

Final Proposal **REPORT**

DRAFT PLAN OF SUBDIVISION APPLICATION

3563 Bostwick Road
London

Date:

September 2023 (Revised January 2024)

Prepared for:

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Our File 14212'D'

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1.0 Introduction

1.1 Overview

MHBC has been retained by Amiraco Properties Inc. (Amiraco) to assist with the preparation of a Draft Plan of Subdivision (Draft Plan) application for lands addressed as 3563 Bostwick Road, London.

The proposed Draft Plan, referred to as 'Westwinds', is designed to integrate a range of low-, mid- and high-rise residential forms, parkland, open space and connections to future multi-use pathways. This Final Proposal Report has been prepared to set out the planning justification and servicing arrangement for the Draft Plan application. This Report also identifies related supporting studies carried out as part of project planning and outlines how study findings are incorporated into the Draft Plan design.

Project management is being directed from Amiraco, with planning and engineering responsibilities provided by MHBC and AGM Engineering Ltd. (AGM) respectively. The application contact is MHBC.

1.2 Site Description

1.2.1 Overview

The Westwinds property (the 'Site') is located southwest of the Bostwick Road/Pack Road intersection, generally mid-block between Southdale Road West and Wharncliffe Road South. This Site, which measures approximately 14.8 ha in area, is generally described as Part of Lot 75, East of the North Branch of the Talbot Road, former Township of Westminster, City of London (all measurements identified herein are approximations). These lands are generally rectangular in shape; having 124 m of lot frontage along Pack Road, 199 m of lot flankage along Bostwick Road and a maximum lot depth of 403 m (measured from Pack Road). There are no buildings or structures on the lands, which are currently used for agricultural purposes (cultivated farmland).


Figure 1 of this Report identifies the location of the Site.

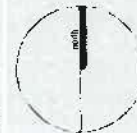
The Site is located entirely within the City's Southwest Planning Area and is therefore subject to the policies of the approved Secondary Plan for this community; the Southwest Area Plan (SWAP), dated April 2014. This Secondary Plan delineates a series of neighbourhoods within the planning district and defines specific development policies for each area. The subject lands are situated within the SWAP's Bostwick Residential Neighbourhood.

Westwinds forms part of a developing, suburban residential community, with a variety of residential subdivisions established or planned in close proximity to the subject lands. In this respect, the City's 2024 Growth Management Implementation Strategy (GMIS) identifies the Southwest Area as a focus for growth-related infrastructure projects over the next five years.



Figure 1
General
Location Plan

 SUBJECT LANDS



Further, there is a mix of uses located in the vicinity of the Site, including the Wonderland Road South commercial corridor to the east, the StarTech.com Community Centre (501 Southdale Road West) to the northeast and a future elementary school planned west of the subject lands (Southwest Public School; 3370 Regiment Road). Proximate to the Site, London Transit bus service is provided along Southdale Road West to the north, Wharncliffe Road South, to the south, and Wonderland Road South, to the east.

Additionally, the following identifies a number of developments planned for surrounding lands:

- The first phase of a residential subdivision is under construction immediately south of the Site on lands addressed as 3700 Colonel Talbot Road and 3645 Bostwick Road (City of London File: 39T-17503). This subdivision is being developed by W3 Lambeth Farms Inc. (c/o York Developments);
- A residential subdivision is near completion on lands northwest of the Site; north of Pack Road and west of the future Regiment Road (including registered subdivisions 33M726 and 33M755);
- A Draft Plan application has been approved for residential lands northeast of the Site, addressed as 3080 Bostwick Road (City of London File: 39T-18502). A high-rise residential tower is under construction within a development block of this property, with additional high-rises planned in the near future; and
- Lands immediately east of the Site are predominately intended for residential purposes, with future development plans pending.

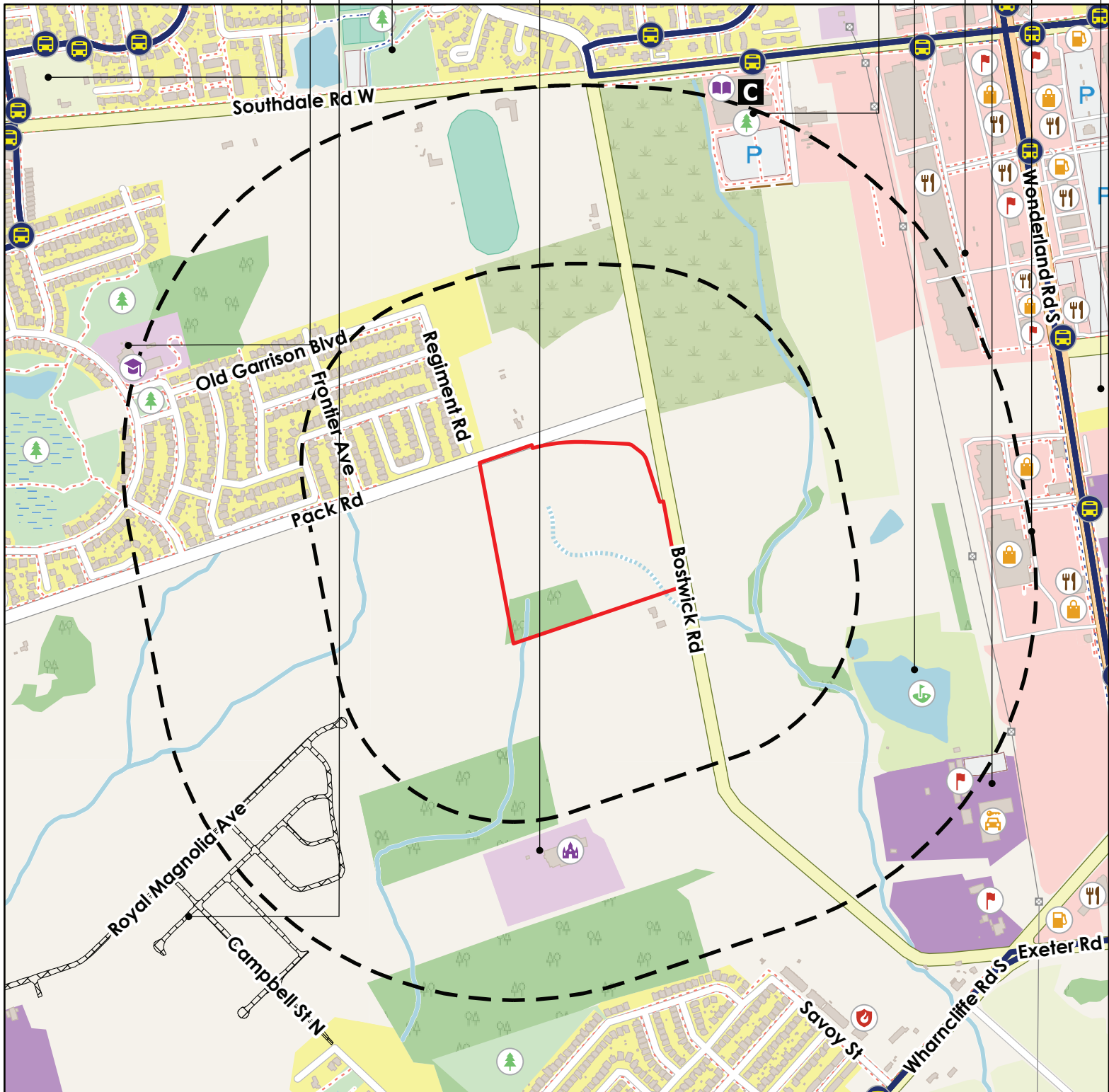
1.2.2 Regional Spatial Analysis

A Regional Spatial Analysis was conducted for the Site at a 400 metre radius and an 800 metre radius (refer to **Figure 2** of this Report).

The 400 metre radius identifies a limited number of land uses in proximity to the Site. To the immediate north, east, south and west are future development lands currently used for agricultural purposes (cultivated farmland). Additionally, low density residential development associated with Plans 33M726 and 33M755 is located northwest of the subject lands. Woodlot features are situated near the perimeter of this radius, including features contained within the 3080 Bostwick Road site to the northeast and within Plan 39T-17503 to the southwest. The Thornicroft Drain corridor also traverses the eastern perimeter of this radius. Currently, London Transit does not operate a bus service within this study area.

A wider diversity of land uses are situated within the 800 metre radius. Within this defined area, the aforementioned community centre and future high density residential development associated within the 3080 Bostwick Road site are located north of the Site. To the west are established retail/service uses that form part of the Wonderland Road South commercial corridor. A broader range of residential development (existing and planned) is also located in this radius to the south and west, and a church and an elementary school are also situated in this area. Additional open space features are located near the perimeter of this radius, and London Transit bus service is

- Forest City Community Church
- Playground and Baseball Field
- Future Residential (Under Construction)
- La Pommerai (French Elementary)
- Southdale Storage Ltd.
- Proposed Auto Dealership (Vacant)
- Wonderland Gateway Centre
- Car Dealership / Services
- Westwood Shopping Centre
- Bob Martin Golf Course
- Startech.com Community Centre

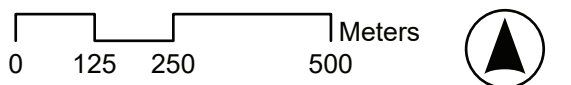


LEGEND

Subject Lands	Retail	Schools	Residential	Farmland
Food	Services	Future Road (Under Construction)	Commercial / Retail	Wood
Gas Station	Place of Worship	Transit Stops	Commercial / Industrial	Park
Golf Course	Highway Commercial	Transit Routes	Institutional	Sports Pitch
Fire Services	Parks	Cycling Routes	Urban Reserve	
Community Centres	Libraries	Pedestrian Routes		

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Figure 2:
Spatial Analysis Plan
(400 m and 800 m)



available along Southdale Road West and Wonderland Road South near the northern and western limits of this area, respectively.

1.3 Development Concept

1.3.1 Primary Components

The Proposed Draft Plan of Subdivision included in **Appendix A** of this Report (dated December 21, 2023) has been designed to accommodate a mix of residential forms, and to establish a land use pattern that is compact in design, connected with the surrounding community and transit-supportive. Section 7.0 of this Report provides additional details regarding the project vision and design objectives for Westwinds.

Generally, the development concept supports a broad range of low, medium and high density residential development opportunities within the Site (refer to the Conceptual Draft Plan of Subdivision included in **Appendix B**). The layout also provides an open space corridor to accommodate existing natural features, the City's multi-use pathway and includes access points to the pathway system.

The Draft Plan has been prepared with consideration for comments received at the Proposal Review Meeting held on August 11, 2021 and coordinated by the City's Development Services Division. These comments were summarized in the Record of Consultation issued by the City of London respecting this proposal (dated September 15, 2021).

As illustrated in the proposed Draft Plan, the subdivision proposal yields an estimated 1,350 residential units within 19 development blocks; based on assumed lot patterns and conceptual layouts outlined below (refer to the Conceptual Block Layout Plan included in **Appendix C**). Collectively, the overall residential density of these blocks would be 127 units/ha.

The proposed Draft Plan incorporates the following principal elements:

- An internal development pattern organized by one primary north-south local road (Street A), one local crescent (Street B) and a local street connection to Bostwick Road (Street C). Street A would provide direct connectivity to the City's arterial road system via Pack Road, as well as providing connectivity to adjacent neighbourhoods including the W3 Lambeth Farms Inc. (W3 Lambeth Farms) subdivision and a potential street connection to a future subdivision development to the west;
- Three medium density residential blocks, Blocks 8, 11 and 12, positioned adjacent to the Bostwick Road and Pack Road corridors, and at an internal location (respectively). It is anticipated that these blocks would support low-, medium- and high-rise apartment forms, as well as other medium density housing types (e.g., street townhouses). Combined, these multiple-unit blocks encompass a total development area of 3.5 ha and would yield an estimated 312 dwelling units based on conceptual layouts (equating to a density of 88 units/ha);

- Two medium density residential blocks (Blocks 5 and 7) intended for street townhouses and positioned along the Street A corridor. In total, these blocks measure 0.7 ha in area and would yield 22 units based on an assumed lot pattern (equating to a density of 31 units/ha);
- One high density residential block (Block 9) positioned adjacent to the Bostwick Road/Pack Road intersection. It is anticipated that high-rise apartment buildings and multiple unit, low-rise housing types (e.g., cluster townhouses) would be accommodated within this block. Based on a conceptual layout, Block 9 encompass a total development area of 4.1 ha and would yield an estimated 960 dwelling units (equating to a density of 237 units/ha);
- Low density residential development planned for portions of the Street A frontage and for lands interior to this corridor (fronting Street B). Five development blocks are proposed for this 2.3 ha development area (Blocks 1 to 4). It is estimated that 56 residential units would be accommodated within these blocks based on conceptual layouts (equating to a density of 25 units/ha);
- An open space corridor located near the southern limit of the Site having a 30.0 m width. This corridor is to contain existing natural features and drainage functions, while also providing naturalization opportunities. The western portion of this corridor widens to 70 m to contain an existing Meadow Marsh community delineated by, and described in, the associated Environmental Impact Study. Additionally, the open space blocks (Blocks 15 and 16) would accommodate the City's multi-use pathway system and provide internal access to Street A. Block 15 would also provide direct connectivity to the proposed neighbourhood park. Collectively, these open space blocks would encompass 1.55 ha of land (equating to 10.4% of the Site); and
- A park block (Block 14) located at the southeast corner of the Street A/Street B intersection. This block would provide 0.41 ha of recreational space, and would include direct access to the multi-use pathway system.

Additionally:

- Block 13 is identified as a 'Future Road/Residential' block that may be utilized for east-west connectivity to adjacent development lands or as a low density residential unit. A determination on the use of this block will be made as the lot pattern and street alignment of the adjacent property (6309 Pack Road) is confirmed;
- Streets A, B and C are proposed to be classified as Neighbourhood Streets in the context of the City's Official Plan (The London Plan), and are designed with a typical 20 m wide road allowance;
- Blocks 17 to 19 are 0.3 m reserves located along Pack Road and Bostwick Road corridors, totaling 0.019 ha in area; and
- Block 20 accommodates the required road widening for Bostwick Road (total area of block: 0.158 ha).

The balance of the 3563 Bostwick Road property is excluded from this Draft Plan application. This area measures 1.348 ha and is located adjacent to the Pack Road/Bostwick Road intersection.

1.3.2 Design Considerations

Several design components have been integrated into the proposed Draft Plan to broaden housing choice, encourage connectivity and protect natural features (refer to Appendix B). In this respect, the Draft Plan incorporates the following core elements:

- Low density residential blocks planned (1) to be compatible with existing and planned neighbourhoods in the Bostwick community and (2) to provide a mix of low-rise housing opportunities and lot types for future residents;
- Higher density residential blocks located along Civic Boulevard frontages to provide a mix of intensive housing forms that: (1) transition (step down) building height from the Bostwick Road/Pack Road intersection to the interior of the Site and adjacent properties; (2) promote a compact urban form; (2) increase local housing choice and housing supply; and (4) support future investment in transit services. Medium density residential dwellings (e.g., street townhouses) are also planned along the Street A, Street B and Street C frontages (1) to complement the apartment buildings and low density housing forms planned for internal locations and (2) to transition density between these residential types;
- An open space corridor to contain the existing Meadow Marsh community associated with an Unevaluated Vegetation Patch (referred to as Patch 10066 in the City's natural heritage inventories). This corridor is also to contain routing for the City's multi-use pathway system and passive recreational space and naturalization opportunities, including compensation features;
- An internal circulation pattern designed to support community connectivity and active transportation, as well as efficient and safe traffic movement; and
- Provision of linkages to the City's future multi-use pathway system.

2.0 Provincial Policy Statement

2.1 Framework

The current Provincial Policy Statement (PPS) was issued under Section 3 of the Planning Act and came into effect on May 1, 2020. The PPS provides overall policy direction on matters of provincial interest related to land use planning and development, and sets the policy foundation for regulating the development and use of land. Part IV of the PPS sets out that this policy instrument provides a vision for land use planning in Ontario that focuses growth within settlement areas, and encourages efficient development patterns to optimize the use of land, resources and public investment in infrastructure and public service facilities.

2.2 Assessment of Proposal

The proposed Draft Plan has been evaluated with regard to the policy direction and provisions of the PPS. Based on this analysis, it is our opinion that specific policies within Section 1.0 (Building Strong Healthy Communities), Section 2.0 (Wise Use and Management of Resources) and Section 3.0 (Protecting Public Health and Safety) of Part V of the PPS are particularly relevant to this proposal. The following commentary demonstrates how this project is consistent with the identified policies.

2.2.1 Building Strong Healthy Communities

The PPS provides a vision for land use planning in Ontario that focuses growth within settlement areas, and encourages an efficient use of land, resources, and public investment in infrastructure. To support this vision, the PPS defines a number of policies to promote strong, liveable, healthy and resilient communities. These policies are set out in Section 1.0, and address such matters as efficient development and land use patterns, employment areas, housing, public spaces/open space, infrastructure and public service facilities, long-term economic prosperity, and energy and air quality.

Policies: Given the nature and scale of the proposed Draft Plan, in our opinion, the following policies contained within Section 1.1 (Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns), Section 1.4 (Housing), Section 1.6.6 (Sewage, Water and Stormwater) and Section 1.6.7 (Transportation Systems) have specific relevance to the proposed Draft Plan:

1. Policy 1.1.1 prescribes a series of measures which support healthy, livable and sustainable communities. Further:
 - Policy a) promotes efficient development and land use patterns that help sustain the financial well-being of the City of London and the Province;

- Policy b) generally prescribes that an appropriate affordable and market-based range and mix of residential types, employment, recreational and open space uses should be encouraged to meet long-term needs; and
 - Policy e) promotes the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments and standards to minimize land consumption and servicing costs.
2. Policy 1.1.2 states that sufficient land should be made available to accommodate an appropriate mix and range of land uses to meet projected needs for up to a 25-year time horizon.
 3. Policy 1.1.3.2 prescribe that land use patterns within settlement areas are to be based on a density and mix of uses that achieve several objectives, including:
 - “a) efficiently use land and resources;
 - b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
 - e) support active transportation;
 - f) are transit-supportive, where transit is planned, exists or may be developed;”
 4. Policy 1.4.3 requires planning authorities to provide for an appropriate range of housing types options and densities to meet the projected market-based and affordable housing needs of current and future residents. Additionally:
 - Policy c) directs new housing development to locations where appropriate levels of infrastructure and public service facilities are, or will be, available to meet current and projected demands; and
 - Policy d) promotes densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit.
 5. Policy 1.6.6.7 sets out a series of objectives for the planning of stormwater management facilities including the promotion of best practices and low impact development (LID) technologies.
 6. Policy 1.6.7 provides objectives for transportation systems, including the following which pertain to this proposal;
 - Policy 1.6.7.1 prescribes that transportation systems should be provided that are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs; and

- Policy 1.6.7.4 states that a land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

Commentary: With respect to Policies 1.1.1, 1.1.2 and 1.1.3.2 the proposed Draft Plan provides an efficient land use pattern that encourages a range and mix of compact, intensive residential forms and open space on lands designated for these purposes and situated within the City's Urban Growth Boundary. In our opinion, the proposed land use pattern and road system: promotes an efficient use of land and resources; permits densities that support efficient development and transit services; and encourages active transportation. The subject lands are also located in the vicinity of lands planned for a variety range of residential development, regional-servicing shopping areas, employment activities and public open space, and, in our opinion, a complementary mix of residential and open space uses are proposed for the Site. Additionally, the property is supported by the City's arterial road network, municipal servicing infrastructure (existing and planned) and public service facilities. It is also anticipated that as development in this area progresses, transit service will be made available within convenient walking distance of the subject lands.

Regarding Policy 1.4.3, implementation of this proposal would facilitate compact residential types that are compatible with the local development context and support efficient use of existing infrastructure and public services. The mix of residential types planned for the Site would also help the City accommodate its forecasted population growth and achieve its projected housing requirements as set out in The London Plan and related policy documents. Further, the proposal provides for a mix of housing choice within one development site to help address market demands. Higher density residential forms planned along the Bostwick and Pack Road corridors would also provide an intensive scale of development to support future transit service.

Respecting Policy 1.6.6.7, Section 10 of this Report addresses the stormwater management (SWM) strategy proposed for this development and illustrates that the design would promote best management practices.

In relation to Policy 1.6.7.1, as discussed in Section 11.1 of this Report, Arcadis IBI Group completed a site-specific Transportation Assessment in support of the proposed Draft Plan, as well as a Bostwick Road Area Master Transportation Study (MTS) which evaluated the regional traffic impacts of three major developments proximate to the Site (including Westwinds). The MTS study report, dated August 30, 2023, provides a long-term and coordinated assessment of the broader transportation impacts of development in the area with consideration of major changes planned for the transportation network over the next 10-15 years. As set out in the Executive Summary of this report, Arcadis IBI Group concludes that the three planned developments can be safely accommodated by the adjacent road network with consideration of the study recommendations and based on the assumption that the City implements all planned road network and transit route modifications in accordance with the timelines specified in the Development Charges Background Study.

In light of these findings, Arcadis IBI Group completed the site-specific assessment for Westwinds. As set out in an associated study memorandum (Addendum #1), dated January 4, 2024, Arcadis IBI Group concludes that the proposed development can be accommodated by the adjacent road

network with consideration of study recommendations generally summarized in Section 11.1 of this Report.

With respect to Policy 1.6.7.4, the subject lands are situated within a development area that includes a range of commercial/office development, institutional uses, public facilities and neighbourhood parks. The Site's location relative to this mix of uses would help future residents minimize the length and frequency of vehicle trips. The design layout of the proposed Draft Plan would also support alternative transportation modes and future transit connections.

Taking these matters into consideration, it is our opinion that the proposal satisfies the referenced policies of Section 1.0 of the PPS.

2.2.2 Wise Use and Management of Resources

Section 2.0 of the PPS sets out that the long-term prosperity, environmental health and social well-being of Ontario depends, in part, on conserving natural heritage and agricultural resources for their economic, environmental and social benefits. Accordingly, this Section of the PPS establishes a number of policies that serve to protect sensitive natural features and water resources.

Pursuant to Map 5 (Natural Heritage) of the City's Official Plan, an Unevaluated Vegetation Patch is contained within the Site (Patch 10066). Map 5 also identifies that the subject lands contain a small area of Valleylands adjacent to Patch 10066 (refer to **Figure 3** of this Report).

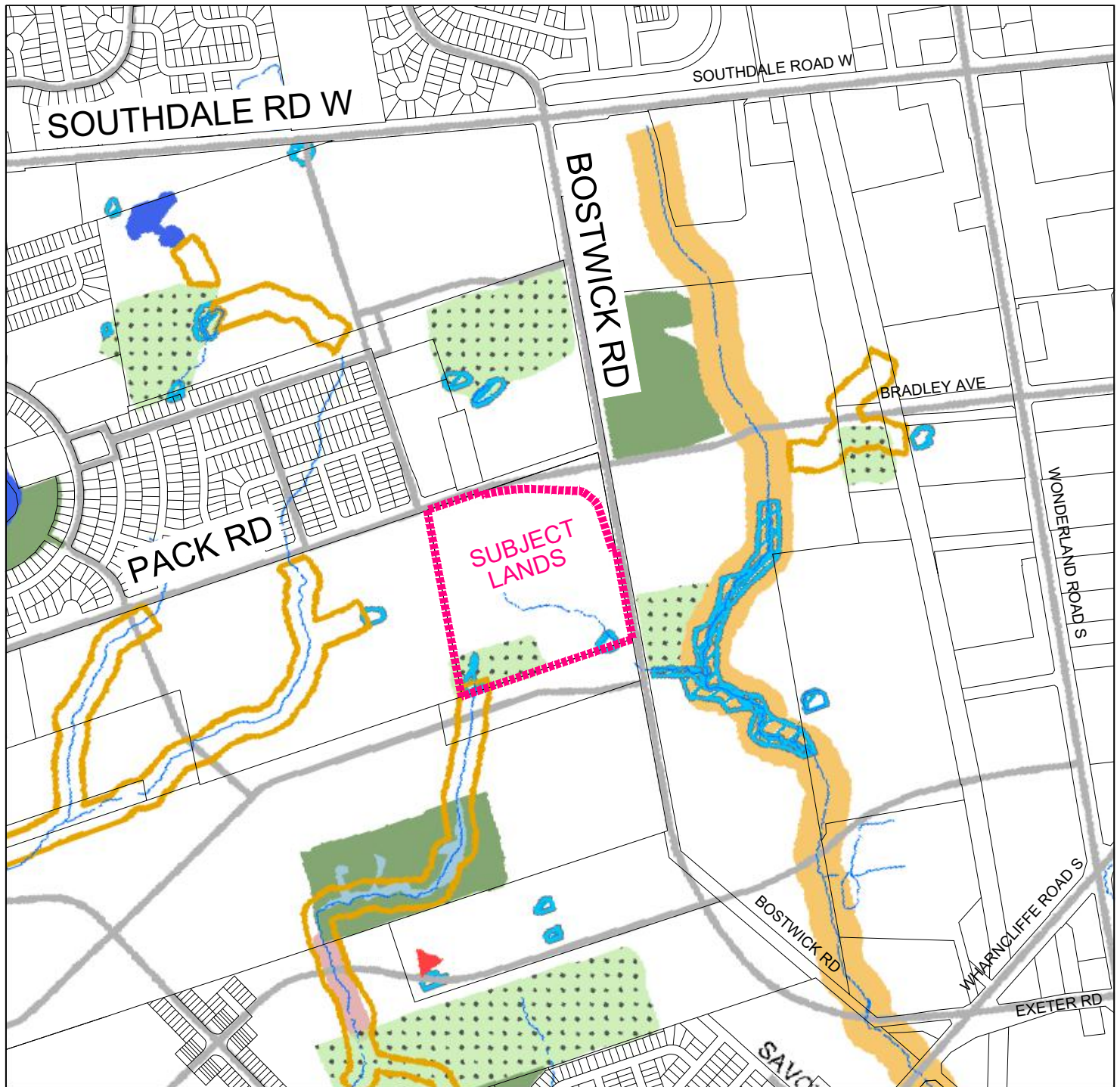
Additionally:

- Map 6 (Hazards and Natural Resources) of The London Plan identifies that the northeastern portion of the Site are located within the Upper Thames River Conservation Authority (UTRCA) Regulated Area (refer to **Figure 4** of this Report); and
- The northeastern portion of the subject property is located within the Dingman Screening Area developed by the UTRCA.

