 m ²	712.4 m ²
Total: 144 Units	16,258.8 m²	4,274.2 m²

REQUIREMENTS	REQUIREMENTS - Min	AS SHOWN ON PLAN
LOT AREA MINIMUM	1,000	17,276 m ²
LOT FRONTAGE MINIMUM (Meters)	30 m	84.2 m (Morgan Ave.)
FRONT AND REAR SETBACK SETBACKS (To Main Building)	6 m	Front Yard = 6.0 m E/L Side Yard = 6.0 m
FRONT AND REAR SETBACK SETBACKS (URBAN)	6.0 m	Front Yard = 6.0 m Minor Side Yard = 4.0 m
LANDSCAPE / OPEN SPACE MINIMUM	30 %	40.8 %
TERRACE / ROOF TOP SPACE	-	9.4 %
LOT COVERAGE MAXIMUM	40 %	24.8 %
HIGHT MAXIMUM (Meters)	13 m	13.0 m
DENSITY - UNITS PER HECTARE	75	83
PARKING (1.0 Space / Unit)	216	106
VISITOR PARKING (1 Space / 10 Units)	14	14
BICYCLE STORAGE (General & Secure)	-	Internal Spaces

APPROVAL STAMP

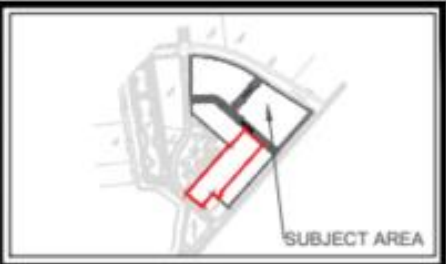
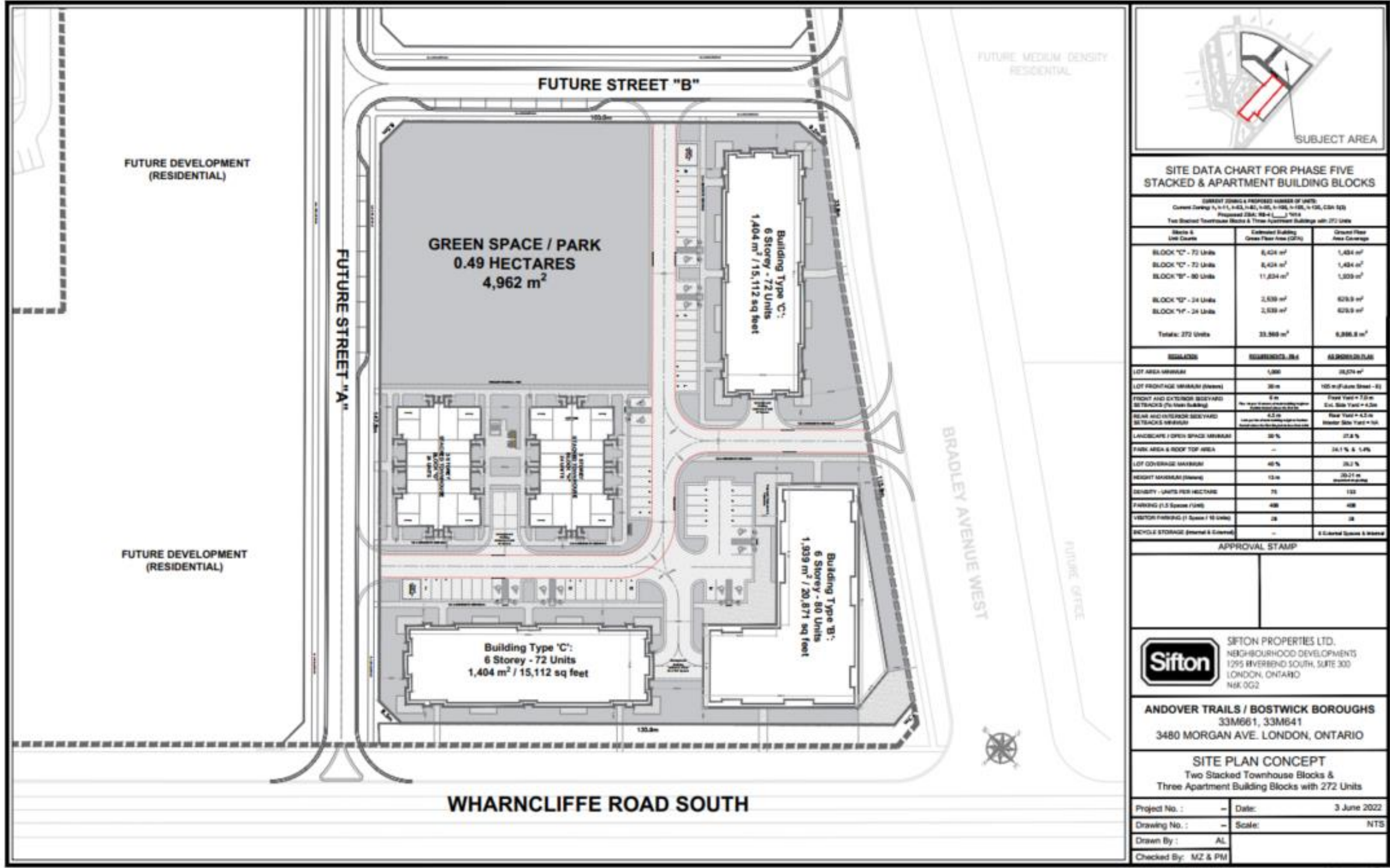
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SITE PLAN CONCEPT
 144 Unit - Four Storey Stacked Townhouse
 Development - Phase Four

