

# PLANNING AND DESIGN **REPORT**

ZONING BY-LAW APPLICATION

3010-3050 Yorkville Street  
City of London

Date:

**October 2023**

Prepared for:

**731675 Ontario Limited**

Prepared by:

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# 1.0 Introduction

## 1.1 Overview

MHBC has been retained by 731675 Ontario Limited to assist with an application to amend the City of London Zoning By-law No. Z.-1 in support of a development proposal for a portion of the lands addressed as 3010-3050 Yorkville Street, London. The subject lands are located on the northern portion of 'Site 5' within the greater Master Plan Concept designed for 3080 Bostwick Road. The development concept for 3080 Bostwick Road includes a mix of residential, convenience commercial, office and open space uses surrounding the Bostwick Community Centre.

Site 5 composes approximately 1.1 hectares of the Master Plan area, and has approximately 51 metres of frontage along Southdale Road West and approximately 138 metres of flankage along Yorkville Street. 3010-3050 Yorkville Street was created through approval of Consent Application: B.034/18 and was subject to an Official Plan Amendment (OPA) to the City's 1989 Official Plan (OPA No. 688), a Zoning By-law Amendment (By-law No. Z.-1-182711) and Site Plan Approval (SPA19-036). A 17 storey tower has been constructed on the southern portion of Site 5, which includes an underground parking facility and surface parking to service the entirety of this property. This tower represents the first development phase of the Master Plan Concept for 3080 Bostwick Road.

The subject lands are located on the northern portion of Site 5 (the 'Site'). These lands are located at the southeast corner of the intersection of Southdale Road and Yorkville Street and form part of the Bostwick Residential Neighbourhood within the City's Southwest Planning Area.

In conjunction with previous planning applications, approvals were received permitting a three storey commercial/office building on the Site. In light of changing market conditions, 731675 Ontario Limited is proposing to develop this portion of Site 5 for a second residential tower, with ground floor service/retail commercial space. Specifically, a Zoning By-law Amendment (ZBA) application is being advanced to permit a mixed-use, 12-storey development on the Site.

In support of the ZBA application, Zedd Architecture has prepared a conceptual design for this project. The following represent core project objectives, which guided the proposed design:

- Design a high-rise form to a high architectural standard that complements, and integrates with, the surrounding development context;

- Optimize the use lands designated for high density residential purposes and situated in close proximity to community facilities, shopping, employment opportunities and transit services;
- Align the design layout with the applicable planning policy framework and related design guidelines; and
- Promote a compact, efficient development that will contribute towards a broader housing choice within the Bostwick Residential Neighbourhood.

In summary, 731675 Ontario Limited is proposing to develop the subject lands to accommodate a mixed-use, high-rise tower. Based on the preliminary design prepared by Zedd Architecture, the proposed tower would accommodate 120 apartment units arranged in one- and two-bedroom unit configurations to respond to market demand. A mix of retail, administrative, amenity and residential space would also be provided at grade. Approximately 163 m<sup>2</sup> of commercial space would be provided along the Yorkville Street frontage.

Generally, the mass of the proposed 12 storey building would provide a transition in height from the 17 storey building on the southern portion of Site 5 to the existing low-rise townhouse forms on the north side of Southdale Road West. A four storey podium element, with the tower feature stepped back above the podium, complete with balconies, would further transition building height, help break up the mass of the building, and enhance the articulation of building facades.

The planning merits of this proposal are evaluated within this Report and are summarized below:

- The project supports a mixed-use, high-rise development on lands designated for intensive residential uses and complementary commercial uses pursuant to The London Plan and Southwest Area Plan;
- The Site is well suited for this development proposal considering its physical dimensions, its location within an arterial road corridor and its proximity to: commercial, institutional and amenity uses, parkland and public transit. In this respect, residents, employees and patrons of this development would have convenient access to local shopping, employment and recreational activities;
- The supply of one- and two-bedroom apartment units planned for the site would broaden housing choice within the Bostwick Residential Neighbourhood to respond to market demand; and
- Design elements integrated into the proposal promote an attractive and prominent building form that would contribute positively to the local streetscape, the 3080 Bostwick Road Master Plan Concept and the City's skyline.

In light of these considerations, in our opinion this proposal is appropriate for the subject lands, and should not generate significant land use conflicts with adjacent properties.

## 1.2 Report Framework

This Planning and Design Report has been prepared for submission to the City of London in support of a ZBA application required to facilitate project development. The Report includes the following primary components:

- An introduction and general description of the subject lands, surrounding uses and existing conditions, to provide an understanding of the locational context;
- A summary of the concept plan prepared for the Site, including an overview of the core design elements associated with the development proposal;
- A review of the planning permissions applicable to the property; and,
- An assessment of the proposal relative to: (1) the policy framework of the Provincial Policy Statement, The London Plan and the Southwest Area Secondary Plan; and (2) the development regulations of the City’s Zoning By-law.

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

- Provincial Policy Statement;
- City of London Official Plan (The London Plan);
- Southwest Area Plan;
- City of London Zoning By-law No. Z.-1; and
- Urban Design Guidelines for 3080 Bostwick Road.

## 1.3 Planning Applications

The following applications are required to permit the proposed development project:

**Table 1.0 – Required Planning Applications**

Planning Application	Approval Authority
<b>Zoning By-law Amendment</b> to implement a site-specific zone to accommodate the form, scale and positioning of the proposed high-rise tower within the Residential R9 (R9-7) Zone regime.	City of London
<b>Site Plan Approval</b> (future application)	City of London

A Pre-Application Consultation meeting was held with City of London staff to review the submission requirements for the development concept. In accordance with the associated

Record of Pre-Application Consultation, dated April 27, 2023, the following reports have been prepared in support of the proposal:

- Planning and Design Report;
- Transportation Impact Study (Addendum),
- Noise Impact Study;
- Water Servicing Brief;
- Sanitary Servicing Analysis; and
- Stormwater Management Update.

The findings of several of these studies are referenced in this Report.

# 2.0 Site Location & Context

## 2.1 Site Description

The Site is located on the southeast corner of the Southdale Road West and Yorkville Street intersection and forms part of lands addressed municipally as 3010-3050 Yorkville Street. In its entirety, this property measures approximately 1.1 ha in area, has approximately 51 m of frontage along Southdale Road West and has approximately 138 m of flankage along Yorkville Street (all measurements herein are approximations). Currently, a 17 storey tower has been constructed on the southern portion of Site 5 which includes an underground parking facility and surface parking to service all development planned for this property.

The lands subject to this ZBA application are generally rectangular in shape and are located on the northern portion of Site 5. These lands are currently vacant, have limited topographic relief and no identified significant natural features.

**Figure 1** of this Report illustrates the general location of 3010-3050 Yorkville Street.

## 2.2 Surrounding Land Uses

The subject lands are located within the Bostwick Residential Neighbourhood, which forms part of the City's Southwest Planning Area. Generally, the Bostwick community is a developing neighbourhood characterized by a mix of service/retail commercial, institutional, recreational, and residential uses. Notably, a large, developing shopping area is situated east of the Site along the Wonderland Road South corridor.

The development scale and context of 3010-3050 Yorkville Street is illustrated in the following image.



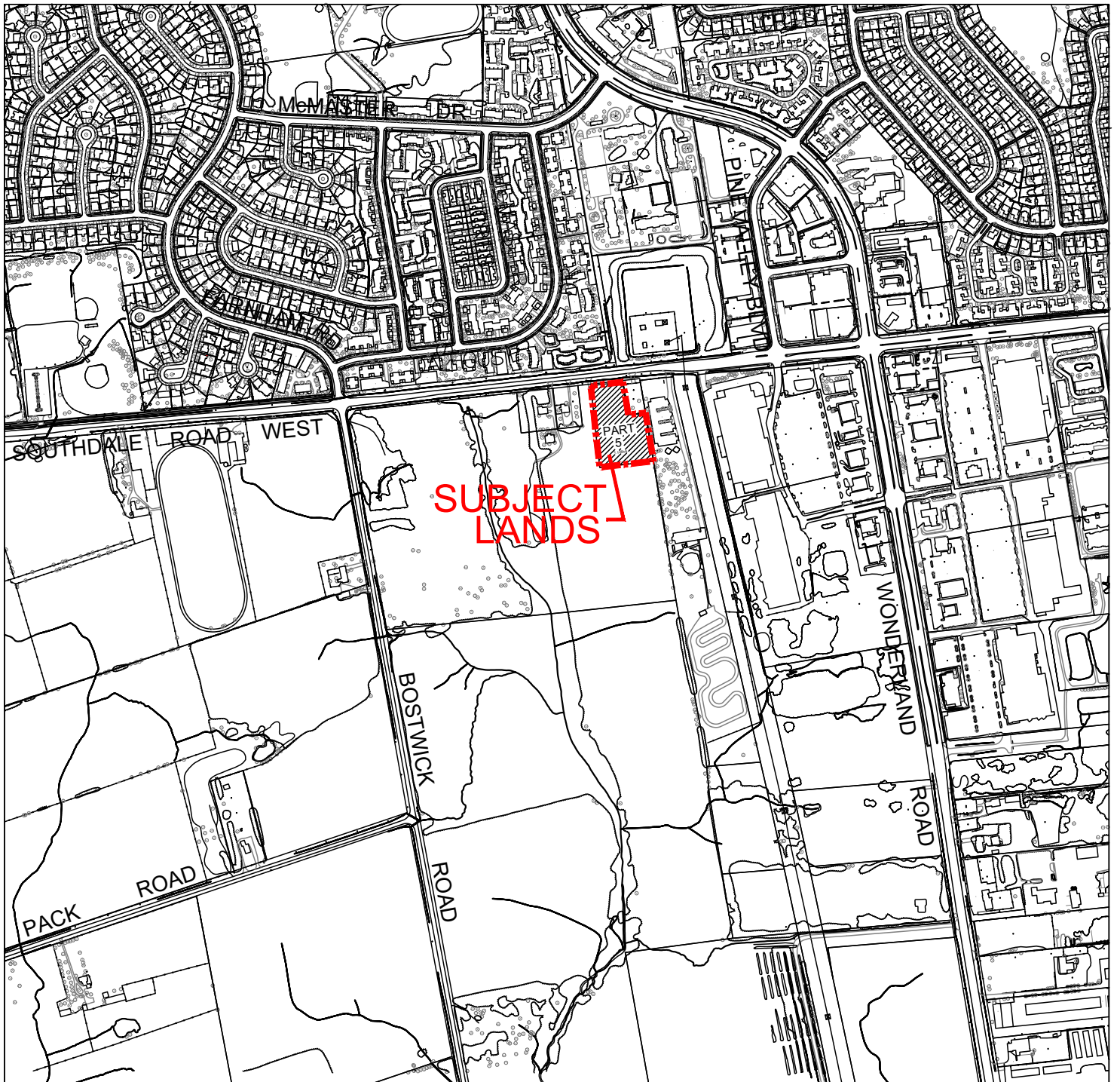


Figure 1  
Location Map

 SUBJECT LANDS

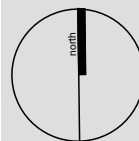


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DATE: April 4, 2023

SCALE 1 : 10,000



P:\1094\B\Graphics\ Figure 1 -Location Map - April 4, 2023

**Figure 2:** 3010-3050 Bostwick Road: North Perspective View



Source: Google Maps, 2023 Imagery

Adjacent to the subject lands to the north is Southdale Road West, which accommodates two lanes of through traffic in either direction and has separated bicycle lanes and sidewalks. The intersection of Yorkville Street and Southdale Road West is signalized. Yorkville Street accommodates one lane of through traffic in either direction with separated sidewalks.

Pursuant to Map 3 of the London Plan (Street Classifications), Southdale Road West is classified as a Civic Boulevard and Yorkville Street is considered a Neighbourhood Street.

Furthermore, the Site is proximate to several London Transit bus routes, including routes 15A (Huron Heights to Westmount Mall), 12 (Downtown to Wharncliffe & Wonderland), 10 (Natural Science/Masonville to Huron and Barker), and 56 (White Oaks Community Bus Route).

The following table summarizes the diverse mix of uses in the immediate vicinity of the subject lands.

**Table 2.0 – Surrounding Land Uses**

Relative Location	Existing Land Uses
<b>TO THE NORTH:</b>	A Union Gas easement is located adjacent to the Site, within the Southdale Road West corridor. On the northwest side of Southdale Road West is a subdivision comprised of low and medium density residential dwellings. Further north is Westmount Public School and Saunders Secondary School.
<b>TO THE EAST:</b>	A utility substation is located to the northeast across Southdale Road. Beyond the substation, there is a retail/service commercial corridor fronting Wonderland Road South. Adjacent to the subject lands to the east is a donation center. Further east is a continuation of the major service/retail commercial corridor along Wonderland Road South.
<b>TO THE SOUTH:</b>	Adjacent to the subject lands to the south is the 17 storey tower with surface and underground parking on Site 5 as well as vacant development land intended for two, high-rise residential towers (Site 6 of the 3080 Bostwick Road Master Plan).
<b>TO THE WEST:</b>	Yorkville Street is located to the immediate west of the Site. The StarTech.com Community Centre, YMCA and Library is situated on the west side of Yorkville Street (501 Southdale Road West), with Sites 3 and 1 of the 3080 Bostwick Road Master Plan located further to the west.

## 2.3 Spatial Analyses

### 2.3.1 Regional Spatial Analysis

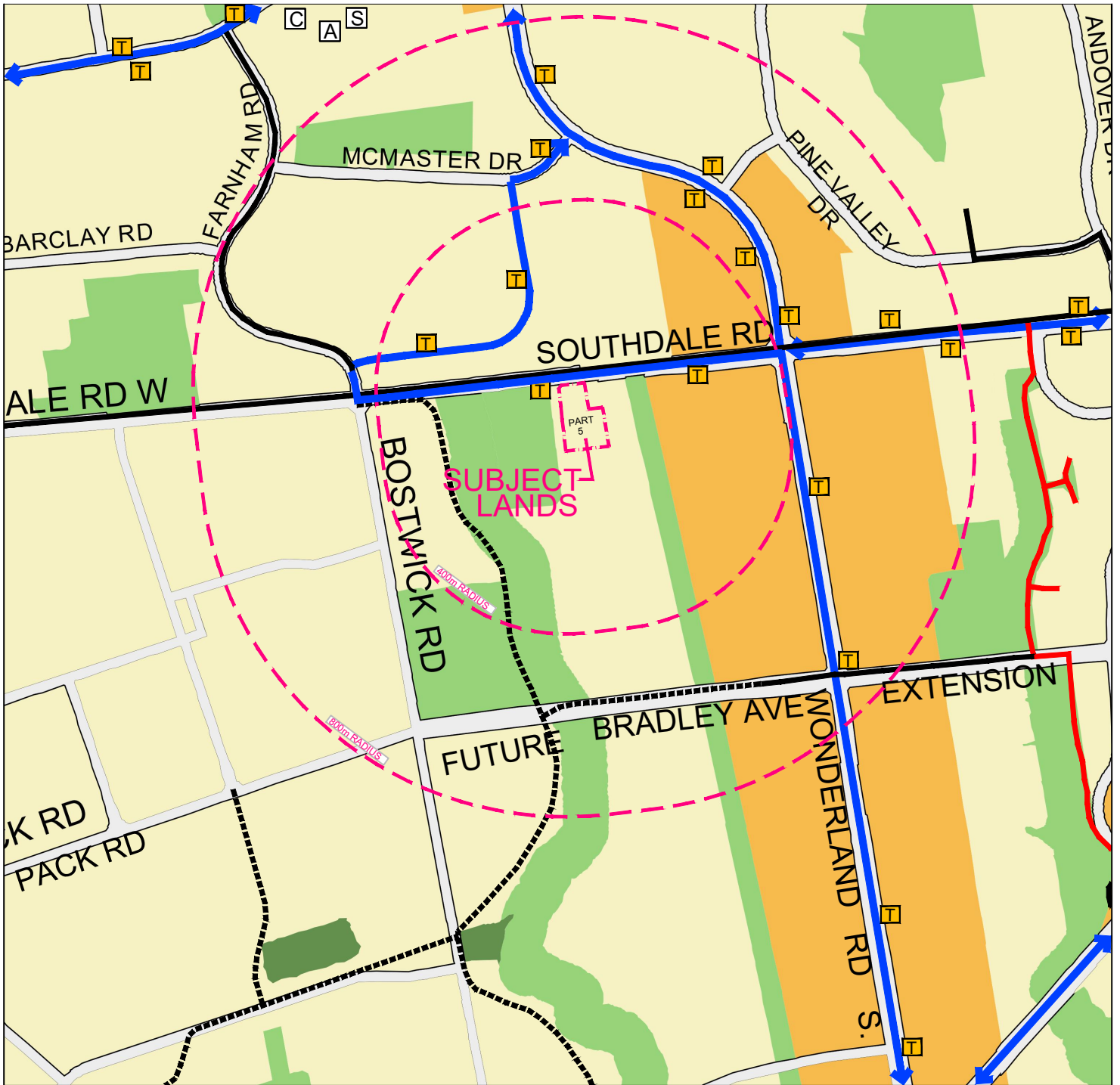
A Regional Spatial Analysis was conducted around the Site at a 400 and 800 m radius as illustrated on **Figure 3** of this Report.

The 400 m radius incorporates a mix of residential, commercial, recreational and open space uses with various transit stops along Southdale Road West and Dalhousie Drive. A broader range of residential housing types, commercial uses, recreational facilities, open space and transit services are provided within the 800 m radius, as illustrated in the aforementioned figure.

### 2.3.2 Local Spatial Analysis

A Local Spatial Analysis was conducted to understand the Site's relationship with the surrounding uses in the immediate area. The key findings of the analysis are summarized below and illustrated on **Figure 4** of this Report:

- Active frontage zones have been identified along the street interfaces of the development (Southdale Road West and Yorkville Street). Appropriate pedestrian walkways, extensive glazing, enhanced façade treatments and weather protection are



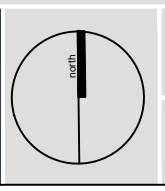
Source: City of London Official Plan Map1 Place Type

<b>LEGEND</b>	<ul style="list-style-type: none"> <li><span style="border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> NEIGHBOURHOODS</li> <li><span style="background-color: #FFD700; border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> SHOPPING AREA</li> <li><span style="background-color: #90EE90; border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> GREEN SPACE</li> <li><span style="background-color: #3CB371; border: 1px solid black; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> ENVIRONMENTAL REVIEW</li> </ul>	<ul style="list-style-type: none"> <li><span style="border: 1px solid black; padding: 2px;">A</span> PUBLIC ELEMENTARY SCHOOL</li> <li><span style="border: 1px solid black; padding: 2px;">S</span> PUBLIC SECONDARY SCHOOL</li> <li><span style="border: 1px solid black; padding: 2px;">C</span> SEPARATE SCHOOL</li> </ul>	<ul style="list-style-type: none"> <li><span style="color: blue; font-size: 2em;">↔</span> TRANSIT ROUTE</li> <li><span style="background-color: yellow; border: 1px solid black; padding: 2px;">T</span> TRANSIT STOP</li> <li><span style="border-bottom: 2px dashed black; width: 20px; display: inline-block; margin-right: 5px;"></span> SWAP MULTI USE PATHWAYS</li> <li><span style="border-bottom: 2px dashed black; width: 20px; display: inline-block; margin-right: 5px;"></span> PLANNED ROUTE</li> <li><span style="border-bottom: 2px solid black; width: 20px; display: inline-block; margin-right: 5px;"></span> ON ROAD ROUTE</li> <li><span style="border-bottom: 2px solid red; width: 20px; display: inline-block; margin-right: 5px;"></span> EXSITING ROUTE</li> </ul>
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**Figure 3**  
**Regional Spatial Analysis**  
 400-800m

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**DATE:** April 4, 2023

**SCALE** 1 : 12,500

Q:\1094 'B' York Developments - 3080 Bostwick Rd\Graphics\PJR -Planning Justification Report\SITE #5\Figure 4 Spatial Analysis - Site Specific 400-800m SITE#5 04Apr2023

SUBJECT LANDS



to be provided in the vicinity of adjacent frontages where public interfaces are planned;

- The subject lands interact with the broader use of Site 5 by providing a height and density transition from the 17 storey tower on the south portion of the Site to the existing low-rise residential development to the north;
- The Site is adjacent to a community facility (StarTech.com Community Centre, YMCA and Library) to the west. A similar setback from Southdale Road West has been provided for the Site 5 proposal and the podium has been designed to respect the scale and character of this prominent community facility; and
- The Site is well served by transit and is within convenient walking distance of bus transit stops operating along Southdale Road West.

