



FINAL PROPOSAL REPORT

PREPARED FOR:

**Draft Plan of Subdivision
Kilbourne Developments Inc.**
3080 and 3514 Bostwick Road,
1875 Wharnccliffe Road South, and
3341 Wonderland Road South

File no. 1094AW

July 2025 (Revised May 2026)

Your Vision

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1.0 Introduction

1.1 Overview

MHBC has been retained by Kilbourne Developments Inc. (c/o York Developments) to assist with the preparation of Draft Plan of Subdivision ('Draft Plan'), Official Plan Amendment ('OPA') and Zoning By-law Amendment ('ZBA') applications for lands addressed as 3514 Bostwick Road, 1875 Wharnccliffe Road South, 3341 Wonderland Road South and 3080 Bostwick Road. The subject lands (the 'Site') also include three unaddressed parcels; one located immediately north of 3341 Wonderland Road South and two situated immediately south of 1875 Wharnccliffe Road South.

The proposed Draft Plan is designed to support a range of low-, mid- and high-rise residential forms, as well as mixed-use (residential/commercial) opportunities, parkland, connections to future multi-use pathways and natural areas associated with the Thornicroft Drain corridor. Project management will be directed by the ownership group under the coordination of York Developments, with management responsibilities for planning and engineering components coordinated by MHBC and Stantec, respectively.

The Draft Plan application for this project was submitted July 14, 2025, deemed complete as City of London File: 39T-25507 and circulated for public comment by way of a Notice of Planning Application dated September 3, 2025.

1.2 Site Description

The subject lands are generally located north of the Wharnccliffe Road South corridor, west of Wonderland Road South. These lands are bounded by the northern portion of 3080 Bostwick Road to the north, a Hydro One corridor to the east, Wharnccliffe Road South to the south and Bostwick Road to the south and west (refer to **Figure 1** of this Report). The Site, which measures 90.97 ha in area, and includes 60 m of frontage on Wharnccliffe Road South, 1,806 m of total flankage along Bostwick Road and a maximum (irregular) depth of 1,701 m measured from Wharnccliffe Road South (all measurements herein are approximations). These lands also have 530 m of frontage along 'Street C' (Scollard Street) of the 3080 Bostwick Road subdivision plan (City of London File: 39T-18502). Street 'C' functions as the northern boundary of the Site.

The subject lands are comprised of the following contiguous lands and, for the purposes of this Draft Plan application, are considered to be a single development site referred to as the 'Kilbourne Subdivision':

- i. 3514 Bostwick Road. The property addressed as 3514 Bostwick Road is the largest parcel associated with the proposed development; measuring 56.8 ha in area. This property contains vacant development lands, a woodlot feature and a section of the Thornicroft Drain corridor.
- ii. 1875 Wharnccliffe Road South and Adjacent Unaddressed Parcels. 1875 Wharnccliffe Road South measures 8.9 ha in area and includes several industrial buildings accessed from Wharnccliffe Road South. Also, the Thornicroft Drain corridor traverses the western portion of these lands. South of this property are two unaddressed parcels collectively measuring 0.8 ha. The smaller

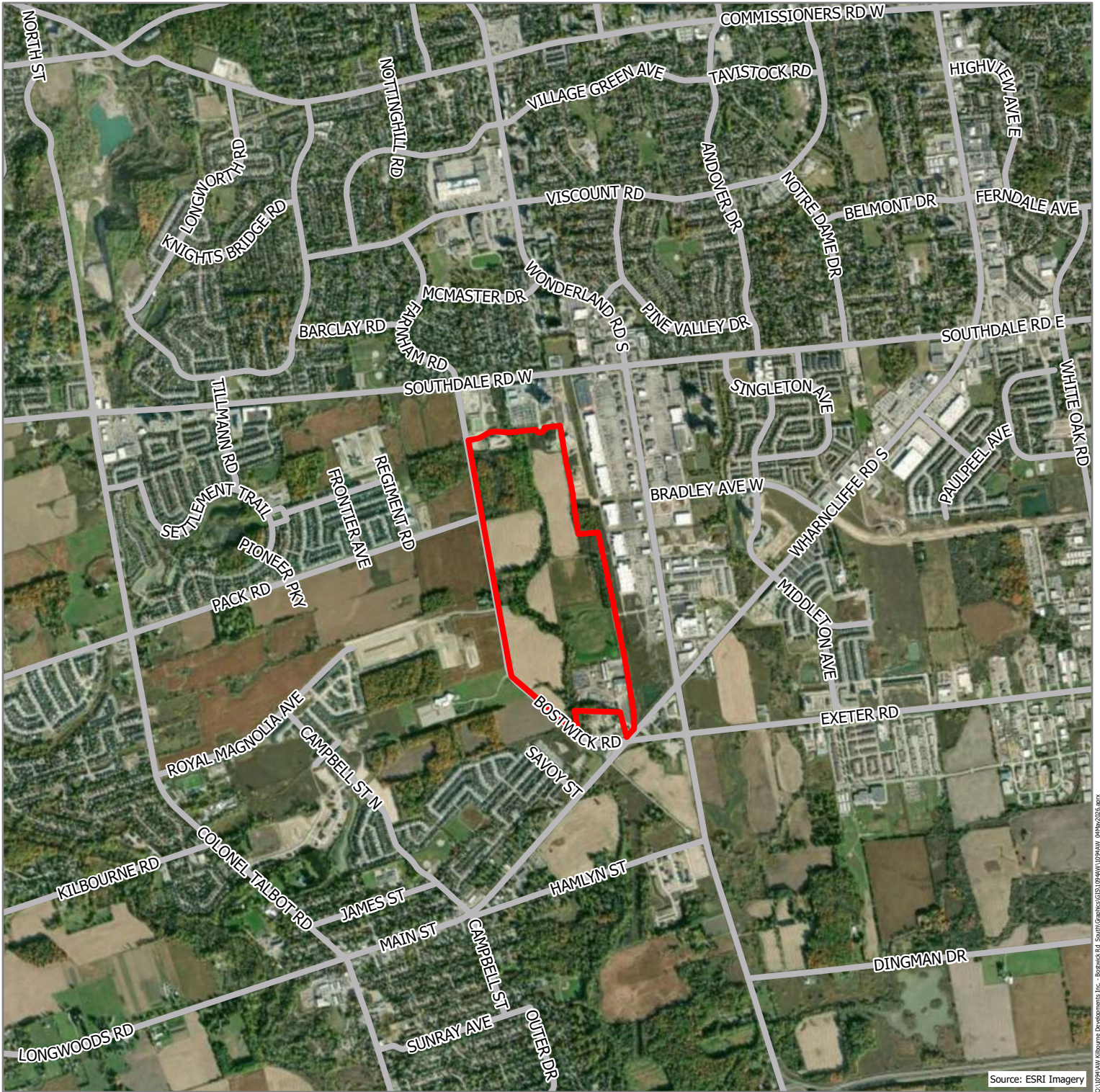


Figure 1 - General Location Plan

 Subject Lands



unaddressed parcel is situated immediately south of 1875 Wharnccliffe Road South and is utilized as a parking area for adjacent industrial operations. The larger unaddressed parcel is situated southeast of 1875 Wharnccliffe Road South and is currently vacant.

- iii. 3341 Wonderland Road South and Adjacent Unaddressed Parcel. 3341 Wonderland Road South measures 18.6 ha, with the smaller adjacent parcel to the north measuring 1.3 ha. The two properties are located immediately north of 1875 Wharnccliffe Road South and immediately east of 3514 Bostwick Road. Both parcels are predominately vacant development land, with the southern portion of 3341 Wonderland Road South being used for a golf driving range. The Thornicroft Drain corridor also traverses the western boundary of 3341 Wonderland Road South.
- iv. 3080 Bostwick Road (South Portion). The southern portion of the 3080 Bostwick Road property is integrated into the Site, with the northern portion of the property advancing as a master planned community surrounding the StarTech.com Community Centre (501 Southdale Road West). The included portion of the 3080 Bostwick Road measures 6.0 hectares with frontages on Bostwick Road, the Yorkville Street extension, and Street 'C'. These lands are vacant of buildings or structures, and are bisected by the Thornicroft Drain corridor.

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 Secondary Plan, dated April 29, 2014 (consolidated October 2024). This Secondary Plan delineates a series of neighbourhoods within the planning district and defines specific development policies for each area. In this respect, the subject lands are situated entirely within the Bostwick Residential Neighbourhood.

The Site also forms part of a developing, suburban residential community, with a variety of development advancing or planned north and west of the subject lands. Further, there are a variety of non-residential uses located in the vicinity of the Site, including the Wonderland Road South commercial corridor to the east, commercial/industrial uses fronting Wharnccliffe Road South to the south, the StarTech.com Community Centre to the north and the Forest City Community Church (3725 Bostwick Road) to the west. Proximate to the subject lands, London Transit bus service is currently provided along Southdale Road West north of the Site, Wharnccliffe Road South, south of the Site, and Wonderland Road South, east of the Site.

Additionally, the following identifies several development projects progressing on surrounding lands:

- A 17 storey high-rise apartment building has been constructed on a portion of the 3080 Bostwick Road development addressed as 3010-3050 Yorkville Street. Additional high rise towers ranging from 12 storeys to 22 storeys are under construction or planned for this master planned community, including high-rise towers planned for the associated subdivision plan located immediately north of the Site;
- A mixed-use subdivision is advancing for lands southwest of the Site on lands addressed as 3700 Colonel Talbot Road and 3645 Bostwick Road (City of London File: 39T-17503). The initial (western) phase of this development is largely complete, with the second (central) phase recently registered; and
- West of the Site, a residential subdivision ('Westwinds Subdivision') has been approved for 3563 Bostwick Road (City of London File: 39T-24502), which includes permissions for 16 storey towers along the Bostwick Road and Pack Road frontages.

1.3 Development Concept

1.3.1 Primary Components

The conceptual Draft Plan included within **Appendix A** of this Report, dated April 29, 2026, has been designed to accommodate a broad mix of uses, and to establish a land use pattern that is compact in design, connected with the surrounding community and transit-supportive. Further, the Draft Plan has been revised from the original submission with consideration for subsequent comments received from City Departments and review agencies as summarized in Planning Staff correspondence, dated November 5, 2025.

The proposed development concept supports a mix of low, medium and high density residential development opportunities, as well as limited complementary service/retail commercial uses, local parks at strategic locations and open space elements associated with the Thorncroft Drain corridor. The layout also provides opportunities for the extension of the City's multi-use pathway and includes access points to the pathway system.

As illustrated in the proposed Draft Plan, the subdivision proposal yields an estimated 4,748 residential units within 48 development blocks based on assumed residential densities. Collectively, the net residential density of these block arrangements is 118 units/ha. Conceptual layouts for selected medium and high density blocks are included in **Appendices B to F** to this Report.

The proposed Kilbourne Subdivision incorporates these principal elements:

- A lotting pattern organized by an east-west arterial road (Bradley Avenue), an east-west collector road (Kilbourne Road) and a north-south local road (Street 'A'). Collectively, these principal roads would provide connectivity to arterial roads adjacent to, and proximate to, the Site including Bostwick Road, Wharnccliffe Road South, Wonderland Road South and Southdale Road West.
- Two medium density residential blocks (Blocks 40 and 41) positioned within the eastern portion of the Site, generally intended for mid- to high-rise apartment forms with heights up to nine storeys. These residential blocks encompass a total development area of 2.1 ha and would yield an estimated 252 units, based on assumed residential density of 120 units/ha. These blocks are envisioned to function as (1) part of a community focal point centred around the Kilbourne Road/Street 'A' intersection and (2) a community gateway to the Wonderland Road South commercial corridor.
- Four medium density residential blocks (Blocks 38, 39, 42 and 43) fronting the Bostwick Road or Street 'A' corridors. It is anticipated that these blocks would also be developed for mid- to high-rise apartment forms and potentially other complementary medium density housing forms. Combined, these multiple-unit blocks encompass a total development area of 4.85 ha and would yield an estimated 597 dwelling units based on assumed density of 120 units/ha. The maximum building height permission for these blocks would be nine storeys.
- Five medium density residential blocks intended for cluster housing interspersed throughout the development (Blocks 33 to 37). These blocks would encompass a total development area of 3.8 ha and would yield 281 units largely based on an assumed density of 75 units/ha. A

variety of housing forms are anticipated within these blocks, including townhouses and low-rise apartments (up to four storeys in height).

- Five high density residential blocks intended for intensive, transit-supportive development (Blocks 44 to 48). Blocks 44 to 47 are positioned towards the Southdale Road West and Wonderland Road South corridors and are intended to accommodate building heights of up to 23 storeys, including one storey of indoor rooftop amenity space. Service/retail commercial permissions are also proposed for the main floors within Block 45 to promote a mix-use development block comprised of complementary residential and commercial uses. Block 48 is positioned adjacent to the Bostwick Road and Bradley Avenue/Pack Road corridors, and is planned to accommodate 16 storey high-rise forms consistent with development permissions recently applied to the Westwinds Subdivision. It is anticipated that, collectively, these blocks would support high-rise apartment forms, as well as other medium density housing types (e.g., street townhouses, stacked townhouses). Combined, these five blocks encompass a total development area of 9.6 ha and yield 3.055 units based on an assumed density of 320 units/ha.
- Eighteen street townhouse blocks (Blocks 15-32) proposed throughout the site and largely within the eastern portion of the site in close proximity to Street 'A' and the adjacent Hydro One corridor. The total development area of these blocks measures 9.78 ha and yields an estimated 333 residential units based on an assumed density of 35 units/ha.
- Low density residential development generally planned for interior portions of the Site including lands adjacent to the Thornicroft Drain corridor. A total of 14 development blocks are proposed for this 10.2 ha development area (Blocks 1 to 14). It is estimated that 248 residential units would be accommodated within these blocks based on an assumed density of 25 units/ha.
- Dedicated walkway blocks (Blocks 49 to 54 and Blocks 74 to 76) planned to accommodate the City's multi-use pathway system and to provide internal access to the pathway network. Blocks 49, 50, 74, 75 and 76 are to have a width of 8.0 m, with Blocks 51 to 54 having a width of 13.0 m. A total of 2.1 ha of land is proposed for the walkway blocks, providing active transportation connectivity with adjacent road systems and surrounding neighbourhoods.
- Designated open space (Blocks 58 to 64) containing the Thornicroft Drain channel traversing the subject lands. It is anticipated that this open (daylighted) drainage corridor would contain: the defined stream channel, passive recreational space and naturalization opportunities. The open space blocks associated with this corridor would encompass 26.6 ha of land, equating to 29.2% of the total property area.
- Four stormwater management facilities located adjacent to the open space corridor (Blocks 65 to 69) and measuring 4.2 ha in total area.
- Three park blocks (Blocks 55 to 57) positioned at strategic locations within the development. These blocks would provide a total of 2.9 ha of land for passive/active recreational space, and would provide direct connectivity to the pathway system discussed above.

Additionally:

- Generally, with the exception of the planned higher-order roads, the street network is to be comprised of Neighbourhood Streets designed with a required 20 m wide road allowance. Design considerations for the higher-order roads are as follows:
 - Bradley Avenue is designed with a typical width of 36 m, consistent with the road cross-section constructed east of the Site and City of London standards for Civic Boulevards;
 - Kilbourne Road is proposed to be a Neighbourhood Connector, and is designed with a typical 23 m wide right-of-way (consistent with the road allowance east of the Site);
 - Street A is designed with a typical 23 m road allowance north of the Street B/E intersection; and
 - Bradley Avenue and Kilbourne Road would provide vehicular crossings of the natural corridor.
- Blocks 69 to 72 are to provide 0.3 m reserves at connections to future roads.
- Block 73 is to accommodate the required widening for Bostwick Road.
- Sight triangles are provided at arterial and collector road intersections with consideration for potential bus transit routing. Further discussion with City staff is required to confirm if additional sight triangles are required at local street intersections.

1.3.2 Design Considerations

Several design components have been integrated into the Kilbourne Subdivision in order to promote housing choice, encourage connectivity and protect natural features. In this respect, the Draft Plan arrangement 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 primarily along the Street 'A' and Bostwick Road frontages to provide an intensive scale of development that:** promotes a compact urban form; broadens housing choice; increases housing supply; and supports existing and future transit services. Medium density residential forms (e.g., street townhouses, stacked townhouses, low and mid-rise apartments) are also planned predominately along the Street 'A' and Kilbourne Road corridors to complement the apartment buildings and to provide a transition to low density housing planned for internal locations;
- **An internal circulation pattern designed to support community connectivity and active transportation, as well as efficient and safe traffic movement;**
- **A balance of residential densities, open space, and low impact development techniques for stormwater management** to help promote sustainable development;

- A natural corridor (1) to contain the Thornicroft Drain channel and stormwater management facilities, encourage passive recreation and provide naturalization opportunities and (2) to function as a key organizing feature for the Draft Plan design; and
- An internal circulation pattern designed to support community connectivity and active transportation, as well as efficient and safe traffic movement.

Additionally, Appendices B to F illustrate conceptual designs prepared for several medium and high density blocks with the development. Collectively, these conceptual layouts address the following design considerations:

- **Building Forms and Orientation:** The proposed residential apartments and townhouses would generally be positioned to address adjacent street frontages. Podium elements with tower step-backs are planned to reinforce the street edges and pedestrian realms. Further street activation is intended to be provided through design treatments, including extensive glazing, entrance features and balconies.
- **Building Massing:** The massing of the apartments (with towers and integrated podiums) and the townhouse units are designed to create building forms that have consideration for the local development context, maintain a pedestrian scale and orientation along the adjacent streets, and employ a contemporary design. Apartment building designs also integrate three principal elements above-grade including podium, middle and top elements.
- **Façade Treatment:** The apartment designs are to incorporate a cohesive, contemporary façade style incorporating extensive glazing, patterning of lines and windows, and distinctive colouring (to help break up the continuous mass of the structures). The façade treatments of the podiums and townhouses are to emphasize a pedestrian scale and a distinction for where the private and public realms merge. The intent of this architectural treatment is to promote an attractive, modern design that is compatible with, and complements, the local development context
- **Pedestrian Environment:** Several architectural features are intended to help activate the streetscape, including prominent entrance features comprised of an overhang component above main entrances, street lighting, and the incorporation of signage. Building entrances are to be accessible from the adjacent streets via sidewalk connections.

Zedd Architecture has also prepared more detailed conceptual plans for Blocks 44, 46 and 47, as presented in Appendices D to F, respectively. The following provides a brief overview of these design layouts:

- The Block 44 design proposes a total of 368 residential units between two high-rise towers (15 and 17 storeys) and a three storey townhouse form; equating to a total density of 314 units/ha. The buildings are generally oriented externally on the Site, including towards Street 'A' and the Yorkville Street roundabout. Site access is intended to be provided from the Street 'A' to the shared drive aisles, surface parking, and the underground parking located centrally on the Site (i.e. behind the townhouse building). A total of 458 parking spaces are proposed to service this development, predominately located within the two levels of underground parking.
- The Block 46 layout is designed to yield a total of 183 residential units accommodated between a 17 storey apartment building and a three storey townhouse building; equating to a

total density of 314 units/ha. Site access is intended to be provided from Street 'A' to the shared drive aisles, surface parking, and underground parking. A total of 232 parking spaces are proposed for this site, with most stalls located within the two levels of underground parking.

- The Block 47 design integrates two, 19 storey residential towers and two, 22 storey residential towers, excluding indoor rooftop amenity space. In total, the design yields 764 dwelling units, equating to density of 307 units/ha. The buildings are generally oriented externally on the Site; towards the Bostwick Road and Scollard Street frontages. Site access is intended to be provided from Scollard Street to the shared drive aisles, surface parking, and the structured parking areas. A total of 1,156 parking stalls are proposed to service this development, with most stalls located within structured parking facilities.

2.0 Provincial Planning Statement

2.1 Framework and Vision

The Provincial Planning Statement, 2024 was issued under section 3 of the Planning Act and came into effect October 20, 2024. 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 province-wide. Generally, Chapter 1 of the PPS details that this policy instrument provides a vision for land use planning in Ontario that: prioritizes growth in urban and rural settlements; prioritizes compact and transit-supportive design, where locally appropriate; and optimizes investments in infrastructure and public service facilities to support convenient access to housing, quality employment, services and recreation.

With respect to housing policy, the vision set out in Chapter 1 of the PPS prescribes (1) that Ontario will increase the supply and mix of housing options, addressing the full range of housing affordability needs, and (2) that every community is to build homes responding to changing market needs and local demand. Further, in relation to the importance of home construction, the following goal is stated in this Chapter:

“More than anything, a prosperous Ontario will see the building of more homes for all Ontarians. This is why the province has set a goal of getting at least 1.5 million homes built by 2031.”

The role of the PPS is also defined in Chapter 1:

“The Provincial Planning Statement provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario’s policy-led planning system, the Provincial Planning Statement sets the policy foundation for regulating the development and use of land province-wide ...”

2.2 Assessment of Proposal

The Kilbourne Subdivision has been assessed with respect to the policy direction and provisions of the PPS. Based on this analysis, it is our opinion that policies in Chapter 2 (Building Homes, Sustaining Strong and Competitive Communities), Chapter 3 (Infrastructure and Facilities), Chapter 4 (Wise Use and Management of Resources) and Chapter 5 (Protecting Public Health and Safety) are particularly relevant to this proposal. The following commentary demonstrates how this project is consistent with the identified policies.

2.2.1 Chapter 2: Building Homes, Sustaining Strong and Competitive Communities

Given the nature and scale of the proposed Draft Plan, in our opinion, the following policies contained within Section 2.1 (Planning for People and Homes), Section 2.2 (Housing), Section 2.3 (Settlement Areas and Settlement Area Boundary Expansions) and Section 2.9 (Energy Conservation, Air Quality and Climate Change) have specific relevance to this proposal.

Policy Review

1. Policy 2.1.6 sets out several policies to support the achievement of complete communities, including:
 - Policy a), which generally prescribes that an appropriate range and mix of land uses, housing and transportation options, employment, public services facilities, other institutional uses, recreation, parks, open space and other uses should be accommodated to meet long-term needs.
2. Policy 2.2.1 requires planning authorities to provide for an appropriate range of housing options and densities to meet the projected needs of current and future residents by way of a series of measures, including:
 - “b) permitting and facilitating:
 1. all *housing options* required to meet the social, health, economic and well being requirements of current and future residents, including *additional needs housing* and needs arising from demographic changes and employment opportunities; and
 2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;
 - c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and
 - d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.”
3. Policy 2.3.1 directs that settlement areas shall be the focus of growth and development areas, with strategic growth areas and major transit station areas being focal points. Policy 2.3.1.2 further prescribes 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) optimize existing and planned *infrastructure* and *public service facilities*;
 - c) support *active transportation*;
 - d) are *transit-supportive*, as appropriate;”

Additional direction regarding growth and development is provided in Policy 2.3.1.3, which requires planning authorities to support general intensification and redevelopment to encourage complete communities. This is to include planning for a range and mix of housing options, and prioritizing planning and investment in necessary infrastructure and public service facilities.

Policy Analysis

With respect to Policy 2.1.6 a) the proposed Draft Plan provides an efficient land use pattern that encourages a range and mix of compact, intensive residential forms, complementary convenience commercial uses and open space on lands generally designated for these purposes. In this respect, the application is intended to promote an approximate mix of land uses within the Site and to support the development of a complete community proximate to these lands.

Additionally, in our opinion, the application satisfies the other referenced policies of Chapter 2 given the following considerations:

- The subject lands are located in the vicinity of lands developed for, or planned for, a variety range of residential development, regional-servicing shopping areas, employment activities and public open space. In our opinion, a complementary mix of uses, including an appropriate range of housing options, are proposed for the Site (Policy 2.2.1);
- 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 (Policy 2.2.1);
- As discussed in relation to Chapter 3 of the PPS, a compact development pattern is proposed that supports (1) the efficient use of existing infrastructure, public services and transportation systems and (2), for planned infrastructure, integrates cost-effective water/wastewater servicing and road transportation systems (Policies 2.2.1 and 2.3.1);
- The proposed land use pattern and road system (1) promotes an efficient use of land and resources and (2) plans for transit-supportive residential densities. Further, the Draft Plan layout also encourages active transportation through the provision of a network of multi-use trails and sidewalks (Policies 2.2.1 and 2.3.1);
- Residential development blocks are to accommodate a range of housing types, including intensive forms, supported by the arterial road network, municipal servicing infrastructure (existing and planned), public service facilities and transit services (Policy 2.3.1); and
- It is anticipated that as development in the Kilbourne Subdivision progresses, additional transit service will be made available within convenient walking distance of the subject lands. Notably, higher density residential forms planned along the Bostwick Road, Street 'A' and Kilbourne Road corridors would provide an intensive scale of development to support future transit service (Policy 2.9).

2.2.2 Chapter 3: Infrastructure and Facilities

Based on our assessment of Chapter 3 of the PPS, it is our opinion that specific policies within Section 3.1 (General Policies for Infrastructure and Public Service Facilities), Section 3.2 (Transportation

Systems), Section 3.6 (Sewage, Water and Stormwater) and Section 3.9 (Public Spaces, Recreation, Parks, Trails and Open Space) are germane to this proposal. The identified policies are described below.

Policy Review

1. Policy 3.1.1 requires infrastructure and public service facilities be provided in an efficient manner, while accommodating projected needs and being coordinated and integrated with land use planning and growth management.
2. Additionally, Policy 3.1.2 sets out that prior to consideration of developing new infrastructure and public service facilities:
 - "a) the use of existing *infrastructure* and *public service facilities* should be optimized; and
 - b) opportunities for adaptive re-use should be considered, wherever feasible."
3. Policy 3.2 provides objectives for transportation systems, including the following that are relevant to this proposal:
 - Policy 3.2.1 directs 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 support the use of zero-and low-emission vehicles; and
 - Policy 3.2.2 states that efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.
4. Policy 3.6.1 prescribes policies guiding planning for sewage and water services, including the following that have particular importance to this project:
 - "a) accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing *municipal sewage services* and *municipal water services* and existing *private communal sewage services* and *private communal water services*;
 - c) promote water and energy conservation and efficiency;
 - d) integrate servicing and land use considerations at all stages of the planning process;
 - e) consider opportunities to allocate, and re-allocate if necessary, the unused system capacity of *municipal water services* and *municipal sewage services* to support efficient use of these services to meet current and projected needs for increased housing supply;"
5. Policy 3.6.8 integrates policies guiding planning for stormwater management, including several that are relevant to the proposed servicing strategy, as set out below:
 - "a) be integrated with planning for *sewage* and *water services* and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;
 - b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;
 - c) minimize erosion and changes in water balance including through the use of green infrastructure;

- d) mitigate risks to human health, safety, property and the environment;
 - f) promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and *low impact development*;
6. Policy 3.9 defines several considerations for promoting healthy, active and inclusive communities, including the following policies with relevance to this Draft Plan proposal:
- Policy a) encourages the planning of planning public streets, spaces and facilities, "... to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity"; and
 - Policy b) supports, "Planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources".