Project No.:	--	Date:	7 June 2022
Drawing No.:	--	Scale:	NTS
Drawn By:	AL		
Checked By:	MZ & PM		

PHASE 4 CONCEPT C



**SITE DATA CHART FOR PHASE FIVE
STACKED & APARTMENT BUILDING BLOCKS**

CURRENT ZONING & PROPOSED NUMBER OF UNITS:
Current Zoning: M-1, M-2, M-3, M-4, M-5, M-6, M-7, M-8, M-9, M-10, M-11, M-12, C-1, C-2, C-3
Proposed Zoning: M-1, M-2, M-3, M-4, M-5, M-6, M-7, M-8, M-9, M-10, M-11, M-12, C-1, C-2, C-3

Block & Unit Counts	Estimated Building Gross Floor Area (GFA)	Gross Floor Area Coverage
BLOCK 'C' - 72 Units	6,424 m ²	1,434 m ²
BLOCK 'C' - 72 Units	6,424 m ²	1,434 m ²
BLOCK 'B' - 80 Units	11,824 m ²	1,329 m ²
BLOCK 'C' - 72 Units	2,539 m ²	629.9 m ²
BLOCK 'B' - 24 Units	2,539 m ²	629.9 m ²
Totals: 272 Units	33,560 m²	6,062.8 m²

REGULATIONS	REQUIREMENTS (M-6)	AS SHOWN (2024)
LOT AREA MAXIMUM	1,000	10,071 m ²
LOT FRONTAGE MINIMUM (Meters)	30 m	105 m (Future Street - B)
FRONT AND EXTERIOR SIDEYARD SETBACKS (To Face Building)	3 m	Front Yard = 7.6 m Ext. Side Yard = 4.26 m
REAR AND EXTERIOR SIDEYARD SETBACKS MINIMUM	4.2 m	Front Yard = 4.2 m Rearer Side Yard = 7.6 m
LANDSCAPE / OPEN SPACE MINIMUM	30 %	27.8 %
PARK AREA & ROOF TOP AREA	-	24.1 % & 1.4%
LOT COVERAGE MAXIMUM	40 %	38.2 %
HEIGHT MAXIMUM (Meters)	13 m	20.21 m As Shown
DENSITY - UNITS PER HECTARE	75	122
PARKING (1.5 Spaces / Unit)	408	408
VEHICLE PARKING (1 Space / 10 Units)	28	28
BICYCLE STORAGE (General & Covered)	-	6 Covered Spaces & 1000 General

APPROVAL STAMP

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33M661, 33M641
3480 MORGAN AVE. LONDON, ONTARIO

SITE PLAN CONCEPT
Two Stacked Townhouse Blocks &
Three Apartment Building Blocks with 272 Units