Section 3.3 of this Report outlines the design response to these interactions.

# 3.0 Description of Proposal

## 3.1 Design Goals and Objectives

731675 Ontario Limited is proposing to amend the planning permissions applying to 3010-3050 Yorkville Street to allow for the development of a mixed-use, high-rise tower on the northern portion of the property. This intensification project is intended to be compatible with the Master Plan Concept for 3080 Bostwick Road development, and complementary to the mix of uses within the Bostwick Neighbourhood.

The following design objectives were identified for the proposal:

1. Integrate a second tower form into Site 5 of the Master Plan development to support the intensification of lands designated for high density residential purposes;
2. Contribute to the further development of the Bostwick Neighbourhood and provide a design response that is compatible with the local development context (existing and planned);
3. Design a high-rise form that will create a prominent visual presence to further define the Bostwick Residential Neighbourhood and to help frame and reinforce the street wall along Southdale Road West and Yorkville Street;
4. Create a positive addition to the local development context by: enhancing the visual qualities of the adjacent streetscapes; providing an engaging pedestrian environment; and implementing design objectives set out in the 3080 Bostwick Road Urban Design Guidelines;
4. Intensify the Site in a manner that further diversifies housing options in the Bostwick community and supports transit and alternative transportation modes;
5. Incorporate enhanced indoor and outdoor amenity areas and provide multiple pedestrian connections to provide connectivity to adjacent frontages;
6. Provide a vehicular ingress/egress arrangement that minimizes local traffic disruptions; and
7. Align the project with the design direction set out in The London Plan and applicable guideline documents, where practical and appropriate.

**Appendix A** to this Report generally illustrates the approved elements of the Master Plan Concept for 3080 Bostwick Road.

## 3.2 Concept Plan

Zedd Architecture has prepared a preliminary development concept in support of the aforementioned design objectives and Stantec has prepared a preliminary site plan.

**Appendix B** of this Report illustrates the preliminary site plan (concept plan) prepared by Stantec. **Appendix C** to this Report includes the pedestrian/vehicular connectivity plan and conceptual landscape plan/main floor (Level 1) plan prepared by Zedd Architecture. **Appendix D** provides several architectural perspective drawings of the tower arrangement and **Appendix E** includes conceptual tower elevations and cross-sectional drawings. Additionally, **Appendix F** provides a shadow assessment of the development plan prepared.

Collectively, the plans and conceptual graphics included in this Report illustrate the layout, scale and character, and connectivity of the proposed development. The core elements of the proposed development are as follows:

- A 12 storey high-rise tower containing 120 dwelling units and providing a range of one- and two-bedroom apartment configurations to promote housing choice and respond to market demand;
- A mix of retail space, multi-purpose (lounge) space, administrative areas, and residential space planned for the ground floor. A total of 163 m<sup>2</sup> of commercial space is planned, with this space positioned adjacent to the Southdale Road West and Yorkville Street intersection. This arrangement is intended (1) to allow for direct pedestrian connection to the commercial space and (2) to further activate the adjacent streetscape;
- A building design that positions, and orients the building mass to the Southdale Road West frontage and includes a four storey podium element with a defined base (complete with extensive glazing and balconies to help articulate the facades);
- Compatibility with residential development north of the Site through the orientation of the two buildings on Site 5 providing a transition (step down) in height from 17 storeys on the south portion of the Site to 12 storeys on the northern portion of the Site. Building height would be further stepped down on the proposed tower by way of the four storey podium positioned adjacent to the Southdale Road West corridor;
- A basement level that will be connected to the underground parking garage constructed to service both the existing 17 storey building and the proposed 12 storey building on Site 5. In this respect, the new apartment building would be integrated with the foundation system servicing the south tower. The basement component of the proposed tower is to include bicycle storage areas. Additionally, surface parking is constructed north of the existing tower to accommodate additional parking needs for visitors and employees. One point for vehicular access is provided from Yorkville Street to the parking area to the south of the proposed tower;



- Outdoor amenity spaces and landscaped elements would be located at strategic locations within the Site, such as street frontages and building entrances; and
- An internal sidewalk network would support connectivity between the street frontages, the proposed building (particularly commercial space and lobbies), amenity areas and the surface parking area.

### 3.3 Design Considerations

Various design considerations are reflected in the concept plan, conceptual renderings and preliminary building elevations included with this Report. These elements are outlined below, with input from Zedd Architecture, and further addressed in this Report. In our opinion, collectively, these design considerations and the associated conceptual plans demonstrate that this proposal would function effectively within the existing arrangement for Site 5, and also integrate with the 3080 Bostwick Road Master Plan Concept and the larger development context of the Bostwick Neighbourhood.

- **Building Form and Orientation.** The proposed mixed-use, 12 storey tower would be positioned along the Southdale Road West and Yorkville Street frontage. The podium element provides a strong street edge and reinforces the pedestrian realm with a four storey podium element incorporating design components to promote street activation (e.g., extensive glazing, entrance features, balconies). Additionally, a 5.1 m building setback is provided from the gas easement along Southdale Road West to satisfy a request from Union Gas (refer to Appendix B).

The orientation and configuration of the 17 storey tower on the southern portion of Site 5 and the proposed 12 storey building on the subject lands provides a sensitive height transition between these high-rise forms and surrounding development. Notably, the four storey podium associated with the proposed tower transitions building height and mass to the low-rise forms north of Southdale Road West (residential) and west of Yorkville Street (community centre).

The following images illustrate the existing streetscape adjacent to the Site.

**Figure 5:** Southdale Road West corridor, view southwest towards Site.



Source: Google Maps, December 2022

**Figure 6:** Southdale Road West corridor, view southeast towards Site and Yorkville Street.



Source: Google Maps, December 2022

- **Building Massing.** The massing of the tower and integrated podium is designed to create a building form that has consideration for the local development context, maintains a pedestrian scale and orientation along the street, and employs a contemporary design. The building integrates three principal elements above-grade:

1. **Podium Element:** The four storey podium element is intended to enhance the pedestrian-oriented frontage along the adjacent streetscapes and establish a positive relationship with the existing and planned built form (including residential development to the north and the community centre to the west). The ground level of this element includes commercial space positioned toward Yorkville Street, amenity and lobby spaces, and residential units fronting Southdale Road West (with street level entrances). Architectural elements, including distinctive entrance features and extensive glazing is utilized to draw attention to the engaging ground floor uses. The three podium levels above the main floor are cantilevered above the main level and include residential units. Extensive glazing, colour/material variation and recessed balconies are employed to distinguish these levels from the main floor and the tower component.
2. **Middle Element:** This 'middle' building element includes the core apartment components above the podium base (Levels 5 through 11), with terrace elements planned above the podium and apartment units containing individual balconies. The protruding balconies provide shadowing into and across the building surface. Additionally, the distinctive vertical, horizontal and centralized material patterns further articulate the middle element and reflect the design theme employed for the adjacent 17 storey tower. This middle component also applies a contemporary architectural response to support the cohesive design direction for the 3080 Bostwick Road Master Plan, which helps to frame and enhance the adjacent streetscapes.
3. **Top Element:** Residential apartments and an outdoor terrace with a shade structure are situated on Level 12, with a mechanical room located above this Level. These 'top' elements provide functionality and rooftop amenity space, and the varied roofline associated with this design component offers visual interest and contributes positively to the skyline.

The architectural renderings and building elevations provided in **Appendices C and D** illustrate that the proposed massing has been broken up by projections, recessions and horizontal/vertical components. Additionally, visual articulation is achieved by varying building materials and heights, by providing wall and roofline elements, and by employing extensive glazing. Collectively, the components described above contribute to a modern, attractive design that serves to enhance the Southdale Road West corridor.

- **Facade Treatment.** The building design incorporates a cohesive, contemporary façade style incorporating extensive glazing, irregular patterning of lines and windows, and distinctive colouring (to help break up the continuous mass of the structure). Further, the façade treatments emphasize a pedestrian scale and a distinction 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.** The commercial component of the proposed building are to be accessed by a pedestrian entrance from the Yorkville Street sidewalk. Several architectural features are intended to help activate the streetscape, including large windows and box elements within the podium, prominent entrance features including an overhang component above the main entrance on Yorkville Street, and the incorporation of signage. Additionally, the landscaping concept intends to provide outdoor amenity space for residents, employees, and customers, while also offering further separation between the public and private realms. In this respect, landscaping elements are proposed along Southdale Road West to create a pedestrian barrier from this busy corridor and to provide privacy for units at ground level.

# 4.0 Planning Analysis

The proposed Zoning By-law Amendment must be assessed in terms of applicable policies prescribed by the Province of Ontario and the City of London. The following discussion outlines how the proposal addresses relevant policies of the Provincial Policy Statement and the City’s Official Plan (The London Plan) and Southwest Area Plan.

## 4.1 Provincial Policy Statement

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

The proposed development plan has been evaluated with regard to the policy direction and provisions of the PPS. Based on this analysis, it is our opinion that specific policies in Section 1.0 (Building Strong Healthy Communities) and Section 2.0 (Wise Use and Management of Resources) are particularly relevant to this proposal. Table 3.0 demonstrates how the proposed development is consistent with the identified policies.

**Table 3.0 – Consistency with Provincial Policy Statement**

PPS Policy	Response
<p><b>1.1.1 Healthy, livable and safe communities are sustained by:</b></p> <ul style="list-style-type: none"> <li><b>a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;</b></li> <li><b>b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and</b></li> </ul>	<p>This development proposal promotes an efficient land use pattern that would support the long-term financial well-being of the Province of Ontario and the City of London (in the form of increased property tax assessment and the optimization of existing and planned infrastructure). Further, it is anticipated that the residential population, employees and patrons of this development would help to support the overall viability of the Bostwick community. Economic benefits would also be derived from construction</p>

PPS Policy	Response
<p><b>housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;</b></p> <p><b>c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;</b></p> <p><b>e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;</b></p> <p><b>g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;</b></p>	<p>of the building.</p> <p>The subject lands are located within a development area containing a range of residential types (existing and planned). Implementation of this proposal would help diversify the range and mix of multiple-unit housing available in this area and, and more broadly, the Southwest Area. Further, the proposal is designed to be compatible with, and appropriate for, the local development context.</p> <p>The proposed development is not anticipated to result in environmental or public health and safety concerns.</p> <p>The high-rise form planned for the Site yields a residential a density that efficiently utilizes lands designated for a mix of high density residential development and complementary commercial/office uses. Residents, employees and patrons of the proposed tower would benefit from proximity to employment opportunities, commercial uses, recreational amenities and public transit. Additionally, the project would implement accessible design elements and support active modes of transportation.</p> <p>Preliminary servicing reviews have been completed by Stantec to (1) confirm that the development can proceed in a cost-effective manner and (2) to assess if necessary servicing infrastructure would be available to meet projected needs. In particular, Stantec completed a Sanitary Servicing Analysis, dated March 9, 2023, for development planning in the Bostwick Residential Neighbourhood (including the Site). Stantec generally concludes in the</p>

PPS Policy	Response
	<p>Summary section of this study report that existing sanitary outlets have sufficient capacity to service the catchment areas associated with planned developments in the area, including this proposal.</p> <p>It is anticipated that existing public service facilities provided in the Southwest Planning Area would accommodate the demands of this development.</p>
<p><b>1.1.2 Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a provincial plan, that time frame may be used for municipalities within the area.</b></p> <p><b>Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas.</b></p>	<p>This proposal would develop lands located within the City's Urban Growth Boundary (UGB) designated for high density residential and complementary commercial and office uses purposes pursuant to The London Plan (as discussed in Section 4.2 of this Report). As discussed, this proposal would accommodate a similar mix of uses, which, collectively, would contribute to the overall vitality of the Bostwick Neighbourhood. Moreover, implementation of this proposal would broaden the range and mix of housing available within Southwest London to respond to market demand. This development would also assist the City in accommodating its forecasted population growth and achieve its projected housing requirements as set out in The London Plan.</p>
<p><b>1.1.3.1 Settlement areas shall be the focus of growth and development.</b></p>	<p>The Site is located within the City's UGB and is therefore considered part of a settlement area, as defined by the PPS.</p>
<p><b>1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:</b></p> <ul style="list-style-type: none"> <li><b>a) efficiently use land and resources;</b></li> <li><b>b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and / or</b></li> </ul>	<p>This proposal would help to promote the efficient use of land and services in the Bostwick community. As discussed, preliminary servicing reviews have also been carried out to confirm that adequate servicing capacity is available to accommodate the intended development.</p> <p>It is anticipated that future residents and</p>

PPS Policy	Response
<p><b>uneconomical expansion;</b>  <b>c) minimize negative impacts to air quality and climate change, and promote energy efficiency;</b>  <b>d) prepare for the impacts of a changing climate;</b>  <b>e) support active transportation;</b>  <b>f) are transit-supportive, where transit is planned, exists, or may be developed;</b></p>	<p>employees of this development would support existing public service programs and facilities available in proximity to the Site.</p> <p>Where practical and appropriate, the project would incorporate sustainable development principles to help minimize environmental impacts.</p> <p>The proposed site layout promotes active transportation through pedestrian connections to the active frontages and through the provision of bicycle storage space.</p> <p>The subject lands are located within convenient walking distance of existing London Transit bus stops providing transit connectivity to employment areas, major public institutions, shopping centres and recreational facilities.</p>
<p><b>1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:</b></p> <p><b>b) permitting and facilitating:</b></p> <p><b>1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities;</b></p> <p><b>c) directing the development of new housing towards locations where</b></p>	<p>Development of a high-rise apartment building on the Site would broaden the range and mix of multiple-unit housing available to current and future residents of Southwest London, and in particular, the Bostwick Neighbourhood. As discussed, this project would also help the City accommodate forecasted population growth and address projected housing requirements.</p> <p>Preliminary studies have been completed to confirm that servicing infrastructure is available to meet projected needs. It is also anticipated that existing public service facilities available in the vicinity of the property would accommodate the projected demands of this development.</p> <p>This development plan would utilize existing land and servicing resources in an</p>



PPS Policy	Response
<p><b>appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;</b></p> <p><b>d) promoting densities for new housing which efficiently use land, resources, infrastructure, and public services facilities, and support the use of active transportation and transit in areas where it exists or is to be developed.</b></p>	<p>efficient manner and would be supported by the City’s road transportation system and active transportation network, as well as London Transit services.</p>
<p><b>1.5.1 Healthy, active communities should be promoted by:</b></p> <p><b>a) Planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity.</b></p>	<p>The proposal incorporates two key elements to help support healthy, active communities. Firstly, active transportation and social interaction would be encouraged by the provision of walkway connections to municipal sidewalks, outdoor amenity areas for passive recreation, and bicycle storage. Secondly, to promote community connectivity, this project integrates residential development and commercial activities in proximity to existing neighbourhoods, retail/service businesses, schools, public transit and the City’s active mobility network.</p>
<p><b>1.6.1 Infrastructure and public service facilities shall be provided in an efficient manner that prepares for the impacts of a changing climate while accommodating projected needs.</b></p>	<p>Arcadis IBI Group completed a Technical Memorandum (Transportation Impact Study (TIS) Addendum #1) for this proposal. Generally, it is concluded in the associated study report, dated August 28, 2023, that the development can be safely accommodated by the adjacent transportation network with consideration of the recommendations outlined in the 2019 TIS (prepared for the larger 3080 Bostwick Road development proposal).</p> <p>Preliminary servicing reviews have been carried out to confirm that the development can proceed in a cost-</p>

PPS Policy	Response
	<p>effective manner, and to ensure that the necessary infrastructure is available to meet projected needs. As discussed, it is also anticipated that the development can be accommodated by existing public service facilities.</p>
<p><b>1.6.7.2 Efficient use shall be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.</b></p> <p><b>1.6.7.3 As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be maintained and, where possible, improved including connections which cross jurisdictional standards.</b></p> <p><b>1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.</b></p>	<p>The Site is located within convenient walking distance of London Transit Route 15A. The associated transfer system provides connectivity throughout the City and to regional transportation facilities (e.g., London International Airport, VIA Rail Station).</p> <p>The close proximity of the Site to established service/retail commercial uses, offices, schools and community facilities would allow future residents, employees and patrons to minimize the length and frequency of vehicle trips. Convenient access to public transit, and the City's sidewalk and cycling network would also support alternative transportation modes. Furthermore, introducing an intensive residential use on the Site would help to support existing and future investments in public transit.</p>
<p><b>1.7.1 Long-term economic prosperity should be supported by:</b></p> <ul style="list-style-type: none"> <li><b>b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;</b></li> <li><b>c) optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;</b></li> <li><b>d) maintaining and, where possible, enhancing the vitality and viability of downtowns and</b></li> </ul>	<p>This proposal has been designed to optimize the use of the subject lands for market-based residential uses and complementary commercial activities. The Site also benefits from its proximity to the City's arterial road transportation network, transit services and public facilities. It is expected that residents, employees and patrons of the proposed development would support these services and facilities.</p> <p>Development of these lands for intensive residential and complementary commercial uses is anticipated to support the long-term vitality of existing</p>

PPS Policy	Response
<p><b>mainstreets;</b></p>	<p>service/retail commercial uses proximate to the Site, including those situated within the Wonderland Road South commercial corridor.</p>
<p><b>1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:</b></p> <ul style="list-style-type: none"> <li><b>a) promote compact form and a structure of nodes and corridors;</b></li> <li><b>b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;</b></li> <li><b>e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;</b></li> </ul>	<p>The project supports the intensive use of designated residential/commercial lands connected via the City's arterial road system, active transportation networks and public transit networks to service/retail commercial uses, offices, educational institutions, and community facilities.</p> <p>Development of this project would broaden housing choice and diversify the range of service/retail commercial activities in the Bostwick Neighbourhood. Moreover, the intensive nature of this development would support existing transit services and future transit investments. The close proximity of the subject lands to the above-noted mix of land uses is also anticipated to reduce commuting requirements, and thereby decrease transportation congestion.</p>
<p><b>2.1.1 Natural features and areas shall be protected for the long-term.</b></p>	<p>The subject lands do not contain any designated natural areas.</p>
<p><b>2.4.1 Minerals and petroleum resources shall be protected for long-term use.</b></p>	<p>The subject lands do not contain any known mineral or petroleum resources.</p>
<p><b>2.5.1 Mineral aggregate resources shall be protected for long-term use and, where provincial information is available, deposits of mineral aggregate resources shall be identified.</b></p>	<p>The subject lands do not contain any known mineral aggregate resources.</p>
<p><b>2.6.1 Significant built heritage resources and significant cultural heritage landscapes shall be conserved.</b></p>	<p>The subject lands do not contain, and are not adjacent to, any identified cultural heritage resources.</p>
<p><b>2.6.2 Development and site alteration</b></p>	<p>A Stage 1-2 Archaeological Assessment of</p>

PPS Policy	Response
<p><b>shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved.</b></p>	<p>the Site was conducted by Bluestone Research. It is concluded in the associated study report, dated November 2014, that no archaeological resources were found on the study property and no further archaeological assessment of the property is required. Report findings were reviewed by the Ministry of Tourism, Culture and Sport and entered into the Ontario Public Register of Archaeological Reports, as set out in Ministry correspondence dated March 18, 2015.</p>
<p><b>2.6.3 Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.</b></p>	<p>The subject lands do not contain, and are not adjacent to, any identified cultural heritage resources.</p>

The 2020 Provincial Policy Statement seeks to achieve healthy, livable and safe communities by promoting efficient development and land use patterns. Given the foregoing assessment, in our opinion the proposed development plan is consistent with this broad vision. In this regard, the intended use of the Site:

- Represents an efficient, mixed-use development that supports compact urban form, as it seeks to establish a second high-rise tower on lands designated for high density residential and complementary commercial uses;
- Proposes a development plan that: has consideration for the existing development context; provides a pedestrian orientation; encourages active transportation; and is within proximity of the City’s arterial road network and transit services;
- Introduces a range of apartment types: to provide additional multiple-unit housing choice in the Bostwick Residential Neighbourhood and help the City accommodate forecasted housing demands and achieve intensification targets;
- Integrates a mix of intensive residential uses and limited commercial activities that, collectively, would support the overall vitality of the Bostwick community and the adjacent Wonderland Road South commercial corridor;

- Promotes a scale of residential development that would help optimize municipal investments in servicing infrastructure and public transit, support the long-term viability of various non-residential activities in proximity to the Site, and generate substantial tax revenues to benefit the financial well-being of the Province and the City; and
- Would not involve development on lands having known significant environmental, archaeological, mineral aggregate or petroleum resources.