Policy Analysis

Respecting Policies 3.1.1 and 3.1.2, implementation of this proposal would facilitate a compact development pattern that supports the efficient use of existing infrastructure, public services and transportation systems and, for planned infrastructure, integrates cost-effective water/wastewater servicing and road transportation systems.

In relation to Policy 3.2, as discussed in Section 11.1 of this Report, Arcadis IBI Group completed a Bostwick Road Area Master Transportation Study (MTS') that evaluates the regional traffic impacts of three major developments proximate to the Site including the Kilbourne Subdivision. The MTS study report, dated August 30, 2023, provides a long-term and coordinated assessment of the 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 all planned development can be safely accommodated by the adjacent road network with consideration of the study recommendations. This conclusion assumes 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 a site-specific assessment for the Kilbourne Subdivision. As set out in an associated study memorandum, dated December 5, 2023, 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 11.0 of this Report.

Sections 8 and 9 of this Report address the water supply and sanitary servicing strategies proposed for this development, respectively. This discussion illustrates that the servicing plans have consideration for existing infrastructure, available servicing capacities and efficient design to meet long-term needs. In this regard, the commentary and the related technical reports demonstrate that the proposed servicing arrangement aligns with the core objectives of Policy 3.6.1. Respecting Policy 3.6.8, Section 10 of this Report addresses the stormwater management strategy proposed for this development and identifies that low impact development (LID) technologies would be evaluated during the detailed design phase of project planning.

Regarding Policy 3.9, the subject lands are situated within a development area that includes a variety of retail/service commercial activities, community facilities, neighbourhood parks and open space. The

Site's location relative to this mix of uses would help future residents minimize the length and frequency of vehicle trips. The Draft Plan layout also supports alternative transportation modes (walking, cycling) and future transit connections.

Taking these matters into consideration, it is our opinion that the proposal satisfies the referenced policies of Chapter 3 of the PPS.

2.2.3 Chapter 4: Wise Use and Management of Resources

Chapter 4 of the PPS provides policy direction for natural heritage, water, agriculture, minerals and petroleum, mineral aggregate resources, cultural heritage and archaeology.

Pursuant to Map 5 (Natural Heritage) of the City's Official Plan, the subject lands contain Significant Valleylands and Significant Woodlands adjacent to the Thornicroft Drain channel.

Additionally:

- Map 5 identifies an Unevaluated Vegetation Patch adjacent to Bostwick Road and the Thornicroft Drain Corridor, as well as an Unevaluated Wetland located immediately west of this Patch. Block 62 (open space) largely contains the unevaluated patch;
- Map 5 also identifies that Valleylands extend easterly from the Significant Valleylands to an Unevaluated Vegetation Patch located on an adjacent property (referred to as Patch 10065 on the City's inventory);
- The woodlot contained within Block 60 (open space) and a portion of the Thornicroft Drain corridor located on the Site are identified in the City's inventories as an Unevaluated Vegetation Patch (referred to as Patch 10064). The woodlot component of this Patch is designated Significant Woodlands pursuant to Map 5;
- Map 6 (Hazards and Natural Resources) of The London Plan identifies that the Thornicroft Drain channel traversing the Site contains the defined Regulatory Flood Line and Riverine Erosions Hazard Limit for Confined Systems;
- Map 6 identifies that lands in proximity to the Thornicroft Drain are located within the Upper Thames River Conservation Authority (UTRCA) Regulated Area; and
- The Thornicroft Drain corridor is located within the Dingman Subwatershed Screening Area developed by the UTRCA.

Given this context, in our opinion, the following policies of Section 4.1 (Natural Heritage), Section 4.2 (Water) and Section 4.6 (Cultural Heritage and Archaeology) of the PPS have particular relevance to this development proposal. Figures illustrating these identified features are provided in this Report.

Policy Review

1. Policy 4.1.1 states that natural features and areas shall be protected for the long term.
2. Policy 4.1.8 generally 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 their ecological functions.

3. Policy 4.2.1 e) states that planning authorities shall implement necessary development and site alternation restrictions to protect drinking water supplies and designated vulnerable areas and to protect, improve or restore sensitive surface and ground water features, and their hydrologic functions.
4. Policy 4.2.2 prescribes that development and site alteration are to 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.
5. Policy 4.6.2 directs that planning authorities shall not permit development and site alteration on lands containing archaeological resources or areas of archaeological potential, unless the significant archaeological resources have been conserved.
6. Policy 4.6.3 states that planning authorities shall not permit development and site alteration on lands adjacent to protected heritage property unless the heritage attributes of the protected heritage property will be conserved.

Policy Analysis

Respecting Policies 2.1.1 and 2.1.8, an Environmental Impact Study (EIS') was prepared by Natural Resource Solutions Inc. (NRSI'), dated August 2024, to provide additional guidance for the protection of natural heritage system features and functions associated with the subject property excluding those lands addressed as 3080 Bostwick Road (e.g., mitigation, compensation and restoration measures, environmental monitoring). As stated in Section 9.0 (Conclusion) of the EIS of the study report and further discussed in Section 6.1.1 of this Report, NRSI concludes, "As demonstrated in the Net Effects Assessment table, assuming the recommended avoidance, mitigation and compensation measures are implemented properly, no negative impacts on the natural features or on their ecological functions should occur."

NRSI prepared a supplemental EIS, dated April 2026, assessing the portion of the Site addressed as 3080 Bostwick Road. Within Section 9.0 (Summary) of the study report, NRSI provides a similar conclusion to the August 2024 EIS, stating that "... assuming the recommended avoidance, mitigation and compensation measures are implemented properly, no negative impacts on the natural features or on their ecological functions should occur".

With regard to Policies 4.2.1 e) and 4.2.2, a hydrogeological investigation has been completed by EXP Services Inc. ('EXP') in support of the Draft Plan application. The associated study report, dated August 29, 2024, addresses the subject property excluding the 3080 Bostwick Road component; the May 1, 2026 study report assesses that portion of the Site. The Executive Summary for the August 2024 report sets out the general purpose of that study:

"The objectives of the hydrogeological study were to examine the hydrogeological characteristics of the Site by collecting soil and groundwater information provided from a series of sampled boreholes, monitoring wells and piezometers; 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 and surface water elevations to identify

seasonal variations across the Site; completing monthly feature-based water balances for the required features, and assessing the surface water and natural heritage features on the property.”

The Executive Summary for the May 2026 report sets out a comparable purpose for the supplemental study:

“The objective of the hydrogeological assessment was to examine the hydrogeological characteristics of the Site by reviewing the Ministry of the Environment, Conservation and Parks (MECP) Water Well Records (WWR), reviewing the soils and groundwater information provided from a series of sampled boreholes and monitoring wells at the Site, compiling a feature-based water balance, collecting multiple years of groundwater elevations to identify seasonal variations, and assessing the natural heritage features on and surrounding the property. It is understood that the hydrogeological assessment will be submitted for review and approval by the City of London and the Upper Thames River Conservation Authority (UTRCA).”

Findings and recommendations in relation to these matter identified in the Executive Summaries are detailed in the respective study reports.

Section 6.2 of this Report also addresses the archaeological assessment carried out to address Policies 4.6.2 and 4.6.3 of the PPS.

Given these considerations, and provided recommended mitigation measures are implemented, it is our opinion that the Draft Plan satisfies the identified policies of Chapter 4 of the PPS.

2.2.4 Chapter 5: Protecting Public Health and Safety

In our opinion, the policies of Chapter 5 set out below are pertinent to this Draft Plan and serve to protect public health and safety:

1. Policy 5.1.1 prescribes that development is to be directed where there is an unacceptable risk (1) to public health or safety or (2) of property damage, and that development is not to create new hazards or aggravate existing hazards;
2. Policy 5.2.2 generally directs development to areas outside of hazardous lands adjacent to river, stream and small inland lake systems impacted by flooding and/or erosion hazards, and to areas outside of hazardous sites; and
3. Policy 5.2.3 d) prescribes that development and site alteration are not to be permitted within a floodway regardless of whether the area of inundation contains high points not subject to flooding.

A Slope Stability Assessment was completed by EXP to address natural hazard considerations associated with the Thornicroft Drain between Bostwick Road and Wonderland Road South. The findings of the assessment are presented in the associated study report, dated February 2022. As set out in Section 1.2 (Terms of Reference) of the Report, the assessment was carried out to examine the

subsoil and groundwater conditions at the Site, assess the slope stability along the on-site slopes in the requested corridor section and determine the recommended development setback limit.

The study specifically addressed the critical section of the drain slope located west of 3341 Wonderland Road South, on the east side of the drain. This portion of the drainage corridor has a length measuring 225 m.

Section 4.0 (Slope Stability) of the Report identifies that a safe setback distance from the existing critical slope was evaluated using the method prescribed by the applicable Ministry of Natural Resources technical guide. Further, the overall Erosion Hazard Limit (Development Setback) for the site slope was determined by evaluating the slope stability, with consideration for surficial seepage and shallow failures, an allowance for potential flooding hazards and an erosion allowance.

As an outcome of the assessment, a Recommended Development Limit Setback was delineated for the Thornicroft Drain corridor. This setback relates to the critical section of the drain slope discussed above. Recommended setbacks were integrated into the Draft Plan design and are largely encompassed within the open space blocks encompassing the drainage corridor.

In addition to the adoption of Slope Stability Assessment recommendations into the Draft Plan layout, the aforementioned Environmental Impact Studies are to guide the protection of natural heritage system features and functions associated with the Site. These studies include recommendations respecting development in proximity to natural areas (refer to Section 6.1.1 of this Report).

With implementation of the recommendations from these studies through project planning, in our opinion, the Draft Plan satisfies the referenced policies of Chapter 5.

2.2.5 Conclusion

In light of these considerations and our broader evaluation of this proposal relative to the PPS, provided the subdivision design has regard for applicable recommendations of technical reports, it is our opinion that the Draft Plan application is consistent with this planning policy instrument.

3.0 Official Plan

3.1 Framework

Within Chapter 1 (Introduction) of the PPS, Official Plans are identified as the most important vehicle for implementation of the Provincial Planning Statement and for achieving comprehensive, integrated and long-term planning. 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 ('The London Plan') and Southwest Area Secondary Plan ('SWASP').

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 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 2 of this Report illustrates that the subject lands are predominately designated Neighbourhoods on the land use schedule of the Official Plan (Map 1 - Place Types). This figure also illustrates that the Green Space place type is applied to the Thornicroft Drain corridor and the woodlot feature associated with Patch 10064. Further, the Environmental Review place type is applied to the unevaluated vegetation patch situated adjacent to Bostwick Road and largely contained in Block 62.

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 summarizes, in our opinion, the core policies of The London Plan attributable to this proposal. The discussion further assesses the merits of this project to this policy framework.

3.2.4 Our Strategy

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 53

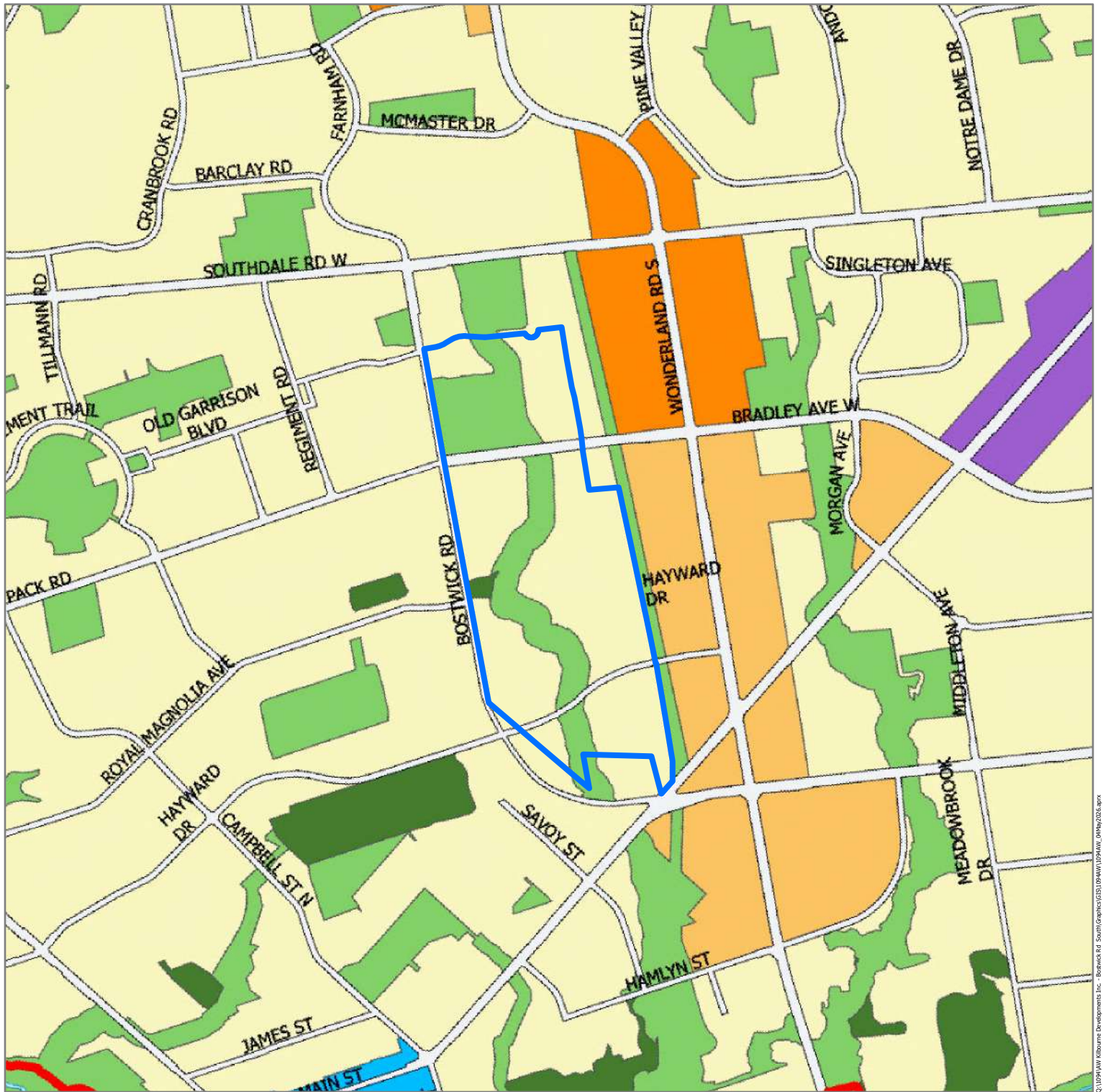
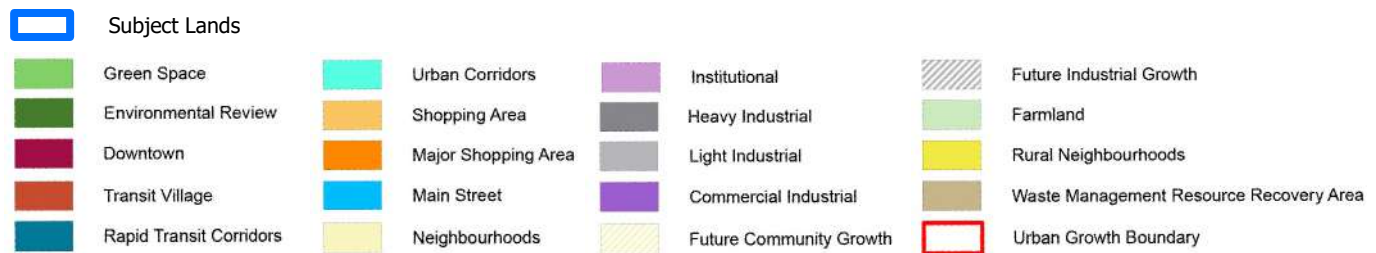


Figure 2 - The London Plan: Map 1 - Place Types



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.”

Policy Review

It is our opinion that the proposed Kilbourne Subdivision supports the key directions set out in the referenced policies given the following projects merits:

- Promotes compact, cost-effective development that efficiently utilizes existing and new servicing infrastructure to accommodate projected needs;
- Intensifies the use of the subject lands in a manner that supports future transit investments, contributes to the long-term vitality of commercial development proximate to the Site, and encourages a walkable and connected community;
- Broadens housing choice in the Bostwick community to accommodate a range of households by providing a mix of residential types and densities;
- Assists in the development of a complete community in the vicinity of the Site by integrating a range of housing forms, complementary commercial uses, parkland, open space, and active transportation systems.
- Proposes uses that would collectively promote inclusive, healthy, safe and connected neighbourhoods;
- Incorporates 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;
- Utilizes lands well-suited for the intended uses which benefits from excellent accessibility to the arterial road network and is located in proximity to regional shopping areas, employment opportunities, community facilities and parkland; and
- Evaluates sustainable development features in conjunction with the detailed design phase of the subdivision approval process, including LID technologies.

3.2.5 Our City

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, it is identified that the subject property is located within the Urban Growth Boundary pursuant to Figure 1 of The London Plan. Figures 2 and 3 of the Official Plan also illustrate that the Site is located outside of the Built-Area Boundary and the Primary Transit Area components of the City Structure Plan, respectively.

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 pertinent 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.”

Policy Review

In our opinion, the development context associated with the Kilbourne Subdivision proposal is in keeping with the City Structure Plan. It is also our opinion that the project has regard for the policies and/or schedules relating to the five frameworks. Most notably, the plan aligns with policies set out for the Urban Growth Boundary, street network objectives under the Mobility Network (Policies 107 to 109) and subwatershed planning objectives under The Green Framework (Policy 115).

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, details provided in these Sections illustrate that the servicing and financial arrangement being developed for this project would support the objectives of the aforementioned policies. Additional information respecting services and financial elements of this proposed subdivision are to be included in technical reports submitted with the Draft Plan application and through the detailed design phase of project planning.

3.2.6 City Building

a) City Design 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.”

Policy Review

In our opinion, the project description and Draft Plan presented in this Report demonstrate that the proposed development 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 chapter. Of particular relevance to this subdivision 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, dead-ends, 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.

221_ The design of streetscapes will support the planned vision for the place type and will contribute to character and sense of place. The parameters for street character are defined in Table 6 - Street Classification Design Features of the Mobility chapter of this Plan.

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. In particular, the natural corridor, planned mix of housing types, park and open space features are intended to promote a definable sense of place and a recognizable community character. Additionally, collectively the street pattern and block layout are arranged to preserve, and enhance, views of existing natural heritage features (including several vistas created via the proposed street network). It is also anticipated that certain design elements (e.g., contemporary building facades, enhanced landscaping, pathway connections) would be utilized to enhance the development's character and functionality, and to further define the identity of this new neighbourhood.

Listed below are key urban design considerations associated with the Kilbourne Subdivision that will be addressed further 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 community and would incorporate a high standard of architectural design. In this respect, the subdivision layout is to create a strong sense of

place by combining a range of residential types, parkland and open space features into a cohesive development;

- Mid- and high-rise towers would integrate articulated façades, prominent podium entrances and reduced building setbacks to help enhance the pedestrian character of adjacent streetscapes and to help frame the street edge;
- A mix of low, medium and high-density uses are proposed for the subject lands. Lands located at the intersection of higher-order streets may be developed for a range of uses including townhouses, stacked townhouses, multiplexes, and apartments;
- Parking arrangements for multiple-unit forms would include surface parking areas largely screened from adjacent streets by the building mass and landscape elements, where practical and appropriate. Pedestrian walkways would be provided within these surface parking areas;
- Sidewalks and multi-use pathway connections are to be configured 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 Wharncliffe Road South 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

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.
10. Public parks and recreational facilities will be designed to support a strong sense of identity and place and to serve as a meeting place with appropriate infrastructure to attract and support neighbourhood residents of all ages and demographics.
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.”

Policy Review

In our opinion, the Kilbourne Subdivision 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 and existing natural heritage features;
- The development plan promotes a range of densities and 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 arterial road network and the City’s future multi-use pathway, and by encouraging transit-supportive development; and
- Three local parks (Blocks 55 to 57) are proposed at centralized locations that would be accessible from the internal road system and the planned pathway/sidewalk system. These park features are intended to integrate with, and complement, open space features associated with the Thornicroft Drain corridor.

Use, Form and Intensity

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 Bradley Avenue, Bostwick Road and Wharnccliffe Road South as Civic Boulevards and the adjacent section of Kilbourne Road as a Neighbourhood Connector. It is anticipated that the balance of the street network would be classified as

Neighbourhood Streets, with the northern section of Street 'A' potentially being categorized as a Neighbourhood Connector.

Additionally, development permissions in this designation are partially related to the location of a property within the aforementioned City Structure Plan. It is identified that the Site is located outside of both Central London and the Primary Transit Area as delineated 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, multiplexes up to four units, townhouses). Building heights at these locations are permitted to range from one to three storeys;
- Lands fronting Neighbourhood Connectors may be developed for the low density residential types permitted along Neighbourhood Streets, as well as stacked townhouses. Building heights at these locations are permitted to range from one to three storeys; and
- Lands fronting Civic Boulevards may be developed for the low density residential types permitted for Neighbourhood Connectors as well as apartment buildings. Building heights at these locations are to range from two storeys to an upper maximum of six storeys.

Table 12 further identifies commercial/office permissions for lands in the Neighbourhoods place type adjacent to the intersection of Civic Boulevards and Neighbourhood Connectors. A maximum of 200 m² of retail, service and office floor area is permitted at these intersection locations (applicable to Block 45).

Additionally, Blocks 44, 46 and 47 are located within the High Density Residential Overlay (from 1989 Official Plan), which prescribes high-rise (12 storey) and maximum densities (150 units/ha) permissions under Policy 958(2). These blocks are also subject to the following site-specific permissions pursuant to a recent Ontario Land Tribunal decision (OLT-22-002286):

3080 BOSTWICK ROAD

1041C_ In the Neighbourhoods Place Type located at 3080 Bostwick Road, notwithstanding the height and intensity policies of the High Density Residential Overlay (from 1989 Official Plan) and the underlying Place Type, additional height and density may be permitted through a site-specific zoning by-law amendment.

In our opinion, the residential uses integrated into the Kilbourne Subdivision are largely in keeping with the land use permissions of the Official Plan, with the high-rise proposals for Blocks 44, 46 and 47 being consistent with the direction of Policy 1041C. However, as detailed in Section 5.2 of this Report, building heights proposed for several blocks within the development exceed the maximum permissions set out for the Neighbourhoods place type.

b) Green Space Place Type

Policy 762 generally prescribes that lands in the Green Space place type can be utilized for passive/active recreational uses, community facilities, private green space, agricultural, woodlot

management, conservation and stormwater management (depending on the natural heritage features contained on the lands and potential hazards).

In conjunction with this proposal, the boundary of the Green Space place type is proposed to be refined to include those lands encompassed by the Thornicroft Drain corridor and the woodlot feature, as needed. The aforementioned Environmental Impact Studies have confirmed the function of these existing features and provides recommendations for ensuring that their significant functions are protected and enhanced as part of project planning. The intended uses of the natural corridor are to align with Policy 762 (e.g., conservation, stormwater management, passive/active recreational space).

c) Environmental Review Place Type

Policy 780 of The London Plan identifies that in addition to the defined components of the Natural Heritage System, 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.

Within the Site, the Environmental Review review place type is applied to a portion of Patch 10064 adjacent to Bostwick Road and the Thornicroft Drain Corridor. This patch is to be largely contained within Block 62, which is intended for open space.

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:

“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.”

Additionally, Policy 1558 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.**” [emphasis added]

With respect to the Site, the SWASP provides specific policy direction in relation to land use, development intensity and building form. In particular, Section 4.1.3 of this Report identifies that the applicable maximum building height permissions set out in the Secondary Plan 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's Placemaking Guidelines which, in our opinion, is of particular relevance to this proposal.

3.2.9.2 City of London Placemaking Guidelines

The City of London Placemaking Guidelines document, dated November 2007, is intended to promote livable 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 Kilbourne Subdivision support the broad vision and guiding objectives of The London Plan, as well as the policy direction of the Neighbourhoods, Green Space and Environmental Review place types. Additionally, the Draft Plan generally aligns with the development permissions prescribed for these place types; recognizing that the project is subject to the more detailed policies of the SWASP.

To implement the proposed subdivision layout, City staff an OPA is required to modify the following Maps of The London Plan:

- The proposed Draft Plan of Subdivision would necessitate an Official Plan Amendment under Map 1- Place Types, to align the Green Space Place Type with the complete corridor, environmental features outside the complete corridor, and the flooding hazard;
- The proposed Draft Plan of Subdivision would necessitate an Official Plan Amendment under Map 3- Street Classifications, to update the alignments of the Bradley Avenue and Kilbourne Road extensions, and to add Street A as a Neighbourhood Connector north of Kilbourne Road;
- The proposed Draft Plan of Subdivision would necessitate an Official Plan Amendment under Map 4- Active Mobility Network, to realign the proposed Cycling and Walking Route with the accepted alignment in the subdivision;
- The proposed Draft Plan of Subdivision would necessitate an Official Plan Amendment under Map 5- Natural Heritage, consistent with the recommendations of an accepted EIS;
- The proposed Draft Plan of Subdivision would necessitate an Official Plan Amendment under Map 6- Hazards and Natural Resources, as several of the development blocks are within the Conservation Authority Regulated Area; and
- The proposed Draft Plan of Subdivision would necessitate an Official Plan Amendment under Map 7- Specific Policy Areas, as the proposal does not align with the land uses, heights, and densities of the SWASP.