Policies: Given this context, in our opinion, the following policies of Section 2.1 (Natural Heritage) and Section 2.2 (Water) of the PPS have particular relevance to this development proposal.

Natural Heritage:

1. Policy 2.1.1 states that natural features and areas shall be protected for the long term;
2. Policy 2.1.8 prescribes that development and site alteration shall not be permitted on lands adjacent to significant natural heritage features unless it has been demonstrated that the development would have no negative impacts on these natural features or on their ecological function;



- UNEVALUATED VEGETATION PATCHES
- SIGNIFICANT WOODLANDS
- SIGNIFICANT VALLEY LANDS
- VALLEYLANDS
- POTENTIAL NATURALIZATION AREAS

Figure 3
The London Plan
 Map 5
 Natural Heritage

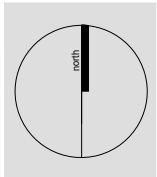
SUBJECT LANDS

540 BINGEMANS CENTRE DR.
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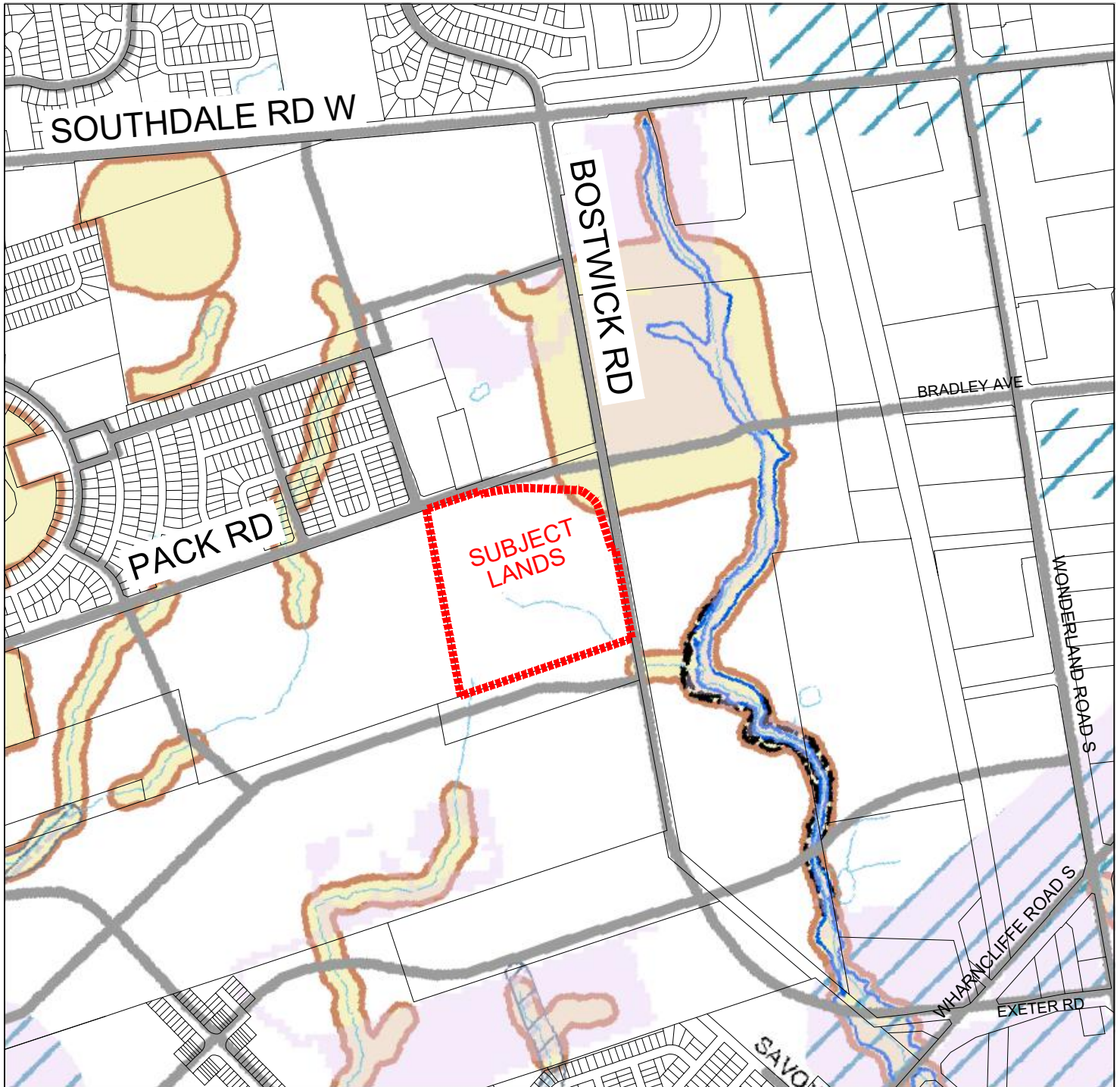
PLANNING
 URBAN DESIGN
 & LANDSCAPE
 ARCHITECTURE
 MHBC PLANNING

DATE: August 24, 2023




SCALE 1 : 12,500



P:\14212\D1\Graphics\Figure 5
 The London Plan - Map 5 - Natural Heritage - 24Aug2023



HAZARDS

-  CONSERVATION AUTHORITY REGULATION LIMIT
-  MAXIMUM HAZARD LINE
-  RIVERINE EROSION HAZARD LIMIT FOR CONFINED SYSTEMS

NATURAL RESOURCES




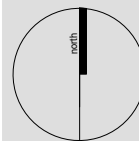
-  WELLHEAD PROTECTION AREAS
-  SIGNIFICANT GROUNDWATER RECHARGE AREA
-  HIGHLY VULNERABLE AQUIFERS

Figure 4
The London Plan
 Map 6
 Hazards and Natural Resources

 **SUBJECT LANDS**



Water:

3. Policy 2.2.1 f) states that planning authorities shall implement necessary development and site alteration restrictions (1) to protect drinking water supplies and designated vulnerable areas and (2) to protect, improve or restore sensitive surface and ground water features, and their hydrologic functions; and
4. Policy 2.2.2 prescribes that development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features such that these features and their related hydrologic functions will be protected, improved or restored. It is further stated in this Policy that mitigative measures and/or alternative development approaches may be required in order to protect, improve or restore sensitive features and their hydrologic functions.

Commentary: Respecting Policies 2.1.1 and 2.1.8, the Environmental Impact Study (EIS) prepared by MTE Consultants Inc. (MTE), dated September 20, 2023, provides additional guidance for the protection of natural heritage system features and functions associated with the Site (e.g., mitigation measures, restoration strategies, monitoring programs). As stated in Section 8.0 (Summary and Conclusions) of the EIS, "This EIS has identified and set out recommendations to mitigate for direct impacts to the Wetlands, Woodland, and Valleyland within and adjacent to the Subject Lands. ... Recommendations are also provided to protect the natural heritage features from indirect impacts, such as erosion and sediment control measures. No net impacts to the significant natural heritage system are anticipated." The EIS will be submitted as part of the Draft Plan application.

Respecting Policies 2.2.1 e) and 2.2.2, a hydrogeological investigation has been completed by EXP Services Inc. (EXP) in support of the Draft Plan application. Section 1.2 of the associated Hydrological Assessment report, dated May 25, 2023, sets out the general purpose of the study:

"The purpose of the hydrogeological assessment was to examine the soil, groundwater, and surface water conditions at the Site by advancing a series of boreholes, monitoring wells and piezometers at locations chosen by EXP... Subsoil and groundwater information from the previously completed geotechnical investigations prepared by EXP in 2019 was used to assist in the preparation of this report.

Findings and recommendations in relation to these matters, including water quality monitoring considerations, are detailed in the associated study report, which will be included with the Draft Plan application.

In our opinion, the EIS and Hydrogeological Assessment identify appropriate mitigation measures to satisfy the referenced policies of Section 2.0 of the PPS.

2.2.3 Protecting Public Health and Safety

The vision defined in the PPS acknowledges that the long-term prosperity, environmental health and social well-being of Ontario depends, in part, on reducing the potential public cost and risk

associated with natural or human-made hazards. Accordingly, Section 3.0 of the PPS states a number of policies designed to direct development away from natural and human-made hazards where there is an unacceptable risk (1) to public health or safety or (2) of property damage. In our opinion, the following policies of Section 3.1 (Natural Hazards) are pertinent to this Draft Plan.

Policies: In our opinion, the following policies of Section 3.1 (Natural Hazards) are pertinent to this Draft Plan:

1. Policy 3.1.1 generally directs development to areas outside of hazardous lands adjacent to river, stream and small inland lake systems impacted by flooding hazards; and
2. Policy 3.1.2 d) prescribes that development and site alteration shall not be permitted within a floodway regardless of whether the area of inundation contains high points not subject to flooding.

Commentary: The aforementioned EIS will guide the protection of natural heritage system features and functions associated with the Site and will include recommendations respecting development in proximity to natural areas.

2.2.4 Conclusion

In light of these considerations and our broader evaluation of this proposal relative to the policies of the PPS, it is our opinion that this proposal is consistent with this policy document.

3.0 Official Plan

3.1 Framework

Policy 4.6 of the PPS states that Official Plans are the most important vehicle for implementation of the Provincial Policy Statement. It is further stated that Official Plans shall identify provincial interests and set out appropriate land use designations and policies. Accordingly, this proposal has been assessed relative to the applicable policies set out by the City of London Official Plan framework, which includes the City's Official Plan and Southwest Area Plan (SWAP).

3.2 City of London Official Plan (The London Plan)

3.2.1 Status

The City of London Council adopted a new Official Plan on June 23, 2016 and the Ministry of Municipal Affairs (MMA) issued its approval of The London Plan, with modifications, on December 30, 2016. Several policies and schedules of this Official Plan applicable to the Site were appealed, and were subject to adjudication by the Ontario Land Tribunal and its predecessors (Case No. OLT-22-002286). The Tribunal, in its Decision issued May 25, 2022, resolved the final phase of the general policy appeals and ordered The London Plan to be fully in-force (excluding outstanding site-specific appeals).

3.2.2 Place Types (Map 1, The London Plan)

Figure 5 of this Report illustrates that the Site is predominately designated Neighbourhoods pursuant to Map 1 (Place Types) of the Official Plan. This figure also illustrates that the portion of the Site containing Patch 10066 is designated Environmental Review place type.

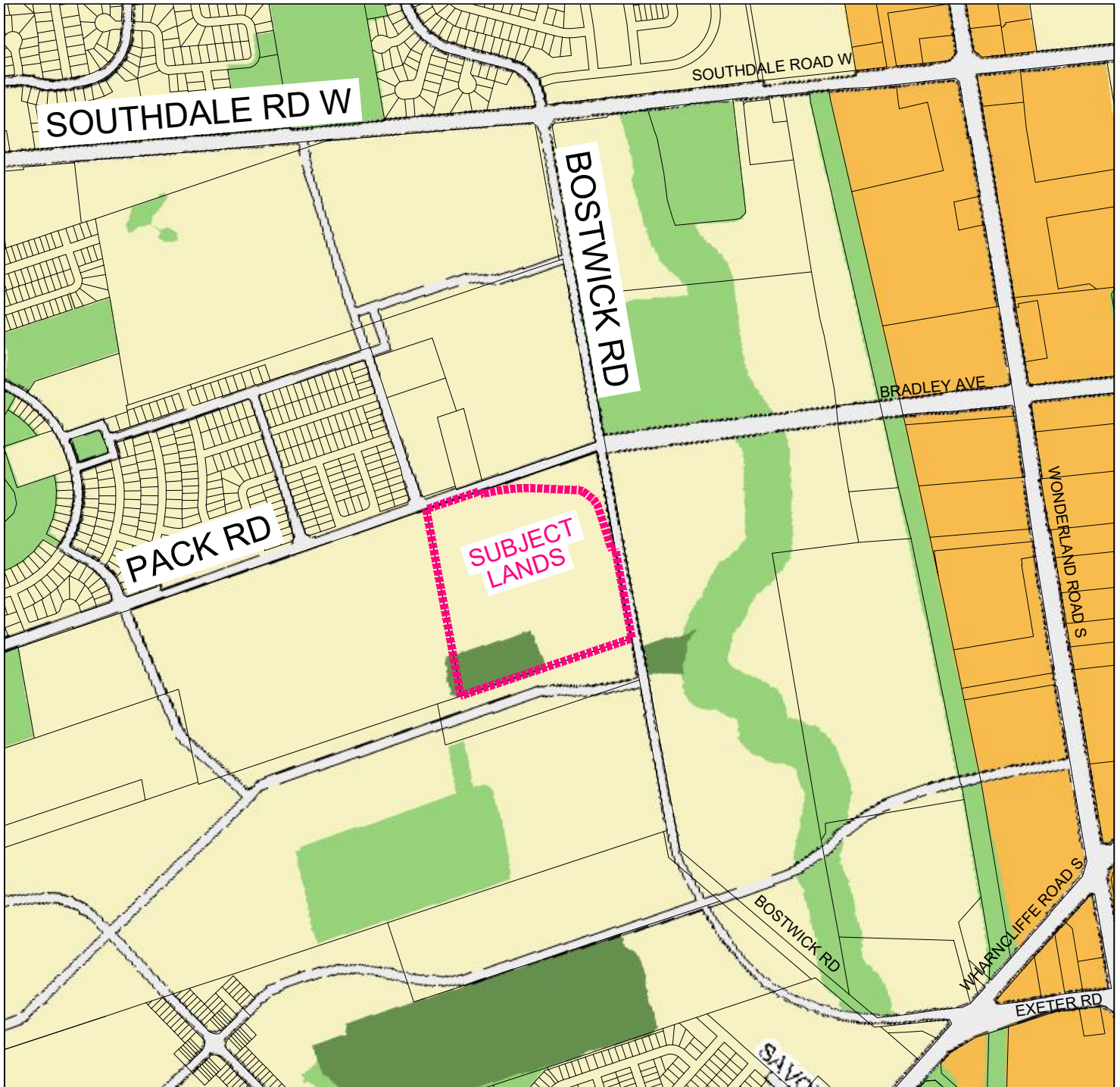
3.2.3 Policy Overview

Considering these applicable designations and the scope of this proposal, in our opinion, the Our Strategy, Our City, City Building, Place Type Policies and Secondary Plans parts of The London Plan contain policies applicable to the development and open space components of this project.

The following discussion (1) summarizes, in our opinion, the core policies of The London Plan respecting this proposal and (2) evaluates the merits of this project relative to this policy framework.

3.2.4 Our Strategy

Policies: The Our Strategy part of The London Plan contains a series of policies that address the core values, vision and key directions of the Plan to help guide planning and city building activities. The core values of this Official Plan are set out in Policy 52, and include a number of themes relating to development proposals (e.g., be collaborative, be innovative, think sustainable). Further, Policy

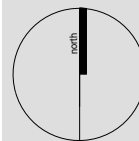


- NEIGHBOURHOODS
- SHOPPING AREA
- GREEN SPACE
- ENVIRONMENTAL REVIEW

Figure 5
The London Plan

Existing
Map 1
Place Types

SUBJECT LANDS



53 defines the vision for The London Plan to provide a focus for planning decisions: “London 2035: Exciting, Exceptional, Connected”.

Policies 54 to 63 define the eight key directions to help achieve this broad vision and to guide planning development to the year 2035 (being The London Plan’s 20-year planning horizon). In our opinion, the following key directions and associated planning strategies have particular relevance to this Draft Plan proposal:

“55_ Direction #1 Plan strategically for a prosperous city

1. Plan for and promote strong and consistent growth and a vibrant business environment that offers a wide range of economic opportunities.
5. Invest in an infrastructure system that is sustainable, reliable, secure, affordable, and in compliance with regulatory criteria.
11. Plan for cost-efficient growth patterns that use our financial resources wisely.

58_ Direction #4 Become one of the greenest cities in Canada

4. Protect and enhance the health of our Natural Heritage System.
5. Manage growth in ways that support green and active forms of mobility.
7. Practice and promote sustainable forms of development.
11. Implement green infrastructure and low impact development strategies.

59_ Direction #5 Build a mixed-use compact city

2. Plan to achieve a compact, contiguous pattern of growth – looking “inward and upward”.
5. Ensure a mix of housing types within our neighbourhoods so that they are complete and support aging in place.
7. Build quality public spaces and pedestrian environments that support walking.
8. Manage outward growth through the use of an Urban Growth Boundary and by supporting infill and intensification in meaningful ways.

61_ Direction #7 Build strong, healthy and attractive neighbourhoods for everyone

1. Plan for healthy neighbourhoods that promote active living, provide healthy housing options, offer social connectedness, afford safe environments, and supply well distributed health services.
2. 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.
3. Implement “placemaking” by promoting neighbourhood design that creates safe, diverse, walkable, healthy, and connected communities, creating a sense of place and character.

62_ Direction #8 Make wise planning decisions

1. Ensure that all planning decisions and municipal projects conform with The London Plan and are consistent with the Provincial Policy Statement.
2. Plan for sustainability – balance economic, environmental, and social considerations in all planning decisions.
6. Plan for an affordable, sustainable system of infrastructure that will support the implementation of this Plan.
8. Avoid current and future land use conflicts – mitigate conflicts where they cannot be avoided.
9. Ensure new development is a good fit within the context of an existing neighbourhood.”

Commentary: It is our opinion that the proposed Draft Plan supports the key directions set out in the referenced policies, as the development:

- Promotes cost-effective development that efficiently utilizes existing and new servicing infrastructure to accommodate project needs;
- Encourages a compact and contiguous growth pattern on lands that benefit from excellent accessibility to the City’s arterial road network and proximity to regional-scale shopping areas, employment opportunities, community facilities and parkland;
- Broadens housing choice in the Bostwick community to accommodate a range of households (by providing a mix of residential types and densities);
- Contributes to a complete community in the vicinity of the Site by providing a mix of housing forms, open space, and active transportation systems to promote inclusive, healthy, safe and connected neighbourhoods;
- Integrates a land use pattern that: is in keeping with Provincial and City planning policies; is compatible with the existing development context; and should not generate adverse land use impacts;
- Evaluates sustainable development features in conjunction with the detailed design phase of the subdivision approval process; and
- Identifies an appropriate development strategy for these lands, recognizing the environmental features of Patch 10066 and the groundwater regime.

3.2.5 Our City

Policies: The Our City part of The London Plan contains policies and schedules relating to the City Structure Plan that, in our opinion, have particular relevance to the proposed Draft Plan.

Policy 69 of this Official Plan states that the City Structure Plan establishes a framework for London’s growth for the 20-year planning horizon and informs other policies of the Plan. Policy 70

of this Official Plan further prescribes that, “All of the planning we do will be in conformity with the City Structure Plan ... Planning and development applications will only be approved if they conform with the City Structure Plan.”

The City Structure Plan is set out in five associated frameworks: growth, green, mobility, economic, and community. Policies 71 to 146 provide policy direction relating to each of these frameworks. Within this policy structure, the subject property is located within the Urban Growth Boundary and outside of the City’s Built-Area Boundary and Primary Transit Area pursuant to Figures 1, 2 and 3 of The London Plan, respectively.

Commentary: In our opinion, the development context associated with this Draft Plan proposal is in keeping with the City Structure Plan, and the proposed Draft Plan has regard for the applicable policies and schedules relating to the five frameworks. Notably, Policy 72 states that Urban Place Types, including the Neighbourhoods place type, are only permitted within the Urban Growth Boundary.

Policies: Additionally, Our City policies detail the City’s strategy for growth servicing and financing (Policies 166 to 183). The principal objective of these policies is described in Policy 166, “The city’s structure could not operate successfully without sustainable, secure, reliable, and affordable infrastructure”. Further, Policy 168 states that municipal services will be planned on a long-term basis to support the City Structure Plan.

In our opinion, the following policies of this section are also relevant to this proposal:

“172_ The City shall be satisfied that adequate municipal infrastructure services can be supplied prior to any development or intensification proceeding

173_ Planning and development approvals will be discouraged where planned servicing capacity to accommodate the proposed use is not expected to become available within a five year time frame.

174_ Changes in place type and zoning that would result in the underutilization of previously planned and constructed municipal infrastructure will be discouraged.

177_ A fundamental principle that will be followed for growth financing is that growth will pay for growth, meaning that growth-related capital costs will be recovered from revenues generated from new development.”

Commentary. Sections 7 to 11 and Section 13 of this Report address the servicing and financing strategy associated with the proposed Draft Plan. In our opinion, the details provided in these Sections illustrate that the servicing and financial arrangement being developed for this project would support the intent, and components, of the aforementioned policies. Additional details respecting servicing and financial elements of this proposed subdivision are included in technical reports submitted with the Draft Plan application.

3.2.6 City Building

a. City Design Policies

Policies: Within the City Building part of this Official Plan, the City Design chapter provides a series of urban design policies. Policies 189 to 306 of this Official Plan define the City Design policies that are intended to guide the character and form of development.

The overarching objectives of these policies are outlined in Policy 193:

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

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

Commentary: In our opinion, the project description and development block layouts presented in this Report demonstrate that this project has been designed to achieve these broad objectives. Further, it is our opinion that the project design aligns with the intent of the character, street network, streetscape, public space, site layout and building form policies set out in the City Design section of the Official Plan. Of particular relevance to this proposal are those policies related to the establishment of neighbourhood character and placemaking, including the following:

“197_ The built form will be designed to have a sense of place and character consistent with the planned vision of the place type, by using such things as topography, street patterns, lotting patterns, streetscapes, public spaces, landscapes, site layout, buildings, materials and cultural heritage.

199_ All planning and development proposals within existing and new neighbourhoods will be required to articulate the neighbourhood’s character and demonstrate how the proposal has been designed to fit within that context. The Our Tools chapter and the Residential Intensification policies in the Neighbourhoods Place Type chapter of this Plan provide further guidance for such proposals.

- 202_ Buildings and public spaces at key entry points into neighbourhoods will be designed to help establish a neighbourhood's character and identity.
- 203_ Neighbourhoods should be planned to include one or more identifiable and accessible focal points that contributes to the neighbourhood's character and allows for community gathering.
- 204_ Natural heritage is an important contributor to the character of an area and influences the overall street network. Neighbourhoods should be designed to preserve or create views to natural heritage features and landmarks through lotting patterns, street patterns, or building placement.
- 212_ The configuration of streets planned for new neighbourhoods will be of a grid, or a modified grid, pattern. Cul-de-sacs, deadends, and other street patterns which inhibit such street networks should be minimized. To ensure connectivity and integration with existing and planned neighbourhoods, new neighbourhood street networks will generally be designed to have connections to existing and future neighbourhoods.
- 244_ Public spaces will be located and designed to help establish the character and sense of place of the surrounding area and, where applicable, the positive image of our city.
- 252_ The site layout of new development should be designed to respond to its context and the existing and planned character of the surrounding area.
- 253_ Site layout should be designed to minimize and mitigate impacts on adjacent properties.
- 255_ Site layout will promote connectivity and safe movement for pedestrians, cyclists, and motorists between, and within, sites.
- 298_ Design measures relating to building height, scale and massing should be used to provide a transition between development of significantly different intensities, considering the existing and planned context."

It is our opinion that the land use pattern and housing mix associated with the proposed Draft Plan are in keeping with the aforementioned design direction. Most notably, the streetscape design and the planned housing types are intended to promote a definable sense of place and a recognizable community character, and preserve existing natural heritage features (where appropriate). It is also anticipated that as multiple-unit designs for Blocks 8, 9, 11 and 12 advance, contemporary urban design elements would be utilized to enhance the development's character and functionality.