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

## 4.2 City of London Official Plan (The London Plan)

### 4.2.1 Status

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

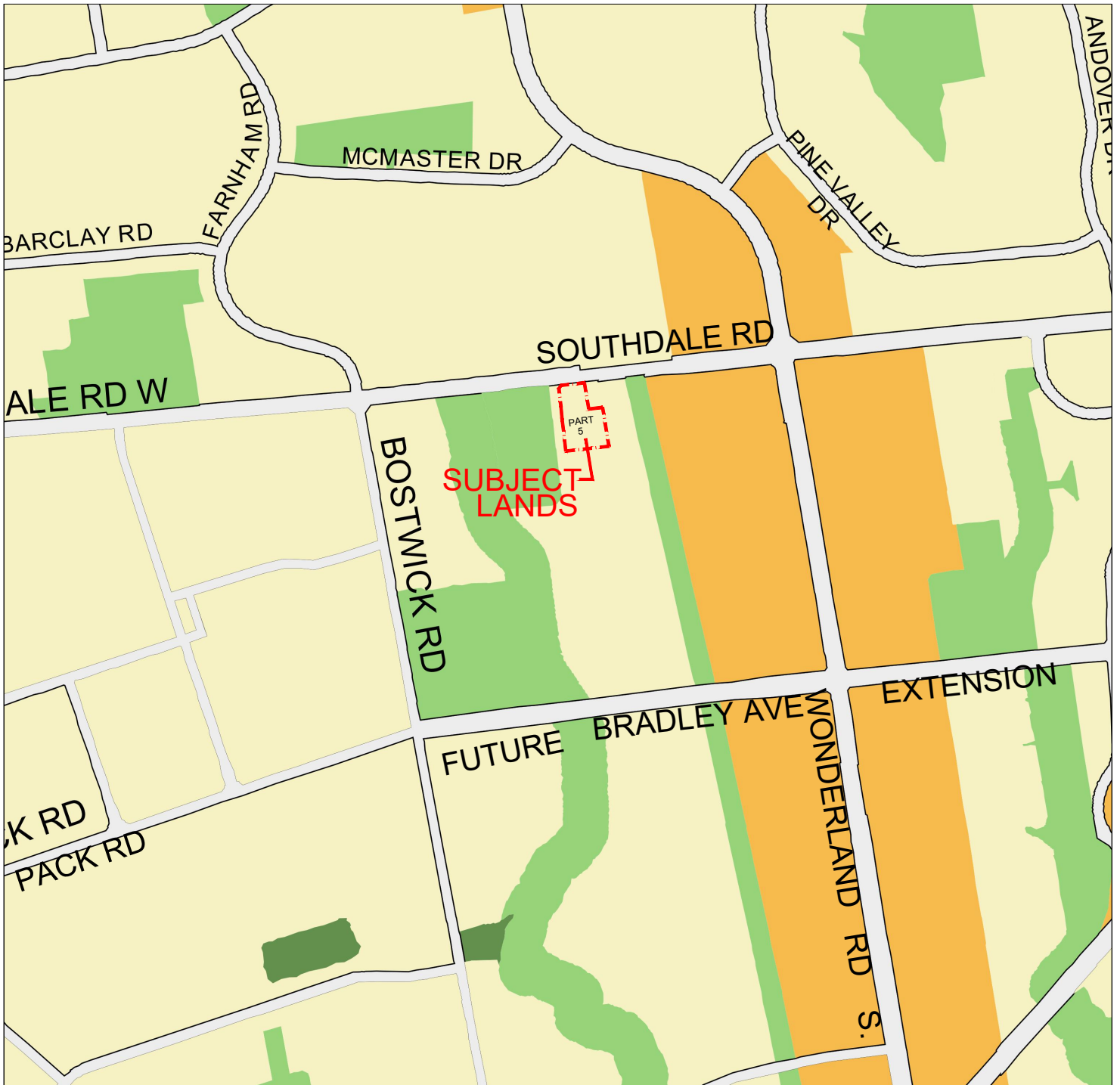
### 4.2.2 Place Type (Map 1)

The subject lands are designated 'Neighbourhoods' place type pursuant to Map 1 of the London Plan, as illustrated in **Figure 7** of this Report. Several residential forms and secondary uses are permitted in the Neighbourhoods place type, contingent on the adjacent road network delineated on Map 3 (Street Classifications) as provided in **Figure 8** of this Report. In this regard, the adjacent arterial road, Southdale Road West, is classified as a Civic Boulevard. It is anticipated that Yorkville Street would be classified as a Neighbourhood Street under the terms of the Official Plan.

### 4.2.3 Policy Overview

Considering this land use framework and the scope of the proposal, it is our opinion that the Our Strategy, Our City, City Building Policies, and Place Type Policies of The London Plan contain policies applicable to project.

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



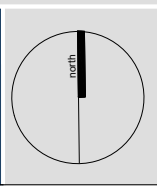
Source: City of London Official Plan Map1 Place Type

**LEGEND**

- NEIGHBOURHOODS
- SHOPPING AREA
- GREEN SPACE
- ENVIRONMENTAL REVIEW
- SUBJECT LANDS

**Figure 7**  
 Current  
 Official Plan  
 Designation  
 Map 1 (Place Types)  
 of The London Plan

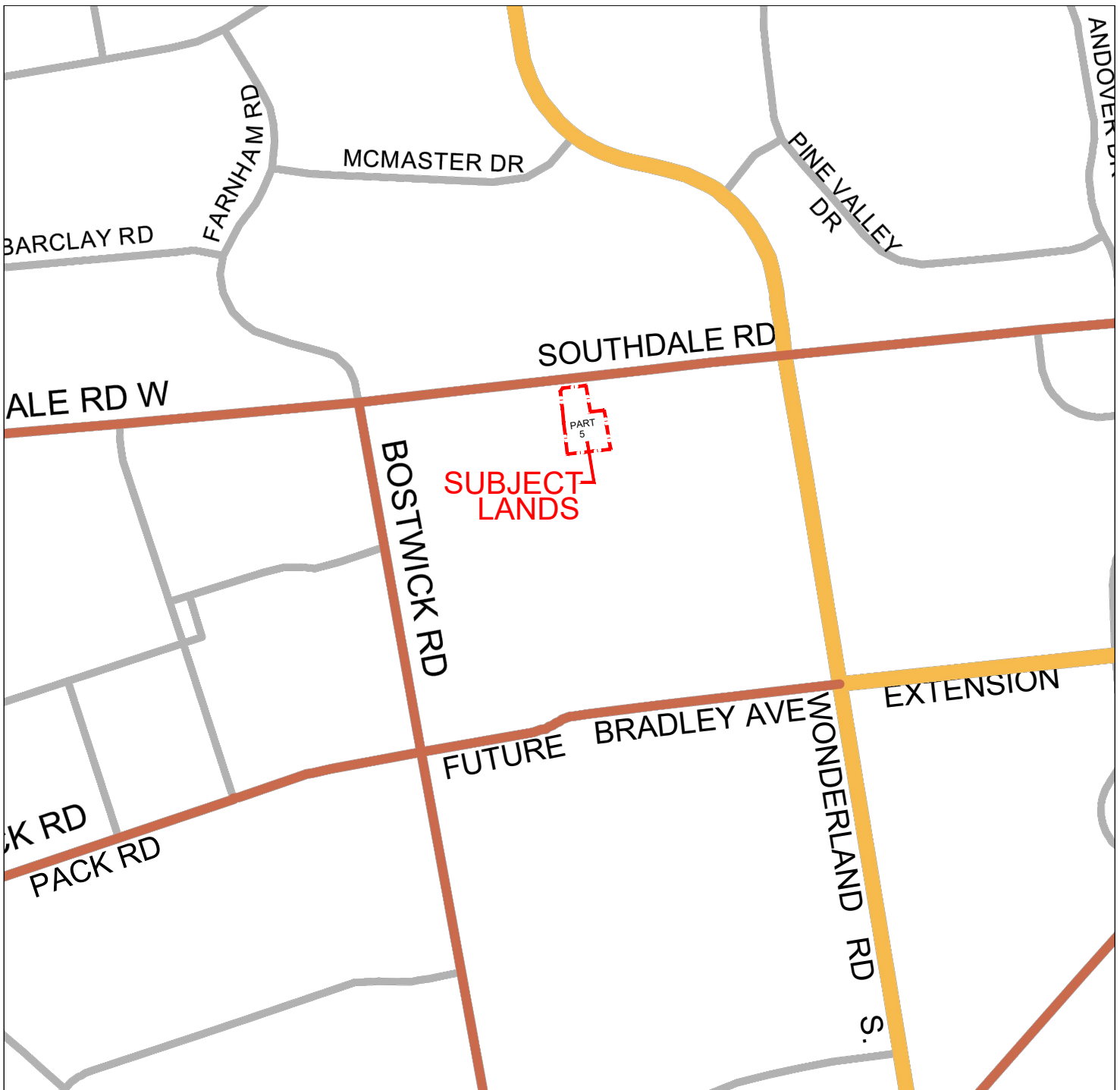

**PLANNING  
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**DATE:** April 4, 2023

**SCALE** 1 : 12,500

Q:\1094 'B' York Developments - 3080 Bostwick Rd\Graphics\PJ-R -Planning Justification Report\SITE #5\Figure 7 Current OP Designation Land Use - 04Apr2023



Source: City of London Official Plan Map3 Street Classifications

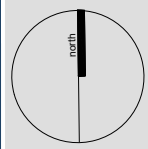
**LEGEND**

- URBAN THOROUGHFARE
- CIVIC BOULEVARD
- NEIGHBOURHOOD CONNECTOR
- SUBJECT LANDS

**Figure 8**  
 Current  
 Official Plan  
 Designation  
 Map 3 (Street  
 Classifications) of  
 The London Plan

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<b>DATE:</b> April 4, 2023	<b>SCALE</b> 1 : 12,500
<small>Q:\1094 'B' York Developments - 3080 Bostwick Rd\Graphics\PJR -Planning          Justification Report\SITE #5\Figure 8 Current OP Designation Street Classification -          04Apr2023</small>	

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

Policies 54 to 63 define 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 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.
4. Revitalize our urban neighbourhoods and business areas.
11. Plan for cost-efficient growth patterns that use our financial resources wisely.

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

2. Plan to achieve a compact, contiguous pattern of growth – looking “inward and upward”.
3. Sustain, enhance, and revitalize our downtown, main streets, and urban neighbourhoods.
4. Plan for infill and intensification of various types and forms to take advantage of existing services and facilities and to reduce our need to grow outward.
5. Ensure a mix of housing types within our neighbourhoods so that they are complete and support aging in place.
6. Mix stores, restaurants, clean industry, live-work arrangements and services in ways that respect the character of neighbourhoods, while enhancing walkability and generating pedestrian activity.
8. Manage outward growth through the use of an Urban Growth Boundary and by supporting infill and intensification in meaningful ways.

##### 60\_ Direction #6 Place a new emphasis on creating attractive mobility choices



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

#### 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 `s 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.
4. Plan so that London is resilient and adaptable to change over time.
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.”

It is our opinion that the proposed mixed-use, high-rise tower arrangement supports the key directions set out in the referenced policies, as this development plan:

- Promotes a compact form of design that efficiently utilizes servicing infrastructure and supports transit services;
- Intensifies the use of the subject lands in a manner that would: function cohesively within the 3080 Bostwick Road Master Plan; collectively support the diversification and long-term vitality of the Bostwick Residential Neighbourhood; and promote a walkable and connected complete community;
- Broadens the range of multiple-unit housing available within the Bostwick community to contribute to housing availability and respond to market demands; and

- Incorporates a land use pattern that: is in keeping with Provincial and City planning policies; is compatible with the local development setting (existing and planned); and should not generate adverse land use impacts. In this respect, the layout and scale of the concept plan has been designed with consideration for the surrounding development context, which includes a mix of residential types, service/retail commercial use, recreational facilities, utility substations and open space.

With respect to ‘fit’ considerations, several design elements are incorporated into the development concept to promote compatibility with these surrounding uses, including:

- Providing a transition from the 17 storey tower on the south portion of Site 5 to the existing low-rise residential area to the north of the Site;
- Positioning the building towards Southdale Road West to extend the existing street wall along this corridor;
- Providing podium elements along Southdale Road and Yorkville Street to respect existing low-rise building heights along these frontages; to enhance the pedestrian environment at the street level; to further transition building heights to integrate the building form into the surrounding context; and to help screen at-grade parking to minimize the visual impact of parking facilities on the streetscape; and
- Incorporating a cohesive, contemporary architectural style emphasizing a pedestrian scale at the street level and employing extensive glazing, balconies, and material patterns to help break up the continuous mass of the structure.

#### 4.2.5 Our City

##### 4.2.5.1 City Structure Plan

The Our City part of The London Plan contains policies and schedules relating to the City Structure Plan that have particular relevance to this project.

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.”

Policy 69 also identifies that 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 lands are located within the City’s Urban Growth Boundary and are adjacent to the Built-Area Boundary pursuant to Figures 1 and 2 of The London Plan, respectively, of the Growth Framework. The Site is also situated within close proximity to the City’s Primary Transit Area as delineated on Figure 3.

In our opinion, the introduction of a mixed-use, high-rise tower on lands adjacent to the Built-Area Boundary and designated for high density residential and limited commercial uses has regard for the policies and/or schedules relating to the five frameworks of the City Structure Plan. In particular, the plan addresses the intensification objectives of the growth framework that relate to development within the Urban Growth Boundary. Notably, Policy 79 states that, “The London Plan places an emphasis on growing “inward and upward” to achieve a compact form of development”. Further, Policy 80 provides that this objective is to be supported by intensification initiatives, including through the infill development of vacant and underutilized lots. Policy 83 also states the following in relation to intensification proposals:

“As directed by the policies of this Plan, intensification will be promoted in appropriate locations and in a way that is sensitive to existing neighbourhoods and represents a good fit...”

In our opinion, commentary provided in this Report demonstrates that the proposal supports the aforementioned intensification objectives.

#### 4.2.5.2 Servicing

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 Official Plan section have particular relevance 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.”

As identified in Table 3.0 of this Report, Stantec has completed preliminary servicing reviews to confirm that (1) the development can proceed in a cost-effective manner and (2) the necessary servicing infrastructure would be available to meet projected needs. Additionally, Arcadis IBI Group completed a TIS Technical Memorandum for this proposal which concludes that the development can be safely accommodated by the adjacent transportation network with consideration of 2019 TIS recommendations.

As also summarized in Table 3.0, the property is designated for intensive residential uses and limited commercial purposes and the proposed development aligns with this Official Plan direction. Further, this project would have access to, and would contribute to the optimization of, the arterial road transportation network, transit services, municipal servicing infrastructure, active transportation infrastructure, and public service facilities.

Given these considerations, in our opinion, this proposal confirms to the City Structure Plan defined within The London Plan.

#### 4.2.6 City Design

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

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.”

In our opinion, the project description, concept plan and renderings included in this Report demonstrate that the development proposal has been designed to achieve these broad objectives, where applicable. Further, it is our opinion that the project design aligns with the intent of the character, streetscape, public space, site layout and building form policies set out in the City Design chapter. Of particular relevance to this proposal are

those design policies related to the neighbourhood character, site layout, placemaking and high-rise buildings, 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...
- 220\_ Neighbourhoods should be designed with a diversity of lot patterns and sizes to support a range of housing choices, mix of uses and to accommodate a variety of ages and abilities.
- 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.
- 256\_ Buildings should be sited so that they maintain and reinforce the prevailing street wall or street line of existing buildings...
- 268\_ Sites shall be designed to provide a direct, comfortable and safe connection from the principle building entrance to the public sidewalk.
- 269\_ Buildings should be sited to minimize the visual exposure of parking areas to the street.
- 289\_ High and mid-rise buildings should be designed to express three defined components: a base, middle, and top. Alternative design solutions that address the following intentions may be permitted.
1. The base should establish a human-scale façade with active frontages including, where appropriate, windows with transparent glass, forecourts, patios, awnings, lighting, and the use of materials that reinforce a human scale.
  2. The middle should be visually cohesive with, but distinct from, the base and top.
  3. The top should provide a finishing treatment, such as a roof or a cornice treatment, to hide and integrate mechanical penthouses into the overall building design.

292\_ High-rise buildings will incorporate a podium at the building base, or other design solutions to reduce the apparent height and mass of the building on the pedestrian environment, allow sunlight to penetrate into the right-of-way, and reduce the wind impacts.

293\_ High-rise buildings should be designed to minimize massing, shadowing, visual impact, and the obstruction of views from the street, public spaces, and neighbouring properties. To achieve these objectives, high-rise buildings should take the form of slender towers. High-rise buildings should not be designed with long axes where they create an overwhelming building mass.

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.”

Given commentary provided in this Report, including the design review provided in Section 3.3, it is our opinion that the proposed high-rise arrangement is in keeping with the aforementioned design direction. Most notably, the tower design is intended to: promote a definable sense of place; integrate within the local development context; and effectively transition height and massing.

The following represent related urban design considerations that, in our opinion, also align with the referenced City Design policy structure:

- The podium would integrate articulated façades and prominent entrances to further enhance the pedestrian character along the Southdale Road West and Yorkville Street streetscapes;
- The proposed high-rise has been positioned to respect and integrate with the existing and planned street pattern along Southdale Road West;
- The parking arrangement for Site 5 is comprised of underground parking and surface parking to the rear of the proposed building. Further, the parking areas are largely screened from the public realm along Southdale Road West by the positioning of the building;
- Podium elements would include direct accesses to Southdale Road West and Yorkville Street to support active transportation and convenient access to public transit stops;
- The shadow study demonstrates that the building would generate minimal shadow impacts on the adjacent lands (refer to Appendix F); and
- The proposed tower form and the associated site layout would be designed to a high architectural standard and would include contemporary urban design elements, where practical and appropriate.

## 4.2.7 Neighbourhoods Place Type

As identified in Section 4.2.2 of this Report, the subject lands are situated within the Neighbourhoods place type. Several residential forms and secondary uses are permitted in this place type, contingent on the adjacent road network delineated on Map 3 (Street Classifications) of the London Plan. In this regard, Southdale Road West is classified as a Civic Boulevard and it is anticipated that Yorkville Street will be classified as a Neighbourhood Street.

### 4.2.7.1 Vision

Policy 916 sets out an overall vision for development in the Neighbourhood place type, stating it "...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."

There are eight principal elements that are defined within this policy to help achieve the vision:

- "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 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.

5. Mixed-use and commercial uses will be permitted at appropriate locations within neighbourhoods to meet the daily needs of neighbourhood residents;
7. Street networks within neighbourhoods will be designed to be pedestrian, cycling and transit-oriented, giving first priority to these forms of mobility.
13. Intensification will respect existing neighbourhood character and offer a level of certainty, while providing for strategic ways to accommodate development to improve our environment, support local businesses, enhance our physical and social health, and create dynamic, lively, and engaging places to live.”

In our opinion, the proposed high-rise tower integrates several components to support the broad vision of the Neighbourhoods place type and the related objectives of Policy 918. Most notably, the proposal promotes a distinctive character that responds to the local development context; recognizing that the tower is to be integrated cohesively into the larger 3080 Bostwick Road Master Plan development. This project also supports the optimization of this Site for residential purposes to respond to market demands for housing needs, while also providing complementary commercial space to help service the Bostwick community. Further, the development encourages active transportation opportunities to promote neighbourhood connectivity (e.g., sidewalk linkages, bicycle storage).

#### 4.2.7.2 Permitted Uses and Building Height

Policy 920 of The London Plan provides that where development is being considered at the intersection of two streets of different classifications, that (1) the development will be oriented towards the higher-order street and that (2) it must be demonstrated that the development will be a good fit and will not undermine the character of the lower order street. As provided in the proposal, the development is oriented towards the higher-order street of Southdale Road West (Civic Boulevard) and has been designed to respect, and be integrated with, the surrounding context.