Figure 3 of this Report illustrates the proposed refinements to Map 1. Revisions to the other referenced Maps are also required.

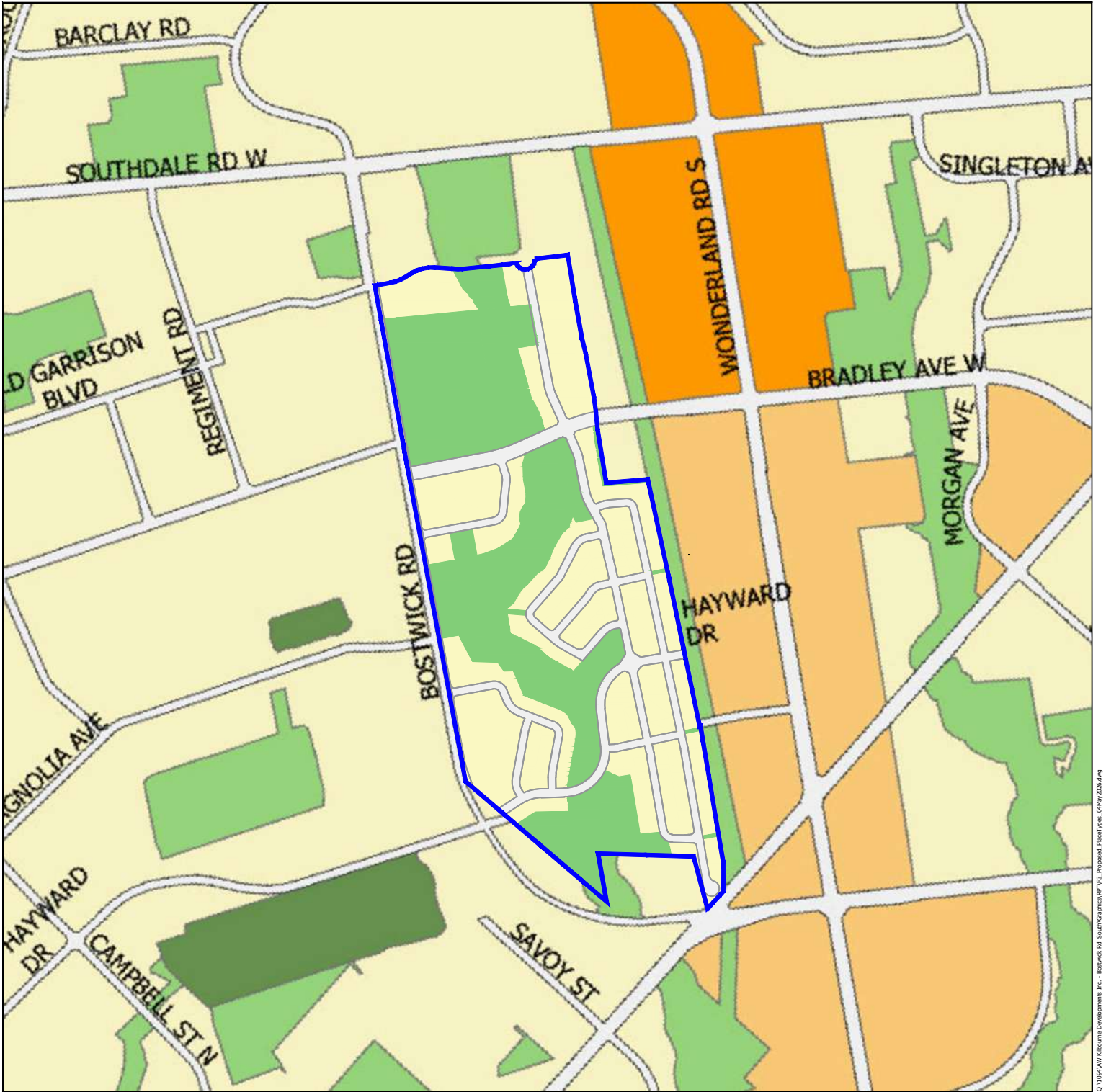


Figure 3 - The London Plan: Map 1 - Proposed Place Types

- Subject Lands
- Neighbourhoods
- Green Space
- Environmental Review
- Shopping Area
- Major Shopping Area



4.0 Area Studies

4.1 Southwest Area Secondary Plan

4.1.1 Vision

The subject lands form part of the Bostwick Residential Neighbourhood in the City's Southwest Planning Plan. Development of these lands is therefore subject to the policies of the approved Secondary Plan for this community; the Southwest Area Secondary Plan dated April 29, 2014 (consolidated October 2024).

Section 1.2 of the SWASP 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 5.0 of the SWASP 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 SWASP, the subject lands form part of the Bostwick Residential Neighbourhood.

Section 9 i) of this Secondary Plan sets out the intended function, purpose and character of this planning area relative to residential uses:

"The Bostwick Neighbourhood will provide for residential development with the highest intensity of all 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..."

Further, with respect to development character, it is stated in Subsection 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 to enhance the day to day living experiences".

4.1.3 Development Policies

a) Overview

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

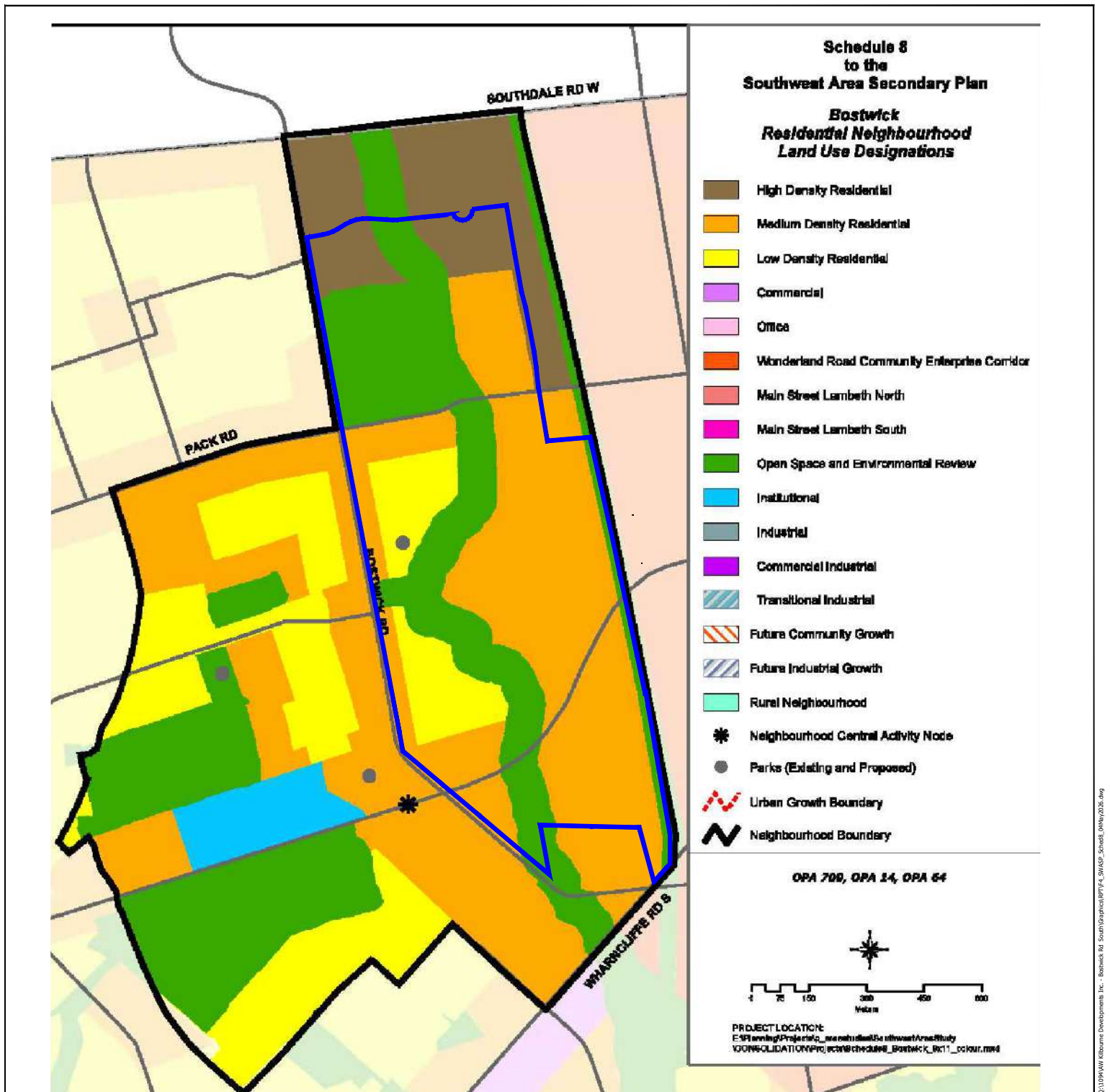
Figure 4 of this Report identifies the land use pattern for the Site delineated on Schedule 8 (Bostwick Residential Neighbourhood Land Use Designations) of the SWASP. As illustrated, the subject lands are predominately designated Low Density Residential, Medium Density Residential and High Density with the lands encompassing the Thornicroft Drain corridor and woodlot features designated Open Space and Environmental Review.

The following sets out key SWASP development permissions for the Bostwick community applicable to the proposed Draft Plan, as summarized in Appendix 2 of the Secondary Plan. It is important to note that pursuant to Section 1.1 of the SWASP, the permitted use policies of the SWASP prevail over those prescribed in the Official Plan where more detailed or alternate direction is provided in the Secondary Plan.

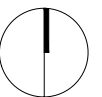
- i. Low Density Residential Designation. Section 9.1 of the SWASP states that the Low Density Residential designation permits low density forms such as single detached, semi-detached and duplex dwellings, triplexes and fourplexes, townhouses or cluster houses and low-rise apartment buildings. This Section also prescribes that residential densities are to range from 25 to 40 units/ha and building heights are not to exceed four storeys.
- ii. Medium Density Residential Designation. Section 9.1 also states that the Medium Density Residential designation permits those residential types allowed for under 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. Densities of up to 100 units/ha may also be permitted by way of a site-specific Zoning By-law Amendment.

Further, Section 4.1 iv) prescribes that residential densities ranging from 30 to 120 units/ha are permitted in this designation for sites (1) fronting Bostwick Road, between Southdale Road West and Wharnccliffe Road South, and (2) fronting Pack Road/Bradley Avenue, between Colonel Talbot Road and Wonderland Road South. This Section also states that building heights along these corridors are range from two to nine storeys.

- iii. High Density Residential. Section 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/ha and a maximum height of 12 storeys (subject to Urban Design policies of the Plan). Additional height and residential densities may be permitted through a site-specific zoning amendment.



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- iv. Open Space and Environmental Review. Section 4.3 of the SWASP states that lands in the Open Space designation are intended for active and passive recreation and are considered components of the City's natural heritage system. Notwithstanding, Section 16.3 ii) 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 SWASP.

b) Evaluation of Proposed Draft Plan

The proposed Kilbourne Subdivision is designed to generally align with the land use pattern and development permissions set out in Schedule 8 of the SWASP, with consideration for the interpretation policies of The London Plan pursuant to Section 16.13 of the Secondary Plan. The following summarizes how the development plan is intended to align with Schedule 8, and where modifications to this Schedule are proposed:

- The Low Density Residential ('LDR') designation is to be largely retained for the internal portions of the Site west of the Thornicroft Drain corridor and is to primarily accommodate low-rise forms (Blocks 1 to 14). The portion of the Site planned for this designation measures 10.2 ha in area and yields a total of 248 units (equating to a density of 25 units/ha). This aggregate density satisfies the permissions for this designation.
- The Medium Density Residential (MDR') designation is proposed to be largely retained for the portion of the Site east of the Thornicroft Drain corridor and along the Bostwick Road, Bradley Avenue and Kilbourne Road frontages. Multiple-unit housing forms including cluster housing arrangements and apartment buildings are planned for these lands (Blocks 15 to 43). Building heights within these corridors are anticipated to range from two to nine storeys; largely in keeping with the applicable permissions of this designation. With respect to proposed development intensity:
 - Medium density blocks intended for street townhouses encompass a development area of 9.8 ha and yield 333 dwelling units based on assumed lot density of 35 units/ha;
 - Medium density blocks intended for cluster housing encompass a development area of 3.8 ha and yield 281 dwelling units based on assumed lot density of 75 units/ha; and
 - Medium density blocks (Blocks 38 to 43) are intended primarily for apartment buildings encompass a development area of 7.0 ha and yield 831 dwelling units based on assumed density of 120 units/ha.
- The High Density Residential (HDR') designation is proposed to accommodate the intensive development forms proposed for Blocks 44 to 47 with site-specific permissions for increased maximum heights (23 storeys), as well as Block 48 (16 storeys). All blocks are proposed to have a maximum residential density of 320 units/ha. In our opinion, the HDR designation of these lands is appropriate for the Site, compatible with the existing development context and in keeping with the framework of applicable planning policy; recognizing that Blocks 44, 46 and 47 are currently designated HDR. This assessment is based, in part, on consideration of the following merits and with regard for the design concepts provided in Appendices C to F:
 - The project supports the intensification of lands in Southwest London designated for multiple-unit residential uses pursuant to The London Plan and SWASP; broadening

housing choice and housing supply within the Bostwick community and help respond to market demand;

- The HDR blocks are well suited for the proposed development given their physical size, their relative location within a planned community, and their proximity to the arterial road network, public transit, active transportation routes, retail/service commercial uses, offices, schools, and future residential neighbourhoods. In this respect, residents of these development blocks would have convenient access to local shopping, employment and recreational activities.
- The substantive number of apartment units planned for these blocks 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 high-rise towers for Blocks 44, 46 and 47 are designed to be: compatible with surrounding land uses, complementary to the local development context, supportive of the pedestrian environment, and reflective of future development planned for the 3080 Bostwick Road community. Design components integrated into these proposals also promote attractive and prominent building forms that would contribute positively to the local streetscape and the City's skyline. Accordingly, in our opinion, this development project should not generate significant land use conflicts with adjacent properties;
- Technical assessments indicate that adequate servicing infrastructure is available to accommodate the proposed development and that the development can be safely accommodated by the adjacent transportation network;
- Lands intended for walkways, parkland, open space and stormwater management are to be designated Open Space and Environmental Review, with the exception of Blocks 52 to 54, which may ultimately be developed for street townhouses.

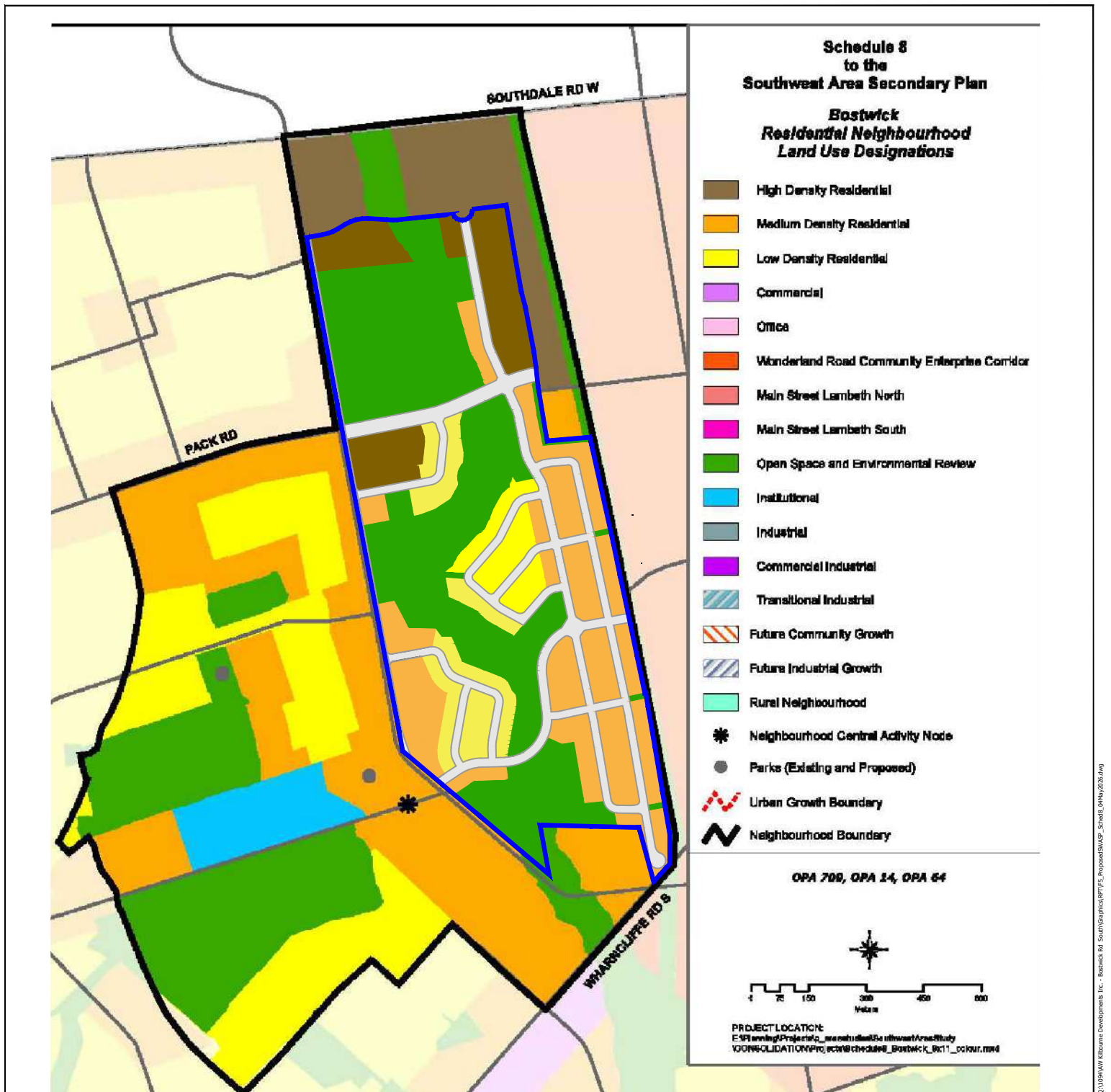
Given the intended land use pattern of the Kilbourne Subdivision, site-specific amendments to SWASP policies are required to implement this development. **Figure 5** illustrates the requested amendments to Schedule 8. All corresponding SWASP schedules would also need to be revised to reflect this proposed amendment and the corresponding realignment of designated streets.

4.1.4 Neighbourhood Design

a) Overview

Urban design policies within the SWASP provide direction regarding the treatment of the public realm, building form and site design. During the development of the Draft Plan, a detailed 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 SWASP 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.



Subject Lands



b) Neighbourhood Elements

As discussed, the SWASP 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 1.3 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.”

Policy Analysis

The Draft Plan has been designed with consideration for the above-noted objectives in order to facilitate a connected, mixed-use and mixed-density community 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 provide opportunities for an appropriate range of service/commercial and recreational activities. Further, connectivity between the planned uses and adjacent developments would be provided by a vehicular and pedestrian transportation network comprised of higher-order and 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, enhanced landscaping elements at prominent locations, multiple view corridors and vista opportunities).

c) Housing Choice

Section 1.3 ii) of the SWASP states that a range and mix of housing types, and housing designs, are to be provided within each Southwest Planning Area neighbourhood. 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.”

Policy Analysis

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 includes 48 development blocks that have been planned to support a wide diversity of housing opportunities throughout the Site. Collectively, this development layout is intended to accommodate substantial housing choice relative to dwelling type, location, design and accessibility;
- As discussed in Section 4.1.3 of this Report, the Kilbourne Subdivision has been designed to exceed the minimum residential density requirements set out in the SWASP 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 proposed in conjunction with this Draft Plan would: support a mix of residential types to accommodate a variety of households/lifestyles; provide opportunities to age-in-place; and encourage live-work opportunities.

d) Sustainable/Green Design

Section 3.2 of the SWASP 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. Sustainable design criteria are also set out in this Section which are to be considered in the review of planning applications:

- “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 i) further itemizes a series of sustainable/green development initiatives to be considered in project planning.

Policy Analysis

Appendix G 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 sustainable development initiatives

and (2) supports the broader SWASP objective to encourage green development in the Southwest Planning Area.

e) Additional Design Elements

The proposed Draft Plan layout also has regard for a number of supplemental design policies, objectives and principles detailed in the SWASP. In particular, the subdivision design responds to policies in Section 3.4 (Community Parkland and Trail Network), Section 3.6 (Natural Heritage), Section 3.8 (Transportation) and Section 3.9 (Urban Design) which, 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:

Section 3.9 provides an overview of the intent of the urban design policies, which includes:

“Throughout the Southwest Area Plan the public realm, which includes public rights-of-way and public space, will play a pivotal role in determining the urban design outcomes within the planning area and the Neighbourhood Areas. The buildings and public spaces constructed within the study area will directly respond to the design of the public right-of-way. This is why there is a strong

reliance on a high-quality public realm. By ensuring there is integration between the private and public realm, neighbourhoods can be created that are vibrant and dynamic with a character that encourages social interaction.”

General urban design policies within Section 3.9 germane to this proposal are as follows:

- 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.

In our opinion, the project description provided in this Report and presented in the enclosed conceptual Draft Plan demonstrates consideration for the design direction summarized above.

4.1.5 Conclusion

Given these considerations, it is our opinion that the Kilbourne Subdivision is in keeping with the vision, policy direction and design principles of the SWASP. A site-specific OPA 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 the intended Draft Plan layout with Secondary Plan permissions.

5.0 Zoning By-law

5.1 Existing Zoning

Figure 6 illustrates that the subject lands currently incorporate four separate zones as defined in the City's Zoning By-law No. Z.-1 (Zoning By-law') and itemized below:

1. Urban Reserve (UR4) Zone. The UR4 Zone is applied to majority of the Site;
2. Open Space (OS4) Zone. OS4 zoning is applied to the portion of the Site within the Thornicroft Draft corridor;
3. Environmental Review (ER) Zone. ER zoning is largely applied to the portion of the subject lands adjacent to the Thornicroft Draft corridor; and
4. Light Industrial Special Provision (LI8(6)). 1875 Wharncliffe Road South and the smaller, adjacent unaddressed parcel are zoned for light industrial purposes to reflect the existing uses on the property. Holding provision (h-17) is also applied to these lands; requiring the provision of full municipal servicing to advance development on these lands. Existing dry industrial uses are permitted under the h-17 provision.

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 UR4 Zone variation is generally applied to undeveloped areas that have not been reviewed through a Secondary Plan process.

Pursuant to Section 49.2, 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 36.1 of the Zoning By-law states that the OS4 Zone is a restrictive open space zone variation applied to lands that have physical and/or environmental constraints to development. Permitted uses in the OS4 Zone are set out in Section 36.2 4) and are summarized below:

- Conservation lands;

- Conservation works;
- Golf courses without structures;
- Private parks without structures;
- Public parks without structures;
- Recreational golf courses without structures;
- Cultivation or use of land for agricultural/horticultural purposes; and
- Sports fields without structures.

Section 37.1 prescribes 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.

Sections 40.2 and 40.4 of the Zoning By-law state that the LI8(6) zone permits existing uses.

Figure 6 also illustrates that the Thornicroft Drain corridor and adjacent lands are located within the UTRCA Regulation Limit.

5.2 Proposed Zoning

The land uses associated with the proposed Draft Plan would not comply with the current zoning regime. Accordingly, a ZBA application is to be submitted concurrently with the required OPA application in order to facilitate the planned development.

A Zoning By-law review 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 the following zones would permit the intended uses and planned scale of this project:

- Residential R1 Special Provision (R1-3()): Blocks 1 to 14 would be zoned R1-3() to permit these lands to be developed for single detached dwellings. This 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 proposed as special provisions, with the proposed amendment identified below:

R1-3() 3680 and 3700 Colonel Talbot Road

a) Regulations:

i) Front Yard Setback, Main Dwelling

3.0 metres (9.8 feet)

(Minimum)

- ii) *Interior Side Yard,* *1.2 metres (3.9 ft)*
excluding common lot line of semi-detached units
(Minimum)

- Residential R2 Special Provision (R2-1()): Blocks 15 to 32 and Blocks 52 to 54 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 semi-detached units, the R2-1 Zone prescribes a minimum lot frontage of 18 m (per building) and 8.5 m (per unit). To promote a more efficient housing form, it is proposed that the minimum lot frontage for semi-detached buildings be reduced to 14 m per unit and 7.0 m per unit. Similar to the proposed R1-3() Zone regulations, the requested special R2-1 Zone provisions are as follows:

R2-1()

a) Regulations:

- i) *Front Yard Setback, Main Dwelling* *3.0 metres (9.8 feet)*
(Minimum)

- ii) *Interior Side Yard,* *1.2 metres (3.9 ft)*
excluding common lot line of semi-detached units
(Minimum)

- iii) *Semi-detached dwelling lots may have a minimum lot frontage of 14.0 metres, or 7.0 metres minimum for one unit of a semi-detached dwelling.*

- Residential R4 Special Provision (R4-6()): Blocks 15 to 32 and Blocks 52 to 54 include R4-6() zoning to also permit these properties to be developed for street townhouses with certain modified zone permissions. The proposed special R4-6 provisions are presented below.