The following represent key urban design considerations to be considered as project planning advances:

- The proposed mix of uses, residential building forms and site layout are to be designed to provide a positive addition to the Bostwick Residential Neighbourhood and would incorporate a high standard of architectural design. In this respect, the proposed development is to create a strong sense of place by combining a range of residential types, parkland and open space features into a cohesive development;

- The proposed development would help to enhance the pedestrian environment and street edge along Bostwick Road and Pack Road by promoting street-oriented building designs that are to be transit-supportive;
- Proposed tower podiums would integrate articulated façades, prominent entrances and reduced building setbacks to help enhance the pedestrian character and to help frame the street edge;
- The parking arrangement for the towers would include surface parking areas largely screened from Bostwick Road and Pack Road by the building mass and landscape elements. Pedestrian walkways would be provided within surface parking areas;
- Sidewalks and multi-use pathway connections are planned to support active transportation, access to community parkland, and convenient connections to future transit stops;
- Limited vehicular accesses would be provided from Bostwick Road and Pack Road to minimize the potential impacts on traffic movement proximate to the Site; and
- Various landscaping treatments would be provided along the interface of the residential blocks with the public streets and adjacent residential development to help establish an attractive transition from the public to private realms. Appropriate lighting would also be provided to enhance safety and the pedestrian environment throughout the Site.

3.2.7 Place Type Policies

a. Neighbourhoods Place Type

Vision and Objectives:

Policies: Policy 916 sets out an overall vision for development in the Neighbourhoods place type, "... our neighbourhoods will be vibrant, exciting places to live, that help us to connect with one another and give us a sense of community well-being and quality of life."

Eight principal elements are also defined in this Policy to help achieve the vision statement:

1. A strong neighbourhood character, sense of place and identity.
2. Attractive streetscapes, buildings, and public spaces.
3. A diversity of housing choices allowing for affordability and giving people the opportunity to remain in their neighbourhoods as they age if they choose to do so.
4. Well-connected neighbourhoods, from place to place within the neighbourhood and to other locations in the city such as the downtown.
5. Lots of safe, comfortable, convenient, and attractive alternatives for mobility.
6. Easy access to daily goods and services within walking distance.
7. Employment opportunities close to where we live.
8. Parks, pathways, and recreational opportunities that strengthen community identity and serve as connectors and gathering places."

Further, Policy 918 provides additional direction regarding how this broad vision will be achieved, including these policies which, in our opinion, are relevant to this Draft Plan proposal:

- “1. Through the review of all planning and development applications, neighbourhoods will be designed to create and enhance a strong neighbourhood character, sense of place and identity.
2. Neighbourhoods will be planned for diversity and mix and should avoid the broad segregation of different housing types, intensities, and forms.
7. Street networks within neighbourhoods will be designed to be pedestrian, cycling and transit-oriented, giving first priority to these forms of mobility.
11. Our public spaces and facilities within neighbourhoods will be designed to be accessible to all populations.
12. Neighbourhoods will be designed to protect the Natural Heritage System, adding to neighbourhood health, identity and sense of place.”

Commentary: In our opinion, the Draft Plan layout integrates several components to support the broad vision of the Neighbourhoods place type and the related objectives of Policy 918. Most notably:

- The land use pattern is intended to promote a distinctive character and respond to the local development context;
- The development plan promotes a range of residential types to help meet market demands in the Bostwick community;
- The internal circulation system is designed to encourage neighbourhood connectivity and offer mobility options by way of linkages to the City’s arterial road network and future multi-use pathway, and by encouraging transit-supportive development;
- A neighbourhood park is proposed at a central location and would be accessible from the internal road system and the proposed open space corridor. This corridor is intended to accommodate existing natural features and drainage functions, stormwater management facilities, pathways, passive recreational space and naturalization opportunities;
- The proposed development is located in close proximity to institutional uses, a community park and the Wonderland Road South commercial corridor. This commercial area (1) contains a variety of service/retail commercial businesses to accommodate daily needs and (2) provides employment opportunities for future residents.

Use, Form and Intensity:

Policies: Several residential forms and secondary uses (e.g., retail/service commercial activities, community facilities, small-scale offices) are permitted in the Neighbourhoods place type

contingent, in part, on the adjacent road network. With respect to the proposed Draft Plan, Map 3 (Street Classifications) of The London Plan categorizes the adjacent sections of Bostwick Road and Pack Road as Civic Boulevards. It is also anticipated that Streets A, B and C would be classified as a Neighbourhood Streets.

Development permissions in this designation are also related to the location of properties within the aforementioned City Structure Plan. In this regard, the Site is located outside of both Central London and the Primary Transit Area as identified on Figure 20 (City Structure Composite) of the Official Plan.

Tables 10 and 11 of the Official Plan generally specify the following land use, development intensity and residential type permissions applicable to lands with these attributes:

- Lands fronting Neighbourhood Streets (local streets) may be developed for a limited range of low density residential types (e.g., single detached, semi-detached, duplex dwellings, townhouses). Building heights at these locations are permitted to range from one to three storeys; and
- Lands fronting Civic Boulevards (arterial roads) may be developed for the low density residential types permitted for Neighbourhood Streets as well as triplexes, fourplexes, stacked townhouses and low-rise apartments. Building heights at these locations are to range from two storeys to a standard maximum height of four storeys and an upper maximum height of six storeys.

Commentary: In our opinion, the residential uses integrated into the proposed Draft Plan are largely in keeping with the land use permissions of the Official Plan. However, as detailed in Section 4.1.3 of this Report, the building heights proposed along the Bostwick Road and Pack Road corridors exceed the standard permissions for the Neighbourhoods place type.

b. Environmental Review Place Type

Policies. Policy 780 of The London Plan identifies that in addition to the defined components of the Natural Heritage System which are designated as Green Space place type, other lands identified on Map 5 (Natural Heritage) may contain significant natural features and areas, and important ecological functions. It is further stated in this Policy that these lands are designated Environmental Review place type and are to be protected pending the completion, review and acceptance of a detailed environmental study.

Commentary: As set out in the Draft Plan, medium density residential development is proposed for a portion of the Patch 10066 lands currently designated Environmental Review. The function of the land has been confirmed through the EIS completed by MTE, as summarized in Section 6.1.1 of this Report. Based on study findings, this woodland feature is not a significant component of the City's natural heritage system. A removal and compensation strategy for the woodland is outlined in the EIS and generally discussed in Section of this Report.

In light of the findings of the EIS, the Neighbourhoods place type is proposed for a portion of the lands designated Environmental Review (generally encompassed by Block 12). The Green Space place type is proposed for the open space corridor encompassed in Blocks 15 and 16, which includes a retained portion of Patch 10066.

3.2.8 Secondary Plans

Policy 1556 of The London Plan identifies the purpose of Secondary Plans at the outset of this part of the Plan:

“1556_ Where there is a need to elaborate on the parent policies of The London Plan, or where it is important to coordinate the development of multiple properties, a secondary plan may be prepared by the City of London. Secondary plans will allow for a comprehensive study of a secondary planning area, considering all of the City Building and Environmental Policies of this Plan.”

Policy 1558 also states the following in relation to the status of the Secondary Plans:

“Secondary plans will be adopted by City Council and form part of The London Plan. Where there is a conflict or inconsistency between the parent policies or maps of The London Plan and the policies or maps of a secondary plan, the secondary plan policies or maps will prevail.”

The SWAP provides specific policy direction in relation to land use, development intensity and building form. Notably, Section 4.1.3 of this Report identifies that the applicable maximum building height permissions set out in the SWAP exceed those prescribed in Tables 10 and 11 of The London Plan for the Neighbourhoods place type.

3.2.9 Our Tools

3.2.9.1 Guideline Documents

Within the Our Tools part of the Official Plan, Policy 1712 identifies that, “City Council may adopt guideline documents to provide direction for the implementation of the policies of this Plan or to guide development of a specific area”. Policy 1716 itemizes a number of approved guidelines, including the City of London Placemaking Guidelines which, in our opinion is of particular relevance to this proposal.

City of London Placemaking Guidelines

The City of London Placemaking Guidelines document, dated November 2007, is intended to promote liveable communities, an identifiable character and a sense of place. The following summarizes the principal (core) guidelines that provided design direction for the Draft Plan configuration and the conceptual block layouts.

Site Context and Community Elements

- Establish key social and pedestrian connections between new development and the existing fabric of the city.
- Develop an overall concept plan which clearly identifies the relationship between land uses, built form and natural features of the community.
- Develop the concept plan with specific built form types and requirements in mind while allowing for future flexibility.
- Develop a circulation plan identifying where linkages will be established to support pedestrian, automobile, cycling movements throughout the community.
- Identify key streetscapes and coordinate the conceptual design and location of landscaping and built forms.
- Buildings should be located close to the street and should be architecturally articulated to provide an appropriate level of detail that will visually animate the streetscape.

Pedestrian Environments

- Use landscaping strategically to enhance the pedestrian environment.
- Design pedestrian environments that provide a sense of safety and separation from automobile traffic.
- Design roadways so that they calm traffic and keep car speeds to a minimum.
- Orient buildings, their massing, architectural elements and habitable areas so that they promote an eyes-on-the-street approach to streetscapes and public spaces.
- Use architectural and landscape design to enhance visually prominent locations.
- Design buildings and spaces to encourage social interaction.

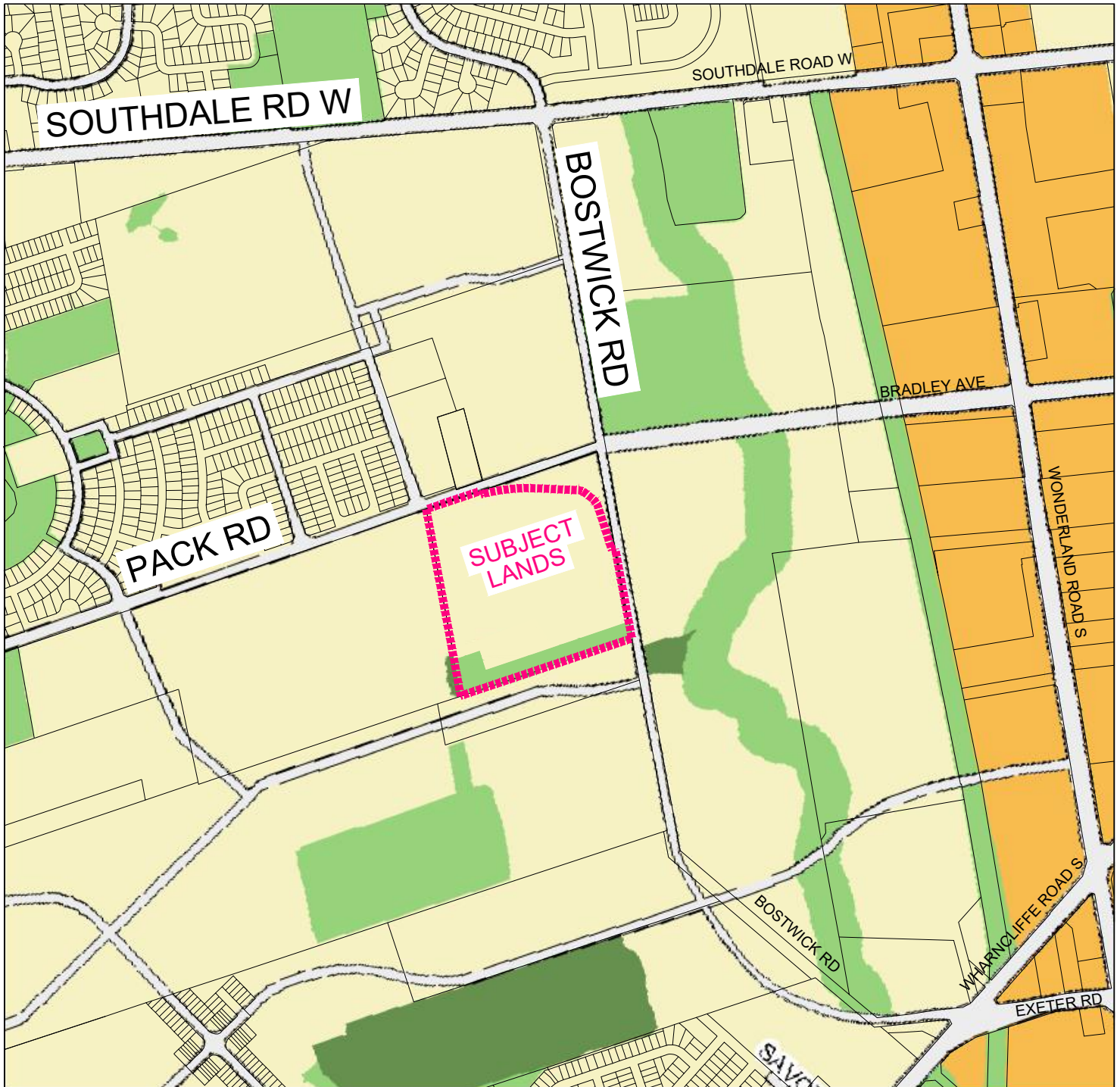
Focal Points, Public Realm and Residential Design

- Design convenient pedestrian linkages to focal points and public transit.
- Plan institutional uses so that their building forms complement the streetscape and contribute to the design concept.
- Avoid architectural designs that are ubiquitous and non-descript because they do not contribute to a sense of place.

3.2.10 Conclusion

In our opinion, the discussion outlined in Sections 1.3 and 7.0 of this Report demonstrates that the intended land uses and design components of the proposed Draft Plan support the broad vision and guiding objectives of The London Plan. In this regard, the land use pattern associated with the proposed Draft Plan is compatible with the surrounding development context, provides for higher density residential housing at appropriate locations, protects environmental features and promotes pedestrian connectivity. Moreover, the Draft Plan generally aligns with the development permissions prescribed for the Neighbourhoods place type; recognizing that the project is subject to the more detailed policies of the SWAP.

A site-specific Official Plan Amendment (OPA) is required to reflect the land use pattern associated with the proposed Draft Plan. In particular, Map 1 will need to be amended to redesignate (1) the portion of the Environmental Review place type applying to Block 12 to Neighbourhoods and (2) the lands encompassed in Blocks 14 to 16 from Neighbourhoods and Environmental Review to Green Space. **Figure 6** of this Report illustrates the proposed revisions to Map 1.



- NEIGHBOURHOODS
- SHOPPING AREA
- GREEN SPACE
- ENVIRONMENTAL REVIEW

Figure 6
The London Plan

Proposed
Map 1
Place Types

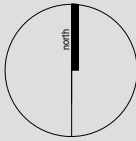
SUBJECT LANDS


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P:\14212\D1\Graphics\Figure 5
 The London Plan - Proposed Map 1 - Place Types - 06Sept2023

4.0 Southwest Area Plan

4.1 General

4.1.1 Vision

Section 20.5.1.3 of the Southwest Area Plan identifies a broad vision statement for this Secondary Plan. In our opinion, the following component of the vision statement effectively defines the fundamental objective of this planning document:

“This Plan ... places an emphasis on promoting sustainable growth patterns, attractive urbanism, strong neighbourhoods, the protection of significant natural heritage features and built and cultural heritage, and the qualities that are unique to the southwest quadrant of the city.”

4.1.2 Planned Function and Development Characteristics

Section 20.5.5 of the SWAP outlines that this Secondary Plan includes a policy framework based on specific Neighbourhoods. The policies of these neighbourhoods set out specific functions and characteristics for local development, and help achieve the broad vision of this Plan. As discussed in Section 1.2 of this Report, within the context of the SWAP, the subject lands form part of the Bostwick Residential Neighbourhood.

Section 20.5.9 i) of the Secondary Plan sets out the intended function of the Bostwick community relative to the intended land uses:

“The Bostwick Neighbourhood will provide for residential development with the highest intensity of all of the Residential Neighbourhood Areas in the Southwest Planning Area, to support activities in the Wonderland Boulevard Neighbourhood. The focus for new development is to be on a mix of low to mid-rise housing forms, ranging from single detached dwellings to low rise apartment buildings within individual subdivisions and throughout the neighbourhood. ...

... Higher intensity mid-rise, transit-oriented development is encouraged along portions of the Urban Thoroughfare, Civic Boulevard, Rapid Transit Boulevard, and Main Street network to support the provision of transit services ...”

Additionally, with respect to development character, it is noted in Section 20.5.9 ii) that residential areas will, “... develop as traditional suburban neighbourhoods, with characteristics similar to those found in the older areas of the city, reflecting a compact development, a diversity of building types, and walkable amenities”.

4.2 Development Policies

4.2.1 Overview

The SWAP includes land use policies that are intended to support the planning vision and objectives developed for this planning area.

Figure 7 of this Report identifies the land use pattern for the Site delineated on Schedule 8 (Bostwick Residential Neighbourhood Land Use Designations) of the SWAP. As illustrated, the subject lands are predominately designated Low Density Residential and Medium Density Residential, with the Open Space and Environmental Review designation applied to Patch 10066.

The following sets out key SWAP development policies for the Bostwick Residential Neighbourhood applicable to the proposed Draft Plan. It is important to note that pursuant to Section 20.5.1.2 of the Secondary Plan, the permitted use policies of the SWAP prevail over those prescribed in the Official Plan where more detailed or alternate direction is provided in the Secondary Plan.

- i. **Low Density Residential Designation.** Section 20.5.9.1 of the SWAP states that the Low Density Residential designation permits low density forms such as single detached, semi-detached and duplex dwellings, triplexes and fourplexes, townhouses or cluster houses and low-rise apartment buildings. This Section also prescribes that residential densities are to generally range from 25 to 40 units/ha and building heights are not to exceed four storeys.
- ii. **Medium Density Residential Designation.** Section 20.5.9.1 also states that the Medium Density Residential designation permits those residential types allowed for in the Low Density Residential designation. Additionally, a limited range of convenience and personal service commercial uses, small-scale eat-in restaurants, civic and institutional uses such as parks, schools and places of worship, and live-work uses may be permitted in this designation. This Section prescribes that residential densities in the Medium Density Residential designation are to range from 35 to 75 units/ha and building heights are not to exceed six storeys.

Further, Section 20.5.4.1 iv) permits residential densities ranging from 30 to 120 units/ha in this designation for sites (1) fronting Bostwick Road, between Southdale Road West and Wharncliffe Road South, and (2) fronting Pack Road/Bradley Road, between Colonel Talbot Road and Wonderland Road South. As outlined in this Section, "It is intended that Urban Thoroughfares, Civic Boulevards, Rapid Transit Boulevards, and Main Streets can serve as significant routes for public transit services. Specific policies apply along portions of the Urban Thoroughfare, Civic Boulevard, Rapid Transit Boulevard, and Main Street network that are intended to focus intense, medium density housing forms along transit-oriented corridors ...". This Section also prescribes that building heights along these corridors are to range from two to nine storeys.

Section 20.5.4.1 v) sets out policy considerations for the addition or expansion of the Medium Density Residential designation applicable to higher order streets:

**Schedule 8
to the
Southwest Area Secondary Plan

Bostwick
Residential Neighbourhood
Land Use Designations**

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

Incorporates the following Approved Amendments which include map changes: OPA 607, OPA 633, OPA 705, OPA 709, OPA 7

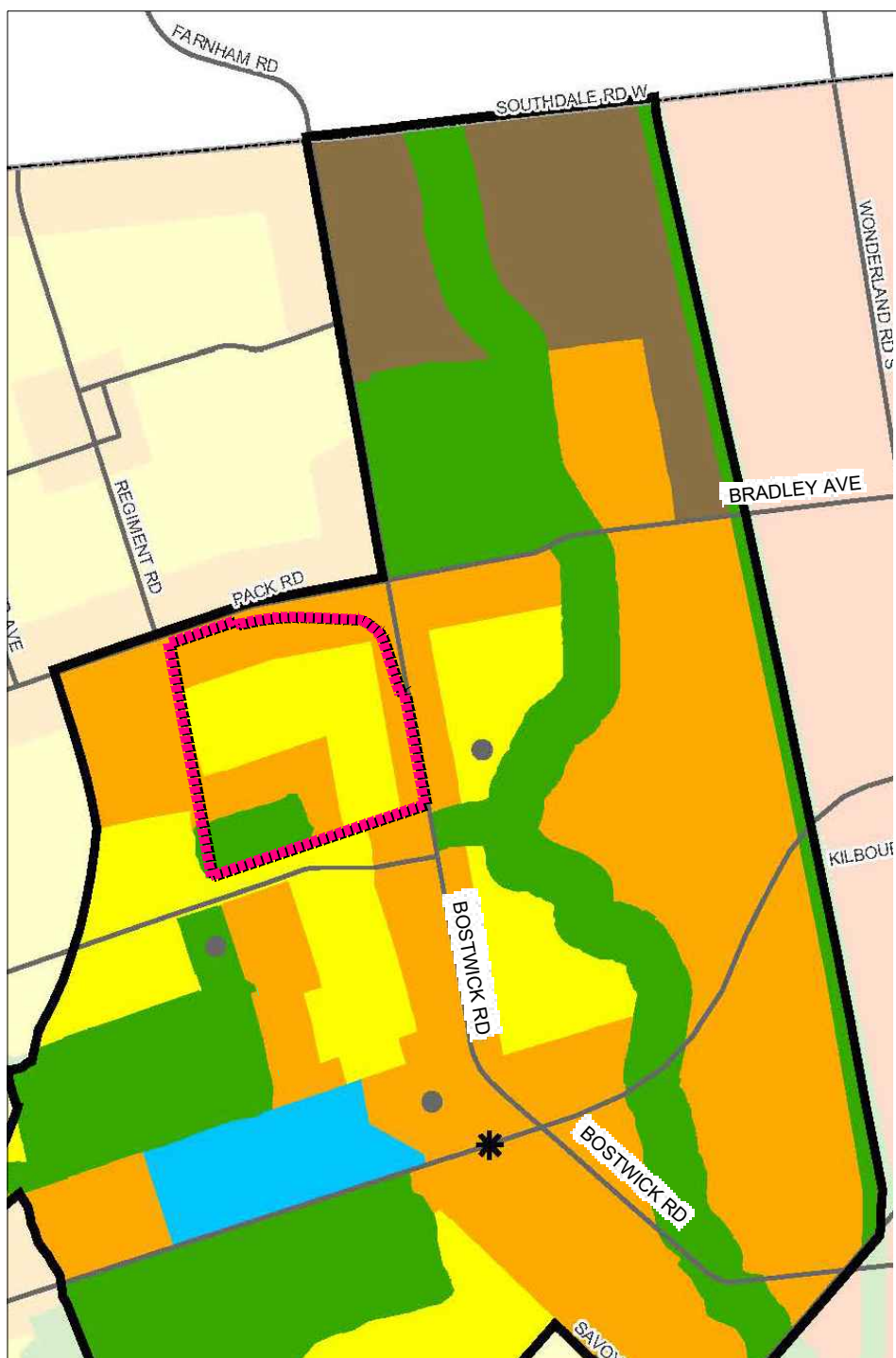
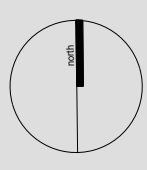


Figure 7
Schedule '8'
Bostwick Residential
Neighbourhood - Land
Use Designations



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

iii. Section 20.5.9.2 sets out development policies for the High Density Residential designation within this Neighbourhood as summarized below:

- Intent: transit oriented, mid-to high-rise residential development that may be mixed-use;
- Permitted Uses: mid- to high-rise apartments, convenience commercial, and community facilities (among others) and;
- Built Form and Intensity: a maximum density of 150 units/unit and a maximum height of 12 storeys and subject to Urban Design policies. Additional height and residential densities may be permitted through a site-specific zoning amendment.

iv. Open Space and Environmental Review. Section 20.5.4.3 of the SWAP states that lands in the Open Space designation are intended for active and passive recreation and are components of the City’s natural heritage system. Notwithstanding, Section 20.5.16.3 states that where lands are designated Environmental Review on Map 1 of The London Plan, Map 1 shall prevail over the Open Space designation on Schedule 4 of the Secondary Plan until an EIS is completed and the designation is amended (as applicable and based on study findings).

4.2.2 Evaluation of Proposed Draft Plan

The proposed Draft Plan is designed to generally align with the land use pattern and development permissions set out in Schedule 8 of the SWAP; with consideration for the interpretation policies of The London Plan set out in the Our Challenge part of the Plan and pursuant to Section 20.5.16.14 of the SWAP. The following summarizes how the development plan has regard for Schedule 8:

- The Low Density Residential (LDR) designation is to be retained for the central portion of the Site and is to accommodate low-rise forms. The portion of the Site planned for this designation measures 2.3 ha in area and yields a total of 56 units (equating to a density of 25 units/ha);
- The Medium Density Residential (MDR) designation is to be retained for portions of the Site fronting Bostwick and Pack Roads, and proximate to Patch 10066. Multiple-unit housing forms including cluster housing, townhouses and low- to mid-rise apartment buildings are planned for these lands. Building heights within these corridors are anticipated to range from two to nine storeys; consistent with the applicable permissions of this designation. Collectively, these development blocks, and adjacent lands intended for medium density housing forms, would encompass a development area of 4.3 ha and yield 334 dwelling units based on assumed lot patterns and conceptual layouts (equating to 79 units/ha).

- The High Density Residential (HDR) designation is proposed to accommodate the intensive development forms proposed for Block 9, with site-specific permissions for increased maximum heights (20 storeys, inclusive of roof level amenity space) and residential density (240 units/ha) set out in the associated zoning (refer to Section 5.2 of this Report).