In relation to permitted uses, Table 10 of the Official Plan specifies that lands located at the intersection of Civic Boulevards and Neighbourhood Streets may be developed for a range of uses including stacked townhouses, fourplexes, low-rise apartments, emergency care establishments, rooming houses and supervised correctional residences.

With respect to intensity, Table 11 prescribes that building heights for the Site are to have a standard range of two and four storeys, and have an upper maximum of six storeys. In addition to the base permissions applied to these lands under the Neighbourhood Place Type designation, the High Density Residential Overlay (from 1989 Official Plan) is applied to this property as identified in the corresponding Official Plan schedule (Map 2). Pursuant to Table 8 and Policy 958\_2 of the London Plan, this Overlay permits residential development to a maximum height of 12 storeys and a density of 150 units/ha for properties outside of the Primary Transit Area.



Relative to form, Policy 936\_1 states that all planning and development applications are to conform with the City Design policies of the Official Plan. Given the design elements of this project and commentary provided in this Report respecting the City Design policies and the permissions of the Southwest Area Plan, in our opinion, the proposed development is in keeping with the use, form and intensity policies of the Neighbourhoods place type.

#### **4.2.8 Secondary Plans**

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

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

Further, Policy 1558 of The London Plan states the following in relation to the status of the Secondary Plans:

“1558\_ Secondary plans will be adopted by City Council and form part of The London Plan. Where there is a conflict or inconsistency between the parent policies or maps of The London Plan and the policies or maps of a secondary plan, the secondary plan policies or maps will prevail. ...”

The Southwest Area Plan provides specific policy direction in relation to land use, development intensity and building form (refer to Section 4.3 of this Report).

#### **4.2.9 Our Tools**

##### **4.2.9.1 Guideline Documents**

Within the Our Tools part of the Official Plan, Policy 1712 identifies that, “City Council may adopt guideline documents to provide direction for the implementation of the policies of this Plan or to guide development of a specific area”. Policy 1716 itemizes a number of approved guidelines, including the City of London Placemaking Guidelines and the Urban Design Guidelines for 3080 Bostwick Road, which in our opinion are particularly relevant to this proposal.

Section 5.0 of this Report addresses the project relative to both guideline documents.

#### 4.2.9.2 Evaluation Criteria

The proposed use of the Site has also been evaluated in the context of the Evaluation Criteria for Development Applications policies of The London Plan (Policies to 1577 to 1579).

In relation to the stated criteria, it is our opinion that the proposal demonstrates consistency with the PPS and conformity with the policy direction and provisions of The London Plan, recognizing that the intensity of the project is subject to the permission of the Southwest Planning Area. It is also our opinion that the intended design components of the planned mixed-use, high-rise form and the associated site layout should not generate significant land use impacts, particularly in relation to loss of privacy, shadowing and visual impacts, and traffic management. Further, in our opinion this intensification project is appropriate for the subject lands and would fit effectively within the local development setting and help advance the 3080 Bostwick Road Master Plan. In this regard, commentary presented in this Report identifies that, in our opinion, the high-rise form proposed for the Site is compatible with the streetscape character and that the building and site design supports the objectives of the City Design policies of this Official Plan.

#### 4.2.10 Summary

In light of these considerations and our broader review of The London Plan, it is our opinion that the proposed development conforms to the policy direction and permissions of this Plan.

### 4.3 Southwest Area Plan

#### 4.3.1 Vision and Principles

Section 20.5.1.3 of the Southwest Area Plan (SWAP) 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.”

Section 20.5.5 of the SWAP outlines that this Secondary Plan includes a policy framework that is 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. Within the context of the SWAP, the subject lands form part of the Bostwick Residential Neighbourhood and are designated High Density Residential.

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

“i) Function and Purpose

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 Bostwick Neighbourhood will provide for residential development with the highest intensity of all the Residential Neighbourhood Areas in the Southwest Planning Area ... 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 experience.”

#### 4.3.2 Neighbourhood Elements

Section 20.5.1.4 i) of the SWAP identifies several objectives to achieve diverse and connected communities. In our opinion, the following have applicability to this project:

- “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.
- d) Provide for daily needs without reliance on a car.
- g) Enhance the public realm, including streetscapes, public spaces and infrastructure.
- i) Integrate the new community with surrounding neighbourhoods.”

In our opinion, the proposed development has been designed with consideration for the above-noted objectives. Most notably, the proposal integrates a range of land uses that are compatible with the existing and planned neighbourhood in the project area and support housing choice appropriate for the local development context. Further, connectivity between this Site and the larger 3080 Bostwick Road Master Plan will be provided by an integrated pedestrian and vehicular transportation network. The public realm would also be enhanced through the provision of attractive streetscape elements, including a high standard of architectural design and landscaping enhancements at prominent locations.

### 4.3.3 Housing Choice

Section 20.5.1.4 ii) of the SWAP states that a range and mix of housing types, densities and housing designs, are to be provided within Southwest Planning Area neighbourhoods. A series of related policy objectives are also defined in this Section, including the following which have particular relevance to this 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."

In light of the following considerations, in our opinion, the concept plan is in keeping with the policy objectives noted above:

- The proposal contemplates 120 residential units that will provide a range of one-bedroom and two-bedroom unit configurations. This unit arrangement is intended to broaden housing choice in the Bostwick community relative to dwelling type, location, design and accessibility; and
- The proposed development has been designed to be compatible with the residential development pattern in the vicinity of the Site (existing and planned). In this regard, in keeping with the local development context and, in particular the 3080 Bostwick Road Master Plan Concept, the proposal encourages a compact, walkable community that would permit land and services to be utilized in an efficient manner.

### 4.3.4 Land Use Policies

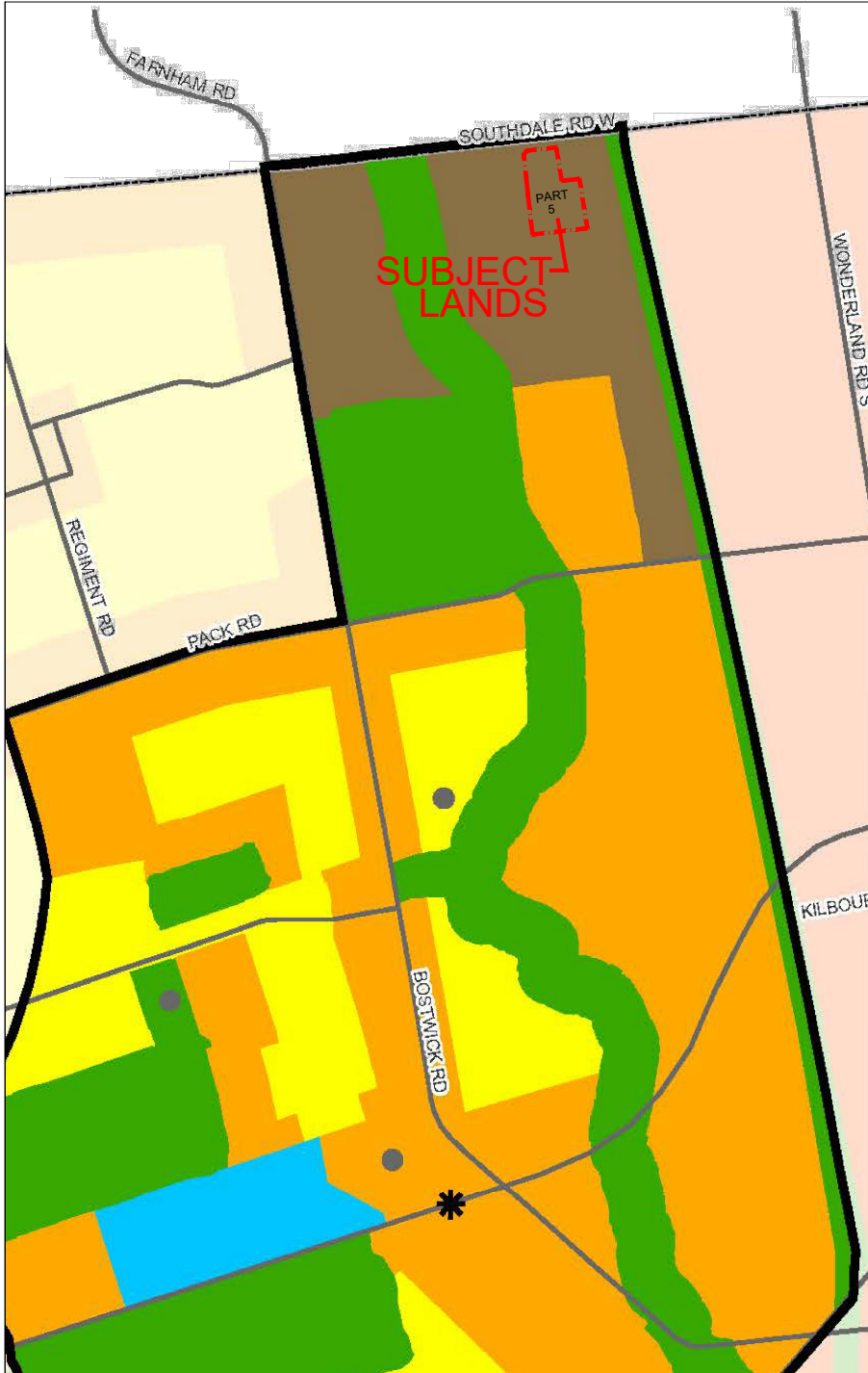
The SWAP includes land use policies that are intended to support the vision and objectives developed for this planning area.

The subject lands are designated High Density Residential pursuant to Schedule 8 (Bostwick Residential Neighbourhood Land Use Designations) of the SWAP (refer to **Figure 9** of this Report).

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

**Schedule 8  
to the  
Southwest Area Secondary Plan**

**Bostwick  
Residential Neighbourhood  
Land Use Designations**



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

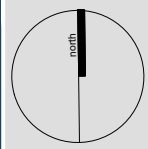
*Incorporates the following Approved Amendments which include map changes: OPA 607, OPA 633, OPA 705, OPA 709, LPA 3*

Source: City of London Southwest Area Plan (2019)

**LEGEND**

 SUBJECT LANDS

**Figure 9**  
**Southwest Area**  
**Plan**  
**Schedule 8 (Land**  
**Use Designations)**



**DATE:** April 6, 2023

**SCALE** N.T.S

- i) Intent: transit oriented, mid-to high-rise residential development that may be mixed-use;
- ii) Permitted Uses: mid- to high-rise apartments, convenience commercial, and community facilities (among others) and;
- iii) Built Form and Intensity: a maximum density of 150 units/unit and a maximum height of 12 storeys and subject to Urban Design policies, including the Urban Design Guidelines for 3080 Bostwick Road. Additional height and residential densities may be permitted through a site-specific zoning amendment.

The proposed development is proposing to accommodate 120 dwelling units within a 12 storey, mixed-use building (equating to a total residential density of 306 units/ha on the property with consideration for equivalent density for commercial space and 214 units integrated into the south tower). In light of the above noted policies, it is our opinion that with a site-specific zoning permission for additional residential density, the proposed development is conforms with the permitted use and built form policies of the High Density Residential designation for the Bostwick Neighbourhood.

#### 4.3.5 Design

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

Section 20.5.3.9 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...”

In our opinion, the following policies provided in Section 20.5.3.9 have particular relevance to the proposal:

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

- g) Building densities and land uses located along identified transit routes are to be designed to support transit and the users of those services.
  - l) Safe Community Design is to promote safety, security and accessibility in public spaces through urban design.
- iii) Buildings and Site Design
- a) Buildings, structures and landscaping shall be designed to provide visual interest to pedestrians, as well as a “sense of enclosure” to the street. Generally, heights of buildings shall also be related to road widths to create a more comfortable pedestrian environment, so that the wider the road width, the higher the building height.
  - b) Where commercial development is permitted it will be encouraged in a “main street” format where retail and service commercial uses are oriented to the street creating a pleasant, pedestrian shopping environment, whether in stand-alone stores or in the ground floor of mixed-use buildings.
  - d) The rear and side building elevations of all buildings on corner lots shall be designed to take advantage of their extra visibility.
  - g) Off-street parking areas shall be designed to reduce their visual impact on both the adjoining streetscape and on people using the site and/or facility.”

The proposal responds to these policies as follows:

- The proposal provides a compact, mixed-use form that would contribute to the complete community being developed proximate to 3080 Bostwick Road;
- The proposal supports the SWAP’s safe community design policies through the architectural design and siting of the building, which provides opportunities for visual connections and ease of public access to adjacent streets. Collectively, these elements and related design components will ensure that the project provides appropriate visibility of walkways and an accessible built form for users;
- The proposal has been designed to respond to the public realm along Southdale Road West and Yorkville Street through the provision of a podium that integrates with the pedestrian scaled environment, through the building setbacks provided from the aforementioned frontages, and by providing active uses at grade; and
- The parking area has been largely screened from the public realm along Southdale Road West by the positioning of the podium and the tower mass.

#### 4.3.6 Commentary

Given these considerations, it is our opinion that with a site-specific rezoning, the proposed mixed-use tower design complies with the policies of the Secondary Plan. In addition, in our opinion, this project (1) is in keeping with the vision for the Bostwick Residential Neighbourhood and (2) would help to achieve the vision and principles developed for the Southwest Planning Area.

In summary, in our opinion the proposal conforms to the policy direction and permissions of the SWAP.



# 5.0 Urban Design Guidelines

## 5.1 City of London Placemaking Guidelines

The City of London Placemaking Guidelines, dated November 2007, are intended to promote liveable communities, an identifiable character, a sense of place and a high quality of life. A number of goals and themes set out in this document are relevant to this proposal.

The following summarizes the principal (core) guidelines that generally provided design direction for this project:

### Concept Plan

- Establish key social, pedestrian and public transit connections between new development and the existing fabric of the city.
- Identify key streetscapes and coordinate the conceptual design and location of landscaping and built forms.

### Sense of Place

- Buildings should be located close to the street and should be architecturally articulated to provide an appropriate level of detail that would visually animate the streetscape.
- Design convenient pedestrian linkages to focal points and public transit.
- Utilize paving and landscaping treatments in the design of visual focal points.
- Employ exterior building materials and colours that are stylistically appropriate.
- Avoid architectural designs that are ubiquitous and non-descript because they do not contribute to a sense of place.

### Design the Public Realm

- Make it a priority to design and develop a high quality public realm composed of public spaces such as parks, squares, sitting areas, streets and buildings that reflect the desired image of the community.

## Mixing and Blending

- Where possible, design and develop communities to include mixed-use buildings or complexes.
- Larger communities and neighbourhoods should offer low, medium and high density residential housing that produces the critical mass needed to support local amenities.
- Use cornice lines, step-backs, and other architectural design techniques to effectively integrate large buildings into the streetscape and community.
- A mix of housing opportunities can accommodate the changing lifestyles of an aging population while allowing neighbours to continue to live in the community.

## Pedestrian Environments

- Design pedestrian environments that provide a sense of safety and separation from automobile traffic.
- Orient buildings, their massing, architectural elements and habitable areas so that they promote an eyes-on-the-street approach to streetscapes and public spaces.
- Design buildings and spaces to encourage social interaction.

The proposal responds to these Guidelines as follows:

- The Local Spatial Analysis has identified active frontage zones along street interfaces. Appropriate pedestrian walkways, extensive glazing, enhanced façade treatments and weather protection are to be provided in the vicinity of adjacent frontages where public interfaces are planned;
- The proposal provides a mix of uses to respond to, and generally align with, the mixed-use character of the Bostwick Residential Neighbourhood;
- The proposal provides a high density residential development that would contribute to the variety of housing forms available in the Neighbourhood; and
- The 12 storey building provides a transition in height, including through the provision of a podium with the tower stepped-back above, from the 17 storey building on the southern portion of Site 5 to the low-rise forms on the north side of Southdale Road West and the west side of Yorkville Street.

## 5.2 **Urban Design Guidelines for 3080 Bostwick Road**

MHBC was retained by 731675 Ontario Limited to assist with the preparation of Urban Design Guidelines to support the Master Planned development for the property located at

3080 Bostwick Road. The proposed development of the subject lands forms part of this Master Plan and is therefore subject to these Guidelines, dated June 2019, as approved under The London Plan for the overall development concept.

Section 4.2 of the Guidelines document sets out objectives for the Built Form of Apartment Buildings and Mixed Use High-Rise Buildings. In our opinion, the following direction from this Section has particular relevance to this proposal and has been considered in the proposed tower design (in conjunction with the overall Site 5 layout):

#### Residential Entrances

- Entrances to residential buildings should be clearly identified and located in a visible area.
- Encourage connections from building entrances to surrounding sidewalk system along Southdale Road West.
- Lobbies should be accessible to pedestrians, with entrances from the primary building frontage as well as the parking areas and should consider universal accessibility.
- Landscaping at main building entrances is encouraged.
- Residential units within a podium base are encouraged to have direct access to the street.

#### Tower Separation

- Multi-tower sites should provide adequate tower separation; at minimum, 25 m is encouraged.
- Location and orientation of towers can assist in achieving optimal tower separation while minimizing overlook.
- Setback towers 10 m from side property lines where possible.

#### Building Articulation

- Facades should be articulated with attention to building elevations visible from surrounding public realm. Articulation of larger buildings should have elements to create a rhythm along the streetscape.
- High quality materials including sufficient glazing should be integrated to promote modern design.

- A contemporary architectural style should be applied to building designs to reflect and integrate with the Master Concept and contribute to the pedestrian environment along street frontages.

### Scale and Massing

- Height and massing should be compatible with Bostwick Community Centre and the future high-density residential development planned for 3080 Bostwick Road.
- Use projections, recessions, repetition of lines and windows, and/or changes in materials to break up the massing.
- Create a comfortable pedestrian environment, enhanced through amenity space and walkways.
- Towers should be designed with defined base, middle and top elements.
- Podiums will be incorporated into towers and high-rise mixed-use developments, ranging in height from three (3) to six (6) storeys.

### Balconies and Fenestration

- Residential units can contain protruding balconies to break up the mass.
- Distinctive vertical/horizontal components should be considered to provide further articulation for the tower elements and soften massing.

### Mixed-Use Entrances, Signage and Ground Floor

- The ground floor of mixed-use buildings should be designed with a greater height when compared to upper storeys.
- Ground floor commercial space should be visible from surrounding streets and be designed with large windows.
- Retail units may have direct pedestrian access to the street to improve accessibility and to activate the streetscape.
- Design elements that assist in mitigating wind/weather impacts are encouraged.

Additionally, as project planning advances, design direction from these Guidelines will be further referenced and applied as appropriate, including objectives for landscaping design, public spaces and sustainability techniques.

# 6.0 Zoning By-law

## 6.1 Existing Zoning

The subject lands are zoned 'Residential R9/Convenience Commercial Special Provision/Restricted Office Special Provision Bonus (R9-7/CC4(5)/RO2(32)\*B-57\*H40)' pursuant to City of London Zoning By-law No. Z.-1 (Zoning By-law), as illustrated on **Figure 10** of this Report. Generally, the permissions of this structure are as follows:

- The R9-7 Zone permits apartment buildings with a maximum density of 150 units/ha, subject to additional regulations.
- The CC4(5) Zone permits a variety of convenience, financial, personal service, medical, retail and restaurant uses within an apartment building, restricted to a gross floor area (GFA) of 300 m<sup>2</sup> for individual uses. The existing Special Provision serves to provide the following:
  - Permits those additional uses allowed under the CC6 Zone Variation;
  - Restricts convenience commercial uses restricted to location within a Restricted Office (RO2) zoned building.
- The RO2(32) Zone permits a variety of medical and office uses with a maximum height of 12 m and a maximum GFA of 2,000 m<sup>2</sup> for all uses. The Special Provision provides various site-specific regulations, including a maximum height of 13.5 m.
- The Bonus Zone (B-57) permits a three storey mixed office/commercial building, a 17 storey residential building (68 m) and a residential density of up to 209 units/ha for the entire Site 5.
- The maximum permitted height (H) is 40 m.