R4.6()

a) Regulations:

- i) *Lot Frontage* *7.0 metres (23.0 feet) per*
(Minimum) *unit*

- ii) *Front Yard Setback, Main Dwelling* *3.0 metres (9.8 feet)*
(Minimum)

- iii) *Interior Side Yard,* *1.2 metres (3.9 ft)*
(Minimum)

- Residential R6 Special Provision (R6-5()): The R6-5() Zone would be applied to several development blocks intended for medium density development in the form of cluster housing (Blocks 33 to 37). 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). Standard 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. The following zone variation is proposed to permit a maximum density of 100 units/ha and a maximum building height of four residential storeys, consistent with SWASP permissions for the applicable Medium Density Residential designation:

R6-5()

a) Regulations:

<i>i) Front Yard and Exterior Yard Depth (Dwelling)</i> <i>(Minimum)</i>	<i>3.0 metres (9.8 feet)</i>
<i>ii) Density</i> <i>(Maximum)</i>	<i>100 units per hectare</i>
<i>iii) Height</i> <i>(Maximum)</i>	<i>4 Storeys</i>

- Residential R6 Special Provision (R6-5(*)): A second R6-5 Zone variation (*) is proposed for Blocks 38 to 48 to permit a maximum building height of nine storeys and a maximum density of 120 units/ha. The requested development permissions are consistent with SWASP permissions for lands designated Medium Density Residential within the Bostwick Road corridor. Additionally, the other special provisions set out in the proposed R6-5() Zone would be applied to this variation.
- Residential R8 Special Provision (R8-4()): The R8-4() Zone variation would be applied to Blocks 33 to 37 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. Special R8-4() provisions would prescribe a maximum density of 100 units/ha and reduced front and exterior side yard setbacks of 3.0 m to position buildings in close proximity to adjacent streets.
- Residential R9 Special Provision (R9-3()*H32*D120): The R9-3 Zone would also be applied to Blocks 38 to 43 to permit mid- and high-rise apartment buildings on these lands. A maximum building height (H) permission of 32 m is proposed to accommodate nine storey apartment buildings. Further, a maximum density (D) permission of 120 units/ha is proposed for each block, in keeping with SWASP permissions. In addition to these permissions, special R9-3() provisions would also prescribe reduced front and exterior side yard setbacks of 3.0 m to position apartment buildings in close proximity to adjacent streets, as well as permissions for townhouses and stacked townhouses to accommodate multiple housing forms with the site.
- Residential R9 Special Provision (R9-7()*H(56)*D320): The R9-7 Zone structure is proposed for Blocks 44 to 48 to permit high-rise apartment buildings within this site. A maximum building height permission of 56 m is proposed for Block 48 to accommodate apartment building of up to 16 storeys, consistent with the height permission recently applied to the southwest corner of the Bradley Avenue/Bostwick Road intersection pursuant to the R9-7(77) Zone (3563 Bostwick Road). The special provisions of the proposed R9-3() Zone would be applied to this variation.
- Residential R9 Special Provision (R9-7()*H(76)*D320): A maximum building height of 76 m is proposed for Blocks 44, 46 and 47 to facilitate up to 23 storey building heights, in keeping with

high-rise permissions applied to the 3080 Bostwick Road development (and including one storey of indoor rooftop amenity space). The proposed height is in keeping with high-rise permissions applied to the 3015-3035 Bellair Avenue, situated at the southeast corner of Southdale Road West and Bostwick Road. A maximum density permission of 320 units/ha is proposed for these Blocks to accommodate the intensity of the development concepts illustrated in Appendices C to E. The special provisions of the proposed R9-3() Zone would be applied to this variation and the commercial permissions of the R9-7(77) Zone would also be applied to allow for mixed-use development opportunities on the ground floor.

- Residential R9 Special Provision (R9-7(*)*H(76)*D320): A maximum building height of 76 m is also proposed for Block 45 to facilitate up to 23 storey building heights. The special provisions of the proposed R9-3() Zone would be applied to this variation and the commercial permissions of the R9-7(77) Zone would also be applied to allow for mixed-use development opportunities on the ground floor of apartment buildings.
- Open Space (OS1): The proposed parks (Blocks 71 to 73) would be zoned OS1 to facilitate both active and passive uses, pursuant to the permissions of Section 36.2 of the Zoning By-law (e.g., public parks, recreational buildings, conservation).
- Open Space (OS4): The OS4 Zone is proposed for those areas of the natural corridor blocks (Blocks 65 to 68) intended for stormwater management. Section 36.2 of the Zoning By-law identifies that a variety of open space uses are permitted on lands zoned OS4, including conservation, active recreation and private and public parks.
- Open Space (OS5): The OS5 Zone is proposed for those areas of the natural corridor blocks intended for the Thornicroft Drain channel, the multi-use pathway system and naturalization opportunities (Blocks 49 to 54 and Blocks 74-76). Pursuant to Section 36.2 5) of the Zoning By-law, a limited range of open space uses are permitted in this OS Zone variation (e.g., conservation, passive recreational uses including hiking trails and multi-use pathways).

5.3 Summary

Figure 7 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.

In review, it is anticipated that the noted combination of zones would accommodate the full range of land uses integrated into the proposed Draft Plan.

6.0 Existing Conditions

6.1 Environmental Conditions

The subject lands can be characterized as having minimal topographic relief with the land gradually sloping towards the Thornicroft Drain. The Site is currently comprised of vacant development lands, light industrial buildings on 1875 Wharncliffe Road South and natural features contained within, and adjacent to, the Thornicroft Drain corridor.

The Site forms part of a developing, suburban residential community, with a variety of residential development planned or established north and west of the subject lands. Further, there is a mix of non-residential uses established in the vicinity of the Site, including the Wonderland Road South commercial corridor to the east, commercial/industrial uses fronting Wharncliffe Road South to the south, the StarTech.com Community Centre to the north and the Forest City Community Church to the west.

Section 2.2.2 of this Report outlines that natural heritage features contained within the Site are principally identified on Maps 5 and 6 of The London Plan (refer to **Figures 8 and 9** of this Report, respectively). Map 5 identifies that the Thornicroft Drain corridor and Patch 10064 as the primary natural features located within the property limits. Additionally, Map 6 of The London Plan identifies that lands in proximity to the Thornicroft Drain are located within the UTRCA Regulated Area. Based on our planning analysis, these natural features represent the principal development constraints applicable to the Site.

6.1.1 Environmental Impact Study

NRSI has prepared two Environmental Impact Studies evaluating natural heritage considerations associated with the subject lands and the proposed Draft Plan (dated August 2024 and April 2026). The August 2024 EIS evaluated the subject property excluding those lands addressed as 3080 Bostwick Road; The April 2026 EIS addressed the balance of the Site.

As set out in the Executive Summary of the August 2024 study report, the assessment methodology included the following:

“Natural heritage information was collected and reviewed to identify key natural heritage features, habitats and species that are reported from, or have the potential to occur within the study area. A comprehensive suite of terrestrial and aquatic surveys were conducted to characterize the subject lands, which included but were not limited to Ecological Land Classification (ELC), a three-season vegetation inventory, woodland and wetland boundary delineations, snake coverboard surveys, turtle basking and nesting surveys, anuran call surveys, breeding and migratory bird surveys, insect surveys, aquatic habitat assessment, benthic invertebrate surveys, headwater drainage feature (HDF) assessments, and fish community surveys.”

Section 7.3 (Natural Feature Encroachment and Compensation) of the August 2024 EIS identifies that several vegetation communities are proposed for removal or partial removal within the subject lands. NRSI further identifies that, “These removals are considered necessary in order to implement the

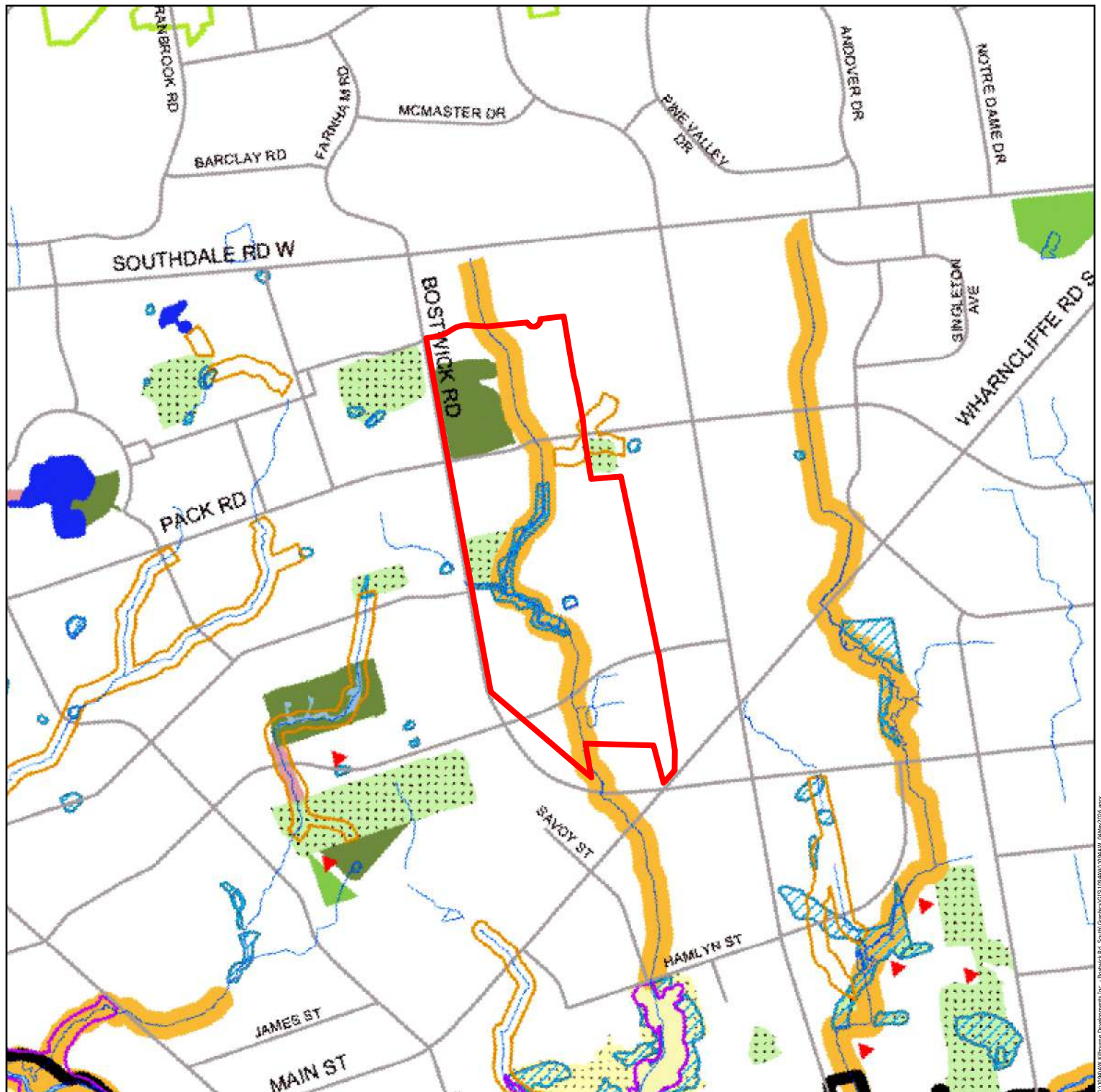


Figure 8 - The London Plan: Map 5 - Natural Heritage



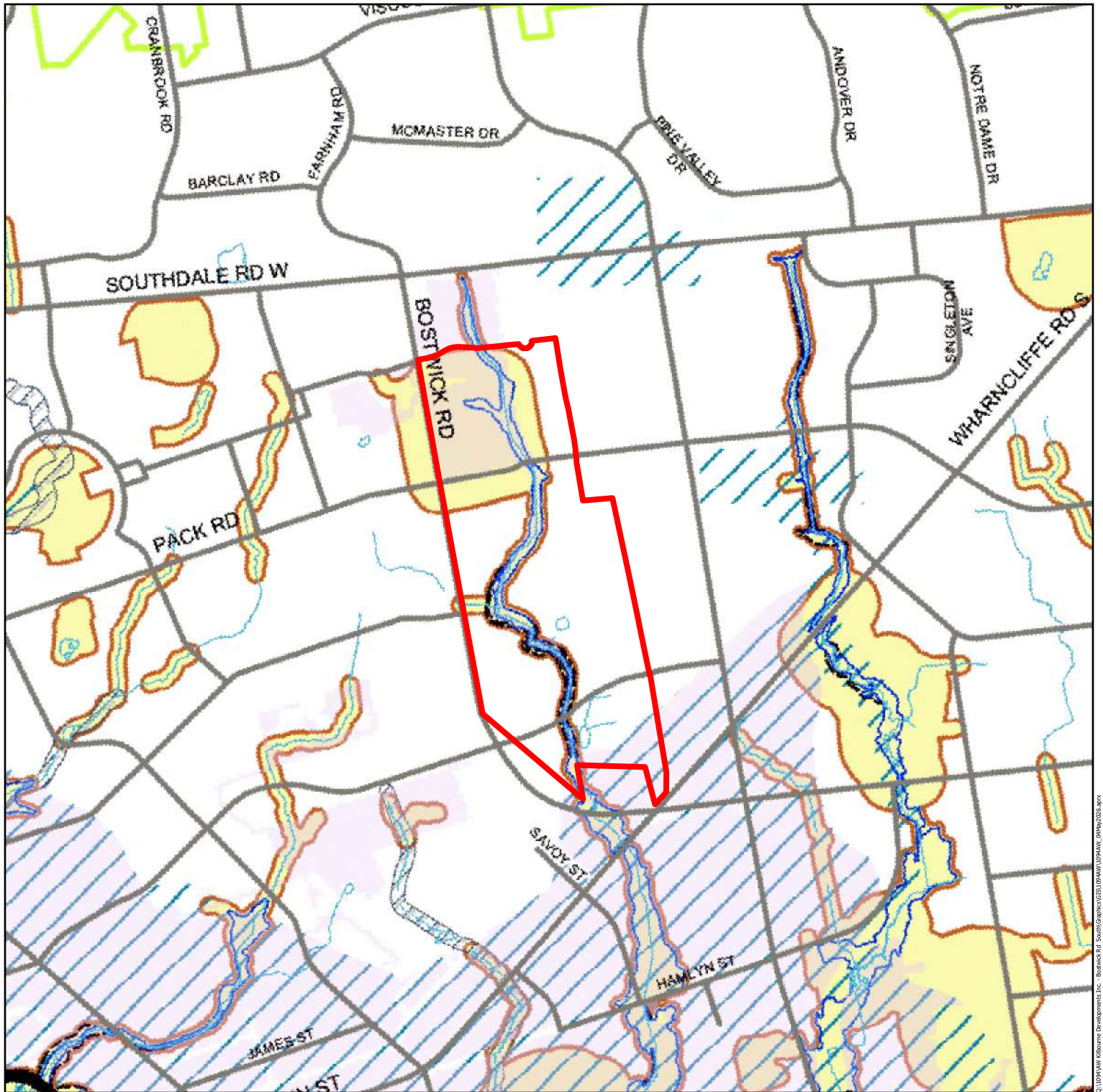
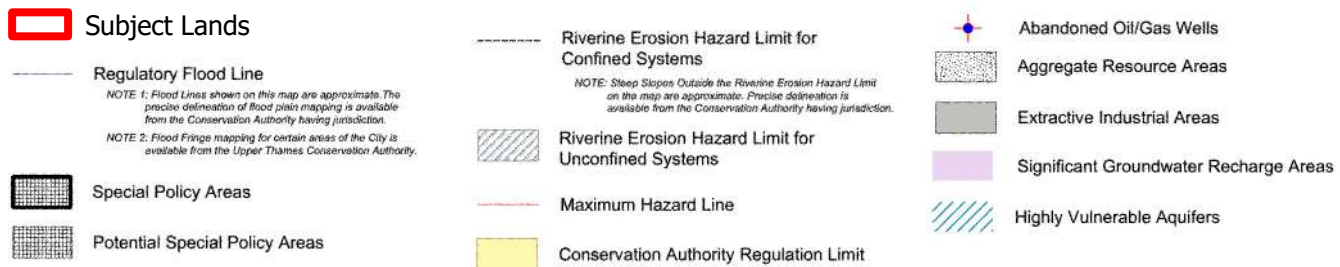


Figure 9 - The London Plan: Map 6 - Hazards and Natural Resources



proposed development concept; they have been limited to the greatest extent possible.” With respect to impact mitigation, the following general considerations are identified in this Section and Section 7.3.1 (Cultural Plantation Removal and Compensation), respectively:

“Vegetation community removals will be compensated for through habitat creation and restoration along the Thornicroft Drain corridor and in the southernmost part of the subject lands. ...

The primary compensation strategy for the subject lands is to provide a 60m corridor along Thornicroft Drain which will provide an enhancement to the feature, as there is currently active agriculture, or active works along the majority of the Drain up to the dripline. The ecology recommendations align with the official plan and provide an overall width of 60 m in keeping with the Thornicroft Drain being a Significant Valleyland. Compensation for trees removed from the cultural plantation will be provided within these areas. The number of trees required as compensation will be determined through the completion of a Tree Inventory and Preservation Plan (TIPP) at the detailed design stage. (emphasis added)”

As an outcome of the study methodology, Section 9.0 (Conclusion) of the August 2024 EIS summarizes the potential impacts associated with the proposed Draft Plan and associated mitigation strategies.

“ ... assuming the recommended avoidance, mitigation and compensation measures are implemented properly, no negative impacts on the natural features or on their ecological functions should occur. **In addition, a significant net positive effect will be provided for the Thornicroft Drain corridor through the widening of the corridor to an average width >60m along the length of the watercourses that flows through the subject lands.** Through the addition of planted buffer areas and additional buffer exceedance areas, these improvements will result in a more robust and higher quality corridor.

At this stage of the proposed project, the intent and all requirements of the environmental policies of the City of London Plan, PPS, and other relevant legislation have been met.” [emphasis added]

Section 9.0 (Summary) of the April 2026 EIS provides an overview of key study findings for the portion of the Site addressed as 3080 Bostwick Road, including:

“Based on the results of background reviews and field surveys, this EIS found that several significant and sensitive natural features are present within and adjacent to the subject lands. The large woodland located to the southwest of the subject lands, as well as woodlands along the Thornicroft Drain have been identified as significant in accordance with the London Plan. The woodland to the south of the subject lands contains two non-significant wetlands. Significant Valleyland is present along the Thornicroft Drain. ...

Buffers have been identified for significant and sensitive natural features within and adjacent to the subject lands. A minimum corridor width of 60m has also been established for the Thornicroft corridor. A smoothed buffer has been proposed from natural features, including Significant Woodland and wetland, located to the south and east of Block 7, and to the west of Block 8 and 9. The smoothed buffer approach will result in a net gain to overall buffer areas, when compared to the strict application of natural feature buffers as described in the City of London EMG (2007, 2025).

... assuming the recommended avoidance, mitigation and compensation measures are implemented properly, no negative impacts on the natural features or on their ecological functions should occur. In addition, **a significant net positive effect will be provided for the Thornicroft Drain corridor through the widening of the corridor to a width >60m along the length of the watercourses that flows through the subject lands.** Through the addition of planted buffer areas and when considered in conjunction with the development of lands to the south, these improvements will result in a more robust and higher quality corridor.

At this stage of the proposed project, the intent and all requirements of the environmental policies of the City of London Plan, PPS, and other relevant legislation have been met (see Table 1). Recommendations are provided within this report for the focused design stage of the development to ensure that all relevant policies and regulations continue to be met as recommended.” [emphasis added]

Both Environmental Impact Studies will be submitted as part of the Draft Plan application.

6.1.2 Geotechnical Assessment

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 August 2024 (updated), which includes commentary on site preparation, basements and foundations, excavations, dewatering, backfill, site servicing, and pavement design.

Additionally, the recommendations of the EXP Slope Stability Assessment were adopted into the Draft Plan to establish development limits proximate to the Thornicroft Drain.

6.1.3 Hydrogeological and Water Balance Assessment

As discussed, a hydrogeological investigation has been conducted by EXP in support of the Draft Plan application with study reports prepared, dated August 29, 2024 and May 1, 2026. The August 2024 report evaluated the subject property excluding the lands addressed as 3080 Bostwick Road; the May 2026 report addressed the balance of the Site.

The Executive Summary of the August 2024 study report provides a general overview of the scope and outcome of the assessment:

“The objectives of the hydrogeological study were to examine the hydrogeological characteristics of the Site by collecting soil and groundwater information provided from a series of sampled boreholes, monitoring wells and piezometers; 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 and surface water elevations to identify seasonal variations across the Site; completing monthly feature-based water balances for the required features, and assessing the surface water and 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 the potential for impact.

It is understood that the hydrogeological assessment will be submitted for review and approval by the City of London and the Upper Thames River Conservation Authority (UTRCA).”

Findings and recommendations in relation to these matters are detailed in the August 2024 study report. The following summarize several study findings as set out in the Executive Summary which helped guide the Draft Plan layout and servicing strategy:

- "Drainage from the Site is primarily via overland flow with minor seepage into the shallow subsurface with the exception of the Thornicroft Drain which is a groundwater recharging feature. Runoff generally follows topography towards the valleyland associated with the Thornicroft Drain. The Drain then flows south through the Site and connects with Dingman Creek near Highway 402;
- The Site is covered with a low-permeability clayey silt or silty clay till (aquitard) underlain by an extensive silty sand / sandy silt and sand stratum (aquifer);
- A Significant Groundwater Recharge Area (SGRA) is mapped at the northern portion of the Site associated with the woodland, along the Thornicroft Drain and in the south portion of the Site. A Highly vulnerable Aquifer (HVA) is mapped in the southern portion of the Site. Based on the presence of a relatively thick (9.5 m) surficial aquitard unit in the southern portion of the Site, it is our opinion that the lands in the southern portion (aside from those in the immediate vicinity of the Thornicroft Drain), where clayey silt till is the surficial geological unit, should not be characterized as an SGRA or HVA;
- Groundwater elevations within the monitoring wells were cyclical, showing similar seasonal fluctuations with some degree of response to precipitation events. Seasonal high elevations were generally observed in the spring months;"

Similarly, the Executive Summary of the May 2026 study report provides an of the scope and outcome of the assessment, as presented in Section 2.2.2 of this Report. Findings and recommendations are also set out in this Executive Summary, including:

- "The Thornicroft Drain flows north to south through the Site and is considered a Significant Corridor or Valleyland by the City of London and is Regulated Land of the UTRCA. The Thornicroft Drain connects with Dingman Creek approximately 4 km south of the Site in the Greenhills Country Club adjacent to Highway 402. The ownership of the Thornicroft Drain will be transferred to the City of London and it is not part of this development application;
- A Significant Woodlot (Woodlot Patch 10064) is located south of the Site, east of Bostwick road. This Woodlot is fed primarily from surface flow from the Unnamed Drain originating west of Bostwick Road and minor overland flow from the western portion of the Site in Block 7;
- The Overall Site is not located within a vulnerable area (Wellhead Protection Area or a Highly Vulnerable Aquifer). Lands within the western portion of the Site (Block 7) are mapped within a Significant Groundwater Recharge Area (SGRA); however, based on the Site-specific conditions (fine-grained clayey silt till with low permeability) it's our opinion that the lands within the Overall Site should not be characterized as a SGRA;
- Overall Site surface drainage generally follows the site topography and is found to drain primarily to the Thornicroft Drain, as well as a minor area in the southwest drains to the Significant Woodlot;

- Groundwater appears to be sourced and recharged regionally; however, groundwater recharge may be occurring locally during periods of high flow within a localized section of the Thornicroft Drain;”

6.1.3 Archaeological/Built Heritage Concerns

6.1.3.1 Archaeological Assessment

A Stage 4 Archaeological Assessment has been completed by Lincoln Environmental Consulting Corp. (“LECC”) for an Indigenous archaeological site known as Cassandra (AfHh-65) within the proposed Kilbourne Subdivision lands. As outlined in the Executive Summary of the associated study report, dated October 2023:

“The Stage 2 property assessment consisted of pedestrian survey at 5m and 1m intervals, test pit survey at 5m and 2.5m intervals, and photo documentation of a tributary of Dingmans Creek which had no archaeological potential. The property assessment was conducted from May 3rd to May 6th, 2020 ...

A total of nine archaeological locations were identified and recommended for Stage 3 site specific assessments, two of which had been previously identified. All nine location were recommended for Stage 3 site specific assessments. Each site was subjected to a Stage 3 site specific assessment in 2022 by LEC (LEC 2023a and b). Archaeological sites known as Marna (AfHh-69), Location 4 (AfHh-950), and Cassandra (AfHh-65) were recommended for Stage 4 mitigation of development impacts.”

Section 4.0 (Analysis and Conclusions) and Section 5.0 (Recommendations) of the Report provide further details on the outcome of the Stage 4 assessment, including the following commentary:

“The Stage 4 archaeological mitigation of development impacts of Cassandra (AfHh-65) consisted of the hand block excavation of 24 one metre by one metre units and resulted in the recovery of 137 Pre-Contact artifacts. No cultural features were identified.

Cassandra (AfHh-65) is similar to other sites on the property including Location 4 (AfHh-950) and Marna (AfHh-69) such that a limited amount of diagnostic material was recovered from the Stage 2 surface scatter while a paucity of any material at all was noted through the rest of archaeological work done on the property. This could be due to the heavier soils in the area, resulting in more lateral dispersion of the archaeological material. The sites on this property, including Cassandra (AfHh-65) could represent small campsites or activity areas associated with the nearby larger sites ...

The Stage 4 mitigative excavations were carried out from December 7th, 2022 to December 12th, 2022, in accordance with the Ministry of Tourism, Culture, and Sport’s *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011). Cassandra (AfHh-65) was excavated in consultation with the Oneida Nation of the Thames and the Chippewa of the Thames First Nation.

The mitigation resulted in the complete excavation and removal of the archaeological site, which no longer exists in the ground and has been fully documented. The archaeological value of the site now lies solely with the artifact assemblage, high precision mapping and field documentation. As such, in accordance with Section 3.4.2 and Section 3.4.3 of the MTCS’ 2011 *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011b), Cassandra (AfHh-65) no

longer retains cultural heritage value or interest and does not require further archaeological investigation. **No further assessment of Cassandra (AfHh-65) is recommended."**

The study report was submitted to the Ministry of Tourism, Culture and Sport for acceptance into the Ontario Public Register of Archaeological Reports. Confirmation of report acceptance has not been received to date.

7.0 Subdivision Design

7.1 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 complementary commercial, recreational and open space uses. The land use pattern of the proposed Draft Plan is intended to be compact in design, connected with the surrounding community and transit-supportive.

Collectively, the defining attributes of this Draft Plan design offers 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 Bostwick Road, Bradley Avenue, Kilbourne Road and Street 'A' frontages. Additionally, intensive development and parkland adjacent to the Street A/Kilbourne Road intersection is collectively envisioned to function as a community focal point and a gateway to the Wonderland Road South commercial corridor; and
- Neighbourhood Connectivity. The design of the internal street pattern provides excellent vehicular and pedestrian accessibility to the arterial road system, as well as safe and convenient access throughout the Site.