In our opinion, the redesignation of these lands is appropriate for the Site, compatible with the existing development context and in keeping with the framework of applicable planning policy (including Section 20.5.9). This assessment is based, in part, on consideration of the following merits:

- The property is well suited for high-rise residential towers given its physical size, its position at a strategic intersection of Civic Boulevards, and its proximity to retail/service commercial uses, offices, schools, community facilities, open space, active transportation routes and parkland (existing and planned). In this respect, residents and employees of this development would have convenient access to local shopping, employment and recreational activities. Further, the mix of multiple-unit residential forms planned for the Site would support the diversification, intensification and overall vitality of the Bostwick Residential Neighbourhood and more broadly, the Southwest Planning Area;
- The massing, orientation and articulation of the proposed apartment towers are intended to promote compact, efficient development that is complementary to development planned along the Bostwick Road and Pack Road corridors and supportive of the pedestrian environment. **Appendix D** to this Report provides several conceptual plans prepared by Philip Agar Architect Inc. (Agar Architect) illustrating the massing and principal design elements intended for high-rise forms and cluster development within Block 9;
- The variety of apartment units planned for the proposed towers would broaden housing choice and housing supply within the Bostwick community to respond to market demand;
- Design components intended for the high rise towers would promote attractive and prominent building forms that would contribute positively to the local streetscape, the larger Bostwick Road corridor context and the City's skyline;
- Podium components of the planned towers would integrate articulated façades and prominent entrances to further enhance the pedestrian character along the Bostwick Road and Pack Road streetscapes and to provide convenient access to future active transportation and transit networks;
- The Block 9 parking arrangement is comprised of structured parking and surface parking to the rear of the proposed towers. Parking areas are largely screened from the public realm along Bostwick and Pack Roads, Street A and Street C by the positioning of the planned tower and townhouse forms;

- The proposed tower forms and the associated site layout would be designed to a high standard and would include contemporary urban design elements, where practical and appropriate;
- The proposed high-rises have been positioned to respect and integrate with the existing and planned street alignment for Bostwick and Pack Roads;
- The shadow study prepared by Agar Architect identifies that the building would generate minimal shadow impacts on surrounding buildings and properties (refer to Appendix D);
- Technical assessments indicate that adequate servicing infrastructure is available to accommodate the proposed development intensity and that the project can be safely accommodated by adjacent road network (refer to Sections 8.0 to 11.0 of this Report);
- The proposed site-specific amendment to the City’s Zoning By-law would appropriately implement the intended building design and site layout; and
- In the absence of SWAP policies regarding the addition of the High Density Residential designation to lands in the Bostwick Residential Neighbourhood, in our opinion Section 20.5.4.1 v) referenced above provides direction for this proposal. It is also our opinion that, with consideration for commentary provided in this Report, the application of this designation to Block 9 satisfies the intent of this policy.

Additionally, given the findings of the EIS, medium density residential development is proposed for a portion of Patch 10066; lands currently designated Open Space and Environmental Review. The Medium Density Residential designation is proposed for this area, which is largely encompassed by Block 12. Further, the lands intended for the Open Space corridor (Blocks 15 and 16) are to be redesignated Open Space and Environmental Review.

Figure 8 of this Report illustrates the proposed amendments to Schedule 8 of the SWAP. All corresponding SWAP schedules would also need to be revised to reflect these proposed amendments and the associated realignment of designated streets.

Table 1 summarizes the residential density assessment conducted for this Draft Plan reflecting the approximate boundaries and the unit yields illustrated in the Conceptual Block Layout Plan (refer to Appendix C). A residential density assessment illustrating this analysis is enclosed in **Appendix E**.

Table 1: Residential Density Assessment

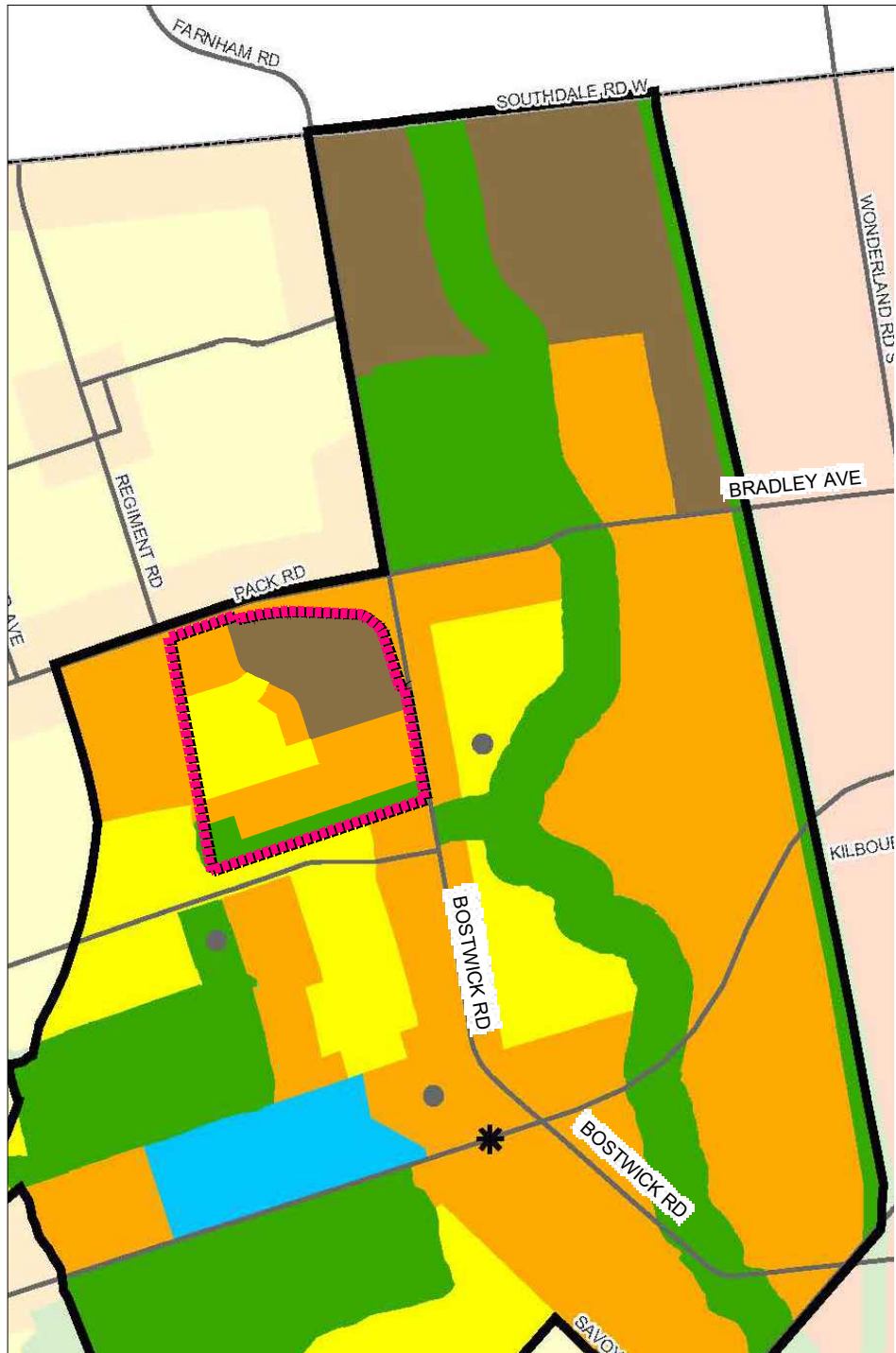
Residential Dwelling Type	Proposed SWAP Designation	Area	Units	Density
Single/Semi-Detached	LDR	2.3 ha	56	25 units/ha
Street Townhouses	MDR	0.7 ha	22	31 units/ha
Apartments/Cluster Housing	MDR	3.5 ha	312	89 units/ha
Apartments	HDR	4.1 ha	960	237 units/ha

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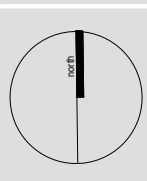


**Figure 8
Proposed
Schedule '8'
Bostwick Residential
Neighbourhood - Land
Use Designations**


**PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE**
MHBC PLANNING
 540 BINGEMANS CENTRE DR.
 SUITE #200
 LONDON, ON, N2B 3X9
 P: 519 576 3650 F: 519 576 0121
 WWW.MHBCPLAN.COM

DATE: January 4, 2024

SCALE: 1 : 12,500



P:11094\AW\Graphics\
 Figure 8 - Proposed SWAP Sched '8' - Land Use Designations - 04Jan2024

 **SUBJECT LANDS**

Sub-Total	LDR	2.3 ha	56	25 units/ha
	MDR	4.3 ha	334	78 units/ha
	HDR	4.1 ha	960	237 units/ha
Total		10.6 ha	1,350	127 units/ha

As illustrated above and in the density analysis provided in Appendix E, the scale of development proposed for both the Low Density Residential and Medium Density Residential designations aligns with the applicable density permissions of the Bostwick Residential Neighbourhood (with consideration for permissions set out in Section 20.5.4.1 iv) of the Secondary Plan). With the benefit of a ZBA reflecting the requested residential density, development planned for the High Density Residential designation would also align with SWAP permissions

4.3 Neighbourhood Design

4.3.1 Overview

Urban design policies within the SWAP provide direction regarding the treatment of the public realm, building form and site design. During the development of the Draft Plan, an assessment of these policies was completed to align the subdivision design with the policy direction of the Secondary Plan.

The following discussion provides an overview of the core SWAP design themes and policies that have a particular relationship to the proposal. Commentary is also provided evaluating the merits of the subdivision design relative to this policy framework.

4.3.2 Neighbourhood Elements

Policies: As discussed, the SWAP directs that residential areas in the Bostwick Residential Neighbourhood are to generally develop as traditional suburban neighbourhoods with characteristics similar to older areas (reflecting a compact development pattern, a diversity of building massing and types, and walkable amenities). Section 20.5.1.4 i) of the Secondary Plan identifies several objectives to achieve diverse and connected communities. In our opinion, the following have applicability to this Draft Plan:

- a) Provide for a range of land uses including residential, open space, public, commercial, office and mixed-uses and community facilities.
- b) Foster a sense of community interaction by connecting diverse land uses within and between neighbourhoods using the linear park and open space systems and a system of connected streets and blocks.
- c) Provide for the extension of necessary public services and facilities to support the community.
- e) Enhance recreational opportunities throughout the neighbourhoods.

- f) Identify opportunities for places that foster community identity ...
- g) Enhance the public realm, including streetscapes, public spaces and infrastructure.
- i) Integrate the new community with surrounding neighbourhoods.
- j) Design the community street pattern to create or enhance view corridors.”

Commentary: The Draft Plan has been designed with consideration for the above-noted objectives in order to facilitate a connected, mixed-density residential development with a recognizable character. In this regard, the intent of the design layout is: to promote housing choice; to encourage compact, efficient development; and to support the range of activities in the local community. Further, connectivity between the planned residential uses and adjacent developments would be provided by way of a vehicular and pedestrian transportation network comprised of arterial roads, local streets, sidewalks, walkways and multi-use pathways. It is anticipated that the public realm would also be enhanced through the provision of an attractive streetscape/walkway design (integrating street trees and enhanced landscaping elements at prominent locations).

4.3.3 Housing Choice

Policies: Section 20.5.1.4 ii) of the SWAP states that a range and mix of housing types, and housing designs, are to be provided within all Southwest Planning Area neighbourhoods. A series of policy objectives are also defined in the Section in support of this broad principle, including the following which, in our opinion, have relevance to this Draft Plan proposal:

- “a) Ensure that a range and mix of housing types is provided within developments to achieve a balanced and inclusive residential community.
- b) Ensure that housing developments and designs achieve compact residential development.
- c) Achieve an urban form which makes effective use of land, services, community facilities and related infrastructure.
- d) Ensure that the community caters to the needs of all ages, stages of life and income groups.
- e) Provide opportunities for live-work opportunities to reduce the need for commuting.”

Commentary: In light of the following considerations, in our opinion the residential elements of the Draft Plan are in keeping with the policy objectives noted above:

- The Draft Plan integrates 11 residential development blocks that are planned to support a diversity of low, medium and high density housing opportunities throughout the Site. Collectively, this development layout is intended to accommodate a variety of housing choice relative to dwelling type, location, design and accessibility;

- As discussed in Section 4.1.3 of this Report, the proposed Draft Plan has been designed to exceed the minimum residential density requirements set out in the SWAP to help achieve related policy objectives. In this regard, the density requirements prescribed in the Secondary Plan are intended to encourage compact, walkable communities that utilize land and services in an efficient manner; and
- The residential permissions and open space amenities proposed in conjunction with this Draft Plan would: support a diversity of residential types to accommodate a variety of households/lifestyles; provide opportunities to age-in-place; and encourage live-work opportunities.

4.3.4 Sustainable/Green Design

Policies: Section 20.5.3.2 of the SWAP states that a key objective of the Secondary Plan is to promote sustainable development through a policy framework encouraging: enhanced connectivity to transit; mixed-use development; a modified grid road system; and a connected open space system. In support of this broad objective, Subsection i) defines sustainable design criteria to be considered in conjunction with planning applications in the Southwest Planning Area:

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

Subsection ii) further itemizes a series of sustainable/green development initiatives to be considered in project planning.

Commentary: **Appendix F** to this Report provides a description of sustainable development features that will be considered in conjunction with the detailed design phase of the subdivision approval process. In our opinion, the inventory presented in the Appendix demonstrates that this proposal (1) is being progressed with regard for the aforementioned design criteria and (2) supports the broader SWAP objective to encourage green development in the Southwest Planning Area.

4.3.5 Additional Design Elements

Policies: The proposed Draft Plan arrangement also has regard for a number of supplemental design policies, objectives and principles detailed in the SWAP. In particular, the subdivision layout responds to policies in Sections 20.5.3.4 (Community Parkland and Trail Network), Section 20.5.3.6 (Natural Heritage), Section 20.5.3.8 (Transportation) and Section 20.5.3.9 (Urban Design) that, in our opinion, have relevance to this proposal.

The following provides an overview of the design direction provided by the identified Sections and in other related policies of the Secondary Plan:

Parkland/Natural Heritage:

- Enhanced, visible connections to the open space areas are to be incorporated into all neighbourhoods, and will promote appropriate linkages within and between neighbourhoods;
- Open space areas and utility corridors are to provide pedestrian and cycling linkages that complement the street network. Open space corridors are to build on the natural heritage system and help create unique neighbourhoods linked by integrate open space systems;
- Develop publicly-owned open spaces into linear parks;
- An interconnected system of trails will be developed to support recreation, transit and transportation; and
- Subdivision design shall provide pathway and park connections within and between neighbourhoods where possible.

Transportation:

- Development shall be based on a modified grid road system with interconnected networks of roads designed to disperse and reduce the length of vehicular and pedestrian trips and support transit service;
- The street network will respond to topography, the Open Space System and nodal areas;
- Street patterns shall support pedestrian-oriented development patterns, transit and cycling; and
- Special design treatments shall be implemented in appropriate locations, on local and secondary collector streets, to slow or restrict traffic movements and place a priority on pedestrian movements.

Urban Design:

- All development shall be compact in form, pedestrian-oriented and transit friendly;
- Building densities and land uses along identified transit routes are to be designed to support this service;
- Blocks should be short and regular in length for efficient walking and for variation in routes. Where it is impossible/undesirable to provide short blocks, wide public mid-block corridors should be provided; and
- Where there is a significant transition in height between buildings, it is preferable that this transition occurs over a street (one side of the street has one height, the opposite side has another height). Where this is not possible there should be a gradual transition of height across the block.

Commentary: In our opinion, the Draft Plan proposal illustrated in the Conceptual Draft Plan and the Conceptual Block Layout Plan demonstrates consideration for the design direction summarized above.

4.4 Conclusion/Statement of Conformity

Given these considerations, it is our opinion that the proposed Draft Plan arrangement conforms with the vision, policy direction and design principles of the SWAP. A site-specific OPA to the SWAP is required to redesignate portions of the subject lands Low Density Residential, Medium Density Residential, High Density Residential and Open Space and Environmental Review to align with the intended Draft Plan layout (refer to Figure 8 of this Report).

5.0 Zoning By-law

5.1 Existing Zoning

Figure 9 of this Report illustrates that the subject lands currently incorporate two separate zones pursuant to Schedule A of the City of London Zoning By-law No. Z.-1 (Zoning By-law):

1. Urban Reserve (UR4) Zone. The UR4 Zone is applied to majority of the Site; and
2. Environmental Review (ER) Zone. ER zoning is applied to the portion of Patch 10066 located within the subject lands.

The lands being considered for development purposes are predominately zoned UR4. Section 49.1 of the Zoning By-law describes that the parent Urban Reserve Zone regulates existing uses on lands that are primarily undeveloped for urban uses. It is stated in this Section that the UR4 Zone variation is generally applied to undeveloped areas that have not been reviewed through a Secondary Plan process.

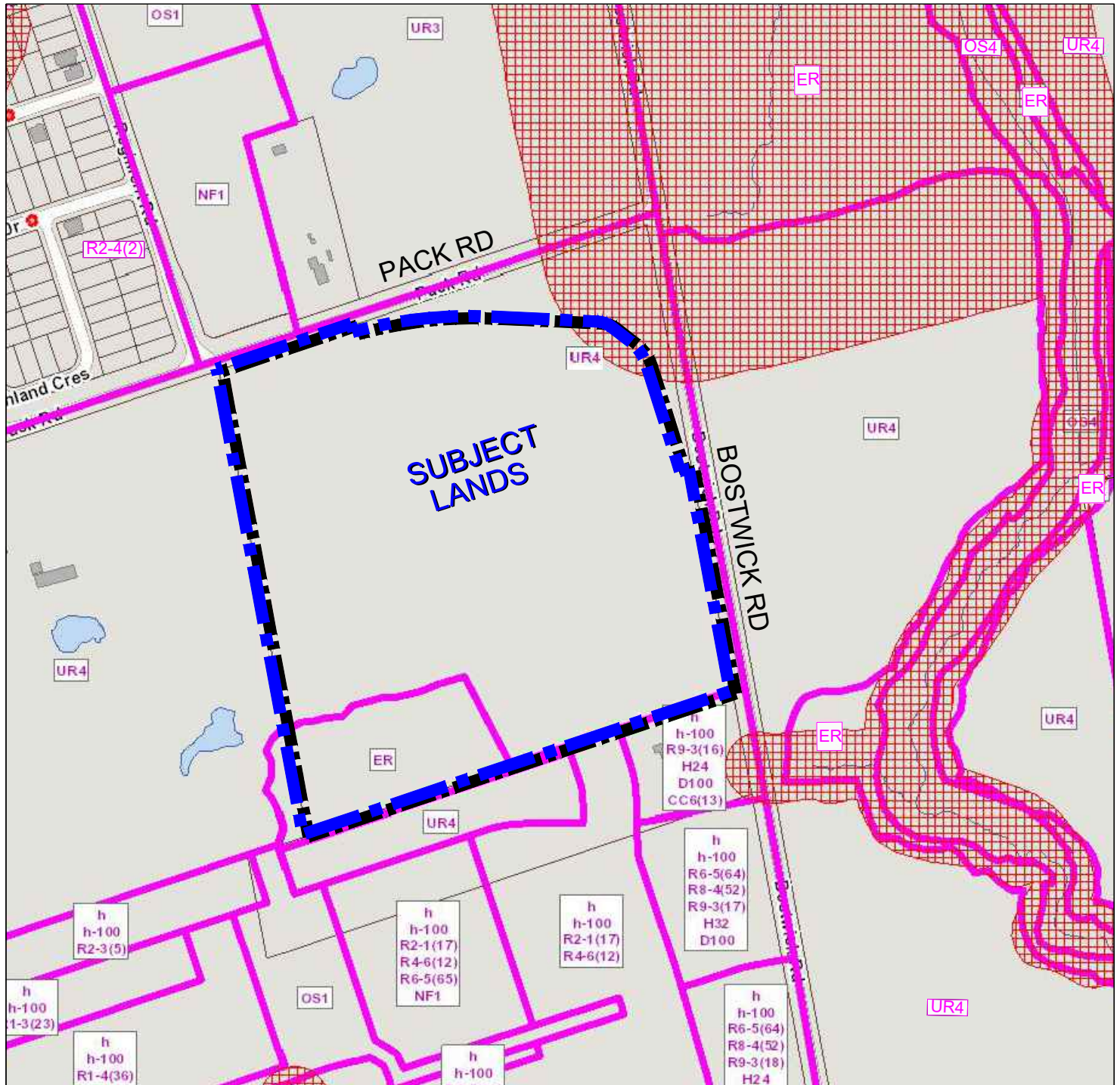
Pursuant to Section 49.2 of the Zoning By-law, permitted uses in the UR4 Zone are as follows:

- Existing dwellings;
- Agricultural uses;
- Conservation lands;
- Managed woodlots;
- Wayside pits;
- Passive recreation uses;
- Kennels;
- Private outdoor recreation clubs; and
- Riding stables.

Section 37.1 of the Zoning By-law states that the ER Zone is applied to lands that are intended to remain in a natural condition until their significance is determined through detailed environmental studies. Permitted uses in the ER Zone are set out in Section 37.2 and summarized below:

- Conservation lands;
- Conservation works;
- Passive recreation uses;
- Managed woodlots; and
- Agricultural uses.

Figure 9 also illustrates the portion of the subject lands situated within the UTRCA Regulation Limit.



LEGEND

- ZONE LIMITS
- R1 RESIDENTIAL R1 ZONE
- R5 RESIDENTIAL R5 ZONE
- R6 RESIDENTIAL R6 ZONE
- R7 RESIDENTIAL R7 ZONE
- R8 RESIDENTIAL R8 ZONE
- ASA ASSOCIATED SHOPPING AREA ZONE
- COMMERCIAL ZONE

- RSC RESTRICTED SERVICE COMMERCIAL ZONE
- NF NEIGHBOURHOOD FACILITY ZONE
- LI LIGHT INDUSTRIAL ZONE
- OS OPEN SPACE ZONE
- ER ENVIRONMENTAL REVIEW ZONE
- UR URBAN RESERVE ZONE
- T TEMPORARY USE ZONE
- D DENSITY PROVISION
- H HEIGHT PROVISION
- h HOLDING PROVISION
- CONSERVATION AUTHORITY REGULATED AREAS

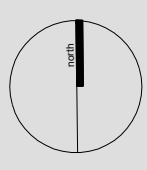
Figure 9
Existing Zoning

SUBJECT LANDS

PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE MHBC PLANNING

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DATE: August 24, 2023 SCALE 1 : 5,000



5.2 Proposed Zoning

The land uses associated with the proposed Draft Plan would not comply with the current zoning regime. Accordingly, a Zoning By-law Amendment (ZBA) application is to be submitted concurrently with the required Draft Plan and OPA applications in order to facilitate the planned development.

A Zoning By-law analysis was conducted to identify a zone regime that could accommodate the uses associated with the proposed Draft Plan. As an outcome of this assessment, it is anticipated that following zones would permit the intended uses and planned scale of this proposal:

- Residential R1 Special Provision (R1-3): Blocks 1 to 4 would be zoned R1-3() to permit these lands to be developed for single detached dwellings. The R1-3 Zone variation stipulates a minimum lot area of 300 m² and a minimum lot frontage of 10.0 m. Additionally, a minimum 1.2 m interior side yard setback, a 45% maximum lot coverage regulation, and a minimum front yard setback of 3.0 m, and special garage positioning and maximum width regulations are proposed as special provisions to accommodate single detached dwellings on smaller lots.as set out below:

“R1-3() 3563 Bostwick Road

a) Regulations:

- | | |
|---|-----------------------|
| i) Front Yard Setback, Main Dwelling
(Minimum) | 3 metres (9.8 feet) |
| ii) Front Yard Setback, Garages
(Minimum) | 6 metres (19.7 feet) |
| iii) Interior Side Yard
(Minimum) | 1.2 metres (3.9 feet) |
| iv) Lot Coverage
(Maximum) | 45% |
| v) Garages shall not project beyond the façade of the dwelling or façade (front face) of any porch, whichever is closer to the front lot line, and shall not occupy more than 50% of lot frontage.” | |

- Residential R2 Special Provision (R2-1()): Blocks 1 to 5, and Block 7 would be zoned R2-1() to permit these properties to be developed for low-rise forms (e.g., single detached, semi-detached and duplex dwellings). For single detached dwellings, the R2-1 Zone stipulates a minimum lot area of 250 m² and a minimum lot frontage of 9.0 m. Additionally, the special provisions for the R1-3() Zone would be applied to this R2-1 Zone variation (noting that the maximum lot coverage for the R2-1 Zone is 45%). For semi-detached units, the R2-1 Zone

prescribes a minimum lot area of 430/200 m² and a minimum lot frontage of 18 m/8.5 m. To promote a more efficient housing form, it is proposed that the minimum lot frontage for semi-detached units in Westwinds be 6.7 m per unit (equating to a typically lot area of 235 m² per unit). The special provisions for the R1-3() Zone would also be applied to this R2-1 Zone variation (noting that the maximum lot coverage for the R2-1 Zone is 45% and no interior side yard setback would be required for the common lot line of semi-detached units).