Minor Variances A.087/19, A.121/19 and A.043/23 were approved for Site 5 which collectively refined the approved Bonus Zone to permit 215 units/ha within this property, a total of 363 off-street parking spaces for all uses and a total of 181 bicycle parking spaces (serving the south tower). Relief was also obtained through these approvals to position the office building closer to the front and interior lot lines than permitted by the Bonus Zone.

With respect to bicycle parking, when Site Plan Approval (SPA) was issued for the south tower, the project provided the required 0.75 long-term parking spaces/unit, as well as

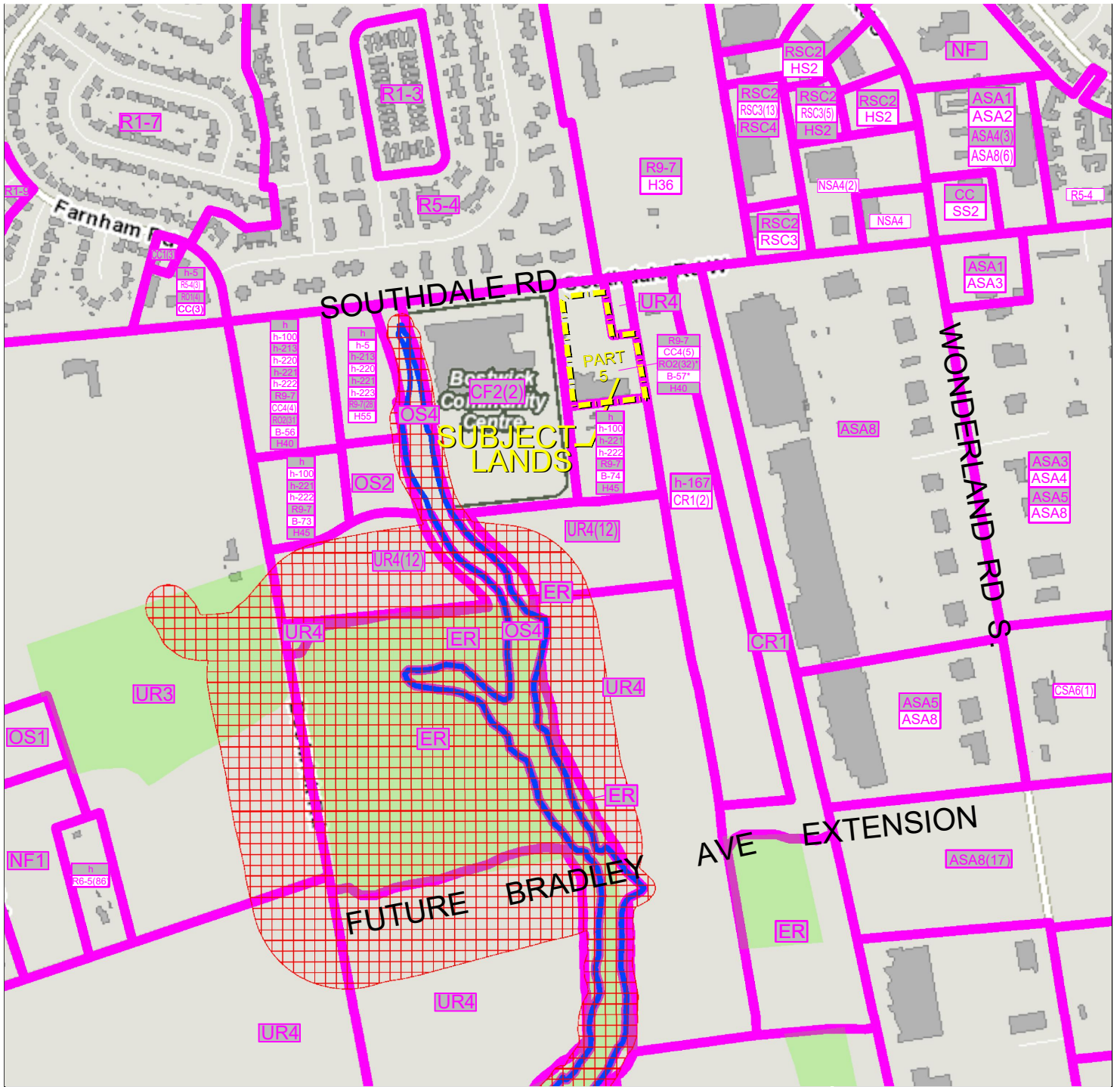
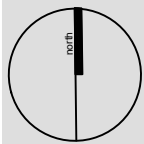


Figure 10  
Existing Zoning

ZONING LEGEND

- |     |                               |    |                            |   |   |
|-----|-------------------------------|----|----------------------------|---|---|
| R1  | RESIDENTIAL R1                | SS | AUTOMOBILE SERVICE STATION |  | SUBJECT LANDS                             |
| R5  | RESIDENTIAL R5                | CF | COMMUNITY FACILITY         |  | ZONE LIMIT                                |
| R9  | RESIDENTIAL R9                | NF | NEIGHBOURHOOD FACILITY     |  | UPPER THAMES RIVER CONSERVATION AUTHORITY |
| RO  | RESTRICTED OFFICE             | OS | OPEN SPACE                 |  | REGULATORY FLOOD LINE                     |
| CSA | COMMUNITY SHOPPING AREA       | ER | ENVIRONMENTAL REVIEW       |  | TREE PROTECTION AREA                      |
| NSA | NEIGHBOURHOOD SHOPPING AREA   | CR | COMMERCIAL RECREATION      |   |   |
| ASA | ASSOCIATED SHOPPING AREA      | UR | URBAN RESERVE              |   |   |
| HS  | HIGHWAY SERVICE COMMERCIAL    | H  | HEIGHT PROVISION           |   |   |
| RSC | RESTRICTED SERVICE COMMERCIAL |    |                            |   |   |
| CC  | CONVENIENCE COMMERCIAL        |    |                            |   |   |



additional short-term parking for the planned office/commercial (south) building and shared parking spaces to meet Zoning By-law requirements. Generally, Minor Variance A.43/23 reduced the required bicycle parking allocation from 248 spaces to 181 spaces to recognize that the secured bicycle parking component of the project was adequately sized to accommodate on-site uses.

## 6.2 Proposed Zoning

A Zoning By-law Amendment application is required to permit the proposed 12 storey mixed-use building at this location. It is anticipated that a '**Residential R9 Special Provision/Convenience Commercial Special Provision (R9-7( )/CC4(5)\*D310\*H68**)' Zone would be applied to Site 5 to permit the proposed development layout and uses and to recognize the existing tower layout (refer to **Figure 11** of this Report). **Appendix G** to this Report contains a Zoning Data Sheet prepared by MHBC for this project which assesses the proposed development relative to the existing zoning applied to the property.

At a minimum, it is anticipated that the following site specific regulations will be required collectively to implement the proposal and to provide flexibility to accommodate minor design modifications that may arise during project planning:

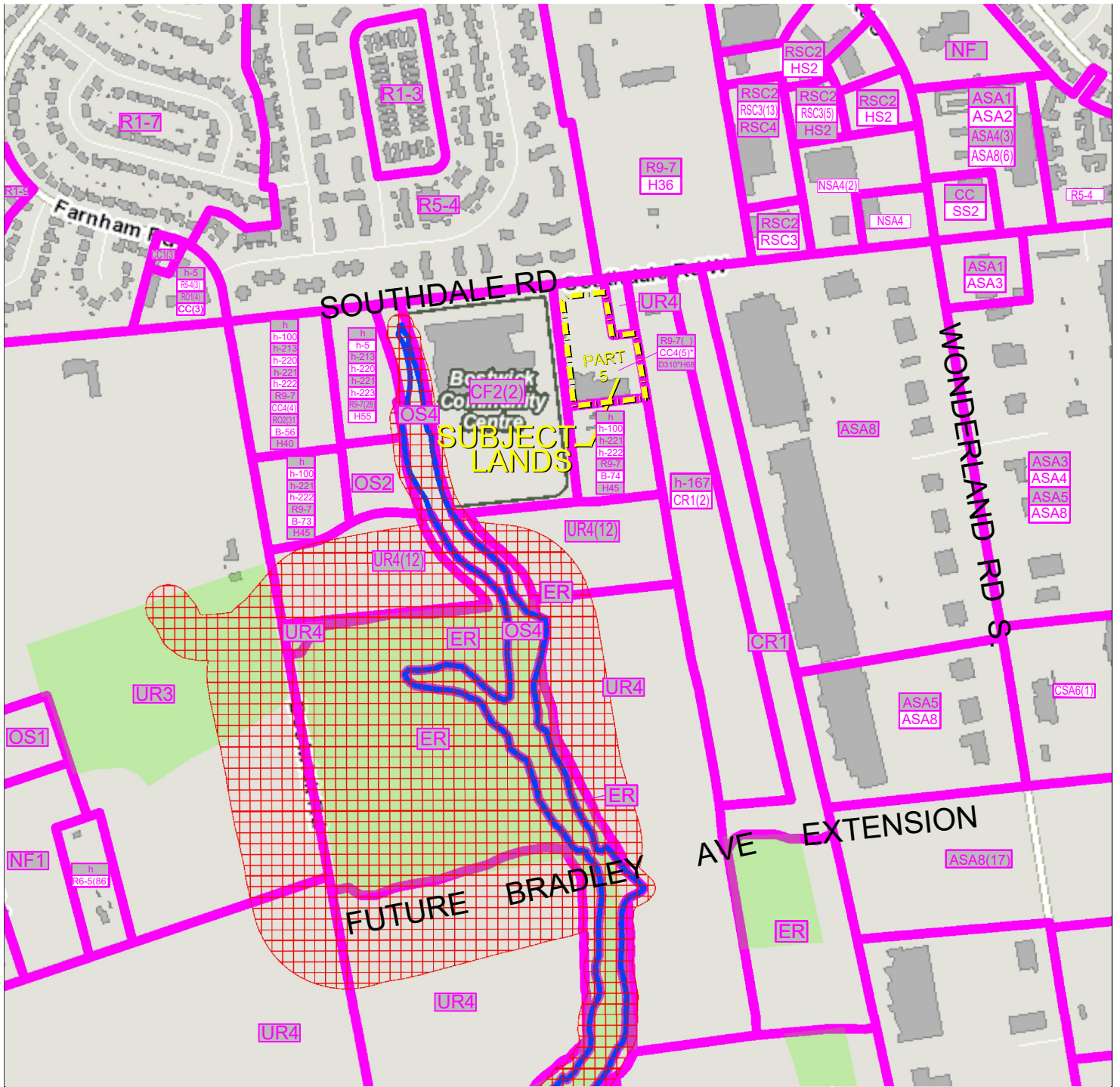
### Proposed Special Provisions (3010 and 3050 Yorkville Street)

#### a) Permitted Uses:

- Permit additional uses allowed under the CC6 Zone Variation pursuant to existing CC4(5) Zone permissions.

#### b) Regulations:

- Permit a front yard depth of 6.5 metres from Southdale Road West;
- Permit a total residential density of 310 units/ha (including equivalent density for non-residential uses);
- Maintain the maximum building height (68 m) prescribed in Bonus Zone B-57;
- Establish a minimum vehicular parking requirement of 363 spaces pursuant to Minor Variance A.087/19);
- Permit a reduction in required bicycle parking to 271 total spaces, which includes 0.75 stalls per residential unit for the north tower. This rate is in keeping with the bicycle parking allocation approved for the south tower pursuant to A.043/23. Additionally, based on the Applicant's building management experience, the total bicycle parking allocation should provide adequate storage for tenants, patrons and employees; and
- Apply zone requirements to the zone boundary and not to the individual properties contained within the zone.

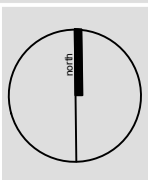


ZONING LEGEND

- |     |                               |    |                            |  |   |
|-----|-------------------------------|----|----------------------------|--|---|
| R1  | RESIDENTIAL R1                | SS | AUTOMOBILE SERVICE STATION |  | SUBJECT LANDS                             |
| R5  | RESIDENTIAL R5                | CF | COMMUNITY FACILITY         |  | ZONE LIMIT                                |
| R9  | RESIDENTIAL R9                | NF | NEIGHBOURHOOD FACILITY     |  | UPPER THAMES RIVER CONSERVATION AUTHORITY |
| RO  | RESTRICTED OFFICE             | OS | OPEN SPACE                 |  | REGULATORY FLOOD LINE                     |
| CSA | COMMUNITY SHOPPING AREA       | ER | ENVIRONMENTAL REVIEW       |  | TREE PROTECTION AREA                      |
| NSA | NEIGHBOURHOOD SHOPPING AREA   | CR | COMMERCIAL RECREATION      |  |   |
| ASA | ASSOCIATED SHOPPING AREA      | UR | URBAN RESERVE              |  |   |
| HS  | HIGHWAY SERVICE COMMERCIAL    | H  | HEIGHT PROVISION           |  |   |
| RSC | RESTRICTED SERVICE COMMERCIAL |    |                            |  |   |
| CC  | CONVENIENCE COMMERCIAL        |    |                            |  |   |

Figure 11  
Proposed  
Zoning

**MHBC** PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE  
 200-540 BINGEMANS CENTRE DR. KITCHENER, ON, N2B 3X9  
 P: 519.576.3650 F: 519.576.0121 | WWW.MHBCPLAN.COM



DATE: April 5, 2023      SCALE 1 : 7,500

Q:\1094 'B' York Developments - 3080 Bostwick Rd\Graphics\PJ\ -Planning Justification Report\SITE #9\Figure 11 Proposed Zoning - SITE#5 - 5April2023



It is noted that the proposed development has been designed generally in accordance with the applicable regulations of the Zoning By-law. In our opinion, the site-specific provisions and use permissions requested are appropriate and will effectively implement the intended development.

In effect, the proposed ZBA would remove the bonusing requirements associated with Site 5. Based on input from 731675 Ontario Limited, it is our understanding that the requirements of Bonus Zone B-57 applicable to the south tower have been satisfied or will be satisfied in conjunction with the development of other 3080 Bostwick Road projects (e.g., completion of Site 1 per the B-56 requirements).

# 7.0 Conclusions

In conclusion, it is our opinion that the proposed development is appropriate for the Site, compatible with the existing development context and in keeping with the framework of applicable planning policy. This assessment is based, in part, on consideration of the following merits:

1. The project supports the intensification of lands in Southwest London designated for intensive residential uses and complementary commercial uses pursuant to The London Plan and Southwest Area Plan;
2. The property is well suited for the proposed mixed-use development given its physical size, its location within a Master Planned community, and its proximity to the arterial road network, public transit, active transportation routes, retail/service commercial uses, offices, schools, and residential neighbourhoods. In this respect, residents, employees and patrons of this development would have convenient access to local shopping, employment and recreational activities. Further, the mix of multiple-unit residential and complementary commercial uses planned for the Site would support the diversification, intensification and overall vitality of the Bostwick Residential Neighbourhood and more broadly, the Southwest Planning Area;
3. The massing, orientation and articulation of the proposed mixed-use tower is designed to be: compatible with surrounding land uses, complementary to the local development context, supportive of the pedestrian, and reflective of future development planned for 3080 Bostwick Road. Accordingly, in our opinion, this development project should not generate significant land use conflicts with adjacent properties;
4. The variety of apartment units planned for the upper floors of the tower would broaden housing choice within the Bostwick community to respond to market demand;
5. Design components integrated into the proposal promote an attractive and prominent building form that would contribute positively to the local streetscape, the larger 3080 Bostwick Road development and the City's skyline;
6. Preliminary 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 (with consideration of 2019 TIS recommendations);

7. In our opinion, this development proposal is consistent with the Provincial Policy Statement and conforms with the policy direction and permissions of The London Plan and Southwest Area Plan Secondary Plan (as applicable); and
8. The proposed site-specific amendment to the City's Zoning By-law would appropriately implement the intended building design and site layout.

Given the noted considerations and the commentary presented in this Report, it is recommended that the City of London approve the Zoning By-law Amendment application being advanced to permit the proposed development.

Respectfully submitted,

**MHBC**



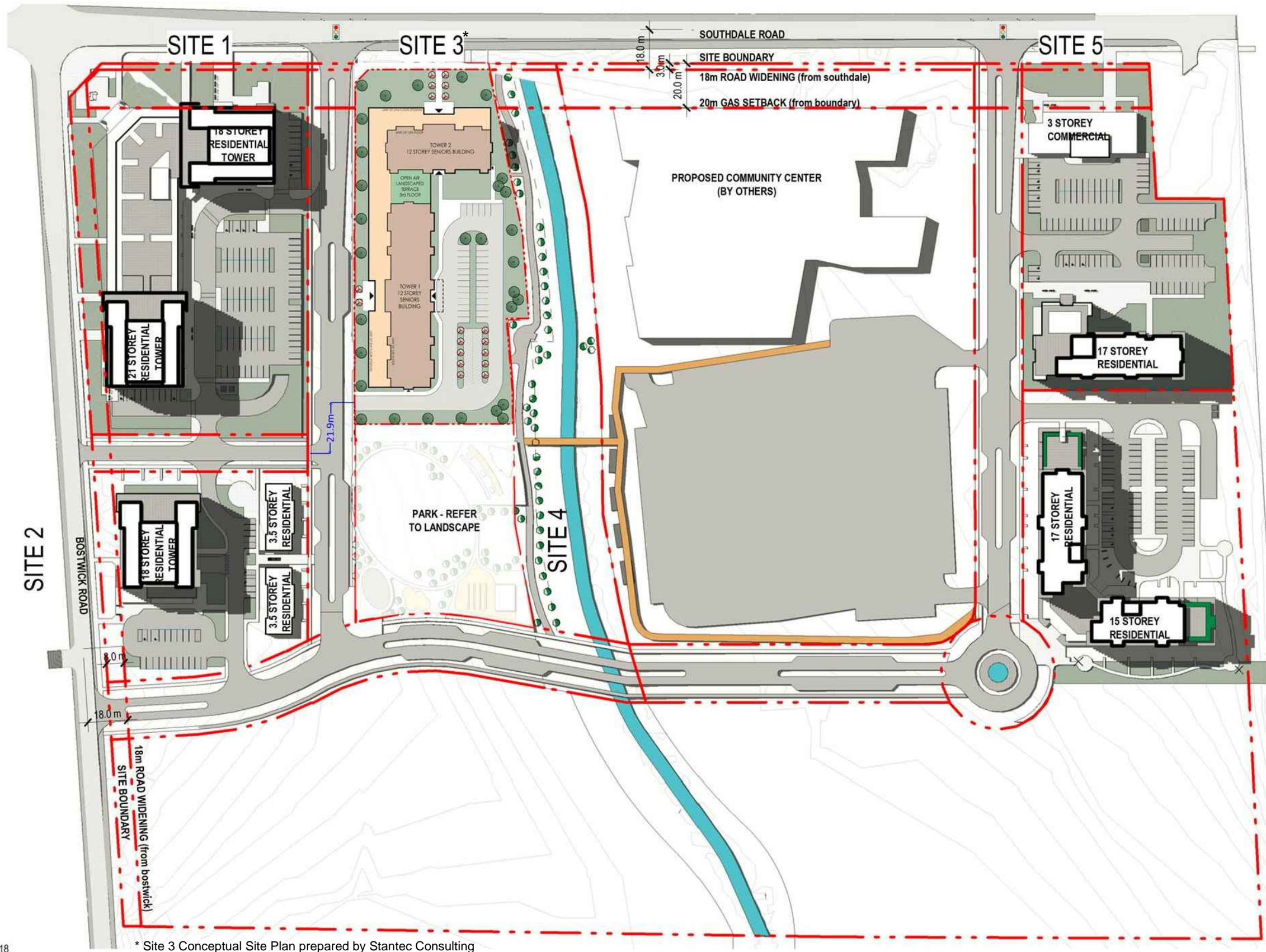
Scott Allen, MA, RPP  
Partner



Rachel Neiser, MSc  
Intermediate Planner

# **APPENDIX A**

## MASTER PLAN CONCEPT



March 7th, 2018

\* Site 3 Conceptual Site Plan prepared by Stantec Consulting



**zedd**  
ARCHITECTURE

15-012

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

MP-01

363 hornton street east  
london ontario N6B 1L6

info@zeddarchitecture.com

519 518 9333

File: Z:\Projects\2015\15-012 - York Bostwick Master Plan\02 Drawings\01 Schematic Design\02 Floor Model\15-012\_York Bostwick\_2018-02\_20\_routings.rvt