Additionally:

- Short residential blocks are integrated into the design concept to reduce walking/cycling distances and to increase connectivity;
- Several park and open space blocks front streets include frontage on parks to offer unobstructed views of amenity areas and natural features. The street network also includes vista opportunities to provide additional views of open space areas;
- It is proposed that the City's multi-use pathway system would traverse the property within the natural corridor. This system is to integrate with pedestrian linkages planned for the Bradley Avenue and Kilbourne Road corridors, with minimal additional crossings required for connectivity.

- Integrated Open Space. As discussed in Section 1.3.1 of this Report, designated open space is proposed for the natural channel. Several access points would be provided to this corridor to encourage use of the planned pathway system.

7.2 Design Considerations

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:

- Create an inclusive, diverse and unique neighbourhood that integrates a mix of uses and has a high level of connectivity;
- Provide a mixture of housing opportunities to meet the needs of citizens (catering to a wide range of households/lifestyles and offering opportunities to age-in-place);
- 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 integrated street and development patterns to support pedestrian-oriented development patterns, transit and cycling with strong relationships to natural heritage features (recognizing that a significant natural corridor traverses the Site and Significant Woodlands are located in the northwest quadrant of the property). To achieve this objective, the proposal integrates green space elements adjacent to multiple forms of residential development to help reduce automobile dependency. Further, the community design incorporates open space and walkway features that are intended to enhance the existing natural setting;
- Design land use patterns to support pedestrian-oriented development, transit and cycling with strong relationships to natural heritage features;
- Configure blocks to be short and regular in length for efficient walking/cycling and for variation in routes;
- Promote pathway and park connections within and between neighbourhoods, where possible, and provide exposure of the open space features;
- 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 the arterial and collector road systems;
- Incorporate efficient servicing design by accommodating the majority of primary servicing (storm and sanitary sewers, watermain, private utilities) within rights-of-ways and by minimizing underground services within easements; and

- Integrate on-site stormwater management controls into the subdivision design, including a combination of LIDs facilities on private lands and open space lands.

8.0 Sanitary Servicing

Servicing information presented in this Section of the Report has been prepared by York Developments, in consultation with Stantec and MHBC.

8.1 Sanitary Servicing Strategy

Trunk sanitary servicing has been provided by the City on Exeter Road east of Wharnccliffe Road South.

A trunk sanitary sewer stub with capacity for the entire subdivision ends on Exeter Road directly south of the subdivision. The extension of the sewer will extend through a dedicated corridor within Block 37 to Street 'B'. The trunk is planned to extend north on Street 'A' and serve this subdivision, as well as several development blocks on the 3080 Bostwick Road property. A second sub-trunk will follow the Kilbourne Avenue (Hayward Parkway) alignment, facilitating a single crossing of the Thornicroft Drain.

Stantec prepared a Sanitary Servicing Analysis, dated April 22, 2026, for the proposed subdivision that provides a detailed overview of the existing sanitary outlets available to service the intended development. The study report also details the proposed sanitary servicing strategy, as illustrated in **Figures 10 and 11** of this Report. Stantec concludes in the Summary section of the report that, "... **all outlets have sufficient capacity to service the catchment areas outlined.**" [emphasis added]

5.	KILBOURNE DRAFT PLAN UPDATE	CHK	DWH	26.04.23
4.	AREA 1-5 UPDATE	CHK	DWH	26.02.13
3.	AREA 13 UPDATE	CHK	DWH	25.06.19
2.	AREA EXT3 UPDATE	CHK	DWH	24.12.12
1.	AREA 1 UPDATE	CHK	DWH	23.02.22
Revision		By	Appd.	YY.MM.DD

Revision		By	Appd.	YY.MM.DD
Issued		By	Appd.	YY.MM.DD
File Name:	161413c22_20260423_c-ion_fig	CHK Dwn.	JP Chld.	CHK Dign. YY.MM.DD

Title

SANITARY DRAINAGE AREA PLAN
PART 1

Project No.	Scale	HORZ - 1 : 3500
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Drawing No.	Sheet	Revision



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5.	KILBOURNE DRAFT PLAN UPDATE	CHK	DWH	26.04.23
4.	AREA 1-5 UPDATE	CHK	DWH	26.02.13
3.	AREA 13 UPDATE	CHK	DWH	25.06.19
2.	AREA EXT3 UPDATE	CHK	DWH	24.12.12
1.	AREA 1 UPDATE	CHK	DWH	23.02.22

File Name: 161413622_20260423_c-san_fig	CHK	JP	CHK	22.03.21
	Dwn.	Chkd.	Dsgn.	YY.MM.DD

2 2 of 2 5



9.0 Water Servicing

9.1 Water Servicing Strategy

The Site is one of several properties in this area that have high pressure trunk servicing nearby to the north, and low pressure trunk servicing available to the east and south on Wonderland Road South and Wharncliffe Road South. The property is likely to require services from both pressure zones given the greater than 10 m drop in elevation along the length of the property. To provide servicing through the property and loop new watermain requires some connection between the two systems. Pending further consultation with the Water Division of the Environmental and Engineering Services Department, the solution will be to provide a check valve that allows flow in a single direction; allowing flow to cross zones but maintain service pressures for both pressure zones.

A low pressure 300 mm dia. distribution watermain is installed along Wonderland Road South and Wharncliffe Road South. A high pressure watermain is also installed on Bostwick Road and is planned to extend south of Pack Road in 2027 when Bostwick Road is reconstructed. A 250 mm dia. high pressure extension located on Yorkville Street is also planned to be brought to the subdivision. Looping will be accommodated by installation of a check valve and extension of the watermain on Kilbourne Street to Wonderland Road South. A north-south section from Yorkville Street through to Wharncliffe Road South, and also to the new extension on Bostwick Road, is planned to be joined through the neighbourhood. Also, a crossing of the Thornicroft Drain is designed in the 3080 Bostwick Road neighbourhood, again at the Bradley Avenue crossing and a third time at the Kilbourne Avenue crossing.

Stantec has prepared a Water Servicing Brief, dated April 16, 2025, evaluating the existing and proposed conditions for the proposed subdivision. As summarized in Section 1.9 of this study report:

“The Kilbourne Subdivision located in the south-western quadrant of the City of London will be serviced from the high-level system during ultimate condition, with additional checked connections to the low-level system for looping and emergency condition purposes. **As shown in the modeling results, all areas of the development will have criteria that meet the City of London standards under the various demand scenarios during full build-out.**”
[emphasis added]

10.0 Stormwater Management

The Thornicroft Drain is the prominent drainage feature on the property and all of the property drains to this feature. The Thornicroft Drain flows to Dingman Creek and is part of that subwatershed.

Some area evaluation has been completed at a high-level, with the completion of the Dingman Creek Environmental Assessment ('EA') in 2020. The Thornicroft Drain is established as a Phase 1 Tributary to Dingman Creek in the EA, which enables project planning to advance. The EA includes some assessment of development impacts and the levels of control that may be required.

Stormwater collection is planned through conventional piped sewers for minor flows and both minor and major flows will flow to four SWM facilities for retention. Stormwater quality is planned through an assortment of facilities, both on private and public lands, in the form of oil/grit separators and LIDs facilities.

A model of the Thornicroft Drain has been developed and is being used to establish outlets and to ensure the floodplain is sufficient within the naturalized area. This exercise is facilitated for the Thornicroft Drain, as the existing banks are well defined and the floodplain is constrained within those banks. The Thornicroft Drain also accepts flows from lands external to the subdivision west of Bostwick Road. Remediation of the Thornicroft Drain is a tax/Development Charges funded undertaking that is the responsibility of the City of London.

As work proceeds to develop new servicing, streets and residences, SWM controls will be implemented. Controls provide a means to minimize the impact stormwater on natural features and to groundwater. Post-construction monitoring is a means to identify the effectiveness of various controls and to determine if adjustments are necessary. A monitoring plan will be part of the overall SWM plan.

Additionally, Stantec prepared a Functional Stormwater Management Plan, dated May 8, 2026, outlining the functional preliminary SWM design developed to meet prescribed targets outlined in governing documentation. As set out in Section 4 (Stormwater Management Strategy) of the study report, a SWM strategy is proposed to service the development comprised of four SWM facilities and quality controls.

As set out in Section 5 (Conclusions) of the report, Stantec concludes:

- "SWM quantity controls will be provided to limit proposed flows from site to existing rates.
- The necessary SWM quantity controls can fit in the proposed blocks on the draft plan.
- SWM quality controls will be designed to remove 80% TSS for the entirety of the site at detailed design.
- Infiltration measures will be explored at the detail design stage."

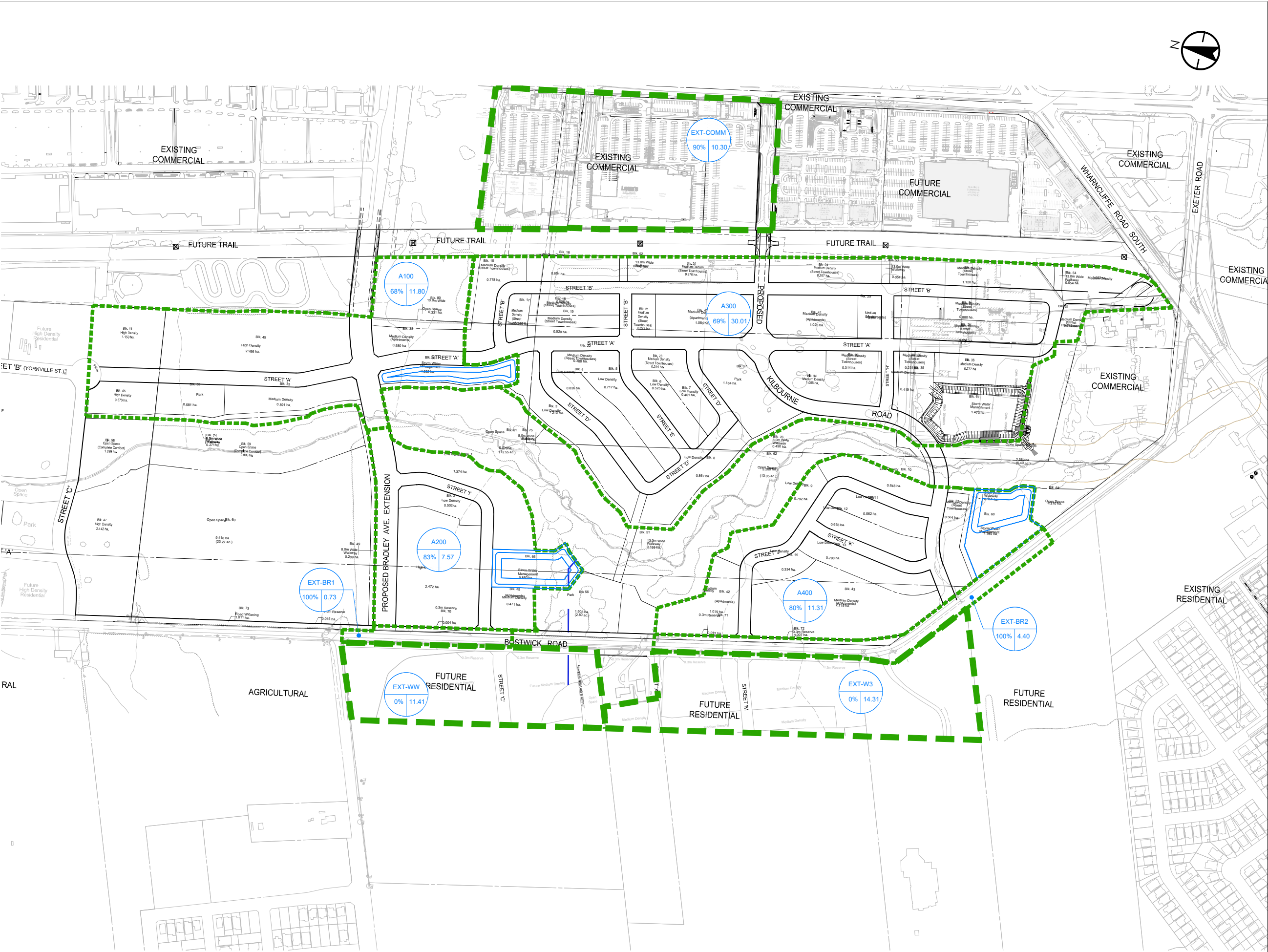
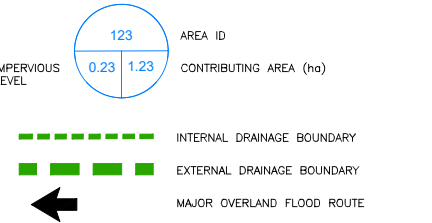
Figure 12 of this Report illustrates the proposed storm drainage conditions.

Figure 12

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reported to Stantec without delay.

Notes

Legend



Revision	By	Appd.	YY.MM.DD

Permit-Seal

Client/Project
KILBOURNE DEVELOPMENTS INC.

KILBOURNE SUBDIVISION
3514 BOSTWICK ROAD
LONDON, ON

Title
PROPOSED STORM DRAINAGE CONDITIONS

Project No.
161413971
Drawing No.
Sheet
Scale
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Revision

11.0 Transportation

11.1 Background

As discussed, the Site integrates frontage on Bostwick Road and Wharncliffe Road South and is to be connected with Wonderland Road South via Kilbourne Road and Southdale Road West via Yorkville Street. Further, Bradley Avenue will ultimately be extended to provide additional connectivity to both Wonderland Road South to the east, and Bostwick Road to the west.

The section of Bradley Avenue traversing the Site is designated as a future Civic Boulevard pursuant to Map 3 of The London Plan. Bostwick Road, Southdale Road West and Wharncliffe Road South are also designated Civic Boulevards. 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 completed an Environmental Assessment (EA) for the alignment of Bradley Avenue/Pack Road from Bostwick Road to Wonderland Road South, and this extension has been included in the City's Development Charges Schedule for 2032. The Bradley Avenue alignment approved through the Bostwick Road EA has been maintained in the Draft Plan. Additionally, the positioning of this extension provides a key organizing element for the proposed local street network.

The reconstruction of Bostwick Road from Wharncliffe Avenue South to Southdale Road West was established in the same EA undertaken for Bradley Avenue in 2016. The proposed year in the City Growth Management Implementation Strategy is 2027. That roadwork is likely to happen over two construction seasons.

The subject lands are connected to the existing higher-order road network by way of Yorkville Street, which has a north-south orientation and intersects with Southdale Road West (adjacent to the StarTech.com Community Centre). Yorkville Street is constructed to the northern limit of the Site with a turnaround.

11.2 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 which evaluated the regional traffic impacts of three major developments proximate to the Site including the Kilbourne Subdivision. The associated 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 to 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 the Kilbourne Subdivision to address the following key considerations identified in the study memorandum, dated December 5, 2023:

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

As set out in this memorandum, findings from this traffic assessment are generally summarized below based on a proposed build-out year of 2035:

“The results of the intersection capacity analysis indicate that all minor site access intersections and the two major internal intersections are anticipated to operate at Level of Service ‘D’ or better within the timeframe of this study. A westbound left-turn lane with a minimum of 15m of storage is warranted for the Bradley & Street ‘I’ intersection.

A desktop review of intersection sight distances and intersection spacing for the proposed site access locations indicates that the Bradley & Street ‘I’ intersection is 10m short of meeting the recommended intersection spacing. Given the small magnitude of this deficiency, however, it is not expected that this will result in any significant operational issues.

A number of traffic calming measures are recommended to discourage cut-through traffic and excessive speeds. These recommended measures include mid-block and intersection narrowing’s, speed humps, reduced curb radii and the implementation of Area Speed Limits for the area bound by Colonel Talbot, Southdale, Wonderland, Wharnccliffe and Main. In addition, consideration for implementation of roundabouts should be given to the two major internal intersections (Bradley & Yorkville and Kilbourne & Yorkville) for the purposes of traffic calming though not required for intersection capacity.

Locations where a planned MUP crosses Bradley Avenue, Bostwick Road and Kilbourne Road have been reviewed to assess the suitability of these crossing locations for PXOs. **It is recommended that a Level 2 Type C PXO be provided where the future MUP crosses Bradley Avenue and Bostwick Road while a Level 2 Type D PXO is recommended for where the MUP crosses Kilbourne Road.**

With regards to planned cycling facilities, Kilbourne Road has been assessed to determine what form of cycling facility would be appropriate along this corridor. Based on the results of the review, it is recommended that advisory bicycle lanes be provided on Kilbourne Road within the proposed development.” [emphasis added]

Arcadis IBI Group concludes that the proposed development can be accommodated by the adjacent road network with consideration of the above-noted recommendations.

Additionally, with respect to the recommended pedestrian crossing ('PXO'), the Bostwick Road and Royal Magnolia Avenue intersection is considered the juncture of a City's multi-use pathway ('MUP') that traverses east-west across Bostwick Road. The MUP planned for this location would then join the inter-neighbourhood pathway system following the Thornicroft Drain alignment and connecting to the StarTech.com Community Centre.

11.3 Active Mobility

The Draft Plan is organized by one Civic Boulevard (Bradley Avenue) and one Neighbourhood Connector (Kilbourne Road) providing east-west connectivity, as well as one primary north-south Neighbourhood Street (Street 'A') noting that the northern section of Street 'A' may be classified as a Neighbourhood Connector. Further, sidewalks, pathways, neighbourhood linkages, transit allowances and other movement accommodations would be integrated into the design to provide for an active lifestyle; encouraging non-vehicle movement to nearby shopping areas, commercial centres and other community focal points

Streets, sidewalks and pathways within this proposed development would be designed in accordance with the policies of the City's Official Plans and SWASP, the Complete Streets Manual and the City's Design Specifications and Requirements Manual (as applicable).

11.4 Subdivision Phasing and Staging

The proposed Draft Plan is to be approved in its entirety to create 48 development blocks accommodating an estimated 4,478 dwelling units. It is anticipated that following Draft Plan approval, this development would be progressed to final registration in several phases driven by servicing connections and market conditions.

At this time, the subdivision is envisioned as being built out in four phases. The first phase includes the extension of Kilbourne Avenue west and a temporary connection through to Wharnccliffe Road West on the utility corridor that contains sanitary trunk sewer and watermains. This would include Pond 2 (Block 66), extension of the sanitary northwards from Exeter Road and looping of the watermain from Wonderland Road on Kilbourne Avenue and south on Street 'A' to Wharnccliffe Road South. All of Phase 1 is in the low pressure zone. This phase would envision crossing of the Thornicroft Drain and that crossing would be planned in coordination with the City's Stream remediation plans.

12.0 Natural Heritage/Parks

12.1 Natural Heritage System

Figures 8 and 9 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, NRSI has prepared two Environmental Impact Studies for the Site addressing the proposed Draft Plan. Natural heritage features associated with this development are to be largely contained within the open space corridor generally encompassing Blocks 59 to 64. Mitigation measures are also recommended in these studies 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.

12.2 Parks & Open Space

Local parks are planned for Blocks 55 to 57 in order to provide access to passive recreational space and other recreational facilities (e.g., playground equipment). The park features are adjacent to the natural corridor, have frontage on public roads and provide direct linkages to the proposed pathway system. The proposed pathway route would generally extend from the southwestern limit of Bostwick Road through the natural corridor to existing and planned residential lands north of the Site (ultimately linking with Southdale Road West).

It is anticipated that park blocks, open space and walkway 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 Dedication By-Law (CP-25). It is 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.

Figure 13 of this Report illustrates the SWASP's conceptual parks and pathways system in the vicinity of the subject lands, pursuant to Schedule 2 of this Secondary Plan. This Figure also identifies the approximate location of the proposed multi-use pathway system associated with the Draft Plan.

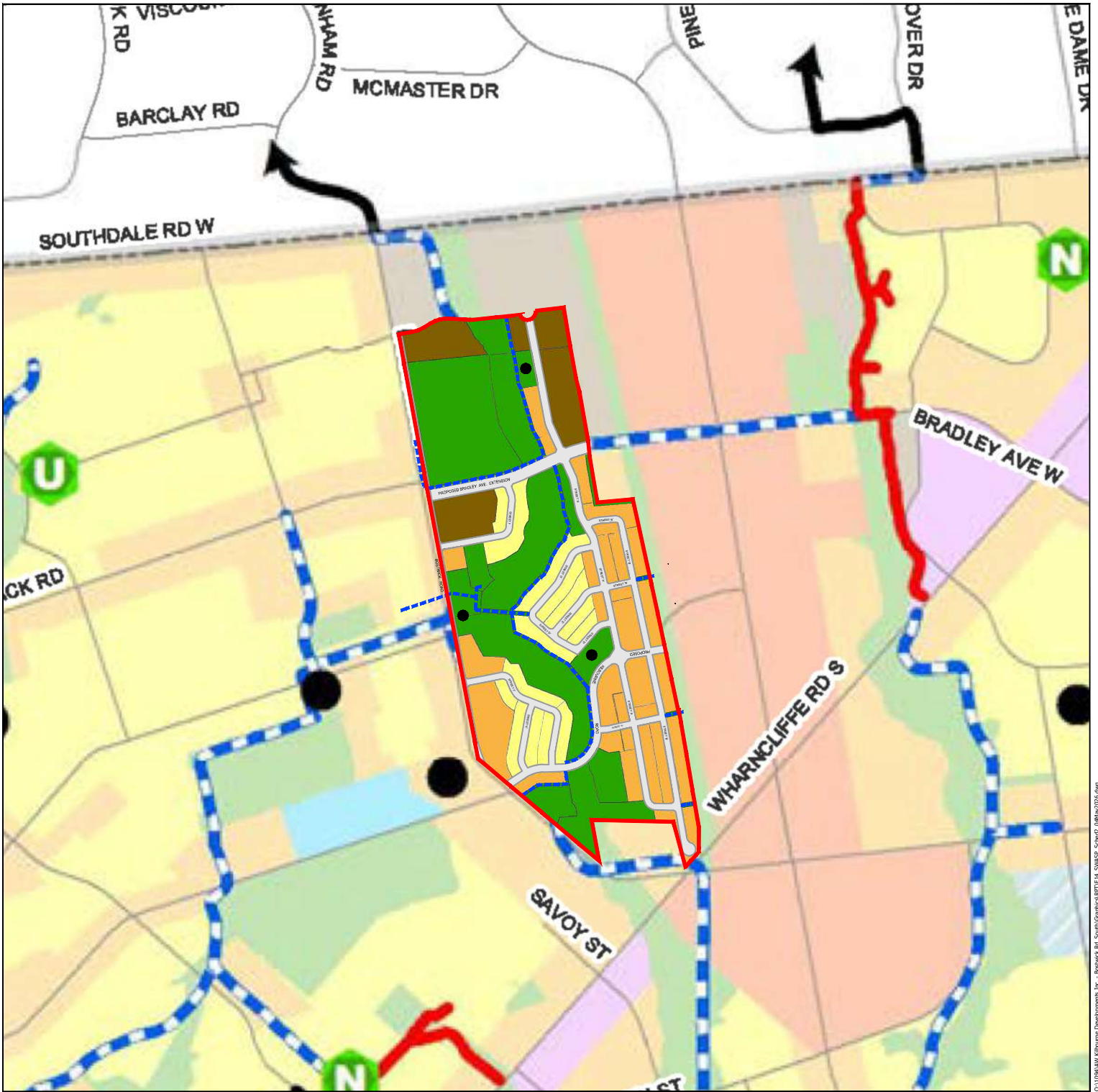


Figure 13 - Southwest Area Secondary Plan: Schedule 2 (Multi-Use Pathways and Parks)



13.0 Financial Implications

There is significant infrastructure being extended to service the proposed Draft Plan by way of existing sewers and watermain. It is anticipated that linear water and sewer servicing associated with the Draft Plan will meet eligibility criteria for funding through the City's Development Charges (DC) oversizing program. Both Bostwick Road and Bradley Avenue are listed in the City's Growth Management Implementation Strategy for reconstruction and upgrade in 2027 and 2032, respectively. These projects will be undertaken by the City and do not form part of the scope of works in the subdivision

Appendix H of this Report provides a Summary of DC Claims from the City Services Reserve Fund (CSRF) for the Draft Plan, as prepared by Stantec.

14.0 Miscellaneous

14.1 Noise Assessment

Noise levels along arterial and collector road frontages may warrant the need for noise attenuation measures for lots in proximity to the arterial 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 Planning Statement, Province of Ontario;
- The London Plan, City of London;
- Southwest Area Secondary 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 Planning Statement and the City's Official Plan (The London Plan) and Southwest Area Secondary Plan. Accordingly, there is merit to advance Draft Plan of Subdivision, Official Plan Amendment and Zoning By-law Amendment applications to progress this development.