- Residential R4 Special Provision (R4-6()): Blocks 5 and 7 include R4-6() zoning to permit these properties to be developed for street townhouses having a maximum height of 12 m. The proposed special provision prescribes a minimum lot frontage of 7.0 m per unit, a maximum driveway width of 3.5 m per lot, as well as the minimum front and interior yard setbacks and garage-related regulations of the proposed R1-3() Zone.
- Residential R6 Special Provision (R6-5(), R6-5(*) and R6-5(**)): R6-5 Zone variations would be applied to Blocks 8, 9, 11 and 12, to support medium density development in the form of cluster housing. The R6-5 Zone provisions specify a minimum lot area of 850 m², a minimum lot frontage of 10.0 m, a maximum building height of 12.0 m and a maximum density of 35 units/ha. This residential zoning allows for vacant land condominiums within these blocks comprised of low and medium density residential forms (i.e., single detached dwellings, semi-detached dwellings, duplexes, triplexes, fourplexes, townhouses, stacked townhouses, apartments). A zone variation () is proposed for Block 12 to permit a maximum density of 75 units/ha and a maximum building height of four residential storeys, consistent with SWAP permissions for the applicable Medium Density Residential designation. A second R6-5 Zone variation (*) is proposed for Blocks 8 and 11 to permit a maximum building height of nine residential storeys and a maximum density of 120 units/ha consistent with SWAP permissions for lands designated Medium Density Residential within the Bostwick Road and Pack Road corridors. To support high density residential forms, a third R6-5 Zone variation is applied to Block 9 to permit a maximum height of 19 residential storeys and a maximum density of 240 units/ha. As outlined below, all R6-5 Zone variations would also include a special provisions permitting the minimum front yard setback and garage-related regulations of the proposed R1-3() Zone and additional storey permissions to accommodate rooftop amenity space.

“R6-5() 3563 Bostwick Road

a) Regulations:

- | | |
|---|----------------------|
| i) Front Yard and Exterior Yard Depth (Dwelling)
(Minimum) | 3 metres (9.8 feet) |
| ii) Front Yard and Exterior Yard, Garages
(Minimum) | 6 metres (19.7 feet) |
| iii) Density
(Maximum) | 75 units per hectare |
| vi) Height (Maximum) | 5 Storeys (20 m) |

inclusive of roof level
amenity space

- v) Garages shall not project beyond the façade of the dwelling or façade (front face) of any porch, whichever is closer to the front lot line, and shall not occupy more than 50% of lot frontage."

"R6-5(*) 3563 Bostwick Road

a) Regulations:

- i) Front Yard and Exterior Yard Depth (Dwelling) (Minimum) 3 metres (9.8 feet)
- ii) Front Yard and Exterior Yard, Garages (Minimum) 6 metres (19.7 feet)
- iii) Density (Maximum) 120 units per hectare
- vi) Height (Maximum) 10 Storeys (40 m) inclusive of roof level amenity space
- v) Garages shall not project beyond the façade of the dwelling or façade (front face) of any porch, whichever is closer to the front lot line, and shall not occupy more than 50% of lot frontage."

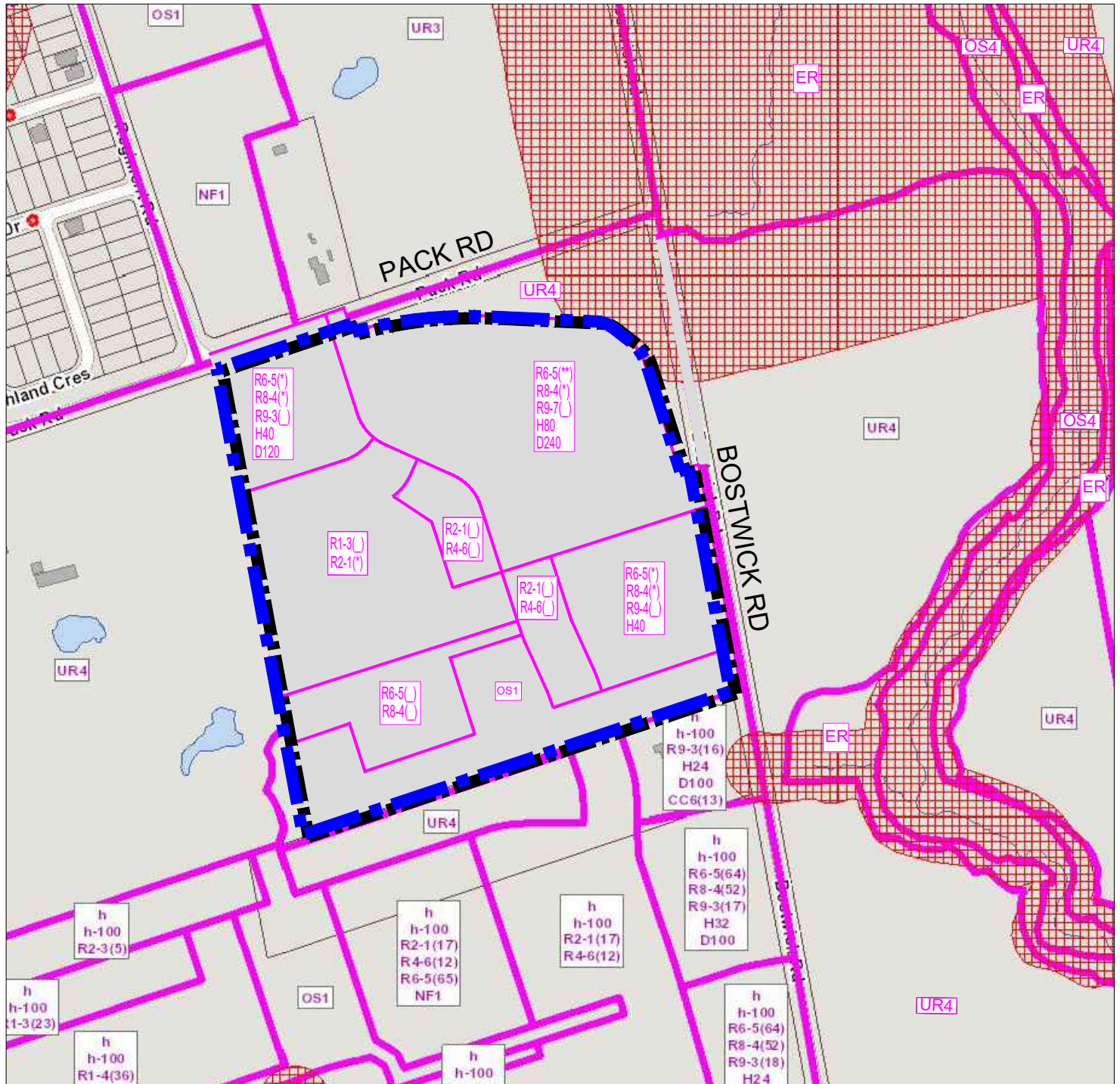
"R6-5(**) 3563 Bostwick Road

a) Regulations:

- ii) Front Yard and Exterior Yard Depth (Dwelling) (Minimum) 3 metres (9.8 feet)
- ii) Front Yard and Exterior Yard, Garages (Minimum) 6 metres (19.7 feet)
- iii) Density (Maximum) 240 units per hectare
- vi) Height (Maximum) 20 Storeys (80 m) inclusive of roof level amenity space)

- v) Garages shall not project beyond the façade of the dwelling or façade (front face) of any porch, whichever is closer to the front lot line, and shall not occupy more than 50% of lot frontage.”
- Residential R8 Special Provision (R8-4(□)) and R8-4(*): R8-4 Zone variations would also be applied to Blocks 8, 9, 11 and 12 to permit these lands to be developed for low-rise apartment buildings, stacked townhouses and senior citizen apartment buildings. The R8-4 Zone provisions prescribe a minimum lot area of 1,000 m², a minimum lot frontage of 30.0 m, a maximum building height of 13.0 m (four storeys) and a maximum density of 75 units/ha. A zone variation (□) is proposed for Block 12 to permit a maximum building height of five storeys, inclusive of roof level amenity space. To align with SWAP permissions, a second R8-4 Zone variation (*) is proposed for Blocks 8, 9 and 11 to permit a maximum density of 120 units/ha and a seven storey maximum building height (inclusive of roof level amenity space). Both R8-4 Zone variations would also include special provisions permitting the minimum front yard setback and garage-related regulations of the proposed R1-3(□) Zone.
 - Residential R9 Special Provision (R9-3(□)*H40*D120): The R9-3 Zone would be applied to medium density residential blocks situated along the Bostwick Road and Pack Road corridors (Blocks 8 and 11) to permit mid- and high-rise apartment buildings on these lands. A maximum building height (H) permission of 40 m is proposed to accommodate nine storey apartment buildings with rooftop amenity space within these blocks. Further, a maximum density (D) permission of 120 units/ha is proposed for each block, consistent with SWAP permissions. In addition to these permissions, special R9-3(□) provisions would also prescribe reduced front and/or exterior side yard setbacks of 1.0 m to position apartment buildings in close proximity to adjacent streets.
 - Residential R9 Special Provision (R9-7(□)*H80*D240): The R9-7 Zone structure is proposed for Block 9 to permit high-rise apartment buildings within this site. A maximum building height (H) permission of 80 m is proposed to accommodate 19 storey apartment buildings with rooftop amenity space. Further, a maximum density (D) permission of 240 units/ha is proposed to accommodate the proposed development concept illustrated in Appendix D. In addition, special R9-7(□) provisions would also prescribe reduced front and/or exterior side yard setbacks of 1.0 m to position apartment buildings in close proximity to adjacent streets.
 - Open Space (OS1): With consideration for the findings of the EIS, the OS1 Zone is proposed for the park block (Block 14) and the open space blocks (Blocks 15 and 16). Pursuant to Section 36.2 1) of the Zoning By-law, a limited range of conservation, agricultural, parkland and recreational uses are permitted in this zone, including multi-use pathways.

Figure 10 of this Report identifies the zoning proposed for this Site. As illustrated, compound zoning is applied to several residential development blocks to permit a range of appropriate housing types and to provide flexibility to meet changing market demands.



LEGEND

- ZONE LIMITS
- R1 RESIDENTIAL R1 ZONE
- R2 RESIDENTIAL R2 ZONE
- R6 RESIDENTIAL R6 ZONE
- R7 RESIDENTIAL R7 ZONE
- R8 RESIDENTIAL R8 ZONE
- R9 RESIDENTIAL R9 ZONE
- ASA ASSOCIATED SHOPPING AREA ZONE
- COMMERCIAL ZONE

- RSC RESTRICTED SERVICE COMMERCIAL ZONE
- NF NEIGHBOURHOOD FACILITY ZONE
- LI LIGHT INDUSTRIAL ZONE
- OS OPEN SPACE ZONE
- ER ENVIRONMENTAL REVIEW ZONE
- UR URBAN RESERVE ZONE
- T TEMPORARY USE ZONE
- D DENSITY PROVISION
- H HEIGHT PROVISION
- h HOLDING PROVISION
- CONSERVATION AUTHORITY REGULATED AREAS

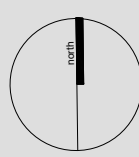
Figure 10
Proposed Zoning

SUBJECT LANDS

PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE
MHBC PLANNING

540 BINGEMANS CENTRE DR.
 SUITE #200
 LONDON, ON, N2B 3X9
 P: 519 576 3650 F: 519 576 0121
 WWW.MHBCPLAN.COM

DATE: JANUARY 4, 2024 SCALE 1 : 5,000



6.0 Existing Conditions

The subject lands can be characterized as relatively flat, with gradual sloping southwards and towards both the southwest and southeast.

As discussed, the Site is located within a developing, suburban residential community, with a variety of residential subdivisions established or planned in close proximity to the subject lands. Further, there is a mix of commercial activities and community uses proximate to this property.

Section 2.2.2 of this Report outlines that natural heritage features contained within the Site are principally identified on Map 5 of The London Plan. This schedule identifies Patch 10066 as a potential natural feature within the property limits. Further, Map 6 of The London Plan identifies that the northeastern portion of the Site is located within the UTRCA Regulated Area. Following our review of the applicable planning framework, these identified considerations represent the principal development constraints associated with the Site.

6.1 Environmental Conditions

Servicing information presented in the following sections of this Report has been prepared by AGM, in consultation with MHBC and the Applicant.

6.1.1 Environmental Impact Study

As discussed, MTE has prepared an EIS evaluating natural heritage considerations associated with the subject lands and proposed Draft Plan. As set out Section 1.1 (Report Objective) of the EIS, the study. "... evaluates the potential for impacts to natural heritage features and functions to result from the Project, and provides recommendations for avoidance or mitigation of impacts, potential restoration and enhancement measures, and a monitoring program to protect significant natural heritage features and functions."

Section 7.1.1 (Woodlands and Vegetation Removal) of the EIS addresses the natural heritage features and functions of Patch 10066. Based on the findings of the Environmental Impact Study (EIS) prepared by MTE Consultants Inc. (MTE), this woodland feature is not a significant component of the City's natural heritage system. A removal and compensation strategy for this woodland is outlined in the EIS. Generally, this strategy focuses on retaining its existing features and functions while improving its linkage function and natural quality. Further, as discussed in Section 7.1 of the EIS:

"The primary recommended compensation strategy is to create a minimum 30 m wide woodland corridor that provides an improved natural linkage between the existing woodland and natural areas located along Thornicroft Drain east of Bostwick Road. This corridor will provide a direct movement corridor for wildlife through a proposed wildlife underpass of Bostwick Road. A park and pathway are provided next to this naturalized buffer as a transition between the corridor and development. ... The enhanced Open Space corridor will result in a

gain in linkage and natural floristic benefits through re-orientation and naturalization of a disturbed Woodland while retaining some woodland feature in its current location.”

The lands intended for the Open Space corridor (Blocks 15 and 16) are to be designated Green Space under Map 1 of The London Plan and Open Space and Environmental Review under Schedule 8 of the SWAP.

As concluded in Section 8.0 (Summary and Conclusions) of the EIS, “This EIS has identified and set out recommendations to mitigate for direct impacts to the Wetlands, Woodland, and Valleyland within and adjacent to the Subject Lands. ... Recommendations are also provided to protect the natural heritage features from indirect impacts, such as erosion and sediment control measures. No net impacts to the significant natural heritage system are anticipated.” The EIS will be submitted as part of the Draft Plan application.

6.1.2 Geotechnical Investigation

A geotechnical investigation has been carried out by EXP to provide information regarding the characterization of the soil and groundwater conditions, and to identify geotechnical considerations for the future development of the property. The findings of this investigation are detailed in the Geotechnical Investigation, dated January 2019, which includes commentary on site preparation, basements and foundations, excavations, dewatering, backfill, site servicing, and pavement design.

6.1.3 Hydrogeological Assessment

As discussed, a hydrogeological investigation has been conducted by EXP for the Westwinds site. The Executive Summary of the associated study report provides a general overview of the scope and outcome of this assessment:

“The objective of the hydrogeological study was to examine the hydrogeological characteristics of the Site by collecting soil and groundwater information provided from a series of sampled boreholes and monitoring wells, reviewing the Ministry of the Environment, Conservation and Parks (MECP) Water Well Records (WWR) to identify private water well users in the area, collecting multiple years of groundwater elevations to identify seasonal variations across the Site, installing surface water stations within the wetland feature on the Site, completing a monthly feature-based water balance and assessing the natural heritage features on the property. The assessment provides comments pertaining to potential impacts on hydrogeological conditions at the Site and provides recommendations and design/construction measures, where applicable, to mitigate this potential for impact.”

The Hydrological Assessment will be included with the Draft Plan application.

6.2 Archaeological/Built Heritage Concerns

6.2.1 Archaeological Assessment

Lincoln Environmental Consulting Corp. (LECC) has completed Stage 1-2 archaeological assessment for the subject lands, dated July 3, 2019. The findings of this report were reviewed by the Ministry of Heritage, Sport, Tourism and Culture Industries and, in correspondence dated July 15, 2019, the report has been entered into the Ontario Public Register of Archaeological Reports. A copy of related MTCS correspondence will be included with the application.

7.0 Subdivision Design

Project Vision and Design Elements

Section 1.3 of this Report provides an overview of the major components of the proposed Draft Plan. These design elements have been integrated into the development concept to accommodate a mix of residential types and open space components, and to establish a land use pattern that is compact in design, connected with the surrounding community and transit-supportive.

Collectively, the defining attributes of this Draft Plan design would offer residents with housing choice, access to natural amenities, and connectivity to active transportation networks. Moreover, in light of these features, it is fully envisioned that this proposal would contribute positively to the character of the Bostwick community.

To realize this project vision, a number of key design themes have been incorporated into the subdivision layout:

- **Housing Choice.** The subdivision design allocates lands for a variety of low, medium and high density residential types at appropriate locations dispersed throughout the project site. This approach helps to encourage a diversified community structure by supporting both a mix of residential designs and a broad range of housing options;
- **Residential Intensification Opportunities.** Planning permissions associated with this proposal would allow for intensive, transit-supportive development along the Pack Road and Bostwick Road corridors; and
- **Neighbourhood Connectivity.** The design of the internal street pattern provides excellent vehicular and pedestrian accessibility to the City's arterial road system, as well as safe and convenient access throughout the Site and connectivity to the W3 Lambeth Farms subdivision.

Additionally:

- Short residential blocks are integrated into the design concept to reduce walking/cycling distances and to increase connectivity;
- A single-loaded street (Street A) is provided along the park block frontage (Block 14) to provide enhanced access and views into this amenity area; and
- It is proposed that the City's multi-use pathway system would traverse the property in an east-west orientation and provide connections to the proposed park, Street A and Bostwick Road, and potentially Blocks 11 and 12.
- The open space corridor proposed for Blocks 15 and 16 is intended to connect natural features in adjacent lands, with the proposed multi-use pathway system and

neighbourhood park (Block 14) buffering this corridor from residential development planned for Blocks 7, 11 and 12.

Design Objectives

In addition to the core design elements noted above, the proposed Draft Plan has regard for several City of London policies and guidelines relating to subdivision and neighbourhood design. In this respect, several 'best practices' have been incorporated into the subdivision layout including the following:

- Provide a mixture of housing forms to help meet market demand;
- Utilize efficient development patterns to minimize land consumption and servicing/maintenance costs;
- Achieve higher residential densities by encouraging integration of various housing types within individual developments;
- Propose building densities and land uses along higher order streets that support transit services;
- Design land use patterns to support pedestrian-oriented development, transit and cycling with strong relationships to natural heritage features;
- Design blocks to be short and regular in length for efficient walking/cycling and for variation in routes;
- Promote pathway connections within and between neighbourhoods, where possible;
- Provide opportunities for visual connections and ease of public access to adjacent streets, parks and other public areas;
- Design vehicular traffic movements to minimize the use of local streets as by-pass routes between higher-order streets;
- Incorporate efficient servicing design by accommodating the majority of primary servicing (storm and sanitary sewers, watermains, private utilities) within rights-of-ways and by minimizing underground services within easements; and
- Integrate on-site stormwater management controls into the subdivision design.

7.1 Existing Services

Servicing information presented in the following sections of this Report has been prepared by AGM, in consultation with MHBC and Amiraco.

7.1.1 Water/Wastewater

Storm, water and wastewater servicing are all in general proximity to the subject lands; however each service will require some form of extension to existing services to accommodate the planned development. In each instance, the servicing strategy for storm, sanitary and water servicing will maximize the use of existing infrastructure along with improvements or extensions to existing infrastructure that are compatible with the long-term servicing needs of the area. Servicing for these lands has also been accounted for in the servicing designs of W3 Lambeth Farms subdivision.

7.1.2 Transportation

As discussed, the subject lands are bounded to the north and east by municipal streets: Pack Road and Bostwick Road, respectively. The adjacent sections of both roads are designated Civic Boulevards pursuant to Map 3 of The London Plan. Policy 371 of The London Plan identifies that Civic Boulevards are (1) to prioritize pedestrian, cycle and transit movements and (2) to accommodate medium to high volumes of vehicular traffic.

The City of London has completed the Bostwick Road Municipal Class Environmental Assessment (EA) Study, which included a preferred alignment for the extension of Bradley Avenue from Bostwick Road to Wonderland Road South. As a component of this project, Pack Road is to be realigned and configured with the roundabout planned at the Bostwick Road intersection. The realignment plan is located outside the boundaries of the proposed Draft Plan.

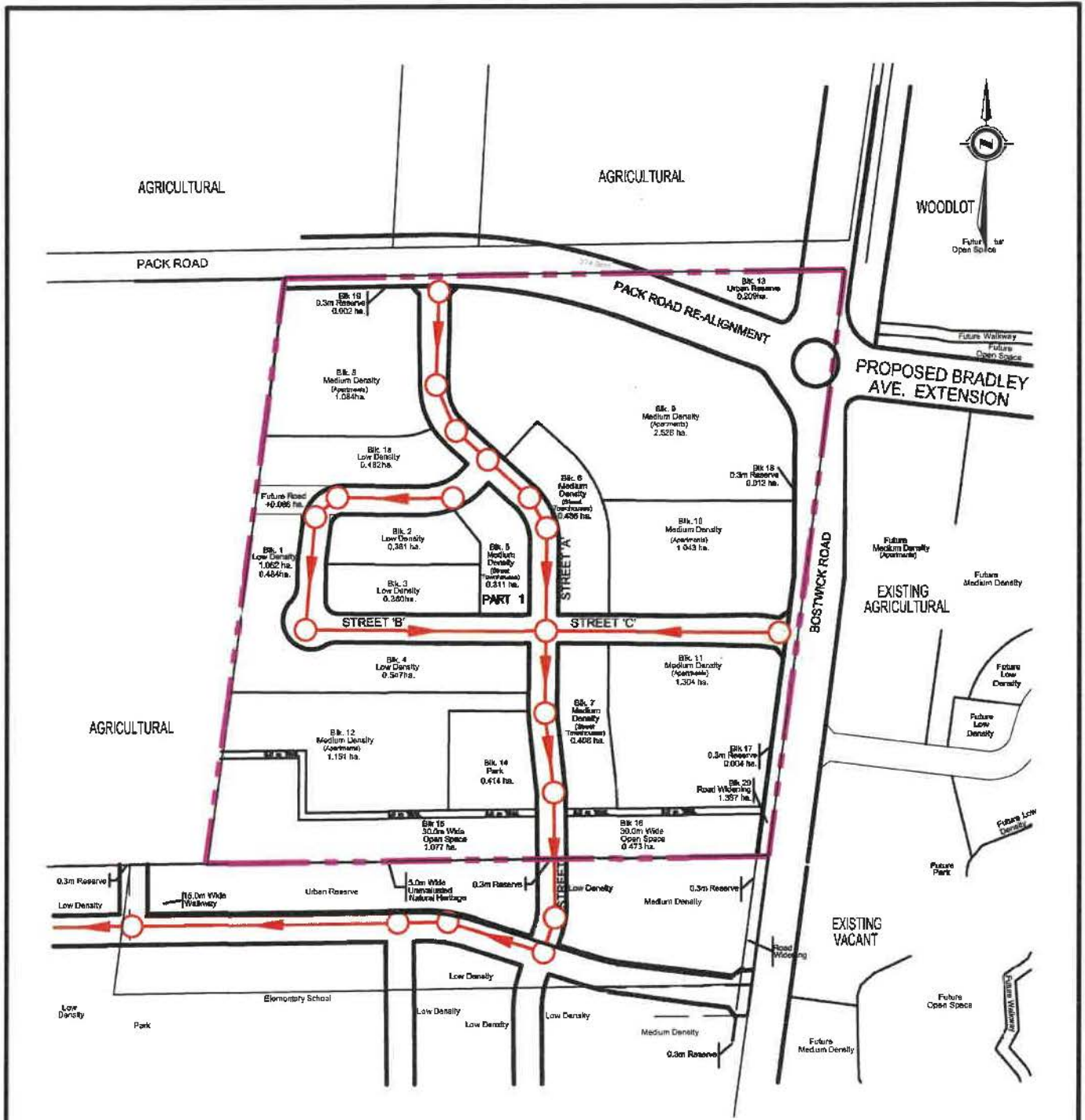
8.0 Sanitary Servicing

8.1 Sanitary Servicing Strategy

Generally, the subject lands have the highest elevation in the area with grades falling from north to south, and also falling to the east and west. In discussions with York Developments, the Draft Plan for the W3 Lambeth Farms subdivision included capacity in the sanitary sewer system for the complete Westwinds development and are included in the W3 Lambeth Farms designs for Phase 1 and 2.

In the W3 Lambeth Farms Phase 1 plan, sanitary flows are routed temporarily to the south through the Heathwoods subdivision (Auburn Developments). Most of this phase will ultimately flow to the Colonel Talbot Pumping Station with all other flows including Westwinds.

A schematic is shown in **Figure 11** of this Report for the proposed sanitary drainage network for Westwinds subdivisions to the W3 Lambeth Farms. Sanitary servicing analyses prepared by Stantec will be included with the Draft Plan application.



LEGEND

- - - SUBDIVISION BOUNDARY
- PROPOSED SANITARY

WESTWINDS DEVELOPMENT
AMIRACO PROPERTIES INC.