Master Plan Concept (Approved Elements)

# **APPENDIX B**

## SITE PLAN

Design Data

Zone:	R9-7, CC4(5), RO2(32), B-57, H40	
Proposed Use:	High Density Residential & Commercial	
Units:	334 Residential & 2 Commercial = 336 Total	
Site Area (m <sup>2</sup> )	11,030.8 m <sup>2</sup> / 1.103 ha	
Regulation	Required	Proposed
Lot Area (m <sup>2</sup> )	1,000 m <sup>2</sup>	11,030.8 m <sup>2</sup>
Lot Frontage (m)	30.0 m	51.34 m
Front Yard Depth (m)	13.0 m	6.7 m **
Interior Side Yard Depth (m)	15.0 m	2.7 m **
Exterior Side Yard Depth (m)	3.5 m	4.1 m
Rear Yard Depth (m)	5.0 m	5.0 m
Landscaped Open Space (%)	30 %	37.2 %
Lot Coverage (%)	30.0 %	23.2 %
Number of dwelling units	208	336 (incl. 2 commercial) **
Density - Units per hectare	210 up *	305 up **
Parking	Residential - 0.5 spaces per unit = 167 Commercial - 1/20m <sup>2</sup> = 2	93 surface 269 underground 362 total
Existing Apartment Building Specific - 17 Storey Apartment Building		
Height (m)	68.0 m	59.1 m
Number of dwelling units	214	
Unit Breakdown	Bachelor 1 unit 1 Bedroom 93 units 2 Bedroom 112 units 3 Bedroom 8 units 20% of units will be accessible units Total = 214 units	
Bicycle Parking	Secured parking - 156 Shared parking - 10 Short-term parking - 8 Total = 174	156 10 15 Total = 181
Proposed Apartment Building Specific - 12 Storey Apartment Building		
Height (m)	68.0 m	43.95 m
Number of dwelling units	120	
Unit Breakdown	1 Bedroom 91 units 2 Bedroom 29 units Total = 120 units	
Bicycle Parking	Secured parking - 108 Short-term parking - 12 Residential Total = 120 Commercial Total = 4	108 12 Residential Total = 120 Commercial Total = 4

\*PERMISSIONS GRANTED PER A.087/19  
 \*\*SPECIAL PROVISIONS REQUIRED  
 \*\*\*GARBAGE FOR APARTMENT BUILDING WILL BE STORED INTERNALLY WITH PRIVATE PICKUP

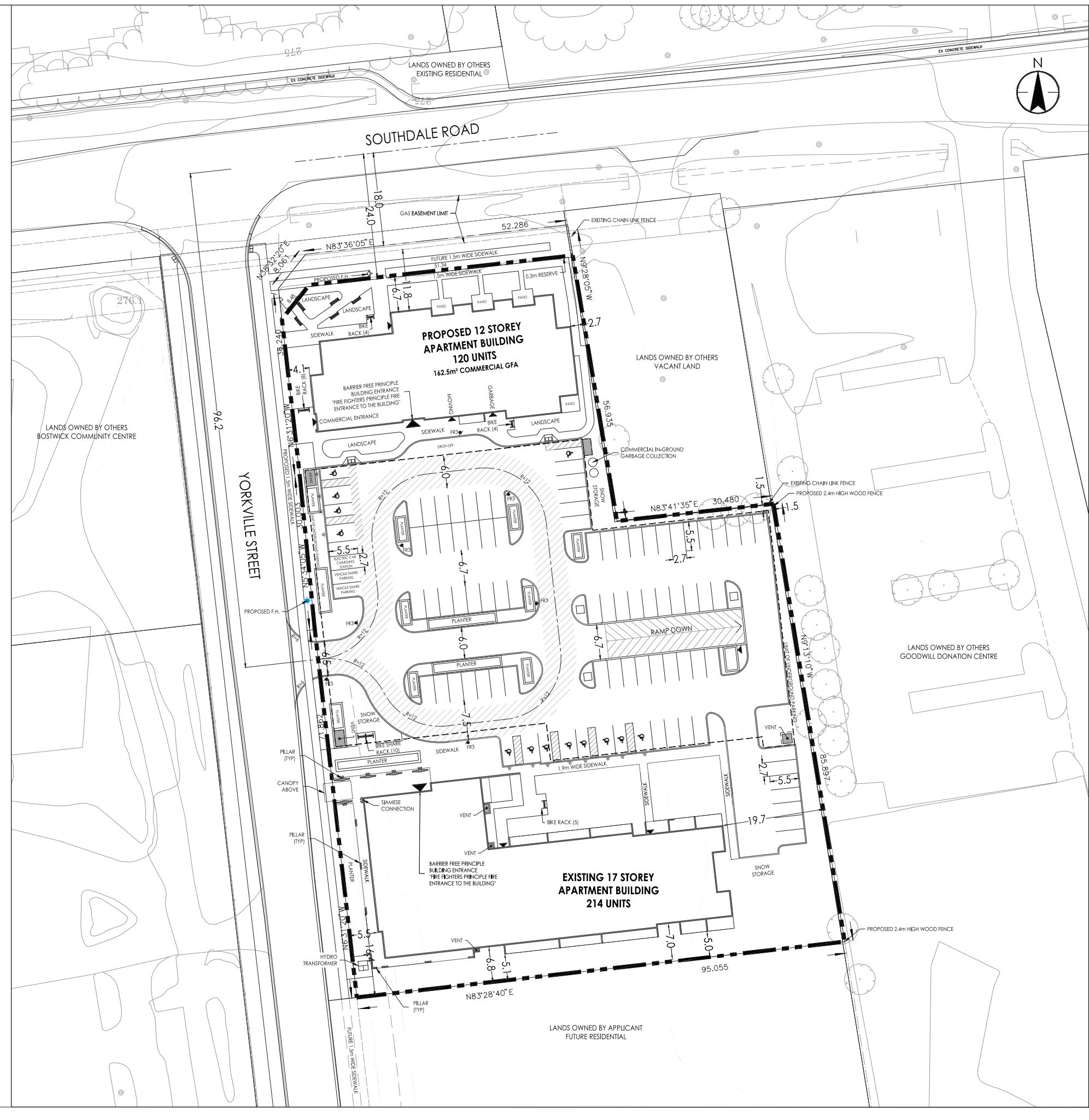
**PARKING SPACE FOR PERSONS WITH DISABILITIES TYPE A**

**PARKING SPACE FOR PERSONS WITH DISABILITIES TYPE B**

**INTERNATIONAL SYMBOL OF ACCESS (OPTIONAL ON THE SURFACE OF THE PARKING SPACE)**

**NO STOPPING SIGN**

**FIRE ROUTE SIGN DETAILS**



Stantec  
 600-171 Queens Avenue  
 London ON N6A 5J7  
 Tel. 519-645-2007  
 www.stantec.com

**Liability Note**  
 The Contractor shall verify and be responsible for all dimensions. DO NOT scale the drawing - any errors or omissions shall be reported to Stantec without delay.



**Legend**

- SITE BOUNDARY
- AP ACCESSIBLE PARKING SIGN
- FR3 FIRE ROUTE SIGN
- ▶ PRINCIPLE BUILDING ACCESS
- ▶ SECONDARY BUILDING ACCESS
- ⊙ PROPOSED FIRE HYDRANT
- ⊞ HYDRO TRANSFORMER

7. PER UPDATED SITE AREA	RT	DH	23.10.12
6. PER UPDATED UNIT COUNT	RT	DH	22.09.30
5. PER REVISED COMMERCIAL/OFFICE BUILDING	RT	DH	20.06.22
4. PER CITY COMMENTS	DRR	DH	19.10.04
3. PER REQUIRED ROAD WIDENING	RT	DH	19.09.13
2. PER CITY COMMENTS	RT	DH	19.08.20
1. PER CITY COMMENTS	RT	DH	19.06.26
Revision			
8. FOR SITE PLAN APPROVAL	RT	DH	23.10.12
7. FOR SITE PLAN APPROVAL	RT	DH	22.09.30
6. FOR SITE PLAN APPROVAL	RT	DH	20.06.22
5. FOR SITE PLAN APPROVAL	DRR	DH	19.10.04
4. FOR SITE PLAN APPROVAL	RT	DH	19.09.13
3. FOR SITE PLAN APPROVAL	RT	DH	19.08.20
2. FOR SITE PLAN APPROVAL	RT	DH	19.06.26
1. FOR SITE PLAN APPROVAL	RT	DH	19.04.26
Issued			
File Name: 161413832_rsp	RT	DH	23.10.12
	Dwn.	Chkd.	Desgn.



Client/Project  
 YORK DEVELOPMENTS  
 3080 BOSTWICK ROAD - SITE 5  
 London, ON Canada

Title  
 SITE PLAN

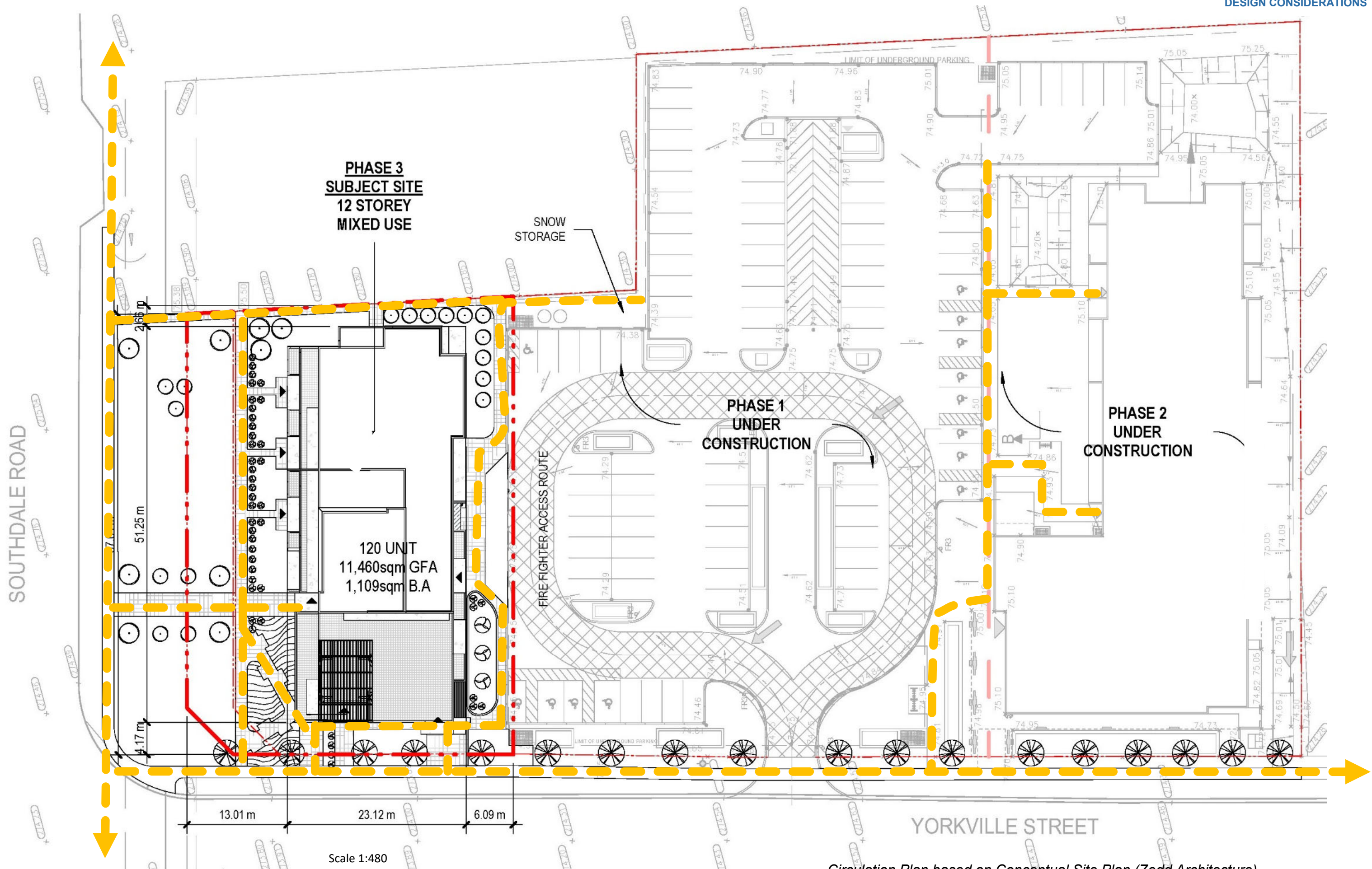
Project No. 161413832 Scale: HORZ 1 : 400  
 Drawing No. 1 Sheet 1 of 1 Revision 7

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 2023/10/23 10:24:00 AM User: dwh

# **APPENDIX C**

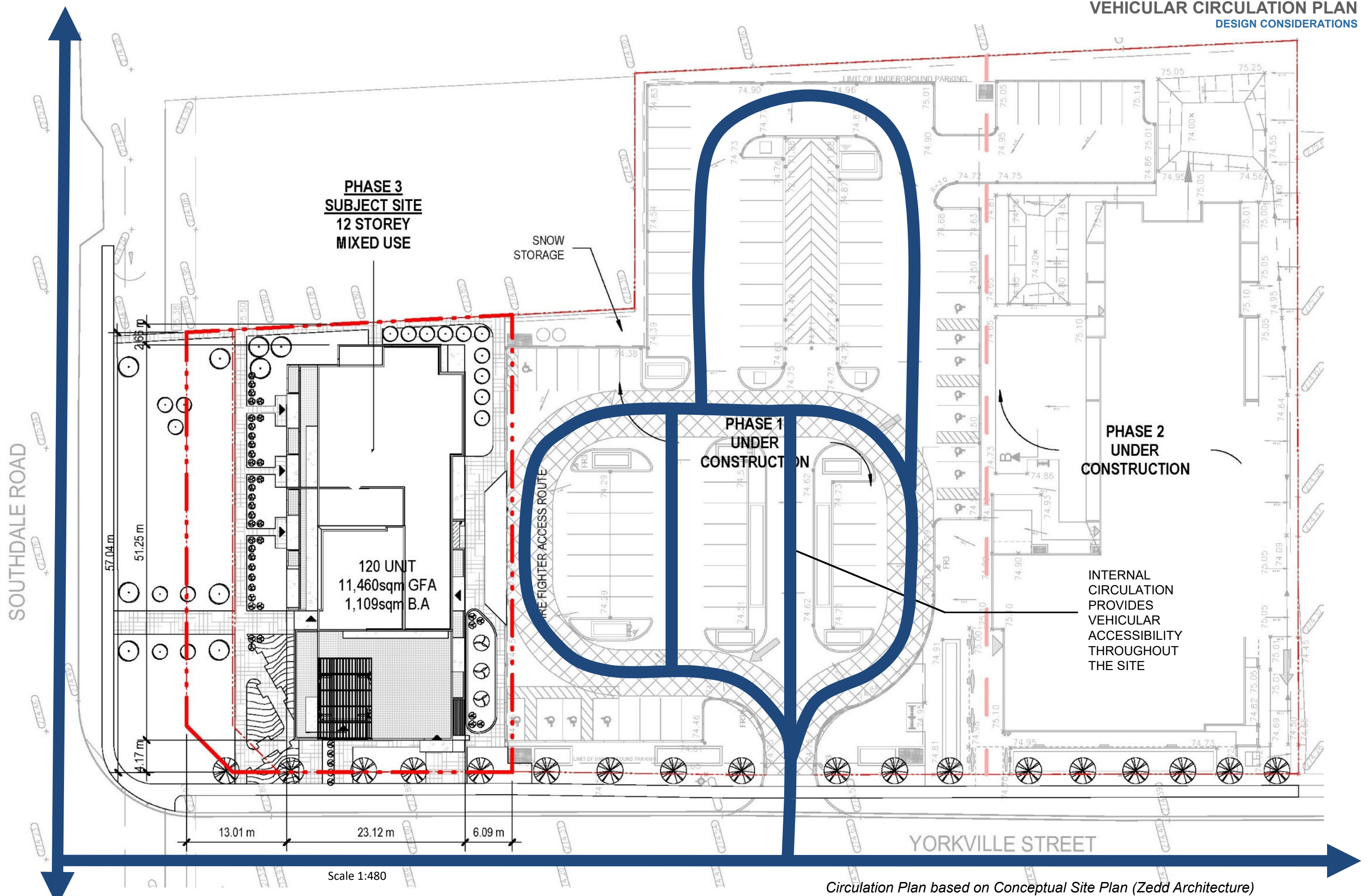
CONNECTIVITY PLAN;  
LANDSCAPE PLAN/MAIN FLOOR PLAN





Circulation Plan based on Conceptual Site Plan (Zedd Architecture)

**VEHICULAR CIRCULATION PLAN**  
DESIGN CONSIDERATIONS



**PHASE 3**  
**SUBJECT SITE**  
**12 STOREY**  
**MIXED USE**

SNOW STORAGE

**PHASE 1**  
**UNDER**  
**CONSTRUCTION**

**PHASE 2**  
**UNDER**  
**CONSTRUCTION**

INTERNAL CIRCULATION PROVIDES VEHICULAR ACCESSIBILITY THROUGHOUT THE SITE

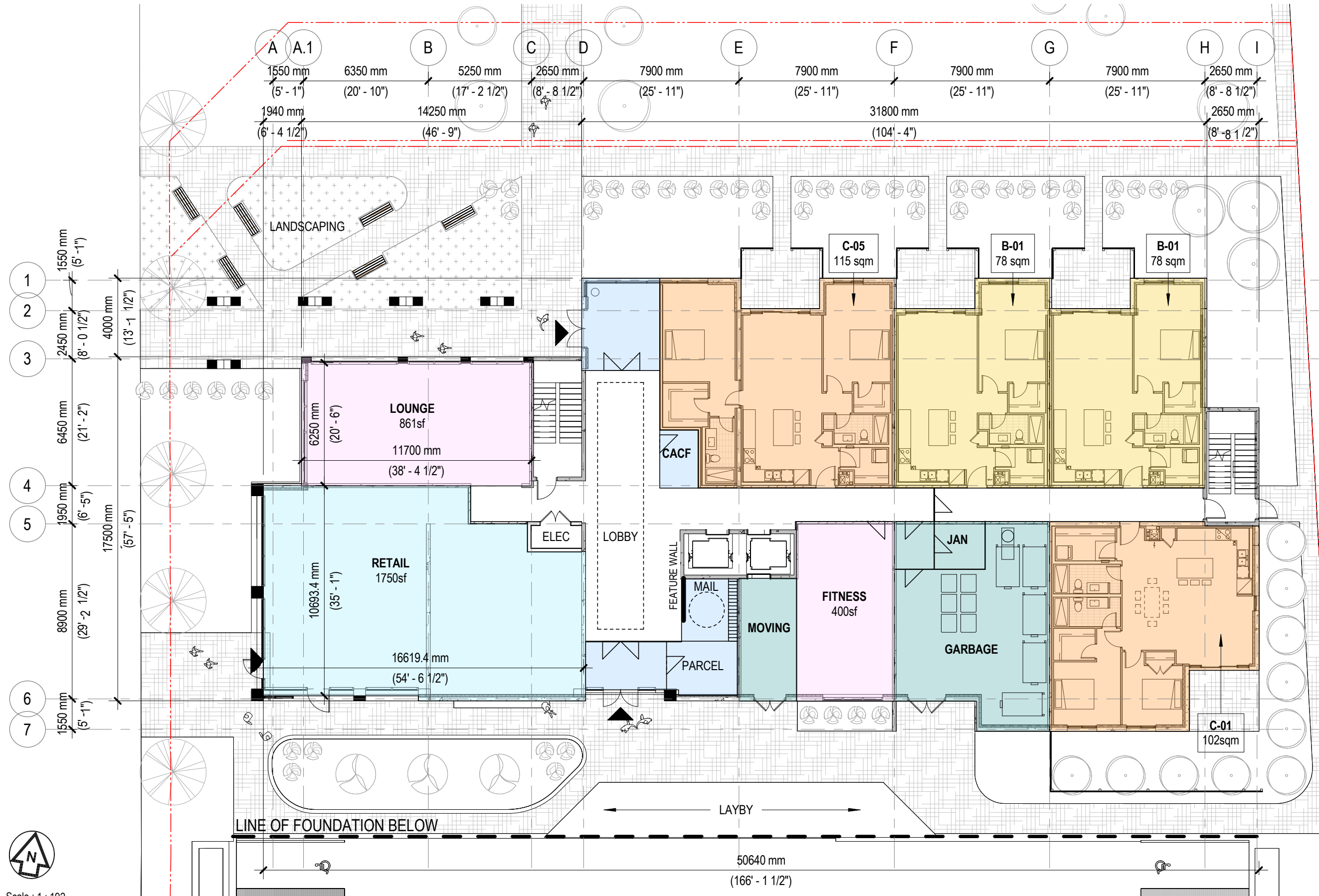
SOUTHDALE ROAD

YORKVILLE STREET

Scale 1:480

Circulation Plan based on Conceptual Site Plan (Zedd Architecture)