Respectfully submitted,
MHBC



Scott Allen, MA, RPP
Partner



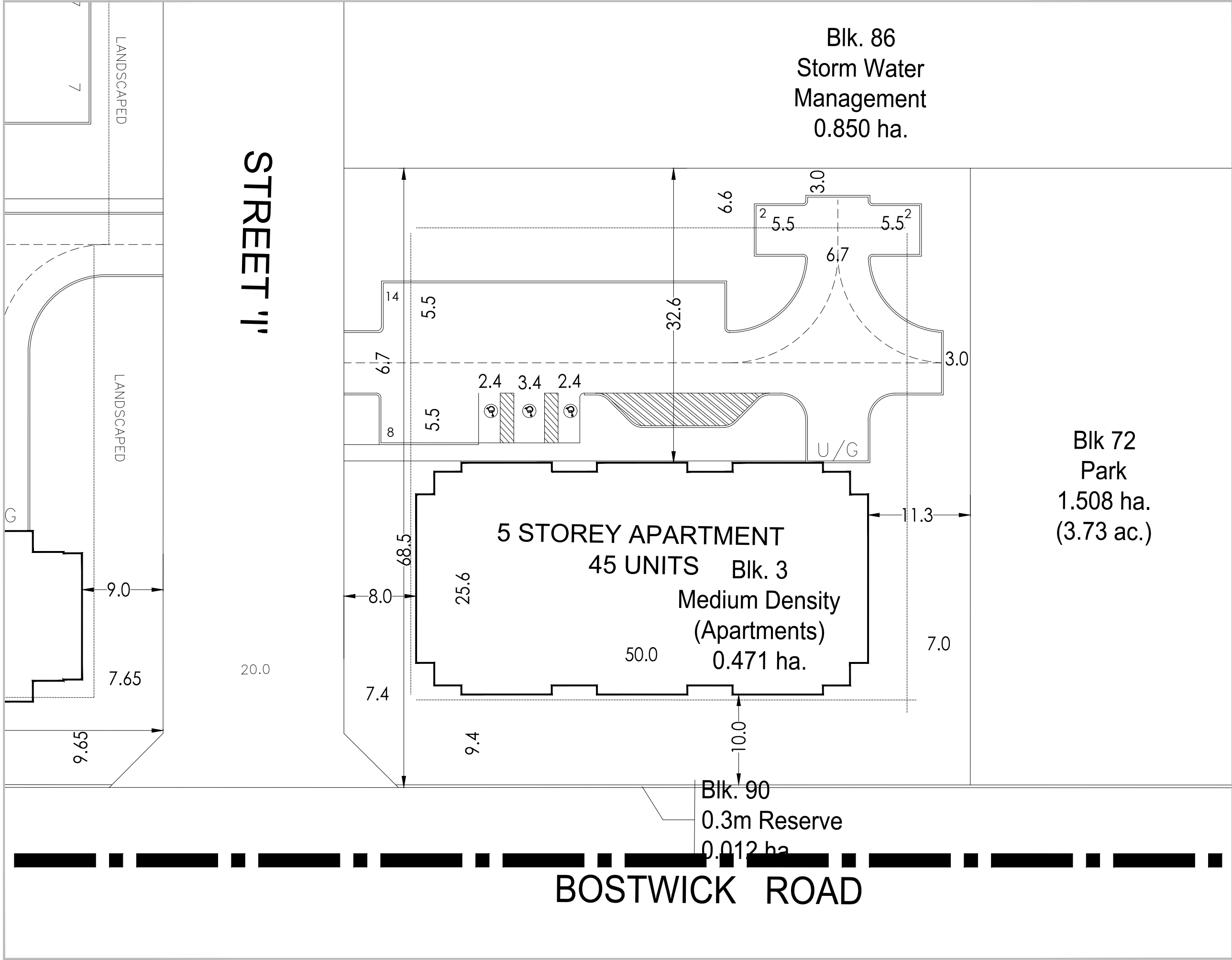
Julianne von Westerholt, BES, MCIP, RPP
Associate

A

Appendix A: Conceptual Draft Plan of Subdivision

B

Appendix B: Medium Density Residential Block Concepts (Selected Blocks)



Concept Plan - Block 39

LOTS 74 & 75,
CONCESSION EAST OF THE
NORTH BRANCH OF TALBOT ROAD
(GEOGRAPHIC TOWNSHIP OF WESTMINSTER)

CITY OF LONDON
COUNTY OF MIDDLESEX

Gross Site Area: 4,712m² / 0.471ha

Total Units: 45 Apartment Units
Density: 96 upha

Building Height: 16.5 m

Parking: 53 spaces
Surface: 25 spaces
Underground: 28 spaces

Zoning Summary - Residential R6-5(), R8-4(), and R9-3()		
	Required	Provided
Lot Area (min)	Apartments - 1000 m ²	4,711.8 m ²
Lot Frontage (min)	Apartments - 30.0 m	68.5 m
Front Yard Setback (min.)	7.4 m (Local, Primary and Secondary Collectors: 6.0 m Plus 1.0 m per 10.0 m of main building height or fraction thereof above the first 3.0 m)	8.0 m
Exterior Side Yard Setback (min.)	8.4 m (Arterial: 8.0 m Plus 1.0 m per 10.0 m of main building height or fraction thereof above the first 3.0 m)	10.0 m
Interior Side Yard Setback (min.)	6.6 m (1.2 m per 3.0 m of main building height or fraction thereof, but in no case less than 4.5 m)	32.6 m
Rear Yard Setback (min.)	7.0 m (1.2 m per 3.0 m of main building height or fraction thereof, but in no case less than 7.0 m)	11.3 m
Landscaped Open Space	30.0 %	51.2 % (2,411.1 m ²)
Lot Coverage	(Apartments - 30%; plus up to 10% additional coverage, if the landscaped open space provided is increased 1% for every 1% in coverage over 30%)	25.9 % (1,221.8 m ²)
Building Height	Apartments - 32.0 m	16.5 m
Density	Apartments - 100 upha (47 Units)	95.5 upha (45 Units)
Density Bonus	For every 70.0 square metres of exterior common open space provided at grade in excess of the landscaped open space required by the By-law, the density of the residential development may be increased by three units. No rounding of the square metreage provided is allowed for by this provision. Building height may not be increased to achieve the increased exterior common space. The accumulative impact of applying the Bonus provisions shall not result in a density of more than twenty-five per cent (25%) greater than the density permitted by the non-bonus site.	TBD
Setback between Buildings (min.)	9.0 m (Site Plan Control By-law)	n/a
Parking		
Parking Space	68 spaces (Apartment: 1.5 spaces per unit)	53 spaces (1.2 sps/ut) - Surface Parking: 25 - U/G Parking: 28
Barrier Free Parking	3 spaces: 1 Type A, 2 Type B (4% Barrier-Free)	3 spaces 1 Type A, 2 Type B

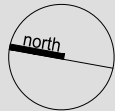
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Concept Plan - Block 42

LOTS 74 & 75,
CONCESSION EAST OF THE
NORTH BRANCH OF TALBOT ROAD
(GEOGRAPHIC TOWNSHIP OF WESTMINSTER)

CITY OF LONDON
COUNTY OF MIDDLESEX

Gross Site Area: 10,789m² / 1.079ha

Total Units: 108 Apartment Units
Density: 100.1 upha

Building Height: ~16.5 m

Parking: 162 spaces
Surface: 96 spaces
Underground: 66 spaces

Zoning Summary - Residential R6-5(), R8-4(), and R9-3()		
	Required	Provided
Lot Area (min)	Apartments - 1000 m²	10,788.7 m²
Lot Frontage (min)	Apartments - 30.0 m	116.8 m
Front Yard Setback (min.)	4 storeys Apartment: 7.05 m 5 storeys Apartment: 7.35 m (Local, Primary and Secondary Collections: 6.0 m Plus 1.0 m per 10.0 m of main building height or fraction thereof above the first 3.0 m)	4 st Apartment: 7.05 m 5 st Apartment: 53.53 m
Exterior Side Yard Setback (min.)	5 storeys Apartment: 9.35 m (Setback: 8.0 m Plus 1.0 m per 10.0 m of main building height or fraction thereof above the first 3.0 m)	4 st Apartment: 31.15 m 5 st Apartment: 9.35 m
Interior Side Yard Setback (min.)	5 storeys Apartment: 6.6 m (1.2 m per 3.0 m of main building height or fraction thereof, but in no case less than 4.5 m) 4 storeys Apartment: Low density res. side: 13.5 m (6.0 m plus 1.0 m per 1.0 m in height for all portions of a building above 6.0 m in height where the Residential R9 Zone abuts lands zoned Residential R1 or Residential R2) 4 storeys Open space side: 13.5 m (1.2 m per 3.0 m of main building height or fraction thereof, but in no case less than 4.5 m)	4 st Apartment: 16.4 m 5 st Apartment: 21.3 m 23.7 m
Rear Yard Setback (min.)	7.0 m (1.2 m per 3.0 m of main building height or fraction thereof, but in no case less than 7.0 m)	5 st Apartment: 13.8 m
Landscaped Open Space	30.0 %	46.7 % (5,034.2 m²)
Lot Coverage	40.0 % (Apartments - 30%, plus up to 10% additional coverage, if the landscaped open space provided is increased 1% for every 1% in coverage over 30%)	23.4 % (2,520.3 m²)
Building Height	32.0 m	4 st Apartment: 13.5 m 5 st Apartment: 16.5 m
Density	Apartments - 100 upha (107 Units)	100.1 upha (108 Units)
Density Bonus	For every 70.0 square metres of exterior common open space provided at grade in excess of the landscaped open space required by the By-law, the density of the residential development may be increased by three units. No rounding of the square metreage provided is allowed for by this provision. Building height may not be increased to achieve the increased exterior common space. The accumulative impact of applying the Bonus provisions shall not result in a density of more than twenty-five per cent (25%) greater than the density permitted by the non-bonused site.	TBD
Setback between Buildings (min.)	9.0 m (Site Plan Control By-law)	27.5 m
Parking		
Parking Space	162 spaces (Apartment: 1.5 spaces per unit)	162 spaces (1.5 spa/u) - Surface Parking: 96 - U/G Parking: 66
Barrier Free Parking	6 spaces, 3 Type A, 3 Type B (1+3% Barrier-Free)	6 spaces: 3 Type A, 3 Type B

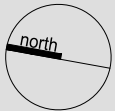
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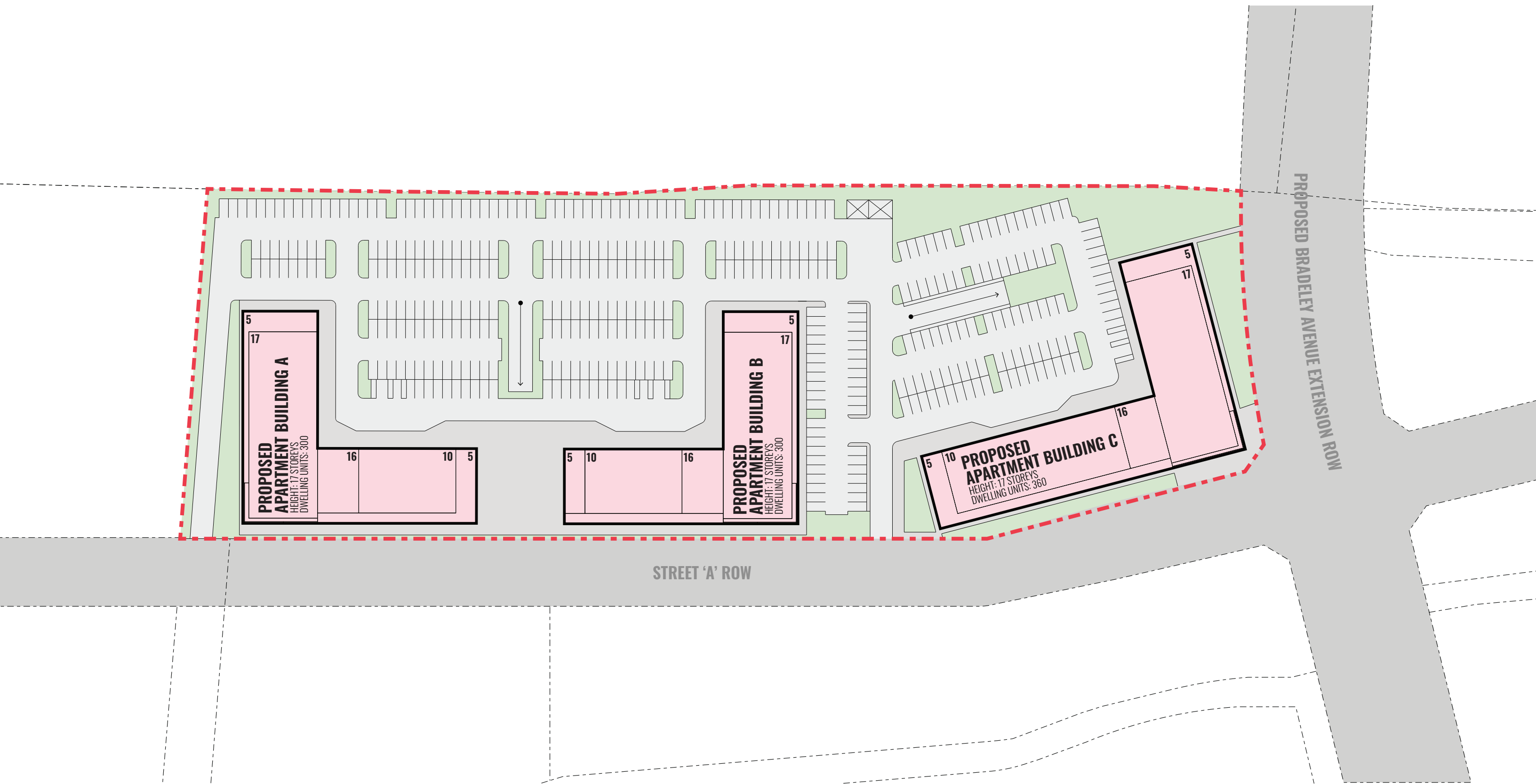


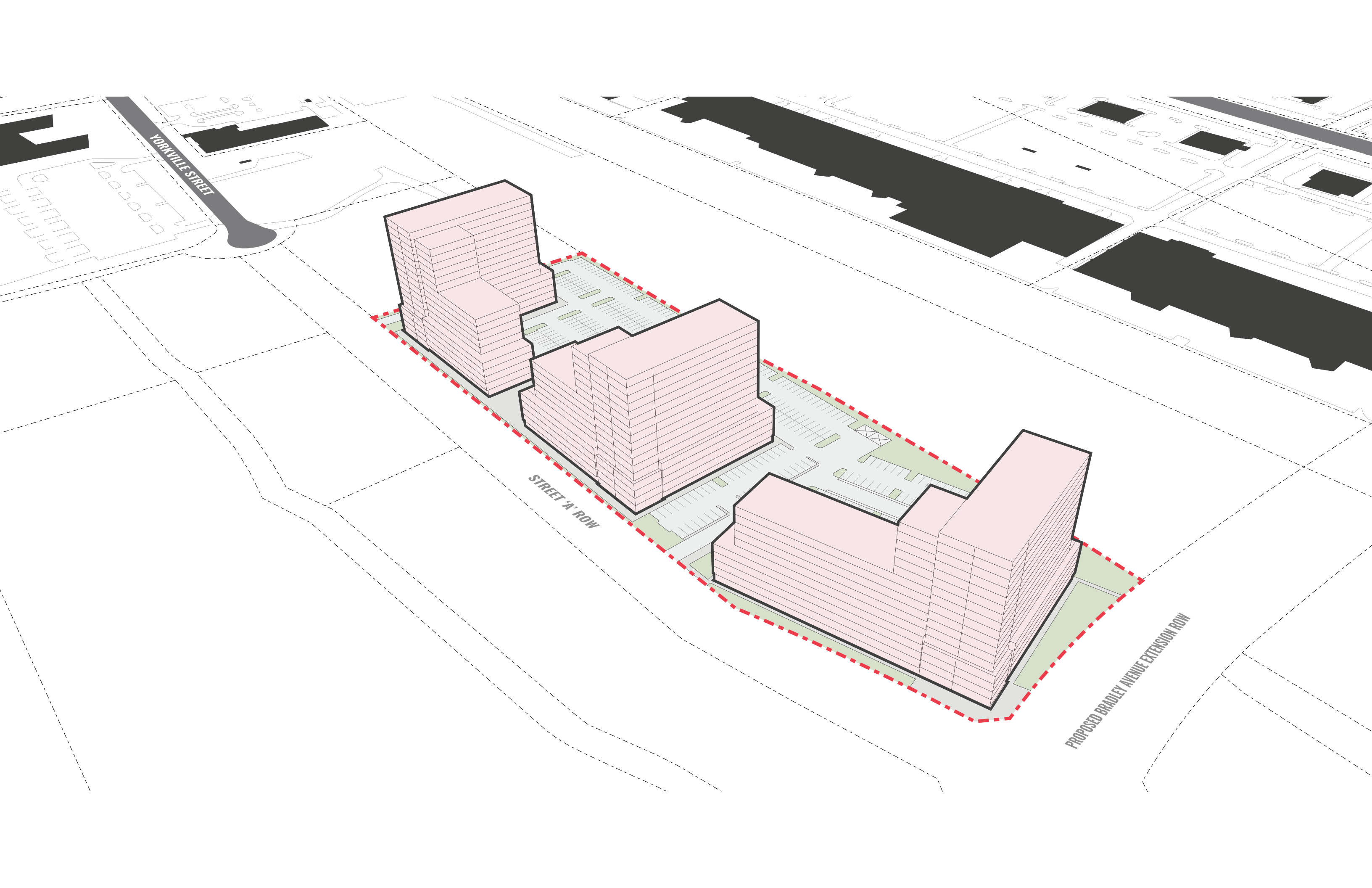
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C

Appendix C: Development Concept (Block 45)

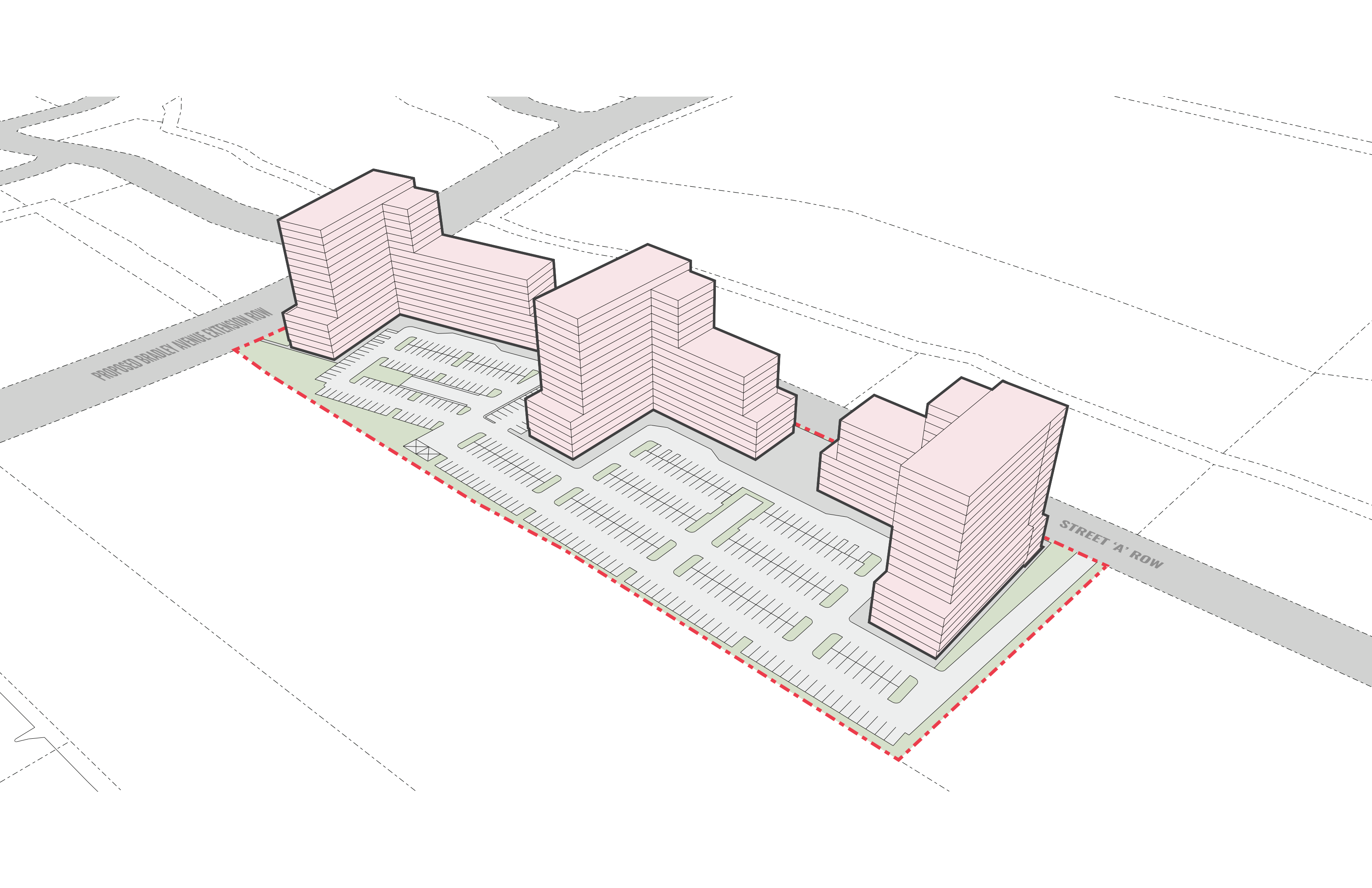




YORKVILLE STREET

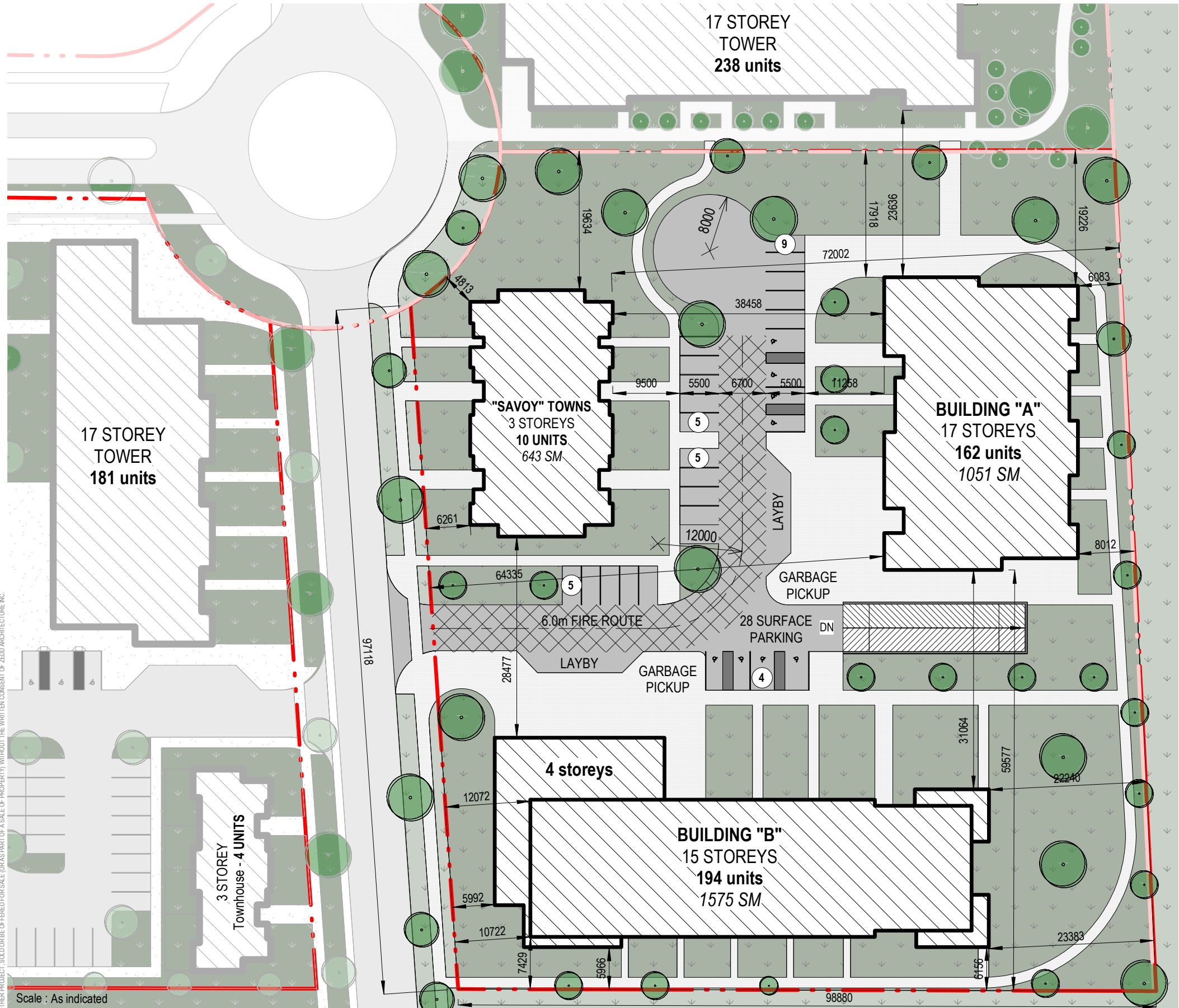
STREET 'A' ROW

PROPOSED BRADLEY AVENUE EXTENSION ROW



D

Appendix D: Design Package for Block 44



Site Statistics (SITE 9)

3080 Bostwick Road, London Ontario	
USES	Multi-Unit Residential
LOT AREA	1.168 ha
LOT COVERAGE:	3,269 SM (26%)
LOT FRONTAGE	97.1m (Street A)
LOT DEPTH	98.8m
SETBACKS	
FRONT YARD	Building A: 64.3 m Building B: 5.99 m Townhouses: 6.2 m
INTERIOR SIDE	Building A: 59.6 m Building B: 6.0 m Townhouses: 19.6 m
REAR YARD	Building A: 6.0 m Building B: 22.2 m Townhouses: 72.0 m
LANDSCAPED OPEN SPACE	6,787 sqm = 58%
HEIGHT	70m
BUILDING GROSS AREA	Building A: 16,248 SM Building B: 19,426 SM Townhouses: 1,929 SM
BUILDING FOOTPRINT	Building A: 966 SM Building B: 1574 SM Townhouses: 643 SM
PARKING	458 Vehicle Parking (1.25/unit @ 366 Units) Surface Parking: 28 Spaces Below Grade P.01: 214 Spaces Below Grade P.02: 216 spaces Total 458 Spaces 275 Bicycle Parking (0.75/unit @366 Units)
DENSITY (UPH)	1.168 ha * 314 UPH = 366 Units



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Bostwick Masterplan

Site 9 - Feasibility

Render - Overall Site 9 View

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Bostwick Masterplan

Site 9 - Feasibility

Site 9 - Building A and Townhouse-
North Elevation

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Bostwick Masterplan

Site 9 - Feasibility

Site 9 - Building A- East and West
Elevation

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Bostwick Masterplan

Site 9 - Feasibility

Site 9 - Building B and Townhouse- West
Elevation

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clear glass
windows and doors
glass infill
balcony guard
rooftop pergola
red brick

11.2m

58.4m

43.9m

14.5m

pergola

concrete white finish

clear glass
windows and doors

glass infill balcony guard

charcoal frame
windows and doors

grey brick

metal panel

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Bostwick Masterplan

Site 9 - Feasibility

Site 9 - Building B - North Elevation

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54.8m

43.9m

58.4m

14.5m

pergola

concrete white finish

clear glass
windows and doors

charcoal frame
windows and doors

glass infill balcony
guard

grey brick

metal panel

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Bostwick Masterplan

Site 9 - Feasibility

Site 9 - Building B - South Elevation

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Bostwick Masterplan | Site 9 - Feasibility | Site 7 - Building B - West Elevation 07/07/22 MP-9-E07