**CONCEPTUAL SANITARY
SERVICING PLAN
FIGURE 11**

SCALE 1:4000
DATE: MAY 2023



**ARCHIBALD, GRAY & MCKAY
ENGINEERING 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

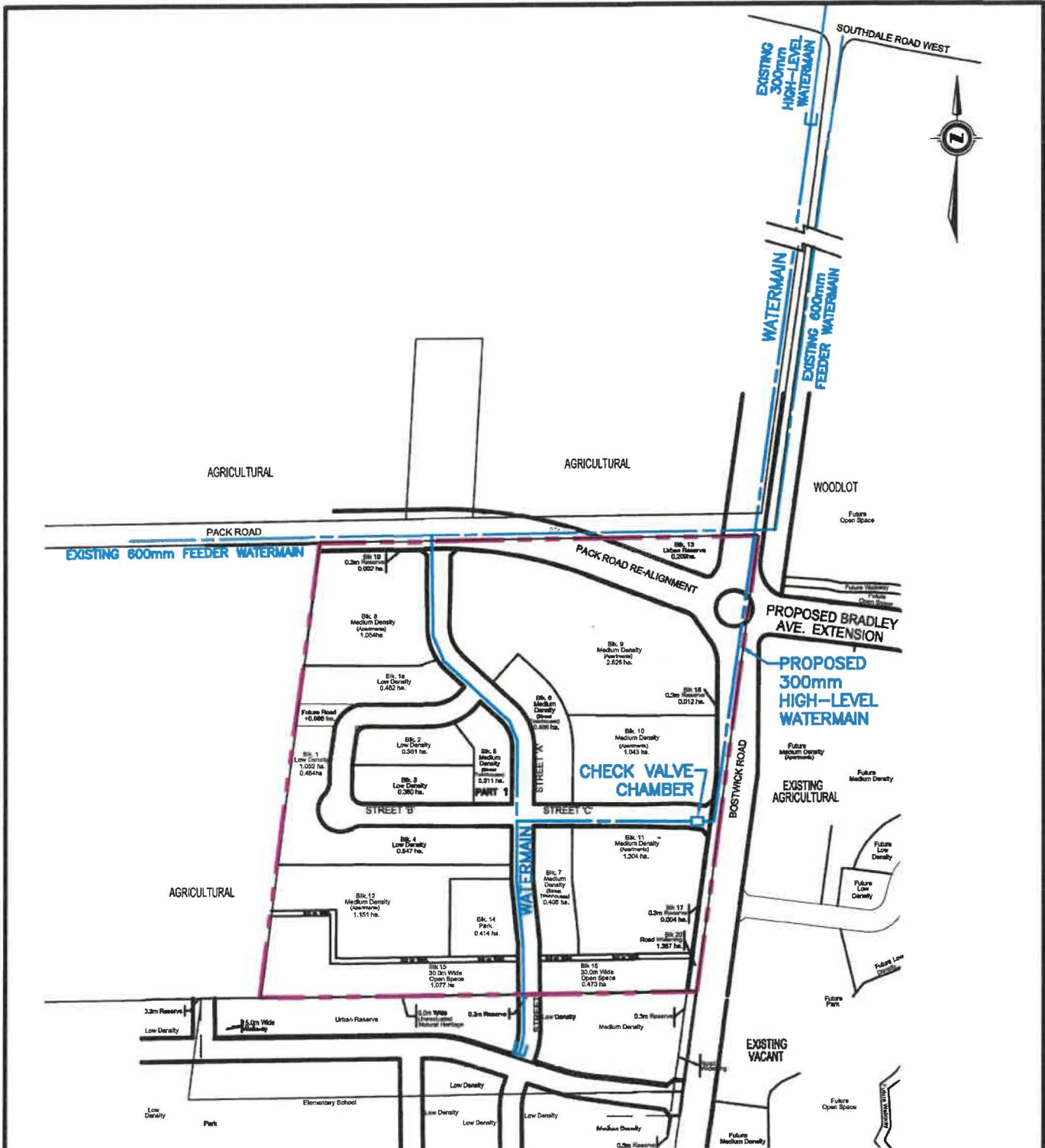
9.0 Water Servicing

9.1 Water Servicing Strategy

Topographic elevations dictate that the subdivision is to be served by the high-level water distribution system. A 300 mm diameter high level watermain is in place on Bostwick Road and has been extended to approximately 60 m south of Southdale Road West. It is understood that the high level watermain on Bostwick Road will be extended southerly to the frontage of Westwinds Subdivision in 2025, under a City capital project. There is a 600 mm feeder watermain currently in place on Pack Road and Bostwick Road.

A comprehensive water design brief is planned for the property to illustrate how the water servicing (1) meets the development needs, (2) integrates with the distribution system and (3) provides an allowance for looping of the property on the east side of Bostwick Road and to the north.

Figure 12 of this Report illustrates the conceptual water servicing plan for this proposal and illustrates the connection to the high level watermain on Bostwick Road at Street C and to the 600 mm feeder watermain on Pack Road at Street A.



LEGEND

- - - - - SUBDIVISION BOUNDARY
- - - - - EXISTING WATERMAIN
- - - - - PROPOSED WATERMAIN

SCALE 1:5000
DATE: MAY 2023

**WESTWINDS DEVELOPMENT
AMIRACO PROPERTIES INC.
CONCEPTUAL WATER
SERVICING PLAN
FIGURE 12**



**ARCHIBALD, GRAY & McKAY
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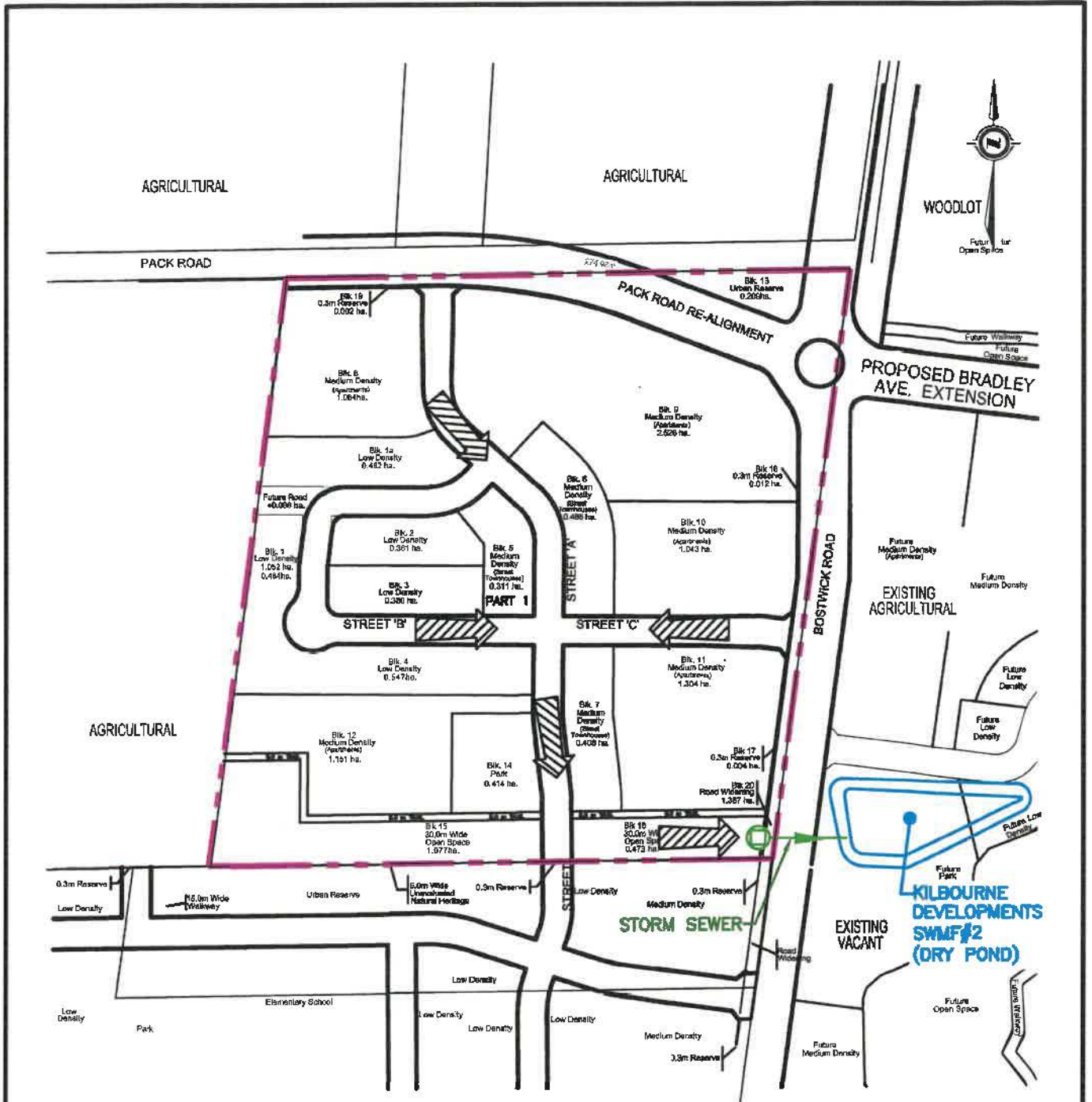
10.0 Stormwater Management

The property falls from north to south with a split drainage area. The western part of the property drains south into the W3 Lambeth Farms subdivision property. This drainage flows to Patch 10069 of Plan 39T-17503. Shallow groundwater flow is to be maintained to the preserved portion of Patch 10066 (Block 15, 1.077 ha) and from the park (Block 14, 0.414 ha) to aid the water balance for Patch 10069 under post-development conditions. As Phase 2 of the W3 Lambeth Farms subdivision advances, both properties will need to be incorporated into a design that provides for flow to the wetland feature in Patch 10069. Amiraco is working with York Developments to address this issue. A joint design will guide the needs in this portion of the property, and the Westwinds SWM report will be aligned with the W3 Lambeth Farms Function SWM design before detailed design for the Westwinds subdivision is complete.

The majority of the property will be tributary to the Thornicroft Drain under post development conditions. As a significant amount of the property will become medium density blocks, private permanent controls (PPS) will be required to be utilized to control runoff for minor flows and major flows to acceptable levels for the one hundred year storm events. Municipal streets, single family residential lots and the Medium density townhouse units are planned to have minor and major flows routed through Block 16 to Kilbourne SWM Facility #2 west of Bostwick Road, which will in turn discharge to the Thornicroft Drain. Minor and Major system drainage will be conveyed past Bostwick Road below grade through a storm sewer.




AGM has prepared a Stormwater Management Brief, dated September 18, 2023, which addresses the SWM requirements for the Draft Plan and evaluates the impact of proposed quantity/quality controls on water balance, as well as both future private and public lands (in coordination with W3 Lambeth Farms). This report will be submitted with the Draft Plan application.

Figure 13 of this Report illustrates the conceptual Stormwater Management plan for this proposal and illustrates the Overland Flow Route to Kilbourne SWM Facility #2.



WESTWINDS DEVELOPMENT
 AMIRACO PROPERTIES INC.
**CONCEPTUAL
 STORMWATER
 MANAGEMENT PLAN**
FIGURE 13

LEGEND

-  SUBDIVISION BOUNDARY
-  PROPOSED STORM
-  PROPOSED OVERLAND FLOW ROUTE

SCALE 1:4000
 DATE: MAY 2023



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11.0 Transportation

11.1 Transportation Assessment

Arcadis IBI Group completed a site-specific Transportation Assessment in support of the proposed Draft Plan, as well as a Bostwick Road Area Master Transportation Study (MTS) which evaluated the regional traffic impacts of three major developments proximate to the Site (including Westwinds). The MTS study report, dated August 30, 2023, provides a long-term and coordinated assessment of the broader transportation impacts of development in the area with consideration of major changes planned for the transportation network over the next 10-15 years. As set out in the Executive Summary of this report, Arcadis IBI Group concludes that the three planned developments can be safely accommodated by the adjacent road network with consideration of the study recommendations and based on the assumption that the City implements all planned road network and transit route modifications in accordance with the timelines specified in the Development Charges Background Study.

In light of these findings, Arcadis IBI Group completed the site-specific assessment for Westwinds to address the following key considerations identified in the initial study memorandum, dated August 30, 2023:

- Description of the proposed development;
- Proposed transportation network;
- Site access intersection capacity analysis, configuration and geometric requirements;
- Transportation Demand Management (TDM);
- Pedestrian crossovers; and
- Traffic calming measures.

As set out in this memorandum, based on a proposed build-out year of 2030, traffic operations at each site access were evaluated under Future (2030) Total Traffic and Future (2035) Total Traffic conditions. Findings from this traffic assessment are generally summarized below:

- Under Future (2030) Total Traffic conditions, the eastbound left-turn movement at the Bostwick Road and Royal Magnolia intersection is expected to exceed its theoretical capacity during the weekday morning and afternoon peak hours. This is entirely due to heavy eastbound left-turn traffic associated with the W3 Farms Residential Development; it is not expected that the proposed development will contribute any significant amount of traffic to this movement. The installation of traffic signals at this intersection is expected to improve traffic conditions to within acceptable operating standards. Traffic signal warrant analysis was completed for the Bostwick & Royal Magnolia intersection under Future (2035) Total Traffic conditions. The results of the warrant analysis indicate that, despite being operationally required, the intersection does not meet the technical warrants for signalization.

- The W3 Lambeth Farms Transportation Impact Assessment recommended implementing traffic signals only when they are warranted. Given that they are expected to be operationally required by 2030, however, Arcadis IBI Group recommends that traffic signals be implemented in conjunction with the planned widening and realignment of Bostwick Road in 2026 or sooner. Providing traffic signals at this location also has the secondary benefit of providing a signal-controlled crossing for pedestrians and cyclists travelling along the proposed multi-use pathway.
- Both the Bostwick & Street 'C' and Pack & Street 'A' access intersections are expected to operate within their theoretical capacity (i.e., LOS 'E' or better) under the Future (2030) Total Traffic conditions, with the Bostwick Road and Street 'C' intersection operating as a right-in/right-out access.

Additionally, the following key recommendations were identified within this site-specific transportation assessment:

- At the Bostwick Road and Royal Magnolia Avenue intersection, a northbound and eastbound left-turn lane with a minimum of 50 m and 30 m of storage, respectively, is recommended. Auxiliary lane analysis also indicates that a westbound left-turn lane with 25m of storage is warranted at the proposed access intersection on Pack Road at Street 'A'.
- A desktop review of sightlines at each of the proposed site accesses indicate that there are no anticipated deficiencies at either location. The Pack & Street 'A' intersection does not meet the minimum spacing requirements from the Bostwick Road and Pack Road roundabout but as neither intersection is expected to be signalized in the future the substandard spacing is expected to be acceptable. The spacing of Street 'A' is constrained by vertical curvature on Pack Road and therefore has been positioned to maximize visibility.
- A number of traffic calming measures are recommended to discourage cut-through traffic and discourage excessive speeds. These recommended measures include mid-block and intersection narrowing's, reduced curb radii and the implementation of Area Speed Limits for the area bound by Colonel Talbot Road, Southdale Road West, Wonderland Road South, Wharncliffe Road South and Main Street.
- The location where the planned multi-use pathway crosses Street 'A' has also been reviewed to assess the suitability of this crossing location for a pedestrian crossover (PXO). It is recommended that a Level 2 Type D PXO be provided at this location. Implementation of curb extensions and a raised crossing in conjunction with the proposed PXO on Street 'A' is also expected to contribute to the traffic-calming measures planned on this street.

Arcadis IBI Group concludes in this initial memorandum that the proposed development can be accommodated by the adjacent road network with consideration of the noted recommendations. A subsequent memorandum (Addendum #1), dated January 4, 2024 addresses the proposed development plan, which was modified following issuance of the MTS and the initial site-specific study memorandum. As set out in the Conclusion of Addendum #1:

“Overall, the results of the analysis indicated that the increase in traffic will have a negligible impact on traffic operations when compared to the intersection capacity analysis results from the MTS and the Westwinds Subdivision report. As such, **the recommendations of the MTS and Westwinds Subdivision reports for Future (2027, 2030 and 2035) Total Traffic conditions remain valid and do not need to be modified to account for the increase in site-generated traffic.**” (emphasis added)

Relative to the aforementioned recommendations of the site-specific transportation assessment, it is further stated in the Conclusion that:

“... the increase in site generated traffic will require some adjustments to the previous recommendations for the unsignalized site access intersections. The Westwinds Subdivision report had originally only identified the need for a westbound left-turn lane with a minimum of 25m of storage at the Pack & Street ‘A’ intersection. Based on the increase in site-generated traffic, the above westbound left turn lane would require a minimum of 30m of storage instead of 25m, and a southbound right-turn lane with a minimum of 15m of storage is recommended at the Bostwick & Street ‘C’ intersection. Given that Bostwick Road is anticipated to be widened to 4-lanes in 2026, it is recommended that the right-turn lane be included in the detailed design for this widening.”

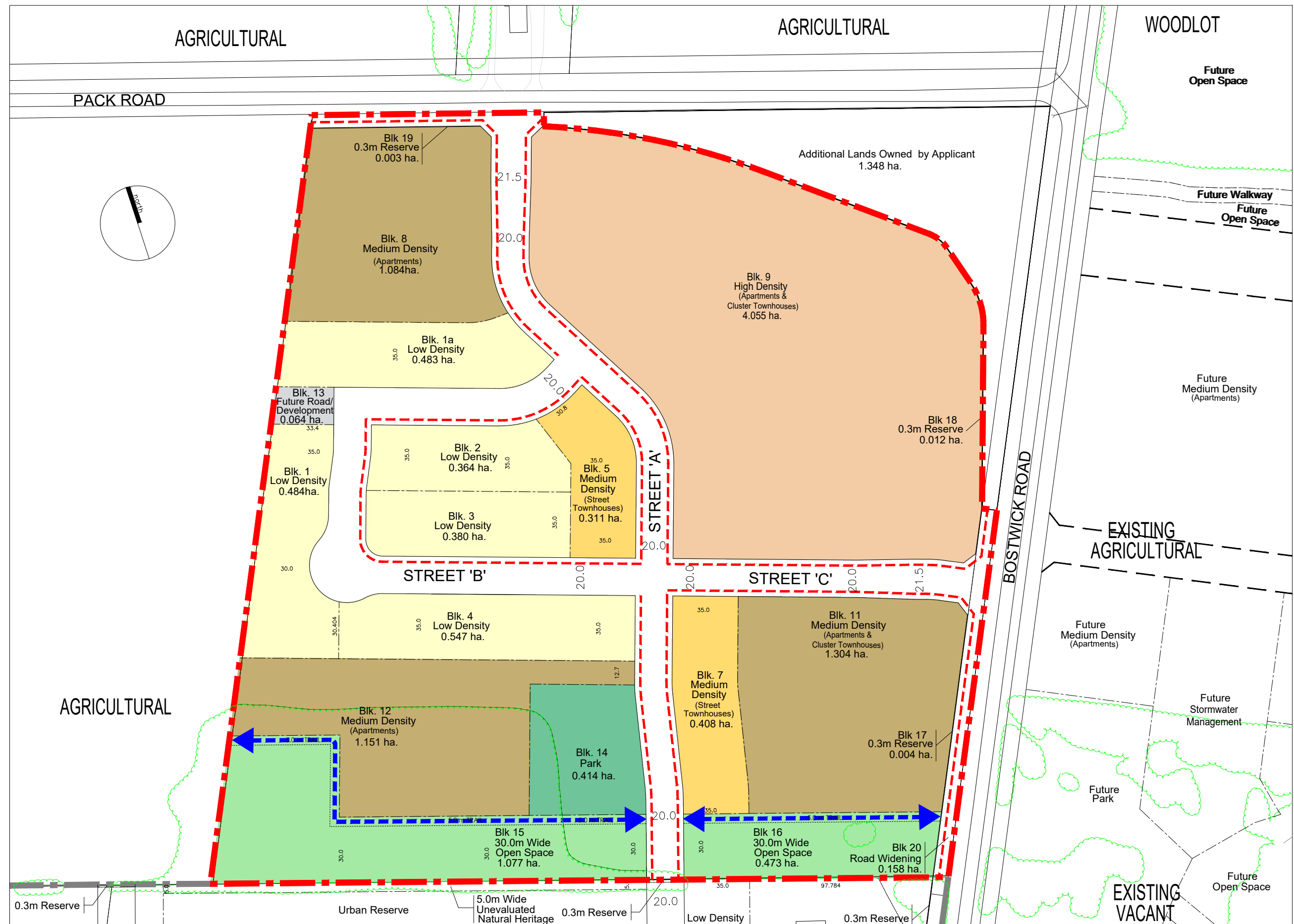
The three referenced Arcadis IBI Group study reports are to be included with the Draft Plan application.

11.2 Active Mobility

The Draft Plan is organized by a central local street (Street A) providing north-south connectivity between Pack Road and Royal Magnolia Avenue within the W3 Lambeth Farms subdivision. Sidewalks and multi-use pathways would be integrated into the design to provide for an active lifestyle and encourage active transportation to planned neighbourhoods, parks and other community focal points proximate to the Site.

Streets, sidewalks and pathways within this proposed development would be designed in accordance with the policies of The London Plan and the SWAP, the Complete Streets Manual and the City’s Design Specifications and Requirements Manual (as applicable).

Figure 14 of this Report illustrates the proposed pedestrian connectivity plan for this Draft Plan.



--- PROPOSED SIDEWALK
LOCATION

--- PROPOSED PATHWAY
LOCATION

Figure 14
Proposed Pedestrian
Connectivity Plan

12.0 Natural Heritage/Parks

12.1 Natural Heritage System

Figures 5 and 6 of this Report illustrate the natural heritage features proximate the Site pursuant to Maps 5 and 6 of The London Plan, respectively.

As discussed in Section 6.1.1 of this Report, MTE has prepared an EIS for the Site addressing the proposed Draft Plan. Generally, natural heritage features associated with this development are to be contained within the open space corridor located within Blocks 15 and 16. Mitigation measures are also recommended in the EIS to restore and enhance buffer areas and the open space corridor, and a monitoring program is proposed the Site prior to, during and following construction

There are no other notable features on the property with respect to ecology.

12.2 Parks & Open Space

Immediately to the south, the W3 Lambeth Farms subdivision contains a 1.06 ha park suitable for sports facilities. A pathway connection from the park to Westwinds is planned as shown in **Figure 15** of this Report. This Figure illustrates the SWAP's conceptual parks and pathways system in the vicinity of the subject lands, pursuant to Schedule 2 (Multi-Use Pathways and Parks) of this Secondary Plan.

An east-west corridor is proposed through Blocks 15 and 16 to accommodate the City's multi-use pathway system and to provide a linkage between Westwinds and the W3 Lambeth Farms development, future development east and west of the Site, and the arterial road network. This corridor has been sized with a sufficient width to contain existing natural features, drainage functions, and naturalization opportunities.

A local park is also proposed (Block 14) to support passive and active recreation for the Westwinds community. The proposed size of the park (0.414 ha) allows for play structures, community space and a central amenity area. The park area exceeds the minimum requirement prescribed in the SWAP for an urban park (0.25 ha) and, in our opinion, is appropriate for the Site given the proposed development intensity, the provision of an open space corridor and other parkland proximate to the Site (existing and planned).

It is anticipated that the open space and park blocks would be conveyed to the City as a parkland dedication in accordance with Section 42 of the Planning Act and the City's Parkland Conveyance and Levy By-Law CP-25. It is also proposed that any deficiency in parkland dedication calculated for this development would be addressed through a payment in lieu of the required conveyance. Further, it is proposed that details regarding the parkland dedication and any in lieu payment would be defined as a condition of Draft Plan approval.



MULTI-USE PATHWAYS

-  EXISTING ROUTE
-  ON-ROAD ROUTE
-  PLANNED ROUTE

PARKS




-  NEIGHBOURHOOD PARK
-  URBAN PARK
-  PROPOSED NEIGHBOURHOOD PARKS

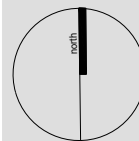
Figure 15
 Southwest Area
 Secondary Plan
 Schedule '2'
 Multi-Use Pathways
 & Parks

 **SUBJECT LANDS**


**PLANNING
 URBAN DESIGN
 & LANDSCAPE
 ARCHITECTURE**
MHBC PLANNING
540 BINGEMANS CENTRE DR.
 SUITE #200
 LONDON, ON, N2B 3X9
 P: 519 576 3650 F: 519 576 0121
 WWW.MHBCPLAN.COM

DATE: August 24, 2023

SCALE 1 : 12,500



P:\14212\D\Graphics\ Figure 15 -SWAP Sched '2' - Multi-Use Pathways & Parks - 24AUG2023

13.0 Financial Implications

The claimable works and Development Charges (DC) revenue estimates are outlined in the following Cost Sharable Works & DC Revenue Estimate Worksheet prepared by AGM. In summary, there are claimable works anticipated for the multi-neighbourhood pathways, and a SWM cost may be claimable for the implementation of LID facilities on public land.

The proposed Draft Plan is to generate an estimated \$34.8 million in DC revenue for the City Services Reserve Fund (CSRF).