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**LEVEL 1**  
**4 UNITS**  
985 sqm



Scale : 1 : 192



Z-627 mail/land street london ontario N 5Y 2V7 g1 9 518 9333  
www.zeddarchitecture.com info@zeddarchitecture.com

# **APPENDIX D**

## ARCHITECTURAL RENDERINGS



Area Overview from Southdale Rd W

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Scale :

20-034

3080 Bostwick Site 5 - Ph3

3010 Yorkville, London, Ont.

Perspective 01 - Area Overview

2021-09-07

SD9.0

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View from Southdale Rd W Southeast

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Scale :

20-034

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Perspective 01 - Southdale Rd W

2021-09-07

SD9.1

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View from Yorkville St looking Northeast

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20-034

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Perspective 03 - Yorkville St looking Northeast

2021-09-07

SD9.2

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View from Parking Lot looking Northwest

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Scale :

20-034

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Perspective 03 - Parking Lot looking Northwest

2021-09-07

SD9.3

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View from Southdale Rd W looking Southwest

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Scale :

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Perspective 04 - Southdale Rd W looking Southwest

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SD9.4

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Main view from Southdale Rd W

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Scale :

20-034

3080 Bostwick Site 5 - Ph3

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Perspective 05 - Southdale Rd W

2021-09-07

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Main Entrance at Yorkville St

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Scale :

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Perspective 06 - Main Entrance at Yorkville St

2021-09-07

SD9.6

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North Elevation Render



West Elevation Render

Scale :

20-034

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Perspective 07 - North and West  
Elevation

2021-09-07

SD9.7

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South Elevation Render



East Elevation Render

Scale :

20-034

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Perspective 08 - North and West  
Elevation

2021-09-07

SD9.8

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Northwest  
Isometric



Southwest  
Isometric



Southeast  
Isometric



Scale :



Northeast  
Isometric



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Perspective 09 - Isometrics Renders

2021-09-07

SD9.9

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# **APPENDIX E**

## BUILDING ELEVATIONS/SECTION DRAWINGS

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Scale : 1 : 250

20-034

3080 Bostwick Site 5 - Ph3

3010 Yorkville, London, Ont.

Elevation - North

2021-09-07

SD4.0

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MPR	43.95 m
MP	40.9 m
Level 12	37.3 m
Level 11	33.7 m
Level 10	30.1 m
Level 9	26.9 m
Level 8	23.7 m
Level 7	20.5 m
Level 6	17.3 m
Level 5	14.1 m
Level 4	10.5 m
Level 3	7.3 m
Level 2	4.1 m
Level 1	0 m

Scale : 1 : 250

20-034 3080 Bostwick Site 5 - Ph3

3010 Yorkville, London, Ont.

Elevation - West

2021-09-07 SD4.1

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STEEL CANOPY WITH  
TRELLIS INFILL

PAINTED CONCRETE -  
GRAY

GLASS GUARD

PANELIZED SYSTEM -  
LIGHT COLOR

PANELIZED SYSTEM -  
DARK COLOR

PANELIZED SYSTEM -  
WOOD TEXTURE

YORKVILLE STREET

MPR

43.95 m

MP

40.9 m

PAINTED CONCRETE -  
WHITE

Level 12

37.3 m

Level 11

33.7 m

Level 10

30.1 m

PAINTED CONCRETE -  
GRAY

Level 9

26.9 m

Level 8

23.7 m

Level 7

20.5 m

Level 6

17.3 m

Level 5

14.1 m

Level 4

10.5 m

Level 3

7.3 m

Level 2

4.1 m

Level 1

0 m

WOOD SLAT FENCE

Scale : 1 : 250

20-034

3080 Bostwick Site 5 - Ph3

3010 Yorkville, London, Ont.

Elevation - South

2021-09-07

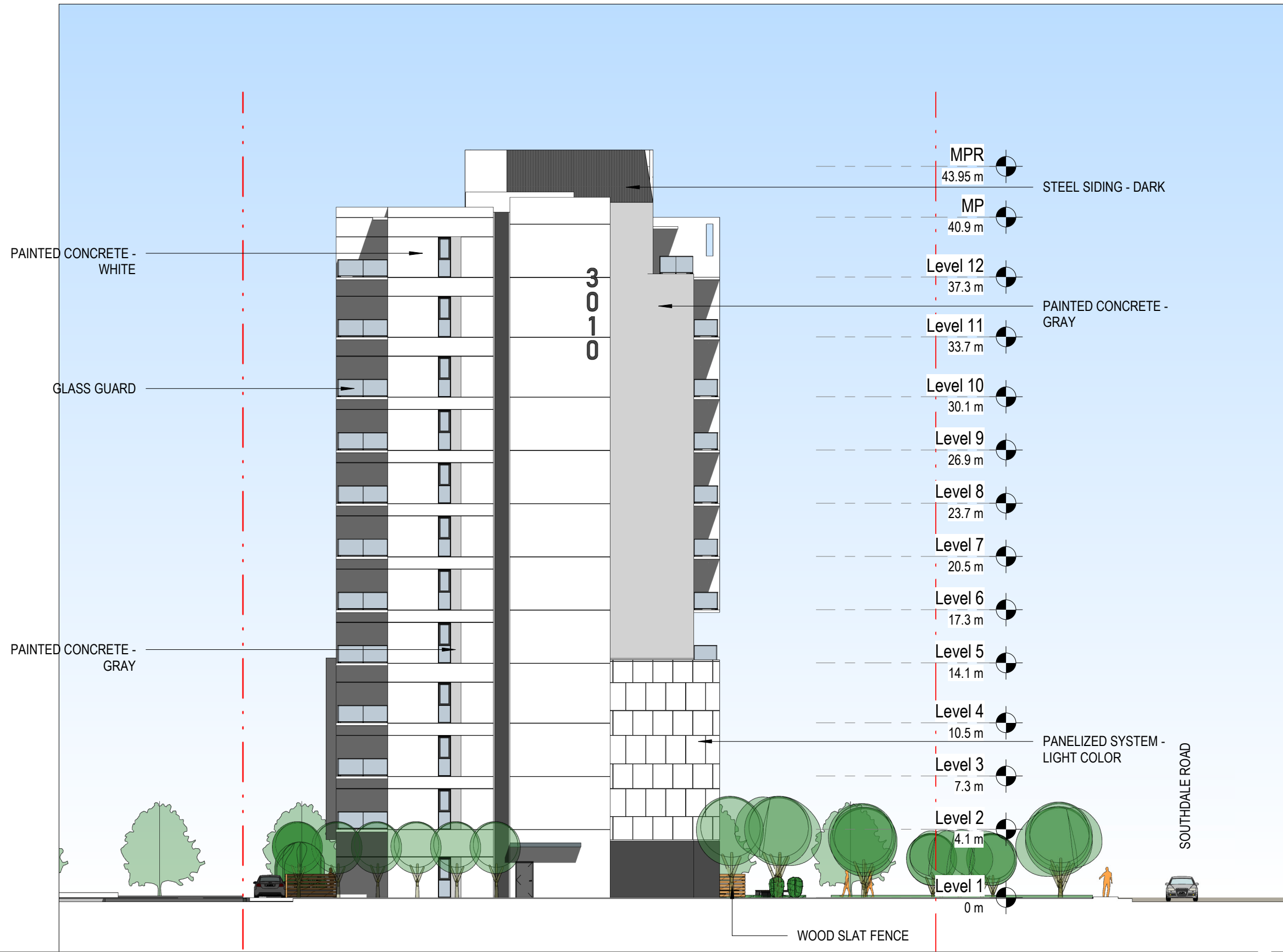
SD4.3

**zedd**  
ARCHITECTURE

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Scale : 1 : 250

20-034 3080 Bostwick Site 5 - Ph3

3010 Yorkville, London, Ont.

Elevation - East

2021-09-07

SD4.5

**zedd**  
ARCHITECTURE

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Scale : 1 : 400

20-034 3080 Bostwick Site 5 - Ph3

3010 Yorkville, London, Ont.

Elevation BW

2021-09-07

SD4.6

**zedd**  
ARCHITECTURE

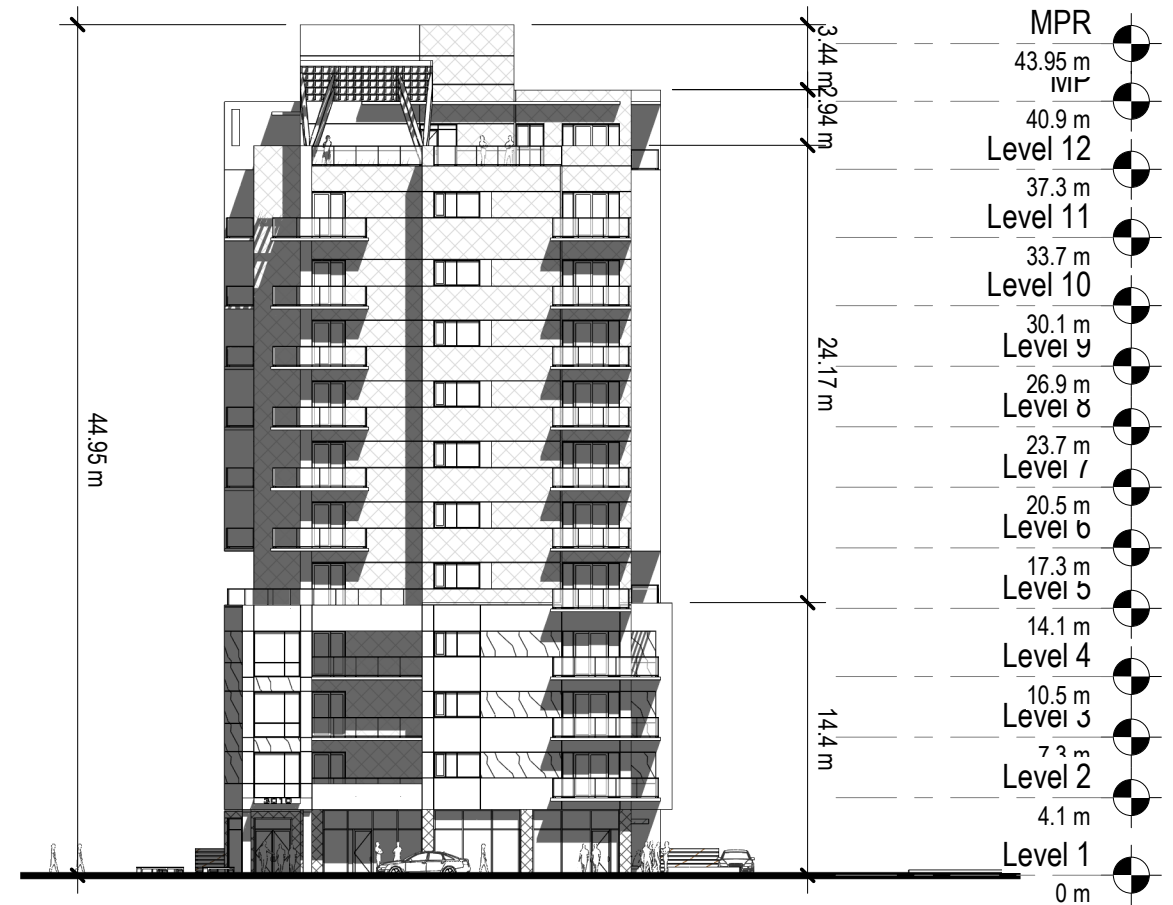
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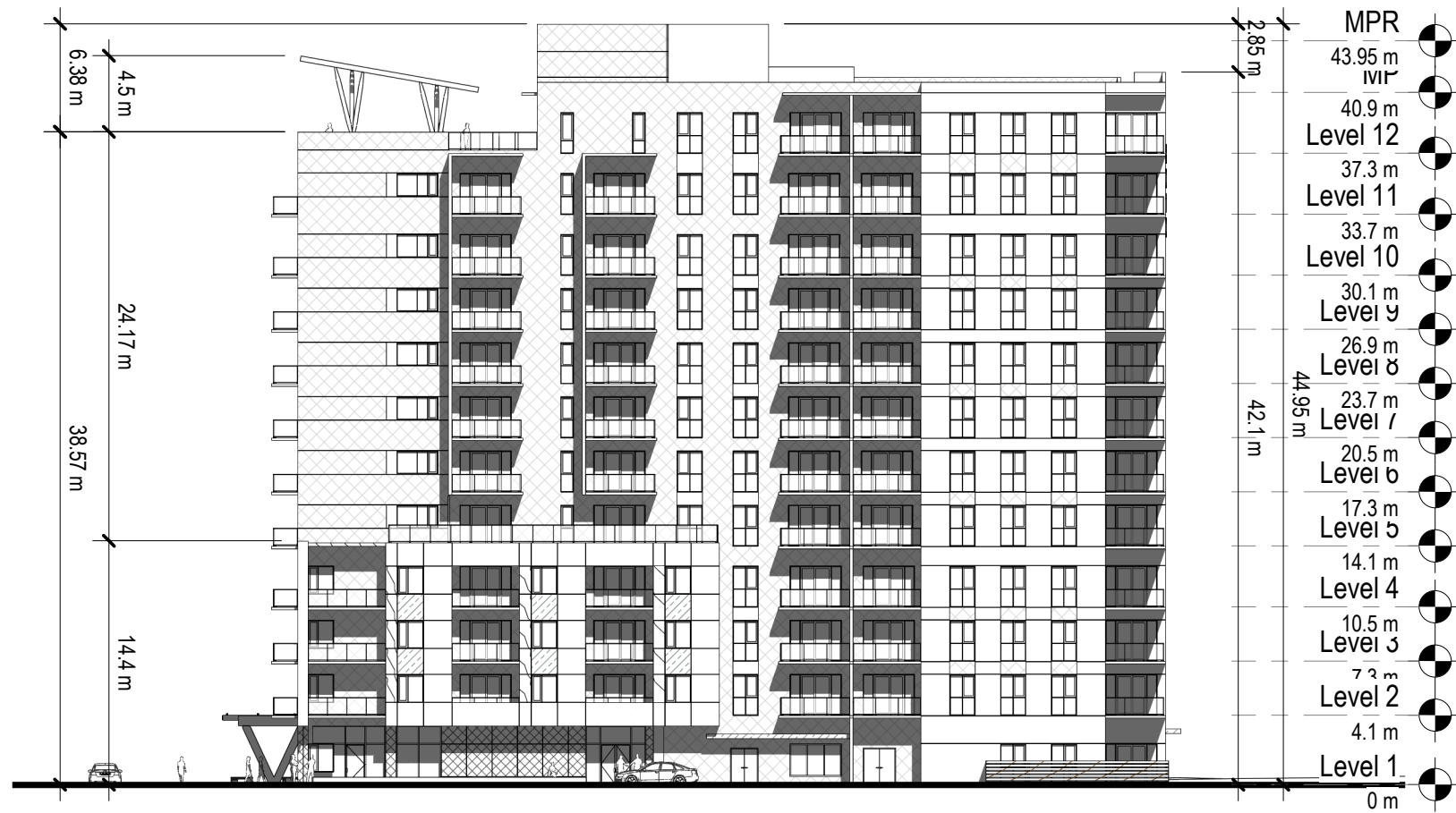


North Elevation

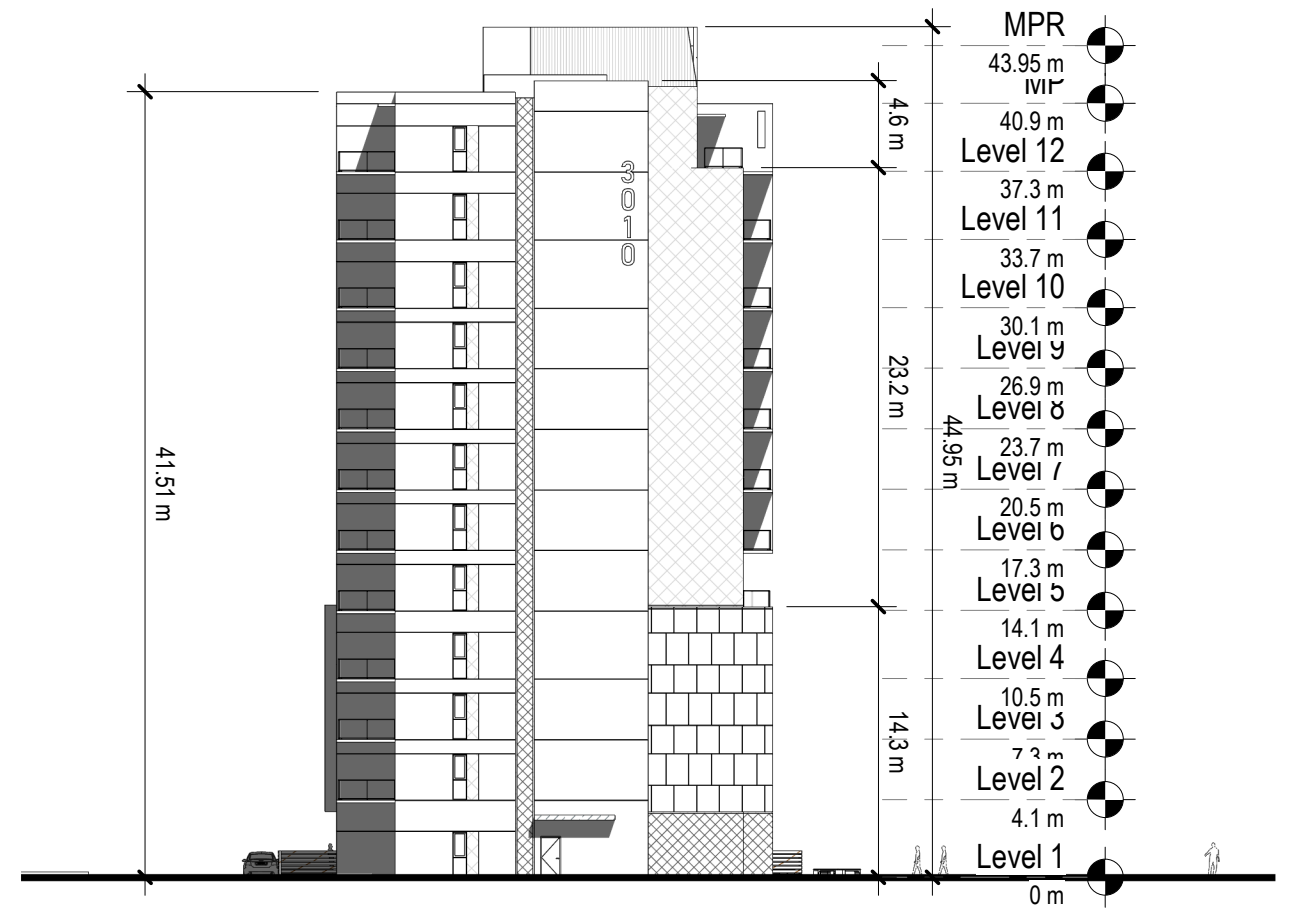


West Elevation

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South Elevation



East Elevation

Scale : 1 : 400

20-034 3080 Bostwick Site 5 - Ph3

3010 Yorkville, London, Ont.

Elevation BW

2021-09-07

SD4.7

**zedd**  
ARCHITECTURE

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www.zeddarchitecture.com info@zeddarchitecture.com

2021-09-07 2:21:37 PM

File: Z:\Projects\2020\20-034 - York - Bostwick Site 5 rez202 Drawings\20-034 - York - Bostwick Site 5 Rez\_2\_SD.rvt