Project No. :	-	Date:	3 June 2022
Drawing No. :	-	Scale:	NTS
Drawn By :	AL		
Checked By:	MZ & PM		

PHASE 5 CONCEPT

APPENDIX E – CONCEPTUAL ELEVATIONS



Perspective—View from Bradley Avenue



North Elevation



Perspective—View of Entrance



East Elevation—Parking Entrance



South Elevation—Building Entrance



West Elevation

LARGE 6-STORY APARTMENT BUILDING – CONCEPTUAL ELEVATIONS, SUBJECT TO CHANGE AT SITE PLAN STAGE



Perspective—View from Bradley Avenue



East Elevation—Bradley Avenue



Perspective—View of Entrance



North Elevation



West Elevation



South Elevation—Wharncliffe Road

MIXED USE 6 STOREY BUILDING (CORNER OF BRADLEY AVE & WHARNCLIFFE ROAD) – CONCEPTUAL ELEVATIONS, SUBJECT TO CHANGE AT SITE PLAN STAGE



Perspective—View from Northeast



North Elevation



Perspective—View of Entrance



East Elevation—Parking Entrance



South Elevation—Building Entrance



West Elevation

MEDIUM 6-STORY APARTMENT BUILDING – CONCEPTUAL ELEVATIONS, SUBJECT TO CHANGE AT SITE PLAN STAGE



1 Southwest Elevation - Building Entrance
A4.0 1:150



4 Northeast Elevation - Morgan Ave
A4.0 1:150



2 Southeast Elevation - Parking Entrance
A4.0 1:150



3 Northeast Elevation - Bradley Ave N
A4.0 1:150

5-STORY APARTMENT BUILDING – CONCEPTUAL ELEVATIONS, SUBJECT TO CHANGE AT SITE PLAN STAGE



1 Southwest Elevation - Building Entrance
A4.0 1:150



4 Northwest Elevation - Morgan Ave
A4.0 1:150



3 Southeast Elevation - Parking Entrance
A4.0 1:150



2 Northeast Elevation - Bradley Ave. N
A4.0 1:150

4-STORY APARTMENT BUILDING – CONCEPTUAL ELEVATIONS, SUBJECT TO CHANGE AT SITE PLAN STAGE



1 BUILDING 1 - SOUTH ELEVATION
BUILDING 2 - EAST ELEVATION



2 BUILDING 1 - WEST ELEVATION
BUILDING 2 - SOUTH ELEVATION



3 BUILDING 1 - NORTH ELEVATION
BUILDING 2 - EAST ELEVATION



4-STORY APARTMENT BUILDING – CONCEPTUAL ELEVATIONS, SUBJECT TO CHANGE AT SITE PLAN STAGE



Front Elevation | 3480 Morgan Ave., London, Ontario

Sifton Properties Ltd.

Project No. 14856 Scale: 1/8" = 1'-0"



STACKED TOWNHOUSE FRONT / REAR CONCEPTUAL ELEVATIONS - SUBJECT TO CHANGE AT SITE PLAN STAGE



Side Elevation | 3480 Morgan Ave., London, Ontario
Sifton Properties Ltd.

Project No. 14856 Scale: 1/8" = 1'-0"



STACKED TOWNHOUSE SIDE CONCEPTUAL ELEVATIONS - SUBJECT TO CHANGE AT SITE PLAN STAGE



STACKED TOWNHOUSE RENDERING - SUBJECT TO CHANGE AT SITE PLAN STAGE

APPENDIX F – CLAIMS AND REVENUES FORMS



Summary of DC Claims from the City Services Reserve Fund (CSRF)

City of London - Development Finance

Development Charges By-law C.P.-1535-144 / Agreements Post August 3, 2019

File #:	TS2019-007	Development Name:	Andover Trails Phase 4
Owner:	Sifton Properties Ltd.	Engineering Consultant:	Stantec Consulting Ltd.
Date Prepared:	24-May-22	Prepared By:	Mohammad Meqdad
Status:	Draft Plan <input checked="" type="checkbox"/> Agreement <input type="checkbox"/>		