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Bostwick Masterplan

Site 9 - Feasibility

Render - Overall Site 9 View

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Bostwick Masterplan | Site 9 - Feasibility | Render - Building B Main Entrance | 07/07/22 MP-9-E12

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Bostwick Masterplan

Site 9 - Feasibility

Render - Building B North View

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Bostwick Masterplan

Site 9 - Feasibility

Render - Site 9 West View

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E

Appendix E: Design Package for Block 46

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Bostwick Site 8

Site 8

SITE 8

2021-10-22

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BOSTWICK SITE 8

FEASIBILITY

YORK DEVELOPMENTS
MAY 19, 2022

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Scale : 1 : 600

21-023

Bostwick Site 8

Site 8

Site Plan - Ground Floor

2021-10-22

MP-8-2

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BELOW GRADE PARKING

LEVEL 1	=	98 SPACES
LEVEL 2	=	106 SPACES
TOTAL	=	204 SPACES

AREA	=	4,240 SM
TOTAL	=	8,480 SM

ABOVE GRADE PARKING

ACCESSIBLE	=	3 SPACES
STANDARD	=	25 SPACES
TOTAL	=	28 SPACES

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Scale :

21-023

Bostwick Site 8

Site 8

Render - Elevation Looking Southwest

06/08/22 MP-8-11

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Scale :

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Bostwick Site 8

Site 8

Render - Elevation Looking Southeast

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Scale :

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Bostwick Site 8

Site 8

Render - Elevation Looking Northwest

06/08/22 MP-8-14

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21-023

Bostwick Site 8

Site 8

Render - West Elevation

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pergola

clear glass
windows and doors

concrete grey finish

concrete white finish

glass infill balcony guard

charcoal frame
windows and doors

metal panel

dark grey brick

43.9m

14.5M

43.9m

14.5M

10.5m

Scale : 1 : 192

21-023 Bostwick Site 8

Site 8

Render - East Elevation

06/08/22 MP-8-16

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Scale : 1 : 192

21-023

Bostwick Site 8

Site 8

Render - North and South Elevation

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concrete grey finish

concrete white finish

clear glass
windows and doors

glass infill balcony guard

charcoal frame
windows and doors

dark grey brick

blue acm panels



43.9m

14.5m



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Scale :

21-023

Bostwick Site 8

Site 8

Render - Isometrics

06/08/22 MP-8-19

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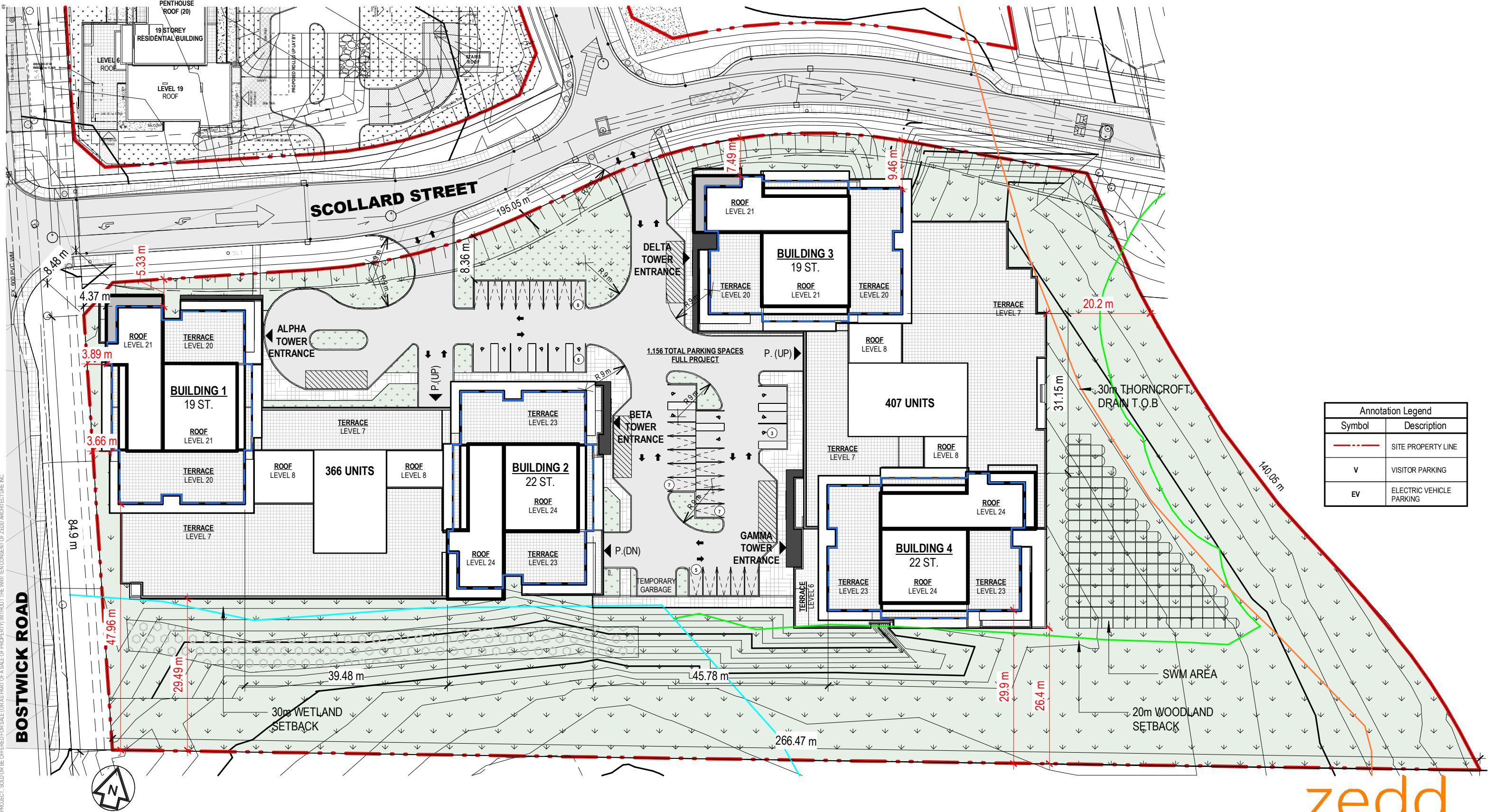
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F

Appendix F: Design Package for Block 47



Annotation Legend	
Symbol	Description
---	SITE PROPERTY LINE
V	VISITOR PARKING
EV	ELECTRIC VEHICLE PARKING

BOSTWICK ROAD

SCOLLARD STREET

BUILDING 1
19 ST.

BUILDING 2
22 ST.

BUILDING 3
19 ST.

BUILDING 4
22 ST.

Scale : 1:700

21-022 Schematic Design

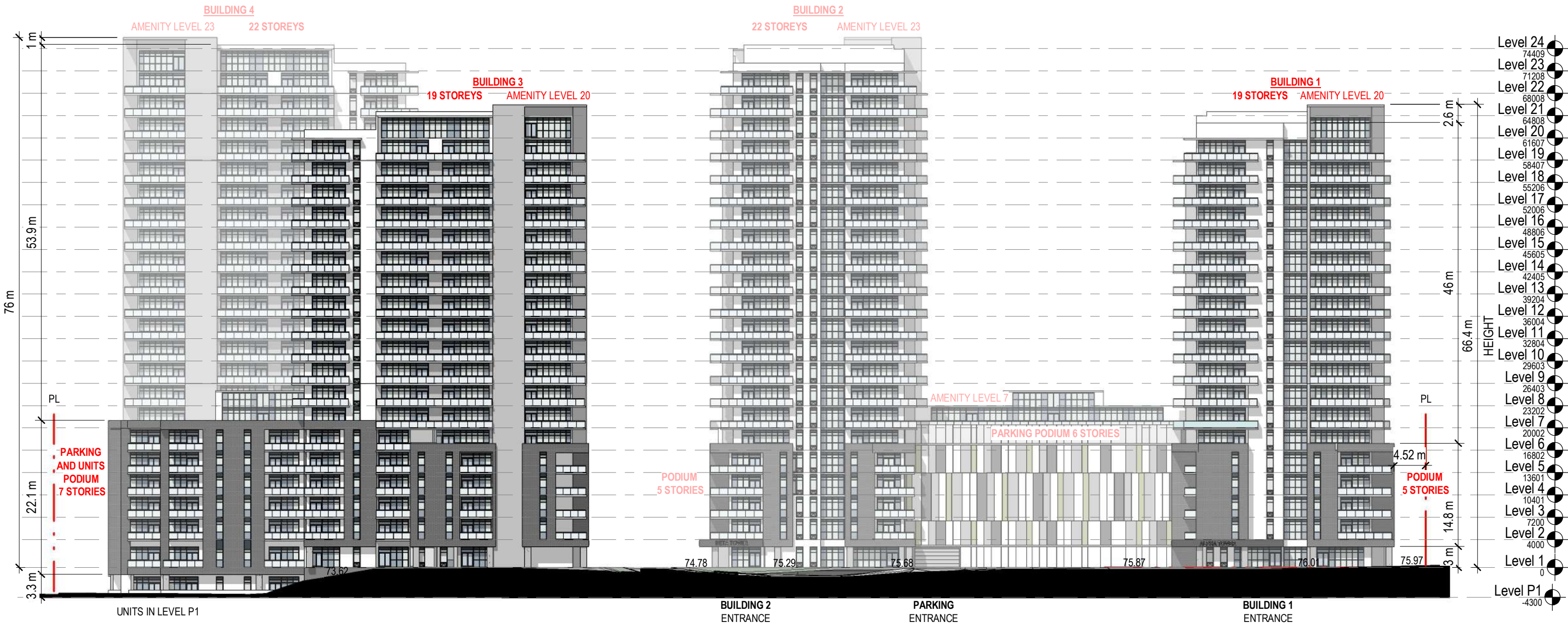
3080 Bostwick Road, London Ontario. Site 7

Floor Plan - Site Plan

2025.11.24 SKF-1.3

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Scale : 1 : 550

21-022

Schematic Design

3080 Bostwick Road, London Ontario. Site 7

Building 1,2,3 & 4 - North Elevation

2025.11.24

SKF-3.1

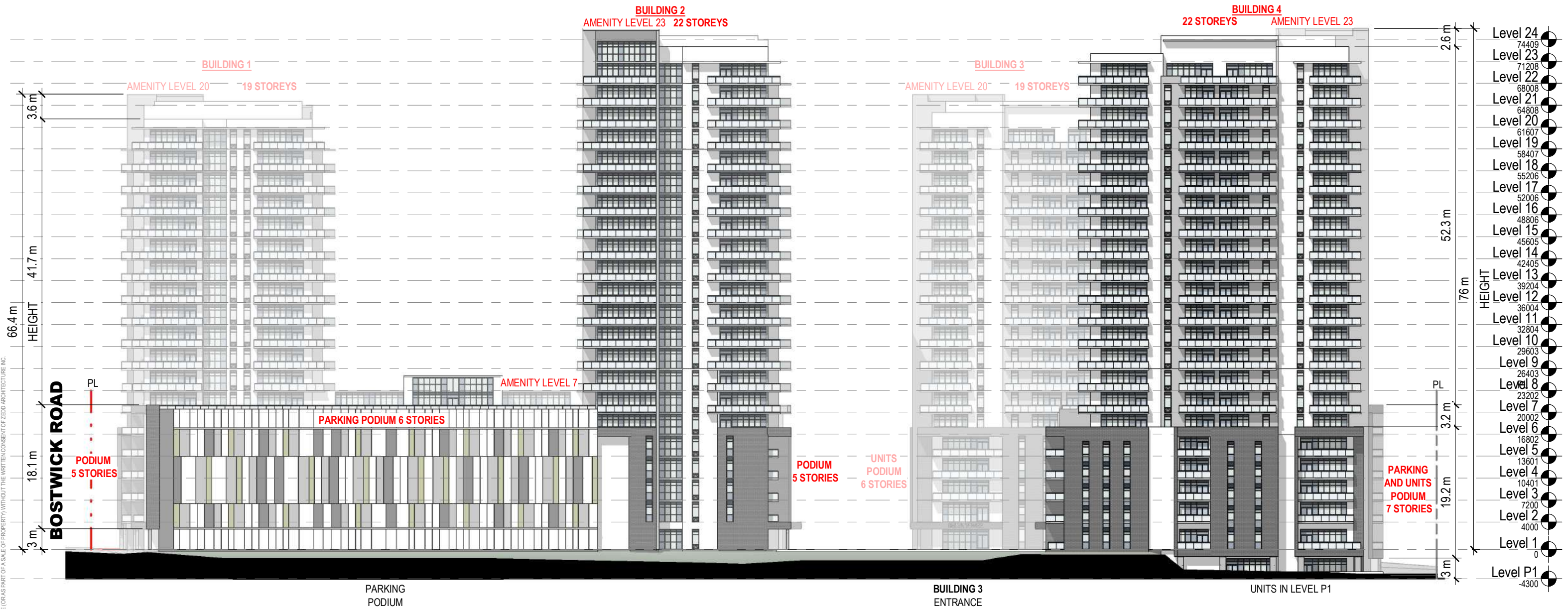
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21-022

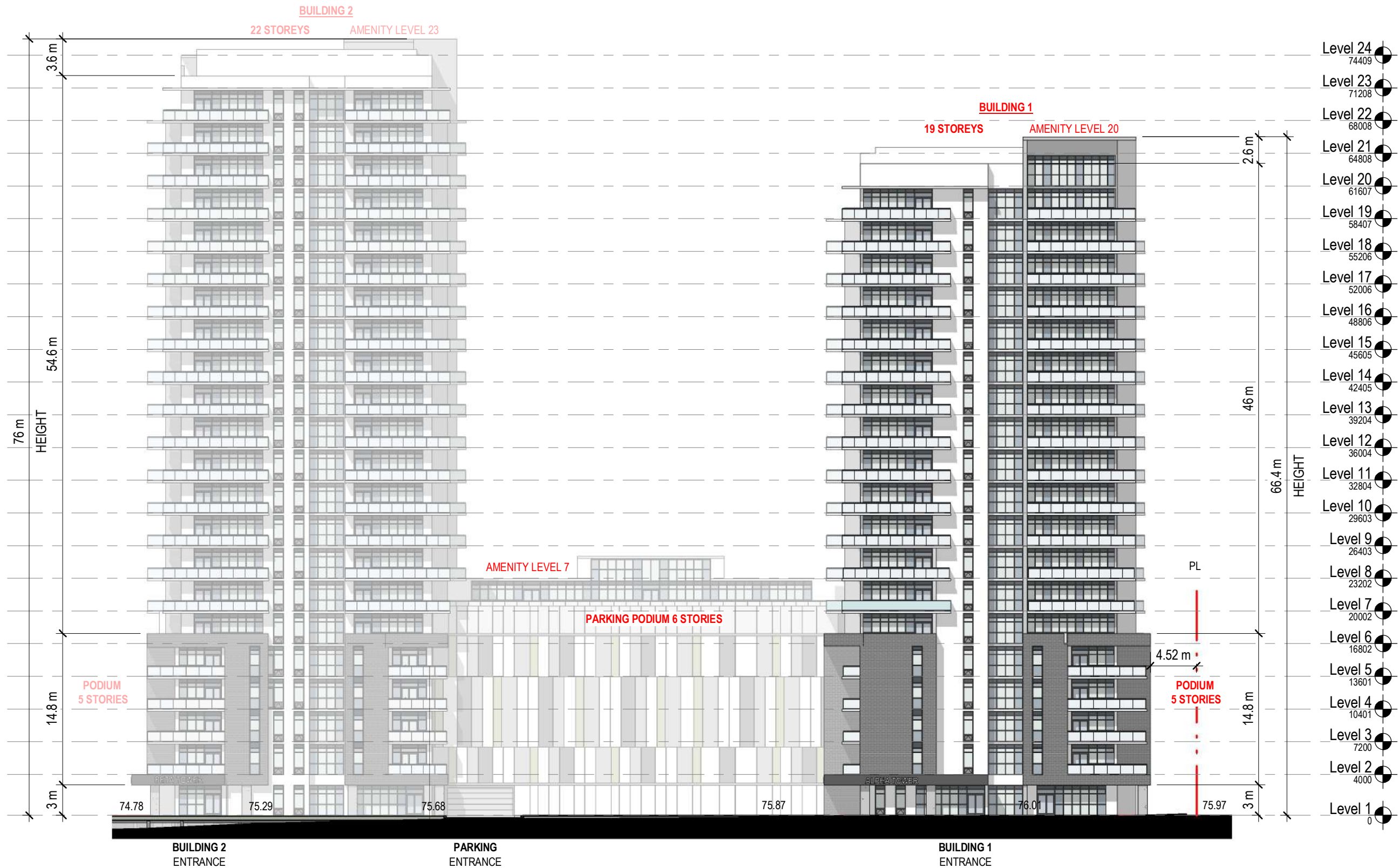
Schematic Design

3080 Bostwick Road, London Ontario. Site 7

Building 1,2,3 & 4 - South Elevation

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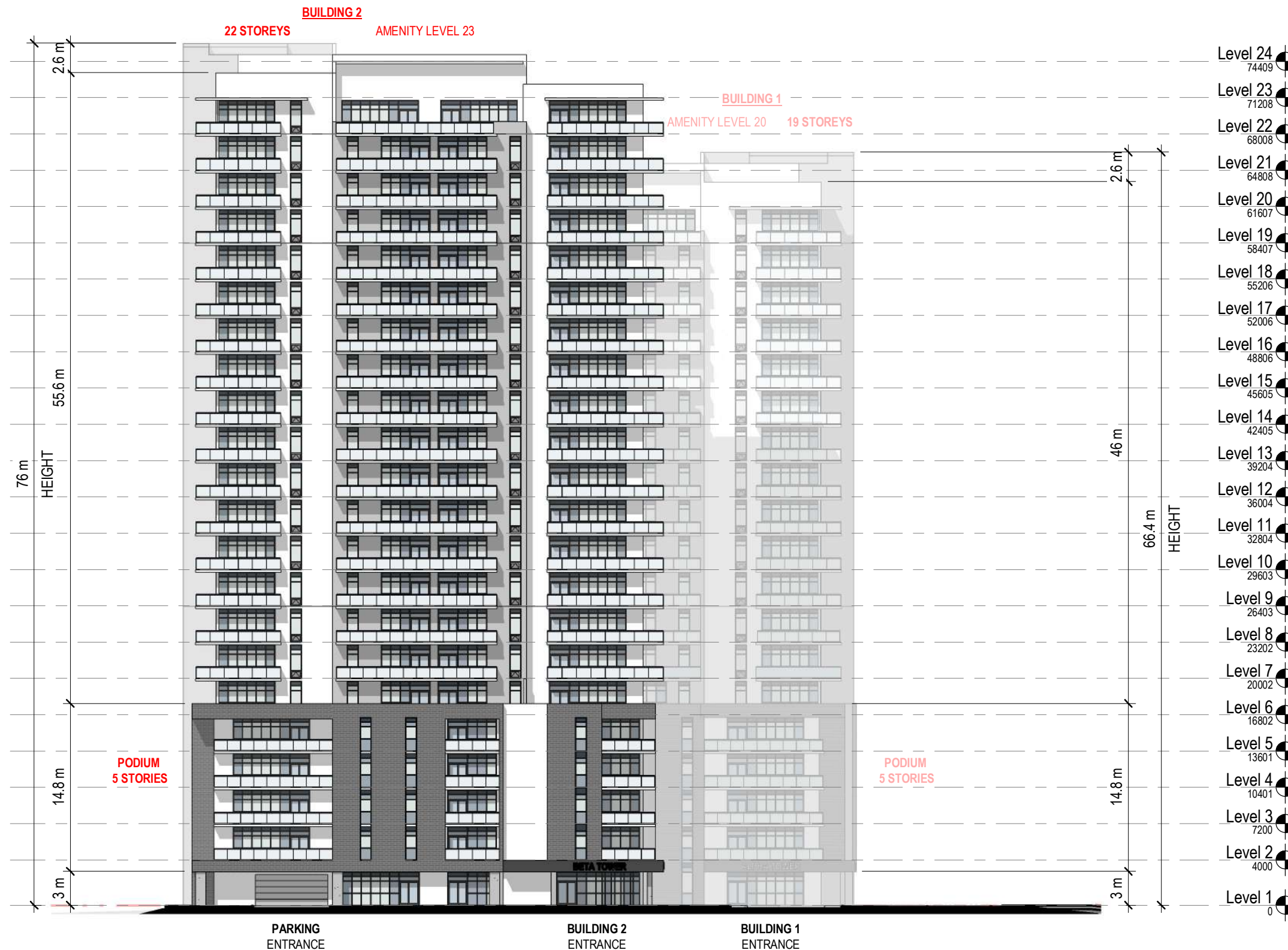
Schematic Design

3080 Bostwick Road, London Ontario. Site 7

Building 1&2 - North Elevation

2025.11.24 SKF-3.3

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Scale : 1 : 400

21-022

Schematic Design

3080 Bostwick Road, London Ontario. Site 7

Building 1&2 - East Elevation

2025.11.24

SKF-3.4

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21-022

Schematic Design

3080 Bostwick Road, London Ontario. Site 7

Building 1&2 - South Elevation

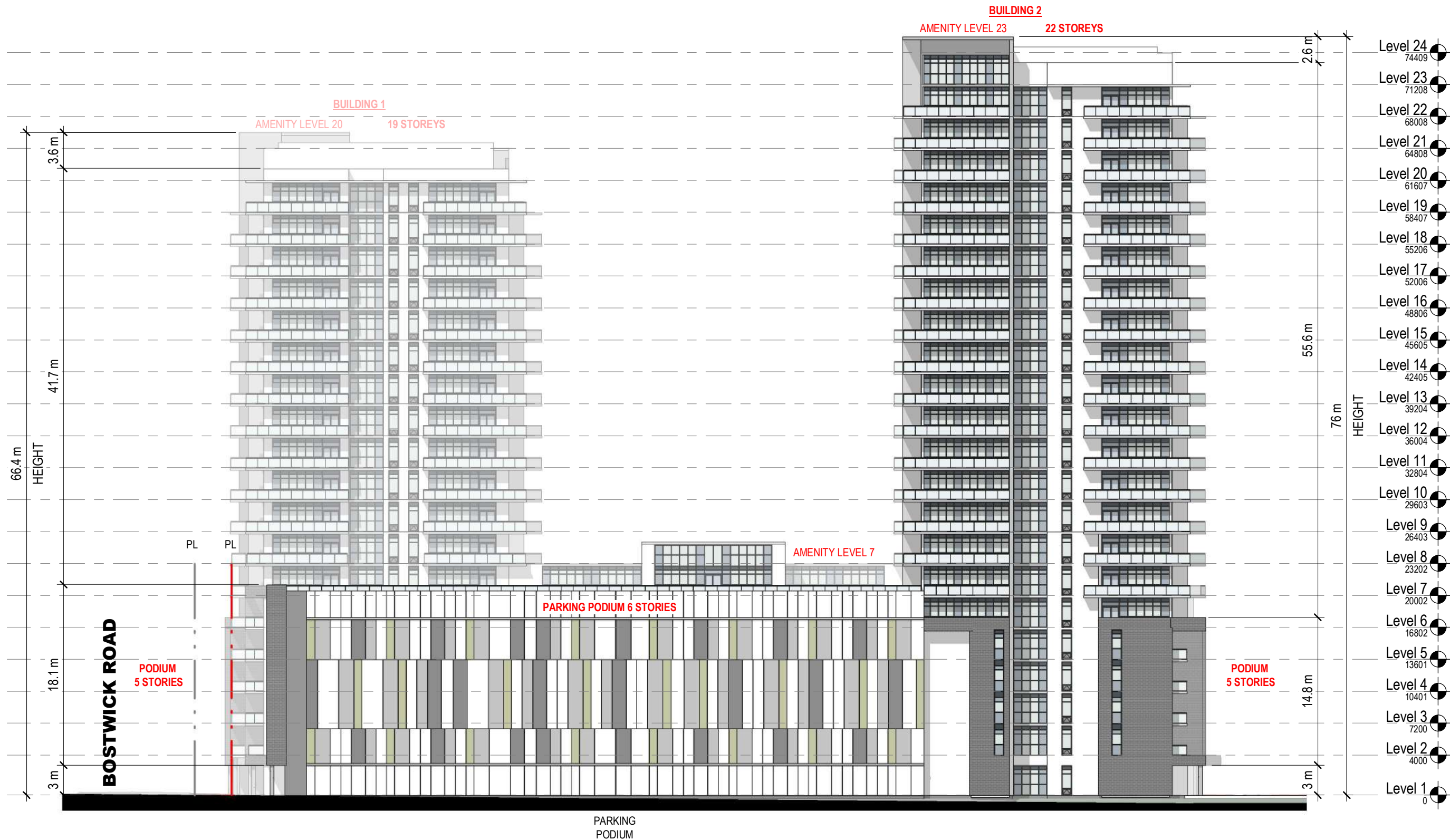
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SKF-3.5