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**SOUTHDALE RD W**



**3010**

**YORKVILLE STREET**

**3050**

Scale : 1 : 420

20-034

3080 Bostwick Site 5 - Ph3

3010 Yorkville, London, Ont.

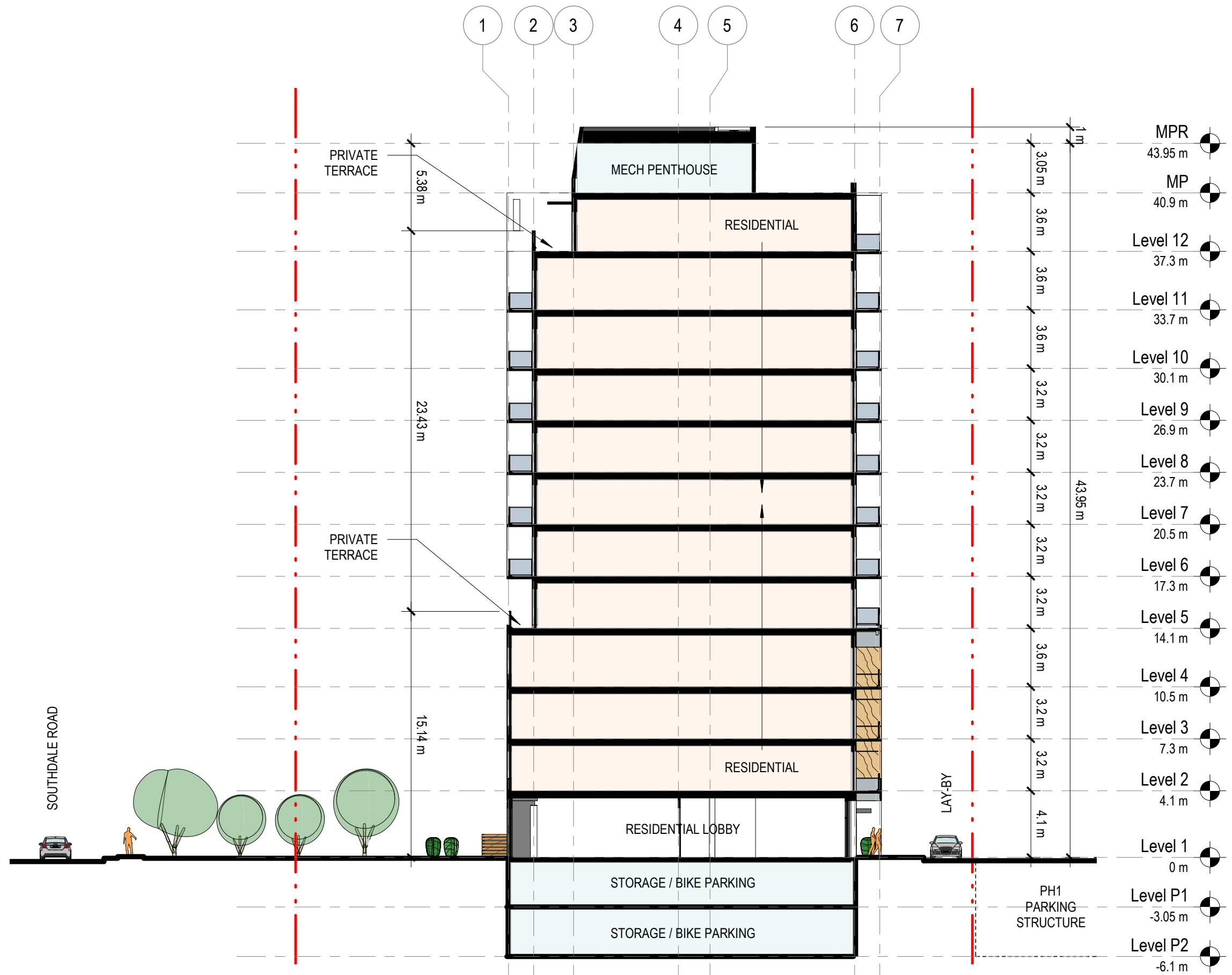
Street Elevation

2021-09-07

SD4.8

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Scale : 1 : 250

20-034 3080 Bostwick Site 5 - Ph3

3010 Yorkville, London, Ont.

Sections

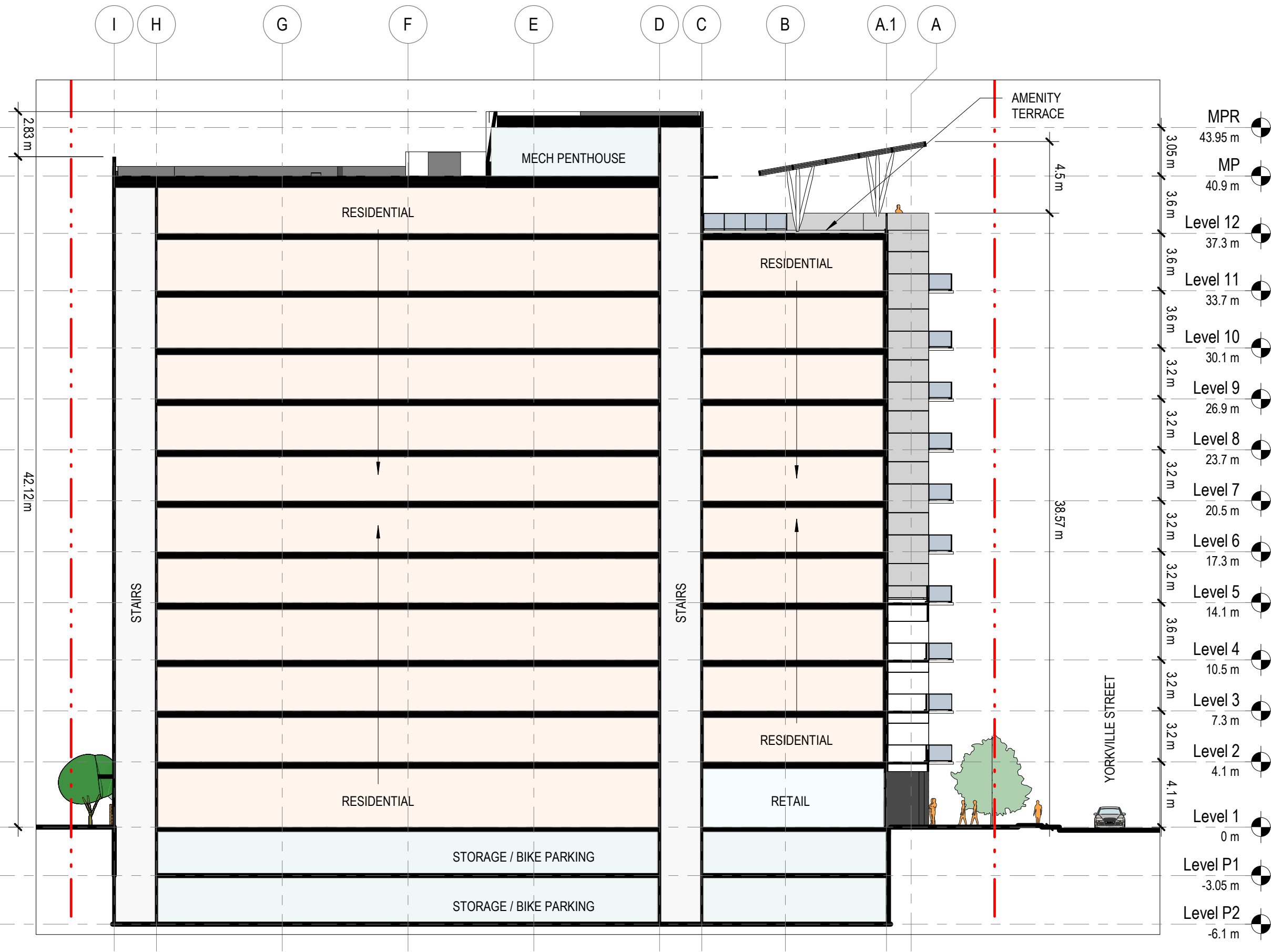
2021-09-07

SD5.1

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Scale : 1 : 250

20-034

3080 Bostwick Site 5 - Ph3

3010 Yorkville, London, Ont.

Sections

2021-09-07

SD5.2

**zedd**  
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2021-09-07 2:23:30 PM

File: Z:\Projects\2020\20-034 - York - Bostwick Site 5 rez2022 Drawings\20-034 - York - Bostwick Site 5 Rez\_SD.rvt



# **APPENDIX F**

## SHADOW STUDY



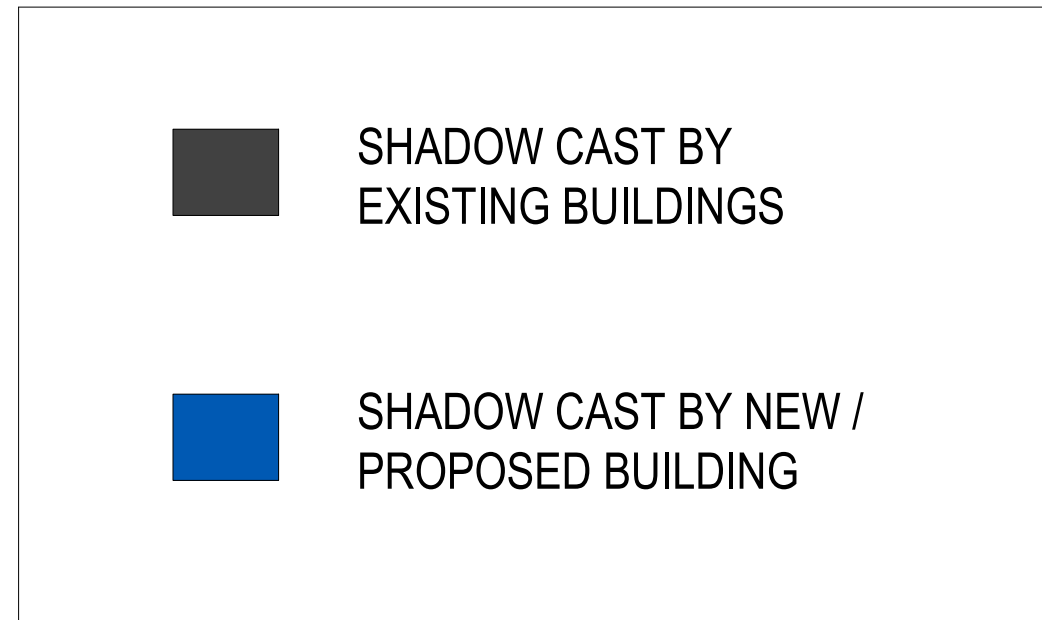
MARCH 9AM



MARCH 12PM



MARCH 3PM



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Scale : 1 : 24

20-034

3080 Bostwick Site 5 - Ph3

3010 Yorkville, London, Ont.

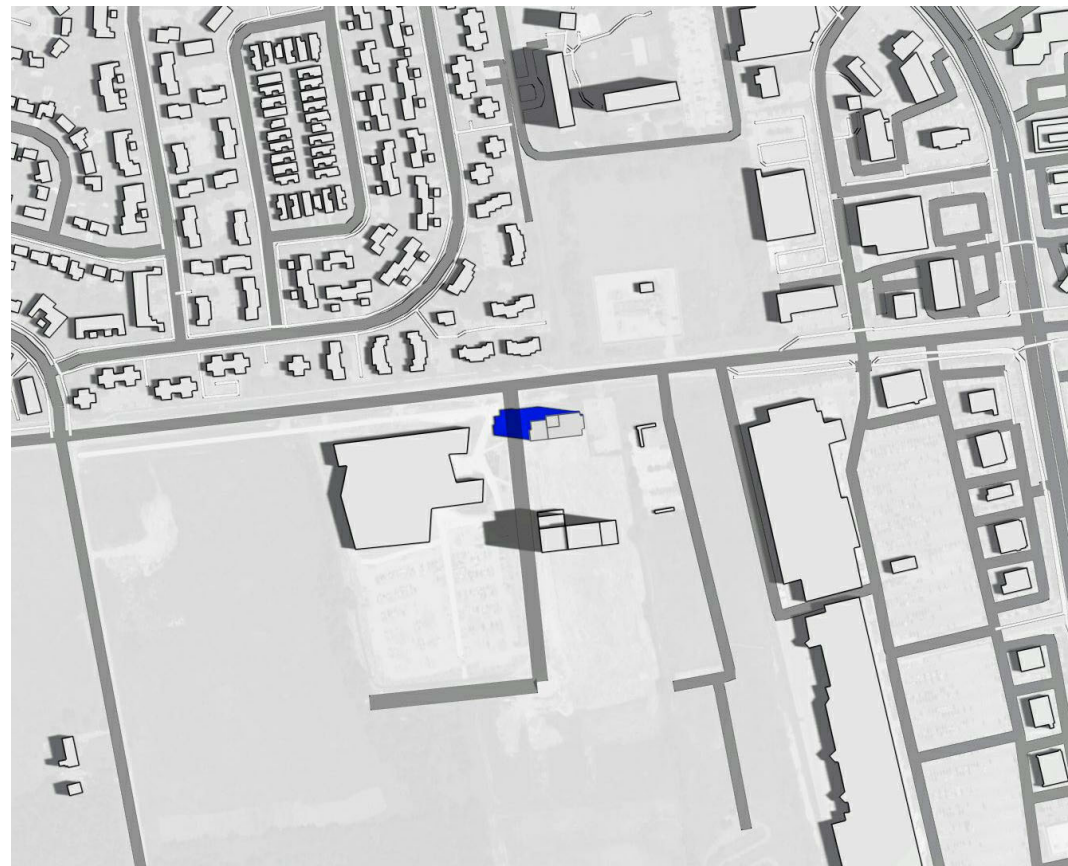
Sun & Shadow Study - March

2021-09-07

SD10.1

**zedd**  
ARCHITECTURE

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JUNE 9AM



JUNE 12PM



JUNE 3PM

	SHADOW CAST BY EXISTING BUILDINGS
	SHADOW CAST BY NEW / PROPOSED BUILDING

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Scale : 1 : 24

20-034

3080 Bostwick Site 5 - Ph3

3010 Yorkville, London, Ont.

Sun & Shadow Study - June

2021-09-07

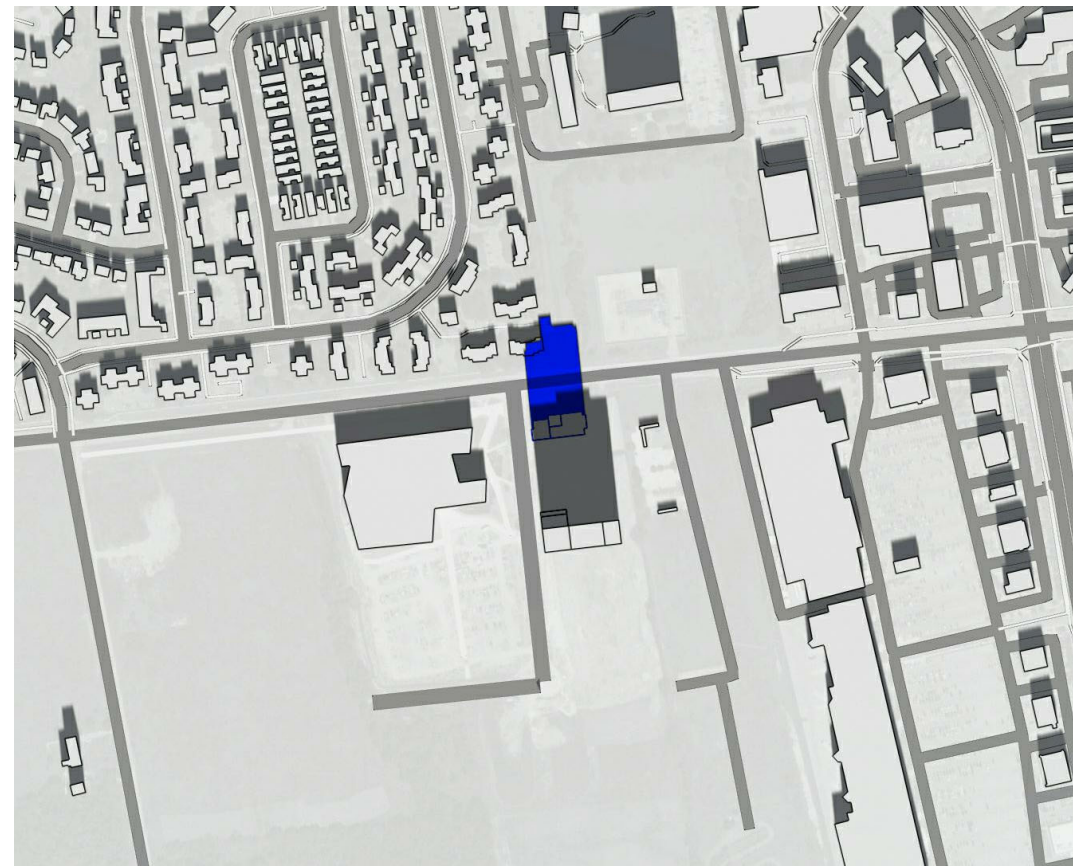
SD10.2

**zedd**  
ARCHITECTURE

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www.zeddarchitecture.com info@zeddarchitecture.com





DECEMBER 9AM



DECEMBER 12PM



DECEMBER 3PM

	SHADOW CAST BY EXISTING BUILDINGS
	SHADOW CAST BY NEW / PROPOSED BUILDING

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Scale : 1 : 24

20-034

3080 Bostwick Site 5 - Ph3

3010 Yorkville, London, Ont.

Sun & Shadow Study - December

2021-09-07

SD10.3

**zedd**  
ARCHITECTURE

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# **APPENDIX G**

## ZONING DATA SHEET

**ZONING DATA SHEET – ZONING BY-LAW AMENDMENT**

To be completed by Applicant as part of Complete Application

**File No.**

Municipal street address: 3010-3050 Yorkville Street (Site 5, 3080 Bostwick Road Master Plan)		
Legal Description: Pt Lt 38, Concession 2 Westminster, RP 33R20659 Part 1		
Street Frontage / Street Flankage (name): Southdale Road West, Yorkville Street		
<b>Existing Zone(s) in Z.-1 Zoning By-law:</b>	<b>Proposed Zone</b>	R9-7( )/CC4(5)*D310*H68
R9-7/CC4(5)/RO2(32)*B-57*H40		

(a) Use	Apartment Building; Commercial/Office Building	Apartment Buildings/Main Floor Commercial
(b) Lot Area (m <sup>2</sup> ) Min	1000	11,030.8
(c) Lot Frontage (m) Min	30	51.34
(d) Front Yard Depth (m) Main Building/ Garage (m) Min	12.9 (A.121/19)	6.7
(e) Rear Yard Depth (m) Min	5	5
(f) Interior Yard Depth (m) Min	0.6 (A.087/19)	2.7
(g) Interior Yard Depth (m) Min	-	-
(h) Exterior Yard Depth (m) Min	1.2	4.1
(i) Lot Coverage (%) Max	30	23.2%
(j) Landscaped Open Space (% Min)	30	37.2%
(k) Height (m) Max	68 (B-57)	60 (south); 45 (north)
(l) Off-street Parking Min (rate/number)	363 (A.087/19)	363
(m) Bicycle Parking Min (rate/number)	301 (181 per A.043/23 and 120)	271 Total*
(n) Parking Area Coverage (%) Max	-	-
(o) Parking Set Back Min	-	-
(p) Gross Floor Area (m <sup>2</sup> ) Max	-	-
(q) Gross Floor Area For Specific Uses (m <sup>2</sup> ) Max	-	-
(r) Yard Encroachments (if applicable)	-	-
(s) Density Max (rate/number) (see Section 3.4 1) for mixed-use)	210 (A.087/19)	306 (334 residential units; 163 m <sup>2</sup> commercial)
(t) Special Provisions	17 storey maximum (B-57)	17 storeys
(u) Other By-law Regulations	208 dwelling units, maximum (B-57)	334 dwelling units; See PJR for additional regulations

\*A.043/23 included 15 units for non-residential development and 10 spaces for bicycle sharing per B-57. Based on the revised commercial layout, only 5 spaces are required to accommodate non-residential uses (Tier 1). Accordingly, no additional non-residential spaces are provided in the proposed design.