Initial Proposal Report (IPR) Claimable Works & DC Revenue Estimate Worksheet
City of London - Development Finance
Development Charges By-law C.P.-1551-227

Development:	Westwinds Subdivision	TS File #:	
Address:	3563 Bostwick Road	Prepared By:	AGM Engineering Ltd.
Applicant:	Amiraco Properties Inc.	Date Prepared:	January 22, 2024

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)	Initial Proposal Report Estimate (\$)	Notes / Description
Minor Roadworks ¹			
Road Oversizing ¹			
Wastewater Oversizing			
Storm Sewer Oversizing			
Watermain Oversizing			
LID Subsidy			
Trunk Sewer ¹			
Major SWM Works ¹			
Land			
Other			
Total	\$ -	\$ -	

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		2.3	24.8	56.0	\$46,975	\$ 2,630,525
Medium Density Multiples / Row Housing		4.3	17.4	74.0	\$31,769	\$ 2,350,910
High Density	Apartment < 2 bedroom	2.0	300.8	610.0	\$20,777	\$ 12,674,014
	Apartment >= 2 bedroom	2.0	300.8	610.0	\$28,155	\$ 17,174,610
Non-Residential		Hectares	Sq m. per Hectare	Proposed Floor Space	CSRF Rate (\$/m2)	CSRF Revenue
Commercial				0.0	\$397.91	\$ -
Institutional				0.0	\$245.46	\$ -
Industrial				0.0	\$283.66	\$ -

Total \$ 34,830,058.55

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.-1551-227 rates effective from January 1, 2024 to December 31, 2024
3. The City employs a "citywide" approach to cost recovery for eligible growth services, therefore the estimated Claimable Works & DC Revenues are not directly comparable.

14.0 Miscellaneous

14.1 Subdivision Phasing and Staging

The proposed Draft Plan is to be approved in its entirety to create 11 development blocks accommodating an estimated 1,378 dwelling units. It is anticipated that on approval, the Draft Plan will be progressed to final registration in one phase driven by servicing connections and market conditions.

14.2 Noise Assessment

Noise levels along the Pack Road and Bostwick Road frontages may warrant the need for noise attenuation measures for lots in proximity to these road corridors. If needed, the detailed requirements for affected lots will be determined through a Noise Study.

15.0 References

The following planning documents were primary references reviewed in the preparation of this Report:

- Provincial Policy Statement, Province of Ontario;
- The London Plan, City of London;
- Southwest Area Plan, City of London; and
- Zoning By-Law, No. Z-1, City of London.

In conclusion, it is our opinion that the proposed Draft Plan represents good planning and is in keeping with the policies and intent of the Provincial Policy Statement and the City's Official Plan (The London Plan) and Southwest Area Plan. Accordingly, there is merit to proceed with formal Draft Plan of Subdivision, Official Plan Amendment and Zoning By-law Amendment applications to progress this development.

Respectfully submitted,

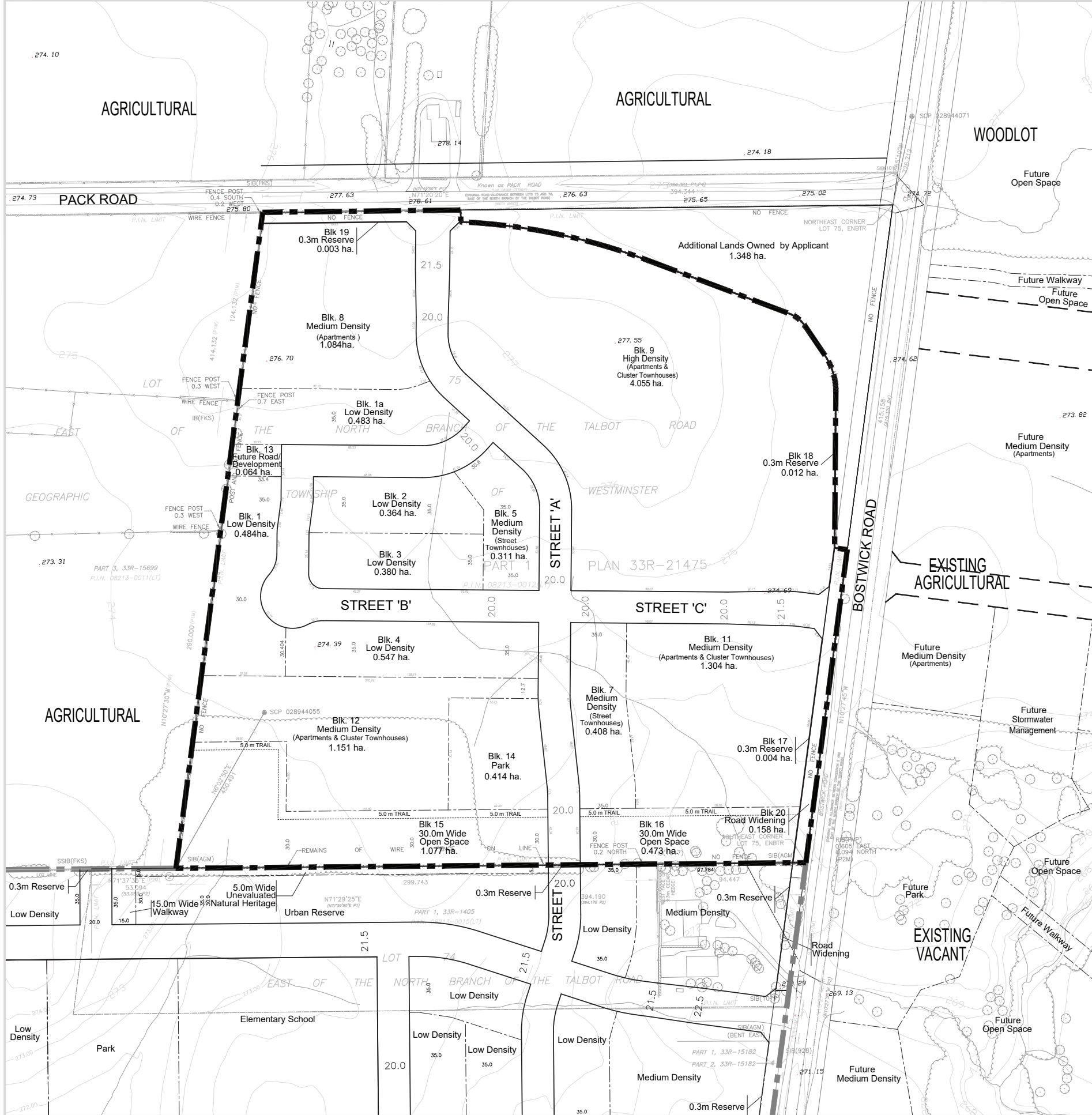
MHBC

A handwritten signature in black ink, appearing to read "Scott Allen".

Scott Allen, MA, RPP
Partner

APPENDIX A

PROPOSED DRAFT PLAN OF SUBDIVISION



PART OF LOT 75,
CONCESSION EAST OF THE
NORTH BRANCH OF TALBOT ROAD
(GEOGRAPHIC TOWNSHIP OF WESTMINSTER)

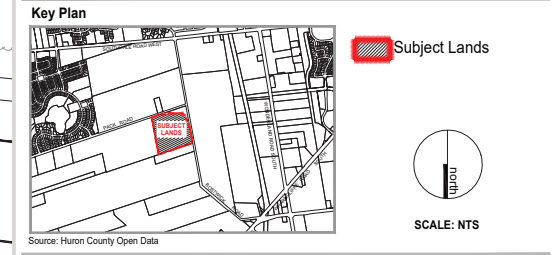
CITY OF LONDON
COUNTY OF MIDDLESEX

Owner's Certificate
I HEREBY AUTHORIZE MACNAUGHTON HERMSEN BRITTON CLARKSON PLANNING LIMITED TO SUBMIT THIS PLAN FOR APPROVAL.

DATE: September 28, 2023
MIKE MEDDAOUI
PRESIDENT, AMIRACO PROPERTIES INC.

Surveyor's Certificate
I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED ON THIS PLAN AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATELY AND CORRECTLY SHOWN.

DATE: Oct 4/23
TERRY P. DIETZ
ONTARIO LAND SURVEYOR
CALLON DIETZ INCORPORATED
ONTARIO LAND SURVEYORS



SUBJECT TO THE CONDITIONS, IF ANY, SET FORTH IN OUR LETTER DATED 2023
THIS DRAFT PLAN IS APPROVED UNDER SECTION 51 OF THE PLANNING ACT THIS DAY OF 2023

Additional Information Required Under Section 51(17) of the Planning Act R.S.O. 1990, c.P.13 as Amended

A. As Shown	B. As Shown	C. As Shown
D. Residential/Commercial	E. As Shown	F. As Shown
G. As Shown	H. Municipal Water Supply	I. Loam, Clay, Silt
J. As Shown	J. All Services As Required	L. As Shown

Area Schedule

Description	Lots/Blocks	Units	Area (ha)
Low Density Residential	1-4	56	2.258
Med. Density Residential (STH)	5,7	22	0.719
Med. Density Residential (Apt & Cluster)	8, 11, 12	312	3.540
High Density Residential (Apt & Cluster)	9	960	4.055
Future Road / Residential	13		0.064
Park	14		0.414
Open Space	15-16		1.550
0.3m Reserves	17-19		0.019
Road Widening	20		0.158
Roads			
Total	19	1,350	14.835

Notes
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SHOWN.
2. SURROUNDING PARCEL FABRIC IS APPROXIMATE.
3. CONTAINS INFORMATION LICENSED UNDER THE OPEN GOVERNMENT LICENCE, ONTARIO.

Revision No. Date Issued / Revision By

January 4, 2024 Issued: CCF

200-540 BINGEMANS CENTRE DR. KITCHENER, ON, N2B 3W9 | P: 519.576.3650 F: 519.576.0121 | WWW.MHBCPLAN.COM

Approval Stamp

Date: January 4, 2024

File No.: 14212 'D'

Drawn By: L.M. and C.C.F.

Project WESTWIND

Checked By S.A.

Applicant

AMIRACO PROPERTIES INC.
106-470 DUNDAS STREET
LONDON, ON
N6B 1W3

File Name PRELIMINARY DRAFT PLAN OF SUBDIVISION

Dwg No. 1 of 1

Plan Scale 1:1,250 (Arch D)

APPENDIX B

CONCEPTUAL DRAFT PLAN OF SUBDIVISION



PART OF LOT 75,
CONCESSION EAST OF THE
NORTH BRANCH OF TALBOT ROAD
(GEOGRAPHIC TOWNSHIP OF WESTMINSTER)

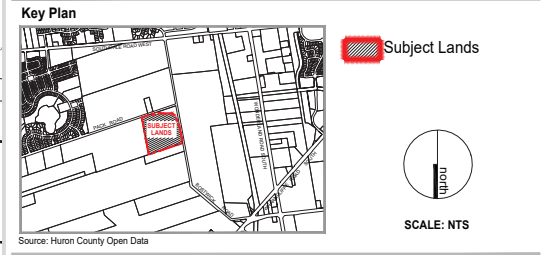
CITY OF LONDON
COUNTY OF MIDDLESEX

Owner's Certificate
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DATE: September 28, 2023
MIKE MEDDAOUI
PRESIDENT, AMIRACO PROPERTIES INC.

Surveyor's Certificate
I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED ON THIS PLAN AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATELY AND CORRECTLY SHOWN.

DATE: Oct 4/23
TERRY P. DIETZ
ONTARIO LAND SURVEYOR
CALLON DIETZ INCORPORATED
ONTARIO LAND SURVEYORS



SUBJECT TO THE CONDITIONS, IF ANY, SET FORTH IN OUR LETTER DATED 2023. THIS DRAFT PLAN IS APPROVED UNDER SECTION 51 OF THE PLANNING ACT THIS DAY OF 2023.

Additional Information Required Under Section 51(17) of the Planning Act R.S.O. 1990, c.P.13 as Amended

A. As Shown B. As Shown C. As Shown
D. Residential/Commercial E. As Shown F. As Shown
G. As Shown H. Municipal Water Supply I. Loam, Clay, Silt
J. As Shown J. All Services As Required L. As Shown

Area Schedule

Description	30T		
	Lots/Blocks	Units	Area (ha)
Low Density Residential	1-4	56	2.258
Med. Density Residential (STH)	5,7	22	0.719
Med. Density Residential (Apt & Cluster)	8, 11, 12	312	3.540
High Density Residential (Apt & Cluster)	9	960	4.055
Future Road / Residential	13		0.064
Park	14		0.414
Open Space	15-16		1.550
0.3m Reserves	17-19		0.019
Road Widening	20		0.158
Roads			2.058
Total	19	1,350	14.835

Notes
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE SHOWN.
2. SURROUNDING PARCEL FABRIC IS APPROXIMATE.
3. CONTAINS INFORMATION LICENSED UNDER THE OPEN GOVERNMENT LICENCE - ONTARIO.

1.	January 4, 2024	Issued:	CCF
Revision No.	Date	Issued / Revision	By

MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE
200-540 BINGEMANS CENTRE DR. KITCHENER, ON, N2B 3V9 | P: 519.576.3650 F: 519.576.0121 | WWW.MHBCPLAN.COM

Approval Stamp	Date	January 4, 2024
	File No.	14212 'D'
	Drawn By	L.M. and C.C.F.

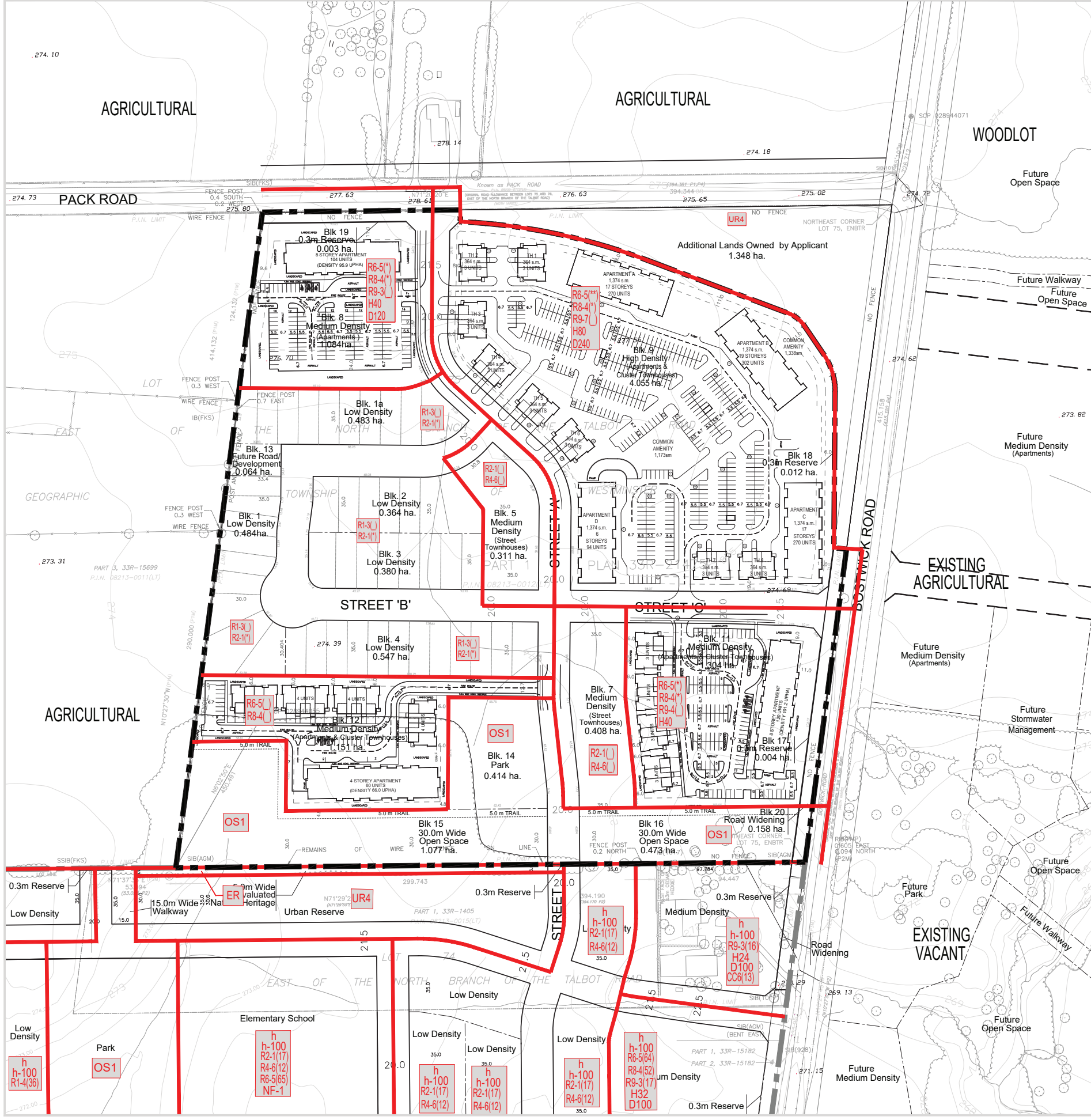
Project	WESTWIND	Checked By	S.A.
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Applicant	AMIRACO PROPERTIES INC. 106-470 DUNDAS STREET LONDON, ON N6B 1W3
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File Name	PRELIMINARY DRAFT PLAN OF SUBDIVISION - ZONING & LAND USE	Dwg No.	1 of 1
Plan Scale	1:1,250 (Arch D)		

APPENDIX C

CONCEPTUAL BLOCK LAYOUT PLAN



PART OF LOT 75,
CONCESSION EAST OF THE
NORTH BRANCH OF TALBOT ROAD
(GEOGRAPHIC TOWNSHIP OF WESTMINSTER)

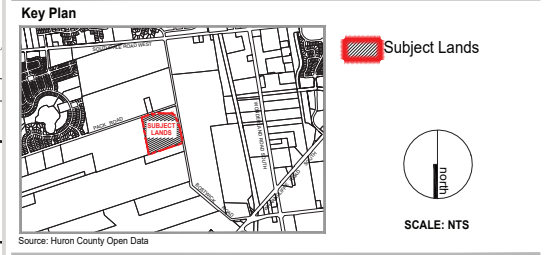
CITY OF LONDON
COUNTY OF MIDDLESEX

Owner's Certificate
I HEREBY AUTHORIZE MACNAUGHTON HERMSEN BRITTON CLARKSON PLANNING LIMITED TO SUBMIT THIS PLAN FOR APPROVAL.

DATE: September 28, 2023
MIKE MEDDAOUI
PRESIDENT, AMIRACO PROPERTIES INC.

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TERRY P. DIETZ
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ONTARIO LAND SURVEYORS



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A. As Shown	B. As Shown	C. As Shown
D. Residential/Commercial	E. As Shown	F. As Shown
G. As Shown	H. Municipal Water Supply	I. Loam, Clay, Silt
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Area Schedule

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Notes
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Revision No.	Date	Issued / Revision	By
1	January 4, 2024	Issued	CCF

MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE
200-540 BINGEMANS CENTRE DR. KITCHENER, ON, N2B 3W9 | P: 519.576.3650 F: 519.576.0121 | WWW.MHBCPLAN.COM

Approval Stamp

Date	January 4, 2024
File No.	14212 'D'
Drawn By	L.M. and C.C.F.

Project WESTWIND

Checked By S.A.

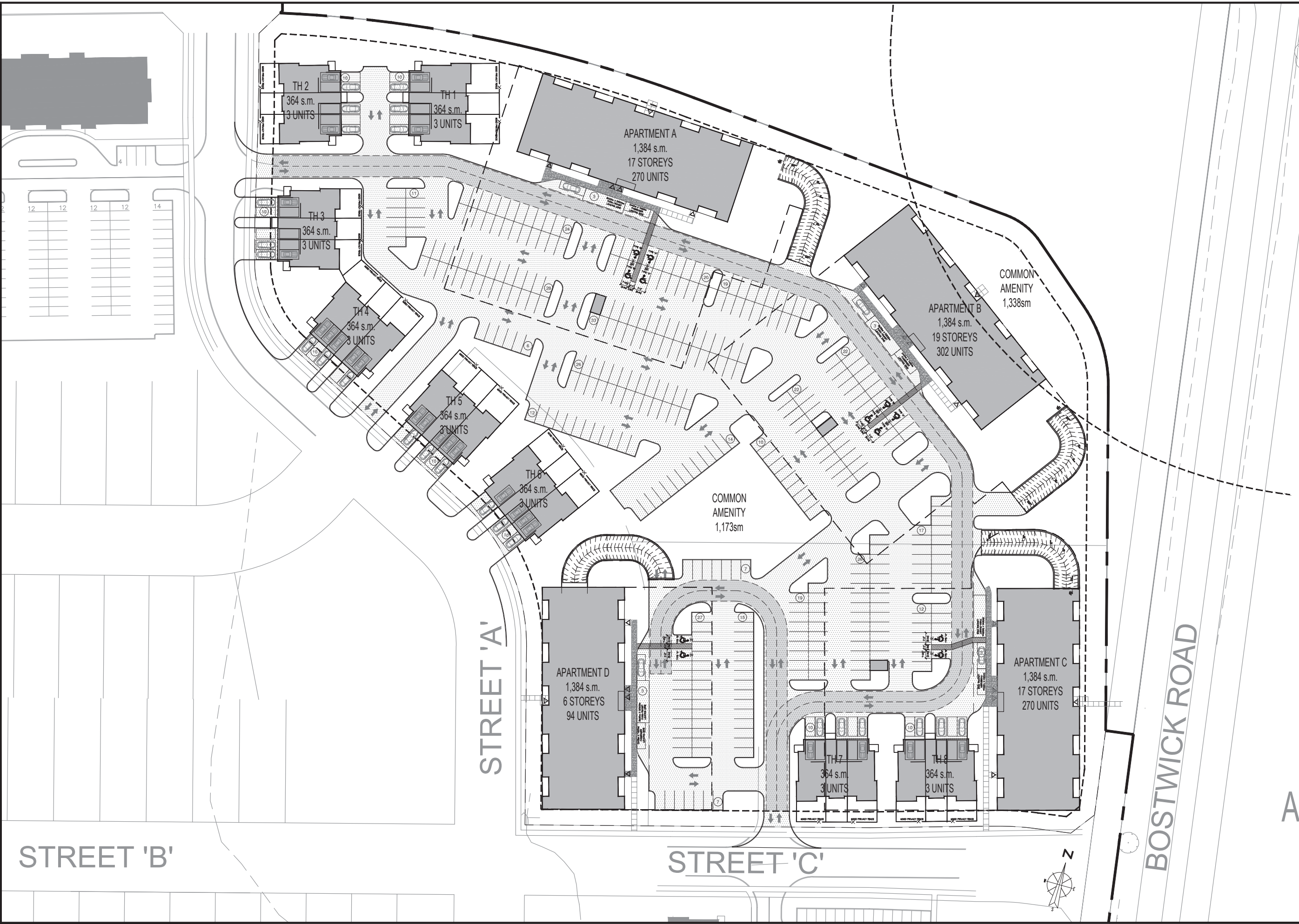
Applicant
AMIRACO PROPERTIES INC.
106-470 DUNDAS STREET
LONDON, ON
N6B 1W3

File Name	PRELIMINARY DRAFT PLAN OF SUBDIVISION - ZONING & CONCEPTS	Dwg No.	1 of 1
Plan Scale	1:1,250 (Arch D)		

APPENDIX D

BLOCK 9 CONCEPTUAL PLANS AND SHADOW STUDY

Last Saved: Thursday, December 21, 2023
 Plotted: Thursday, December 21, 2023
 File: E:\Design\Amiraco\1841-1843 Amiraco Block - 10 Bostwick At Project\1841 A101 Site Plan 2023.12.13.dwg



1. Dec 4, 2023 ISSUED FOR CLIENT REVIEW 2. Dec 14, 2023 ISSUED FOR CLIENT REVIEW 3. Dec 21, 2023 DRAFT PLAN OF SUBDIVISION/TPA	
All survey information, statistics, and associated measurements are to be confirmed, on site by the contractor. The contractor shall immediately notify the architect of all discrepancies, errors or omissions in this, or other documents, or in their relation in whole or in part. Do not proceed where there is a discrepancy, error or omission unless the architect has approved in writing. The contractor shall be responsible for any and all errors or omissions in the drawings and shall be held liable therefor. The contractor shall be responsible for any and all errors or omissions in the drawings and shall be held liable therefor. The contractor shall be responsible for any and all errors or omissions in the drawings and shall be held liable therefor.	
Check scale, print may be reduced! 1/8 inch = 10 mm	
PHILIP AGAR ARCHITECT INC. philip agar architect inc. 513 QUEENS AVENUE, LONDON, ON N6B 1Y3 TEL: 519 432-7388 info@agar-arch.com	
PARTIAL SITE PLAN WESTWINDS AMIRACO 3563 BOSTWICK ROAD LONDON, ONTARIO	
Project No: 1291	Scale: NTS
Dwn/Chkd. By: SA/PA	Date: DEC 1/23
Dwg. No: A102	

Last Saved: Thursday, December 21, 2023
 Plotted: Thursday, December 21, 2023
 File: E:\Design\A201\1281-1281-AMR\Block 10-Bonus-A1-Plan\1281-A201-Floor Plan Block A.dwg



TYPICAL GROUND FLOOR PLAN
 SCALE: 1/8" = 1'-0"

- 1 Dec 5/2023 ISSUED FOR CLIENT REVIEW
- 2 Dec 21, 2023 DRAFT PLAN OF SUBDIVISION/TPA



AGAR ARCHITECT
 philip agar architect inc.
 513 queens avenue, london, on n6b 1y3
 tel: 519 432-7388 info@agar-arch.com

TYPICAL GROUND FLOOR PLAN

WESTWINDS
 AMIRACO
 3563 BOSTWICK ROAD
 LONDON, ONTARIO

Project No: 1291

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

Dwn/Chkd. By: SA/PA

Date: DEC 1/23

Dwg. No:

A201

All survey information, weights & associated measurements are to be confirmed, on site by the contractor. The contractor shall immediately notify the architect of all inaccuracies, errors or omissions in this, or other documents, or in their relation to whole or part. Do not proceed where there is a discrepancy between the drawings and the site. The contractor shall be responsible for any errors or omissions in the drawings represented in the project by copyright & may not be reproduced, reproduced in whole or part without the author's firm permission.
 Check scale, print may be reduced: 1/8" = 10 mm











Proposed Development Shadow Study

Date: December 20, 2023
Location: 3563 Bostwick Road
London, Ontario

PAAI Project #: 1291

Prepared for: Amiraco
303 Richmond Street
London, Ontario
N6B 2H8



Proposed Development Shadow Study

EXECUTIVE SUMMARY

Location:	3563 Bostwick Road London, Ontario
Latitude:	42 degrees 55' 39" North
Longitude:	81 degrees 17' 24" West
Time Zone:	Eastern
Standard Time:	GMT -5 hours
Daylight Time:	GMT -4 hours
Building Height:	60.3m (19 storeys) maximum

Amiraco is currently pursuing a site plan application submission for the proposed development at the corner of Bostwick & Pack Road in London, Ontario. Philip Agar Architect Inc. has been engaged to carry out a Shadow Impact Study as one of the requirements to fulfill for the site plan application submission.