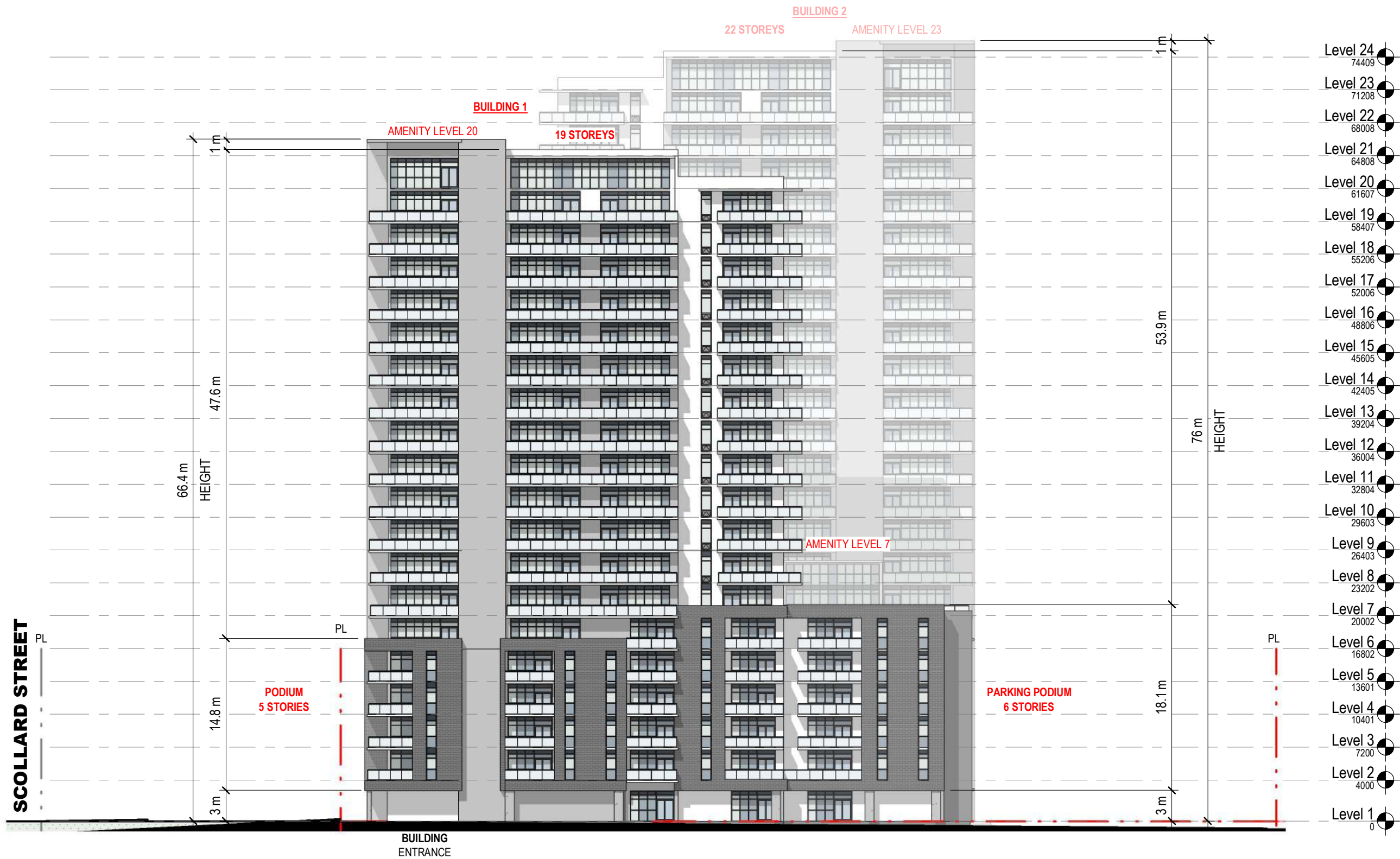
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Schematic Design

3080 Bostwick Road, London Ontario. Site 7

Building 1&2 - West Elevation

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Scale : 1 : 400

21-022

Schematic Design

3080 Bostwick Road, London Ontario. Site 7

Building 3&4 - North Elevation

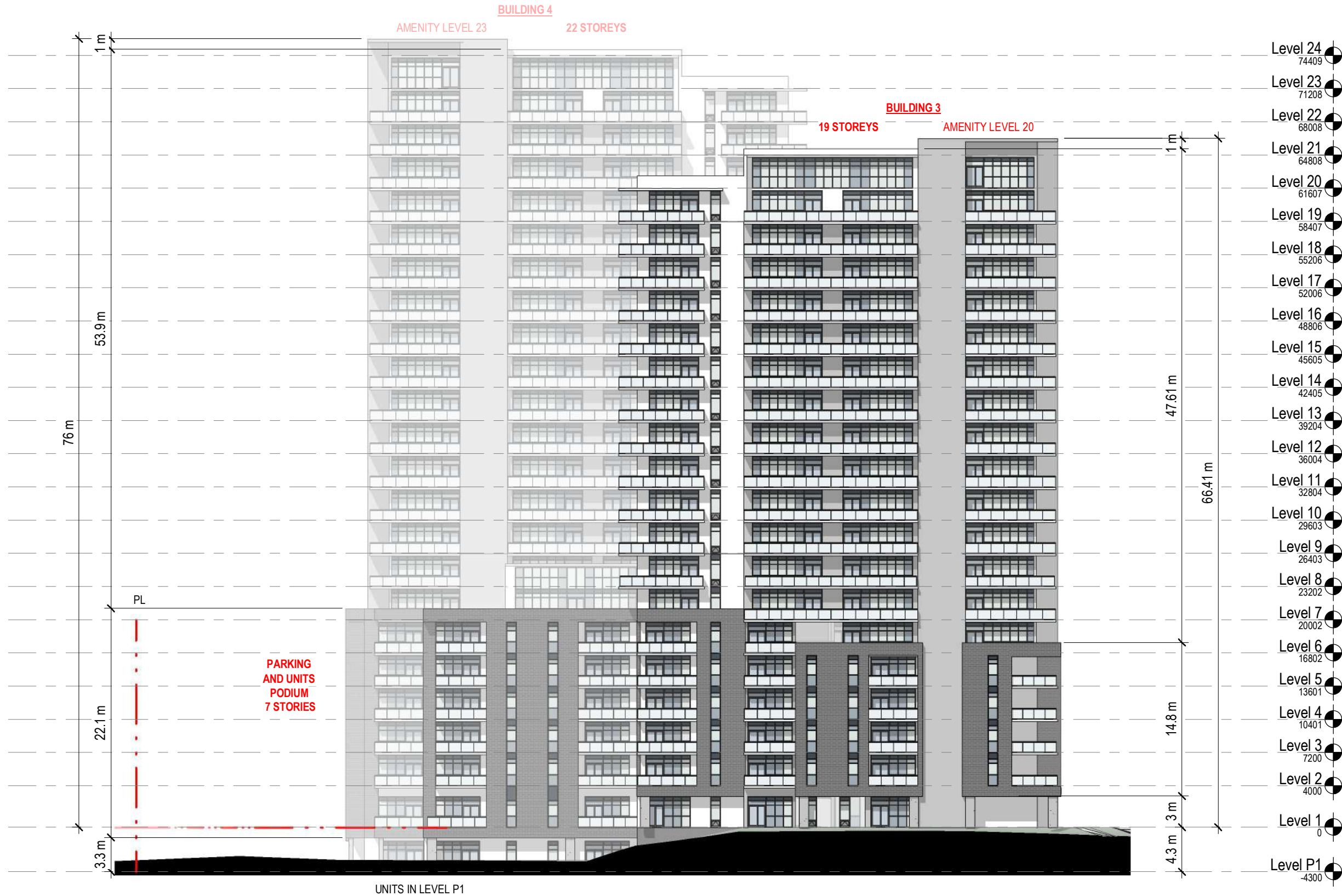
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21-022

Schematic Design

3080 Bostwick Road, London Ontario. Site 7

Building 3&4 - East Elevation

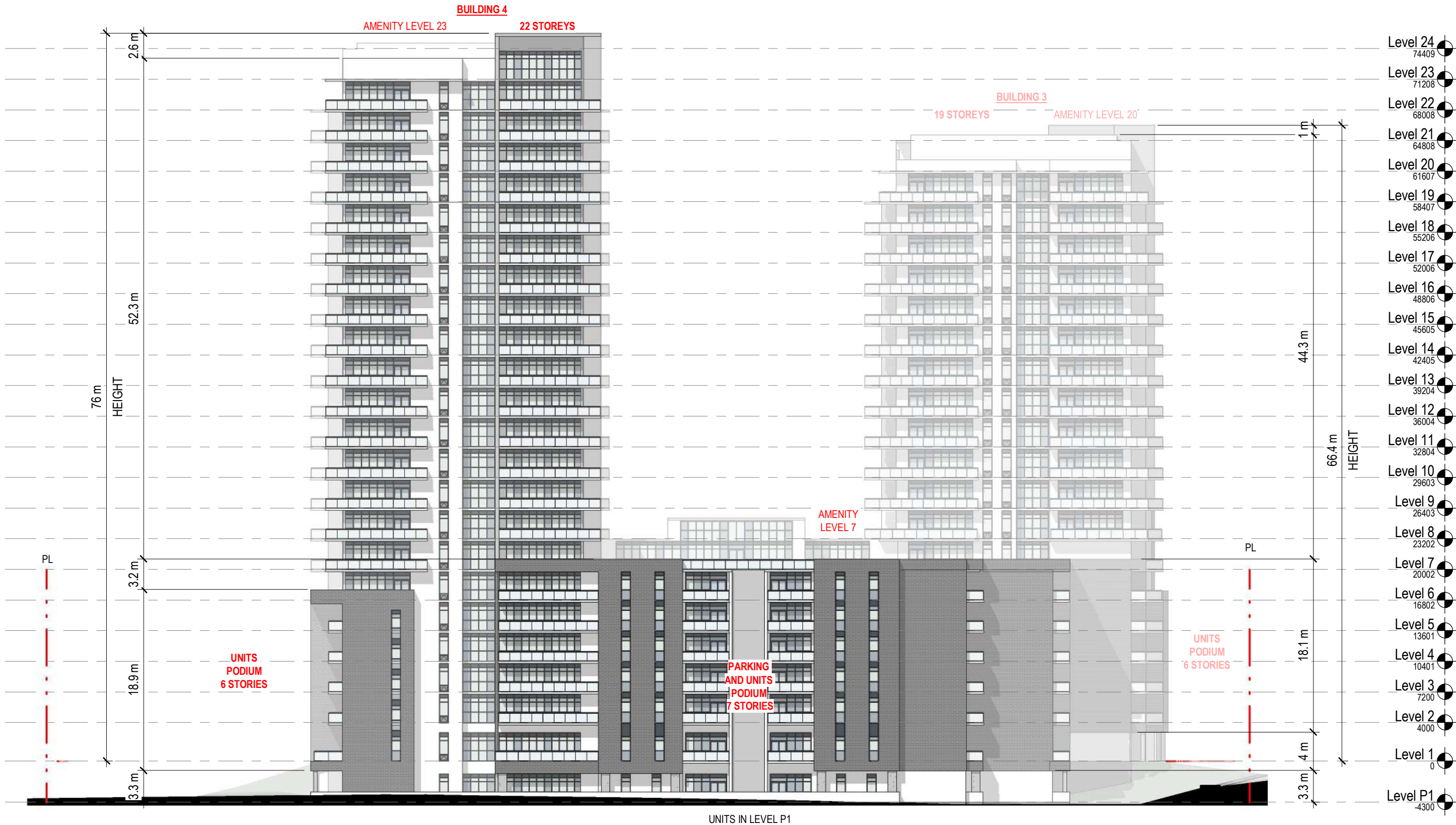
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Schematic Design

3080 Bostwick Road, London Ontario. Site 7

Building 3&4 - South Elevation

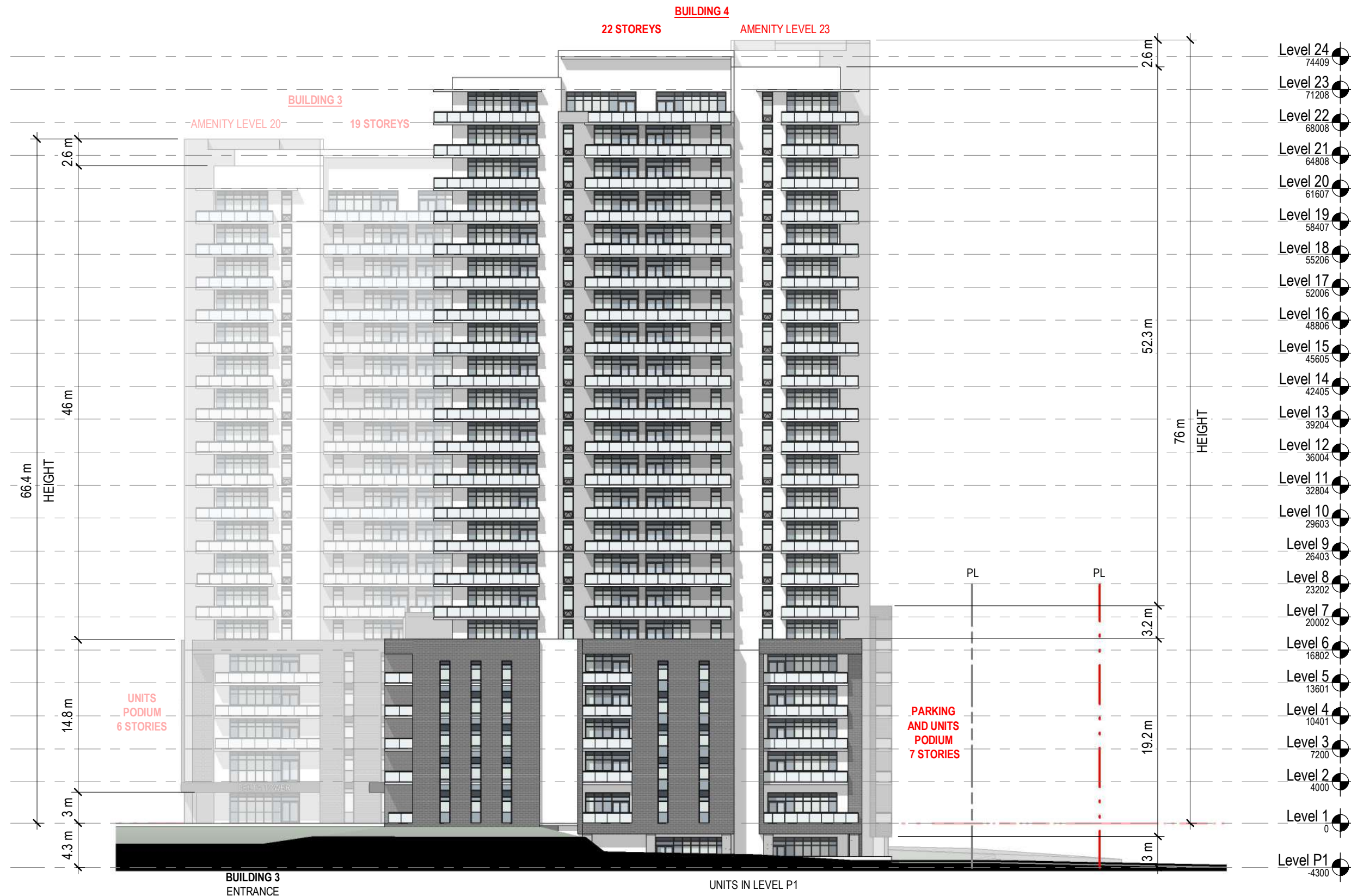
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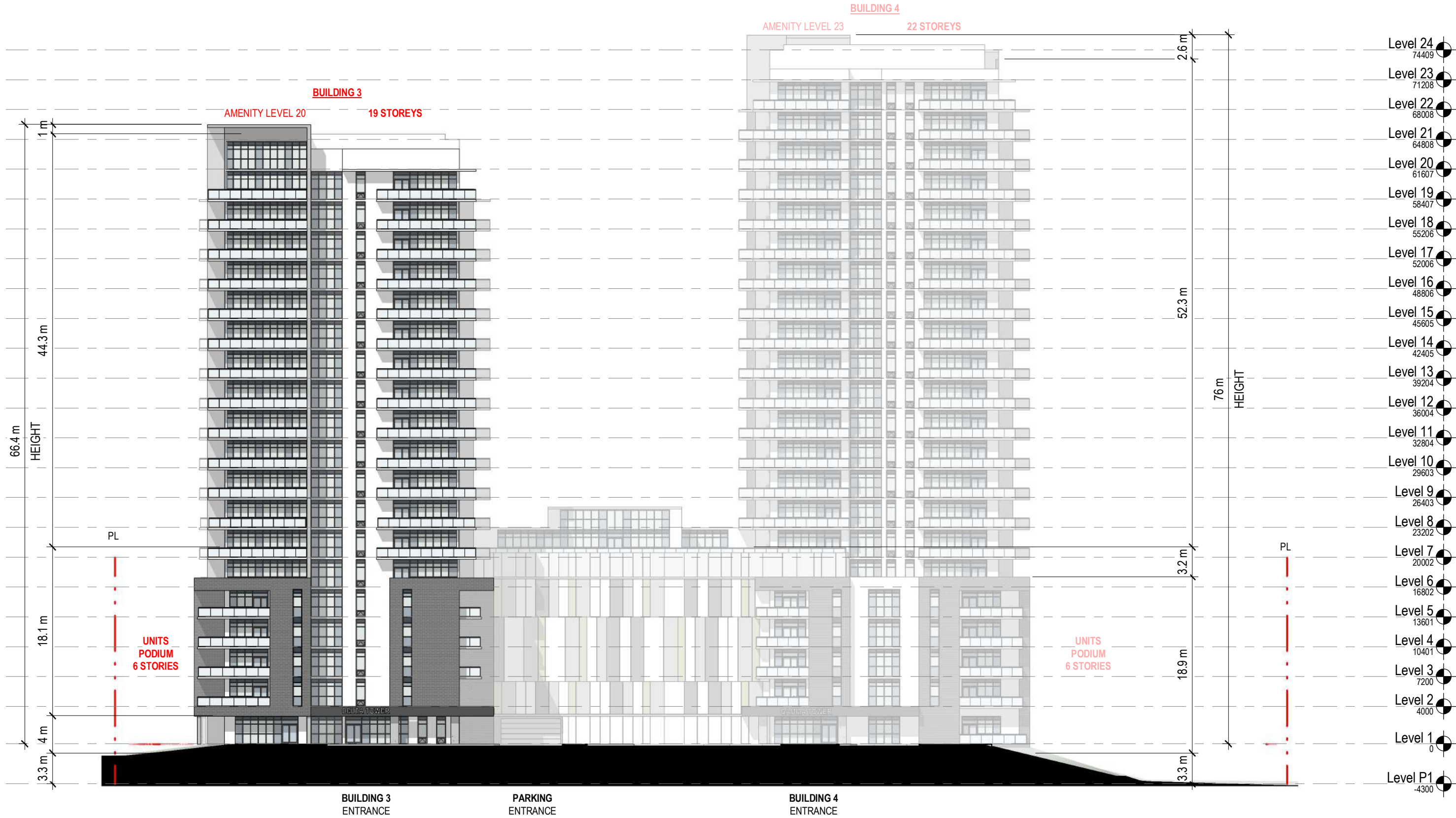
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Schematic Design

3080 Bostwick Road, London Ontario. Site 7

Building 3&4 - West Elevation

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Schematic Design

3080 Bostwick Road, London Ontario. Site 7

Isometric 4

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SKF-5.4

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Schematic Design

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Schematic Design

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Scale :

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Schematic Design

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G

Appendix G: Sustainable Design Considerations

Sustainable Design Considerations*

Proposed Draft Plan of Subdivision
1875 Wharnccliffe Road South, 3080 Bostwick Road and 3514 Bostwick Road (Kilbourne Developments Inc.)

Development Component	Design Consideration*
Site Layout/Servicing	• 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)).
Building Design	• Where practical and appropriate, encourage future builders to: ▪ 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: ▪ 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

1875 Wharncliffe Road South, 3080 Bostwick Road and 3514 Bostwick Road (Kilbourne Developments Inc.)

Development Component	Design Consideration*
Landscape Design	• 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.
Pedestrian Connectivity	• 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.*



Appendix H: Summary of DC Claims (CSRF)



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

City of London - Development Finance

Development Charges By-law C.P.-1551-227 / January 1, 2021

File #:	39T-25507	Development Name:	Kilbourne Subdivision
Owner:	Kilbourne Developments Inc.	Engineering Consultant:	Stantec Consulting Ltd.
Date Prepared:	30-Apr-26	Prepared By:	Darryl Hern P.Eng

Wastewater Oversizing Schedule 4, Appendix 4-A

	(see attached worksheet)	HST (13%)	Total
Subtotal	\$ 364,895.00	\$ 47,436.35	\$ 412,331.35

Storm Sewer Oversizing Schedule 4, Appendix 4-B

	(see attached worksheet)	HST (13%)	Total
Subtotal	\$ 437,580.00	\$ 56,885.40	\$ 494,465.40

Low Impact Development (LID) Subsidy Schedule 4, Appendix 4-B

	(see attached worksheet)	HST (13%)	Total
Subtotal	\$ -	\$ -	\$ -

Watermain Oversizing Schedule 4, Appendix 4-C

	(see attached worksheet)	HST (13%)	Total
Subtotal	\$ 45,925.00	\$ 5,970.25	\$ 51,895.25

Engineering Schedule 4 Section 1.9

Description	Amount (see attached Work Plan)	HST (13%)	Total
<i>Item 1</i>		\$ -	\$ -
<i>Item 2</i>		\$ -	\$ -
<i>Item 3</i>		\$ -	\$ -
<i>Item 4</i>		\$ -	\$ -
<i>Item 5</i>		\$ -	\$ -
Subtotal	\$ -	\$ -	\$ -

Construction Schedule 4

Description	Amount (see attached Work Plan)	HST (13%)	Total
<i>Item 1</i>		\$ -	\$ -
<i>Item 2</i>		\$ -	\$ -
<i>Item 3</i>		\$ -	\$ -
<i>Item 4</i>		\$ -	\$ -
<i>Item 5</i>		\$ -	\$ -
Subtotal	\$ -	\$ -	\$ -

		HST (13%)	Total
Total CSRF Claims	\$ 848,400.00	\$ 110,292.00	\$ 958,692.00

Wastewater Oversizing Worksheet
DC By-law C.P.-1551-227, Schedule 4, Appendix 4-A (Agreements post August 3, 2019)

[illegible]

Notes:

- 1) Sewers which are not Regional Trunk Sewers that service external developable areas and have a diameter greater than 250mm are eligible for wastewater oversizing subsidy.
- 2) i) The subsidy is based on the diameter of pipe and the average depth of sewer between maintenance holes.
ii) The subsidy unit cost is determined by rounding the average depth of sewer between maintenance holes to the nearest 0.5 metre.
iii) The subsidy unit cost per metre of pipe is applied to each segment length of sewer to determine the total oversizing subsidy.
- 3) If the total oversizing subsidy exceeds the actual cost to construct the oversized sewer, the upset Claim limit shall not exceed the actual construction cost.
- 4) The oversizing subsidy amounts cover the cost per metre of all associated eligible costs including engineering, manholes, restoration, etc.

Instructions:

1. Under Segment Description, list the sections of oversized sewer pipe (> 250mm) between the maintenance holes (i.e. SA1 to SA2, SA2 to SA3, etc).
2. List the corresponding sewer Segment Length (m) in the next column.
3. From the drop down menu, select the Diameter (mm) of the oversized sewer.
4. From the drop down menu, select the Average Depth (m) between maintenance holes by rounding the average sewer depth to the nearest 0.5 metre.
5. Based on the diameter of pipe and the average sewer depth, the Subsidy (\$/m) will be determined based on the values within Appendix 4-A of the 2019 DC Study.
6. The Segment Length multiplied by the per metre Subsidy will determine the Total subsidy for that segment of oversized sewer.
7. The worksheet will add all of the oversized sewer segments together to determine the total wastewater oversized subsidy.

Storm Sewer Oversizing Worksheet
DC By-law C.P.-1551-227, Schedule 4, Appendix 4-B (Agreements post August 3, 2019)

[illegible]

Notes:

- 1) Storm Sewers that service external developable areas and have a diameter greater than 1050mm are eligible for storm sewer oversizing subsidy.
- 2) i) The subsidy is based on the diameter of pipe and the average depth of sewer between maintenance holes.
ii) The subsidy unit cost is determined by rounding the average depth of sewer between maintenance holes to the nearest 0.5 metre.
iii) The subsidy unit cost per metre of pipe is applied to each segment length of sewer to determine the total oversizing subsidy.
iv) Where Box and Elliptical sewers are constructed, an additional non-circular subsidy percentage is applied to the subsidy unit cost per metre.
- 3) If the total oversizing subsidy exceeds the actual cost to construct the oversized sewer, the upset Claim limit shall not exceed the actual construction cost.
- 4) The oversizing subsidy amounts cover the cost per metre of all associated eligible costs including engineering, manholes, restoration, etc.

Instructions:

1. Under Segment Description, list the sections of oversized sewer pipe (> 1050mm) between the maintenance holes (i.e. ST1 to ST2, ST2 to ST3, etc).
2. List the corresponding sewer Segment Length (m) in the next column.
3. From the drop down menu, select the Diameter (mm) of the oversized sewer. For Box and Elliptical sewers, the closest circular equivalent must be calculated.
4. From the drop down menu, select the Average Depth (m) between maintenance holes by rounding the average sewer depth to the nearest 0.5 metre.
5. Based on the diameter of pipe and the average sewer depth, the Subsidy (\$/m) will be determined based on the values within Appendix 4-B of the 2019 DC Study.
6. The Segment Length multiplied by the per metre Subsidy will determine the Total subsidy for that segment of oversized sewer.
7. If the oversized sewer is box or elliptical shape, use the drop down menu to select the Additional Subsidy Type that applies. If it is a round sewer, select the blank option.
8. The worksheet will add all of the oversized sewer segments together to determine the total storm water oversizing subsidy.

Watermain Oversizing Worksheet

DC By-law C.P.-1551-227, Schedule 4, Appendix 4-C (Agreements post August 3, 2019)

[illegible]

Notes:

- 1) Watermains that service external developable areas and have a diameter greater than 250mm are eligible for watermain oversizing subsidy.
- 2) The subsidy is based on the diameter of pipe and expressed as a unit cost per metre applied to the length of watermain to determine the total oversizing subsidy.
- 3) If the total oversizing subsidy exceeds the actual cost to construct the oversized watermain, the upset Claim limit shall not exceed the actual construction cost.
- 4) The oversizing subsidy amounts cover the cost per metre of all associated eligible costs including engineering, appurtenances, restoration, etc.

Instructions:

1. Under Segment Description, list the sections of oversized watermain (> 250mm).
2. List the corresponding watermain Segment Length (m) in the next column.
3. From the drop down menu, select the Diameter (mm) of the oversized watermain.
4. Based on the diameter of pipe, the Subsidy (\$/m) will be determined based on the values within Appendix 4-C of the 2019 DC Study.
5. The Segment Length multiplied by the per metre Subsidy will determine the Total subsidy of oversized watermain segment.
6. The worksheet will add all of the oversized watermains together to determine the total watermain oversizing subsidy.