Wastewater Oversizing Schedule 4, Appendix 4-A			
	(see attached worksheet)	HST (13%)	Total
Subtotal	\$ -	\$ -	\$ -

Storm Sewer Oversizing Schedule 4, Appendix 4-B			
	(see attached worksheet)	HST (13%)	Total
Subtotal	\$ -	\$ -	\$ -

Low Impact Development (LID) Subsidy Schedule 4, Appendix 4-B			
	(see attached worksheet)	HST (13%)	Total
Subtotal	\$ -	\$ -	\$ -

Watermain Oversizing Schedule 4, Appendix 4-C			
	(see attached worksheet)	HST (13%)	Total
Subtotal	\$ 7,700.00	\$ 1,001.00	\$ 8,701.00

Engineering Schedule 4 Section 1.9			
Description	Amount (see attached Work Plan)	HST (13%)	Total
		\$ -	\$ -
		\$ -	\$ -
		\$ -	\$ -
		\$ -	\$ -
		\$ -	\$ -
Subtotal	\$ -	\$ -	\$ -

Construction Schedule 4			
Description	Amount (see attached Work Plan)	HST (13%)	Total
		\$ -	\$ -
		\$ -	\$ -
		\$ -	\$ -
<i>External Widening</i>	\$ 63,040.00	\$ 8,195.20	\$ 71,235.20
		\$ -	\$ -
Subtotal	\$ 63,040.00	\$ 8,195.20	\$ 71,235.20

		HST (13%)	Total
Total CSRF Claims	\$ 70,740.00	\$ 9,196.20	\$ 79,936.20



Final Proposal Report (FPR) Claimable Works & DC Revenue Estimate Worksheet
City of London - Development Finance
Development Charges By-law C.P.-1535-144

Development:	Andover Trails Phase 4	TS File #:	TS2019-007
Address:	3350, 3460, 3480 Morgan Ave. and 1363 Wharncliffe Rd.	Prepared By:	Mohammad Meqdad, Stantec Consulting Ltd.
Applicant:	Sifton Properties Ltd.	Date Prepared:	May 24, 2022

Claimable Works			
Provide a general listing and cost estimate of anticipated development charge claimable works triggered by the proposed development.			
DC Claimable Works	DC Background Study Estimate (\$) (if applicable)	Final Proposal Report Estimate (\$)	Notes / Description
Minor Roadworks ¹			
Road Oversizing ¹			
Wastewater Oversizing			
Storm Sewer Oversizing			
Watermain Oversizing		\$7,700	Watermain (140m of 300mm diameter to complete looping and connection to existing on Morgan Ave.) - subsidy \$55/m
LID Subsidy			
Trunk Sewer ¹			
Major SWM Works ¹			
Land			
Other		\$63,040	External Road Widening on Wharncliffe Rd - based on 788 sq.m @ \$80/sq.m
Total	\$ -	\$ 70,740	Note: all values exclude HST

DC Revenue Estimate						
Provide summary of proposed units/floor space to calculate estimated revenue. Use typical unit/ha densities for blocks and actual lot counts if available.						
Residential		Hectares	Units per Hectare	Proposed Units	CSRF Rate (\$/unit)	CSRF Revenue
Low Density Single & Semi Detached				0.0	\$38,120	\$ -
Medium Density Multiples / Row Housing				288.0	\$25,780	\$ 7,424,640
High Density	Apartment < 2 bedroom			297.0	\$16,861	\$ 5,007,717
	Apartment >= 2 bedroom			297.0	\$22,848	\$ 6,785,856
Non-Residential		Hectares	Sq m. per Hectare	Proposed Floor Space	CSRF Rate (\$/m2)	CSRF Revenue
Commercial				600.0	\$322.90	\$ 193,740.00
Institutional				0.0	\$199.19	\$ -
Industrial				0.0	\$230.19	\$ -

Total \$ 19,411,953.00

Notes:

1. Claimable works subject to submission of a Work Plan by the Owner's consulting engineer for City review and approval at time of first submission of Engineering drawings.
2. Development Charges By-Law C.P.-1535-144 rates effective from January 1, 2020 to December 31, 2020
3. This Form is for "Inside Urban Growth Areas" only and excludes lands "Outside Urban Growth Areas".