PROCESS

As the City of London does not have standards for Shadow Impact Studies, we have used the City of Waterloo Shadow Study Criteria as directed. A copy of the City of Waterloo Shadow Study Criteria has been included for reference. A 3D model of the area surrounding the site has been created in order to show the affects of the shadows and the calculations have been included for reference. The Shadow Impact Study will show the effect of the proposed new development on the surrounding environment during solstice and equinox, shortest and longest days of the year in the morning, noon and afternoon.

THE DEVELOPMENT

Located on the southwest corner of Bostwick and Pack Road, the current working plan is to develop two 17 storey apartments, one 19 storey apartment, one 6 storey apartment and 8 townhouses on one quadrant of the site that will eventually be further developed. Currently the site is vacant. It will be developed in multiple phases, refer to the architectural drawings for the phasing/block plan. North of the site is the Talbot Village subdivision. The property is generally surrounded by agricultural land however is in close proximity to Southdale Road with subdivisions, apartments, a community centre and large retail stores.

OBSERVATIONS

Review of the study shows that there is minimal impact on the surrounding buildings and properties. The siting of the new development is such that the shadow impact is internal for the majority of the time with minor exceptions.

Regarding the winter shadows in December, there are some shadow impact on the adjacent properties north of the development.

For the spring, summer and autumn shadows (March 21, June 21 and September 21) the proposed development's shadows do not impact adjacent properties. There are some minor shadows cast onto adjacent roadways.

The majority of the proposed development's shadows are cast within its own property. See the attached drawings.

These are well within the City of Waterloo Shadow Study Criteria that requires the following principals:

- *As a principle, at least 50% or more of any property should not be shaded for more than two interval times (a four hour equivalency); or,*
- *As a principle, at least 50% of any property should be in full sun for at least two interval times (a four hour equivalency).*

KEY PLAN



K: SHADOW STUDY CRITERIA

To evaluate the impact of intensification, the City of Waterloo may require a Shadow Study to illustrate the shadow impact the proposed development has on the site and surrounding properties with emphasis on residential uses, outdoor amenity spaces and park spaces, and to provide recommendations to reduce shadowing based on City criteria. At the discretion of the City, a Shadow Study may be required for development over 6 storeys (18m) height. The Shadow Study requirement will be identified through the pre-consultation process for the following types of applications:

- Official Plan applications
- Zone Change applications
- Site Plan applications
- Minor Variance applications

Ideal times to measure the impact of sun and shadow occur during the equinox, the beginning of spring and fall (around March 21 and September 21) and the summer solstice, the beginning of summer in the northern hemisphere. During the equinox, the sun shines directly on the equator and the length of day and night are nearly equal in all parts of the world. Another important time to consider is during the summer, a time when people generally use their amenity space or public space the most. Based on this, the City of Waterloo shall require shadow tests for the following dates and times:

Date(s)	Times
• Spring shadows, March 21 (equinox):	10am, 12 pm, 2 pm, 4 pm, 6 pm
• Summer shadows, June 21 (solstice):	10am, 12 pm, 2 pm, 4 pm, 6 pm
• Autumn shadows, September 21 (equinox):	10am, 12 pm, 2 pm, 4 pm, 6 pm
• Winter shadows, December 21 (solstice)	10 am, 12 pm, 2 pm

These times allow for measuring of hours of sunlight intervals. Additional times may be requested to respond to specific site conditions and shading concerns. The level of impact is measured by the time of shadow, or duration. To be considered compatible, a Shadow Study must demonstrate:

- As a principle, at least 50% or more of any property should not be shaded for more than two interval times (a four hour equivalency); or,
- As a principle, at least 50% of any property should be in full sun for at least two interval times (a four hour equivalency).

These criteria are similar to other municipal shadow study requirements in the Province. The study should include a summary letter describing how the proposed development meets minimum shadow criteria. If the proposal does not meet the general Shadow Study criteria, the Shadow Study must identify other massing options that would meet the intent of shadow criteria.

The study model is to include the site (highlighted on the plan), as well as, surrounding streets, blocks, parks and all buildings located within the shadow impact boundary during the requested times. Where possible, the model should include other approved but not built buildings within the model area. The City of Waterloo will provide this information. The shadow model is to be plotted in colour to a standard metric scale.

Spring Shadows, March 21 GMT -4 (Equinox)



10 am



12 pm



2 pm



4 pm



6 pm

March 21 (GMT-4)			Shadow Length (m)	Shadow Length (m)	Shadow Length (m)
Hour	Sun Altitude	Azimuth	Building A+C - (54.2m)	Building B - (60.3m)	Building D - (21m)
10:00am	26.29	116.88°	109.7	122.1	42.5
12:00pm	42.63	147.78°	58.9	65.5	22.8
2:00pm	46.97	190.16°	50.6	56.3	19.6
4:00pm	36.15	228.06°	74.2	82.5	28.7
6:00pm	16.97	254.12°	177.6	197.6	68.8

For the 10am to 4pm time frames the proposed buildings generally all cast shadows internally on it's own site. Apartment A and C cast partial shadows onto the adjacent streets and properties. At 6pm the proposed buildings cast shadows partially onto the adjacent easterly site. The property is covered by less than 50% shadows. At no time during the Spring Shadow study does the proposed development impact more than 50% of any adjacent property for 2 or more intervals. As a principal, at least 50% of any adjacent property is in full sun for at least 2 intervals. There are no other impacts on adjacent properties.

See page 9-13 for enlarged shadow study illustrations.

Summer Shadows, June 21 GMT-4 (Solstice)



10 am



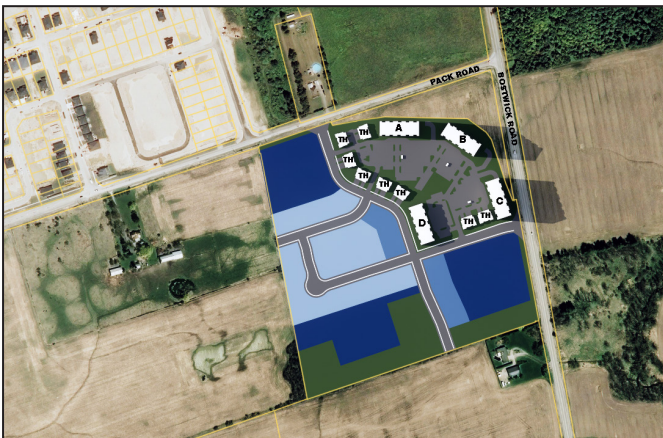
12 pm



2 pm



4 pm



6 pm

June 21 (GMT-4)					
Hour	Sun Altitude	Azimuth	Shadow Length (m)		
			Building A+C - (54.2m)	Building B - (60.3m)	Building D - (21m)
10:00am	43.38	97.57°	57.4	63.8	22.2
12:00pm	63.49	130.39°	27.0	30.1	10.5
2:00pm	69.35	201.91°	20.4	22.7	7.9
4:00pm	52.99	250.64°	40.9	45.5	15.8
6:00pm	31.33	274°	89.0	99.1	34.5

For the 10am, 12pm, 2pm and 4pm time frames the proposed building casts shadows internally on it's own site at the northeast corner. At 6pm the proposed building cast shadows partially onto the adjacent easterly site. The property is covered by less than 50% shadows.

At no time during the Summer Shadow study does the proposed development impact any adjacent property by more than 50%. See page 14-18 for enlarged shadow study illustrations.

Autumn Shadows, September 21 GMT-4 (Equinox)



10 am



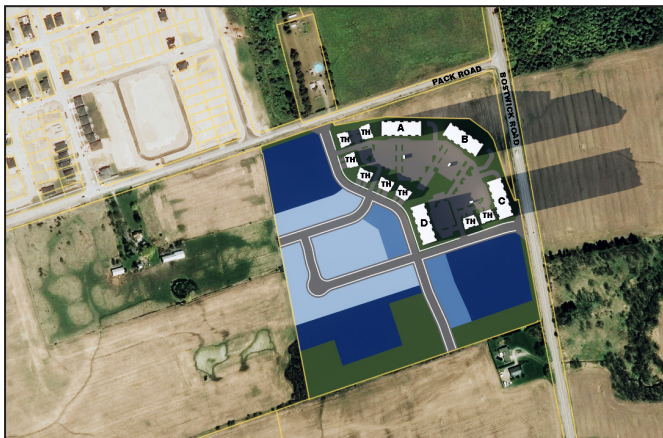
12 pm



2 pm



4 pm



6 pm

September 21 (GMT-4)			Shadow Length (m)	Shadow Length (m)	Shadow Length (m)
Hour	Sun Altitude	Azimuth	Building A+C - (54.2m)	Building B - (60.3m)	Building D - (21m)
10:00am	28.85	119.64°	98.4	109.5	38.1
12:00pm	44.21	152.14°	55.7	62.0	21.6
2:00pm	46.64	195.3°	51.2	56.9	19.8
4:00pm	34.33	231.76°	79.4	88.3	30.8
6:00pm	14.55	256.79°	208.8	232.3	80.9

For the 10am, 12pm and 2pm time frames the proposed building casts shadows internally on it's own site and partially onto the adjacent streets. At 4pm the proposed building cast shadows partially onto the adjacent easterly site. The property is covered by less than 50% shadows. At 6pm, the last time period, there are shadows that cover less than 50% of the adjacent site. At no time during the Autumn Shadow study does the proposed development impact more than 50% of any adjacent property for 2 or more intervals. As a principal, at least 50% of any adjacent property is in full sun for at least 2 intervals. There are no other impacts on adjacent properties.

See page 19-23 for enlarged shadow study illustrations.

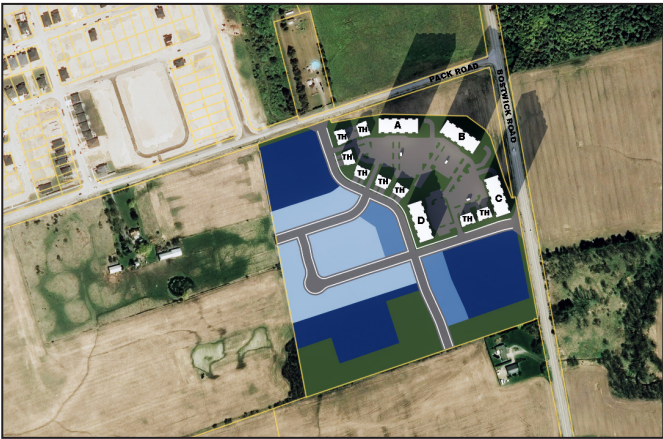
Winter Shadows, December 21 GMT-5 (Solstice)



10 am



12 pm



2 pm

December 21 (GMT-5)			Shadow Length (m)	Shadow Length (m)	Shadow Length (m)
Hour	Sun Altitude	Azimuth	Building A+C - (54.2m)	Building B - (60.3m)	Building D - (21m)
10:00am	15.9	146.08°	190.3	211.7	73.7
12:00pm	23.42	174.19°	125.1	139.2	48.5
2:00pm	20	203.58°	148.9	165.7	57.7

At 10am, 12pm and 2pm the proposed building cast shadows onto a portion of an adjacent northerly site.

At no time during the Winter Shadow study does the proposed development impact more than 50% of any adjacent property for 2 or more intervals. As a principal, at least 50% of any adjacent property is in full sun for at least 2 intervals. There are no other impacts on adjacent properties.

See page 24-26 for enlarged shadow study illustrations.

Spring Shadows, March 21 GMT-4 (Equinox)

10 am



Spring Shadows, March 21 GMT-4 (Equinox)

12 pm



Spring Shadows, March 21 GMT-4 (Equinox)

2 pm



Spring Shadows, March 21 GMT-4 (Equinox)

4 pm



Spring Shadows, March 21 GMT-4 (Equinox)

6 pm



Summer Shadows, June 21 GMT-4 (Solstice)

10 am



Summer Shadows, June 21 GMT-4 (Solstice)

12 pm



Summer Shadows, June 21 GMT-4 (Solstice)

2 pm



Summer Shadows, June 21 GMT-4 (Solstice)

4 pm



Summer Shadows, June 21 GMT-4 (Solstice)

6 pm



Autumn Shadows, September 21 GMT-4 (Equinox)

10 am



Autumn Shadows, September 21 GMT-4 (Equinox)

12 pm



Autumn Shadows, September 21 GMT-4 (Equinox)

2 pm



Autumn Shadows, September 21 GMT-4 (Equinox)

4 pm



Autumn Shadows, September 21 GMT-4 (Equinox)

6 pm



Winter Shadows, December 21 GMT-5 (Solstice)

10 am



Winter Shadows, December 21 GMT-5 (Solstice)

12 pm



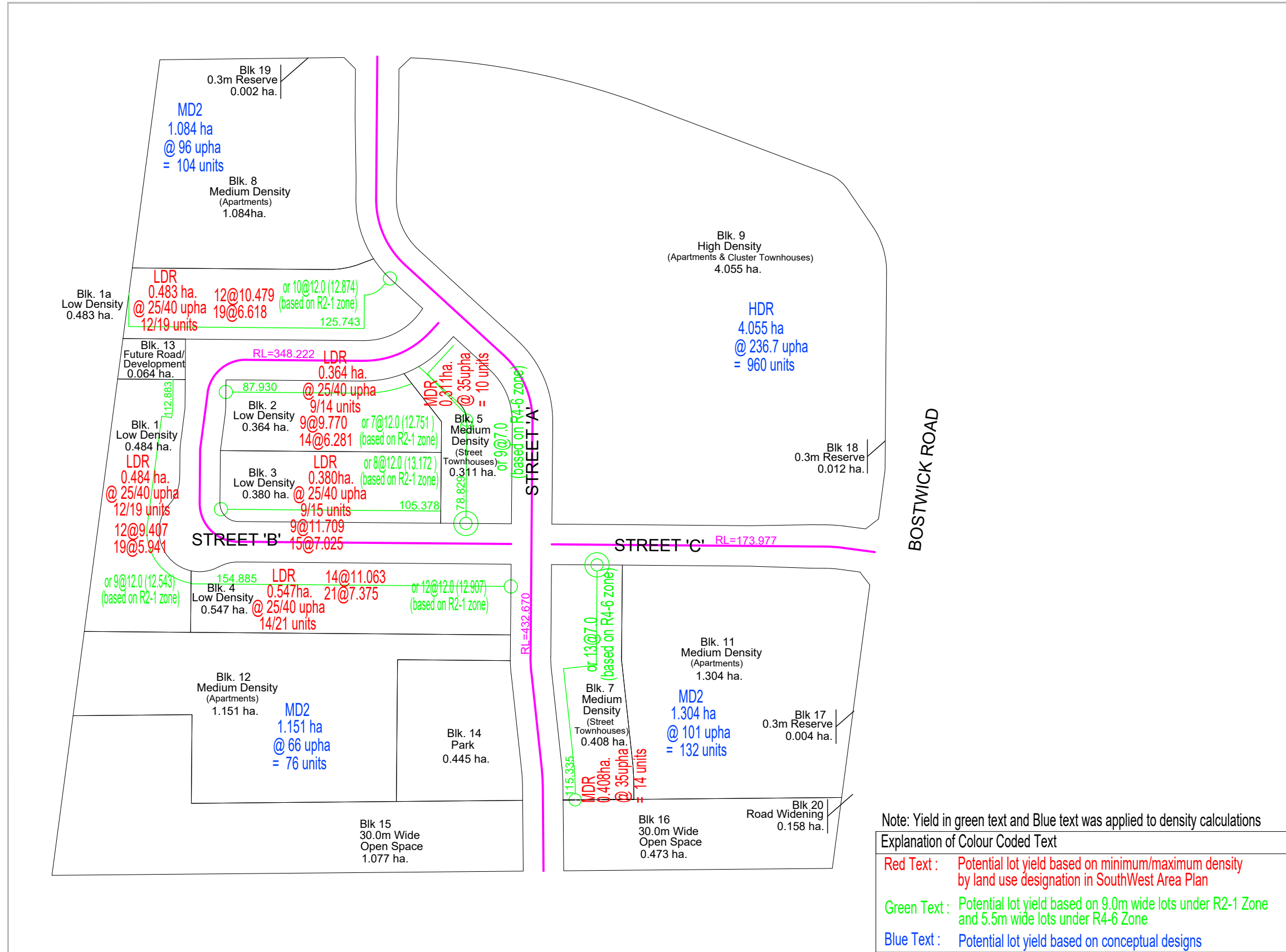
Winter Shadows, December 21 GMT-5 (Solstice)

2 pm



APPENDIX E

RESIDENTIAL DENSITY ASSESSMENT



DENSITY CALCULATIONS JANUARY 4, 2024
 (BASED ON AREA PLAN DENSITY RANGES FOR FOR LOW DENSITY, R4-6 LOT WIDTHS FOR STREET TOWNHOUSES & CONCEPTUAL DESIGN FOR MEDIUM & HIGH DENSITY RESIDENTIAL)

BOSTWICK RESIDENTIAL NEIGHBOURHOOD

LDR - LOW DENSITY RESIDENTIAL (BASED ON R2-1 ZONE)
 AREA = 2.258 HA. TOTAL LOTS = 56
 DENSITY = 24.8 UPHA

TOTAL LDR
 AREA = 2.258 HA.
 UNITS = 56
 DENSITY = 24.8 UPHA

MDR - MULTIPLE DENSITY ONE (STREET TOWNHOUSES)
 R4-6 ZONE (MIN 7.0m WIDE) = 22 LOTS
 AREA = 0.719 HA.
 DENSITY = 30.60 UPHA

TOTAL MD
 AREA = 4.258 HA.
 UNITS = 334
 DENSITY = 78.44 UPHA

MD2 - MEDIUM DENSITY TWO (APARTMENTS & CLUSTER TOWNHOUSES)
 AREA = 3.539 HA.
 @ 66/96/101 UPHA = 312 UNITS

TOTAL = 334 UNITS

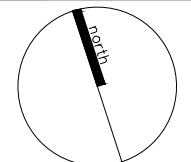
HDR - HIGH DENSITY RESIDENTIAL
 AREA = 4.055 HA.
 TOTAL TOWNHOUSES = 24
 TOTAL APARTMENTS = 936
 TOTAL LOTS = 960
 DENSITY = 236.75 UPHA

TOTAL HDR
 AREA = 4.055 HA.
 UNITS = 960
 DENSITY = 236.75 UPHA

GROSS TOTAL = 1,350 UNITS



FIGURE 2
DENSITY CALCULATIONS
 PRELIMINARY
 DRAFT PLAN OF SUBDIVISION



Dwg No. 1 of 1



Note: Yield in green text and Blue text was applied to density calculations

Explanation of Colour Coded Text

- Red Text : Potential lot yield based on minimum/maximum density by land use designation in SouthWest Area Plan
- Green Text : Potential lot yield based on 9.0m wide lots under R2-1 Zone and 5.5m wide lots under R4-6 Zone
- Blue Text : Potential lot yield based on conceptual designs

APPENDIX F

SUSTAINABLE DESIGN CONSIDERATIONS

Sustainable Design Considerations*

Proposed Draft Plan of Subdivision
3563 Bostwick Road (Amiraco Properties Inc.)

	<ul style="list-style-type: none"> • Design neighbourhood street networks, block sizes and infrastructure to promote connectivity and encourage active mobility (e.g., transit, walking, cycling, blading). • Provide a range of residential dwelling types, including low-rise, mid-rise and higher intensity mid-rise housing to accommodate the needs of a wide range of households/lifestyles and provide opportunities to age-in-place. • Orient street networks, block orientation, lot sizes, and buildings to maximize the use of passive solar energy, where practical and appropriate. • Design water and wastewater facilities, street and pathway networks and erosion and sediment controls with regard to municipal standards respecting sustainable technologies and practices. • Where appropriate, viable and acceptable to the City of London, integrate green infrastructure measures in the design of street networks, development blocks, walkways and park facilities (including low impact development (LID) technologies to provide enhanced stormwater retention and reuse)).
	<ul style="list-style-type: none"> • Where practical and appropriate, encourage future builders to: <ul style="list-style-type: none"> ▪ Utilize energy efficient building designs that consider: use of durable, quality materials having high levels of energy conservation; on-site renewable energy sources (sensitive to adjacent uses); and provision of electric vehicle charging facilities. ▪ Provide 'Energy Star' labeled appliances in units. ▪ Install high efficiency (low flow) fixtures and fittings. ▪ Provide facilities to accommodate municipal waste and recycling programs. • Promote the recycling of non-hazardous construction debris. • Where practical, integrate building technologies to help reduce the urban heat island effect, including reflective roof surfaces and greenroofs. • Provide dedicated priority parking spaces for electric vehicles in large parking lots, where practical and appropriate. • Provide bicycle parking spaces in accordance with the City of London Zoning By-law: <ul style="list-style-type: none"> ▪ In commercial parking lots, locate required (short-term) bicycle parking in highly visible and publicly accessible locations. ▪ In apartment building parking lots, locate required (long-term) bicycle parking in secure and accessible locations (e.g., bicycle storage lockers). • Where necessary and appropriate, treat exterior glazing with visual markers and other measures to minimize bird strikes.

** The feasibility and appropriateness of measures identified in this table will be evaluated in conjunction with the Design Studies and Servicing Drawing phases of the City of London Plan of Subdivision application process. The final project design may not implement all measures set out in this table.*

Sustainable Design Considerations*

Proposed Draft Plan of Subdivision
3563 Bostwick Road (Amiraco Properties Inc.)

	<ul style="list-style-type: none">• Where appropriate and required, maximize landscaped areas and tree planting on private developments to help reduce the urban heat-island effect, improve air quality, moderate sun and wind, and improve ground water recharge.• Have regard for the City of London Tree Protection By-law and any tree preservation plans prepared for the development.• Support street tree planting to provide canopy coverage along street boulevards (at appropriate locations that minimize conflicts with utilities and private driveways).• Encourage builders to provide additional tree planting on development sites where practical and appropriate.• Promote development of a municipal tree watering program for trees planted within boulevards, parks and other public areas.• Support the use of native species and drought tolerant vegetation throughout the development.• Investigate the use of pervious paving materials, where practical and appropriate.• Encourage community gardens, private gardens, roof-top gardens at appropriate locations to provide food production opportunities within the development site.• Plant shade trees within parking lots and plazas with consideration for municipal guidelines, the City of London Site Plan Control By-law, best management practices and efficient design principles, as appropriate.• Where appropriate and practical, design the landscape and irrigation systems to reduce overall water demand.
	<ul style="list-style-type: none">• Extend City of London Multi-Use Pathway network through project site with consideration for preliminary routing delineated in Southwest Area Plan.• Provide accessible pedestrian sidewalks and walkways, with linkages to the municipal street network and the Multi-Use Pathway system.• Design pedestrian walkways with regard to municipal standards to facilitate safe pedestrian movement.• Investigate exterior lighting technologies to reduce glare and light trespass, and to promote energy conservation.

** The feasibility and appropriateness of measures identified in this table will be evaluated in conjunction with the Design Studies and Servicing Drawing phases of the City of London Plan of Subdivision application process. The final project design may not implement all measures set out in this table.*

