

**JULY 5, 2023**

## **FINAL PROPOSAL REPORT**

**Duluth Crescent Subdivision (Former St. Robert Catholic Elementary School Site)**

1958 Duluth Crescent  
London, Ontario

**Prepared For:**

**Municipal Housing Development, City of London**

520 Wellington Street  
London ON  
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**File #:** 20-1701



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# TABLE OF CONTENTS

- 1. INTRODUCTION ..... 3**
  - 1.1 Purpose..... 3
  - 1.2 Site Description ..... 5
- 2. PROVINCIAL POLICY STATEMENT ..... 7**
- 3. LONDON PLAN ..... 8**
  - 3.1 Proposed Official Plan Amendment..... 11
- 4. AREA STUDIES ..... 16**
- 5. CITY OF LONDON ZONING BY-LAW Z-1 ..... 16**
  - 5.1 Proposed Zoning By-law Amendment ..... 16
- 6. EXISTING CONDITIONS ..... 26**
  - 6.1 Environmental Conditions ..... 26
  - 6.2 Site Contamination ..... 26
  - 6.3 Archaeological/Built Heritage Concerns ..... 26
  - 6.4 Geotechnical & Hydrogeological Conditions..... 27
- 7. SUBDIVISION DESIGN ..... 27**
  - 7.1 Existing Servicing..... 37
  - 7.2 Subdivision Phasing / Staging..... 40
- 8. SANITARY SERVICING ..... 40**
- 9. WATER SERVICING ..... 41**
- 10. STORM SERVICING ..... 42**
- 11. STORMWATER MANAGEMENT (SWM) ..... 43**
  - 11.1 Stormwater Assumptions..... 43
  - 11.2 Proposed Strategy for Stormwater ..... 43
- 12. TRANSPORTATION ..... 46**
  - 12.1 Transportation Impact Assessment (SBM, 2023)..... 46
  - 12.2 Internal Roadworks ..... 47
  - 12.3 External Roadworks ..... 47
  - 12.4 Bicycle and Pedestrian Considerations ..... 47
- 13. NATURAL HERITAGE / PARKS ..... 47**
  - 13.1 Natural Heritage System..... 47
  - 13.2 Parks & Open Space ..... 47
- 14. FINANCIAL IMPLICATIONS ..... 48**
  - 14.1 Cost-Shareable Works & DC Revenue Estimate Worksheet ..... 48
- 15. MISCELLANEOUS ..... 48**
  - 15.1 Community Engagement Strategy ..... 48
- 16. CONCLUSION ..... 49**

# 1. INTRODUCTION

## 1.1 Purpose

**Monteith Brown Planning Consultants (“MBPC”)**, on behalf of our client, Municipal Housing Development, City of London (“MHD”), is pleased to submit site-specific applications to amend the London Plan and Zoning By-law Z.-1 and an application for a Plan of Subdivision to permit a mixed-use and mixed-density residential community on the former St. Robert Catholic Elementary School site now under municipal ownership. The subject lands are known municipally as 1958 Duluth Crescent. This Final Proposal Report (“FPR”) was prepared by MBPC with contributions from EXP Services Inc. on the proposed servicing strategy for the subject lands.

For clarification purposes, please note that the MHD group at the City of London was established in 2022 to subsume the responsibility of the Housing Development Corporation (HDC) through whom the City purchased the lands. Although the purchase of the lands, consultation and early planning work began under the HDC, any responsibilities of the now former HDC have been taken up by MHD who are now the named proponent in this and any future reports and submissions.

### **Development Proposal**

In brief, the proposed planning approvals will permit the re-development of the vacant, former school site (2.98 hectares) in the Argyle neighbourhood which will include the extension of Duluth Crescent through the property to provide connection to Admiral Drive. The land-use mix consists of:

- Two (2) freehold single-detached residential lots with the opportunity for additional residential units;
- Two (2) blocks of two-storey street-fronting freehold townhomes;
- Two (2) medium-density residential blocks for townhouse and/or low-rise apartment buildings;
- One (1) mixed-use community facility (with opportunity for limited secondary commercial uses) and residential apartment block; and,
- One (1) public park block; and
- One (1) pedestrian walkway block.

A detailed description of the proposed development is provided in Section 7 of this report.

### **Pre-Consultation Meeting(s)**

A Pre-Consultation Meeting was held with City staff on May 8, 2019 (prior to MBPC being retained by HDC) to discuss the proposed development and concept plan. At that meeting, City staff advised that submission of an Initial Proposal Report (‘IPR’) would be required prior to filing for the required Draft Plan of Subdivision and Zoning By-law Amendment applications, and noted that “*consideration should be given for the overall (total) net density of the site to be 75 units per hectare or lower*” due to the former 1989 Official Plan policies regarding development in the ‘Low Density Residential’ designation that were in force and effect at that time. Notwithstanding the London Plan, which has since replaced the 1989 Official Plan, does not prescribe policies regarding minimum and maximum residential densities.

The Record of Pre-Application Consultation provided by the City is provided as part of the complete application submission package.

In December 2021, MBPC were retained to revisit the HDC conceptual development plan (with the aim of maximizing density and affordability in a manner compatible with the existing neighbourhood context) and advance the required planning applications for the subject lands.

In January 2022, following further discussions between HDC and City planning staff, MBPC were advised that the IPR process had been considered completed in 2019 through previous consultations, and were the City Planning Department was prepared to accept a complete application and FPR at this stage. Prior to submitting the FPR, our client requested that a Proposal Summary be prepared to inform City staff about the proposed design changes and identify the land use permissions and special provisions required to inform and advance the Draft Plan of Subdivision application process. The Proposal Summary was submitted digitally on February 2, 2022.

A Subsequent Pre-Application Consultation Meeting was held on March 17, 2022, at which time City staff provided comments on urban design, parks planning, servicing, and stormwater management. The summary of comments, dated February 23, 2022, are included as part of the complete application submission package. These comments are addressed throughout this Final Proposal Report and the Urban Design Brief prepared for this application. City staff confirmed that the following studies and reports would be required as part of a complete application:

- Planning Justification Report/Final Proposal Report;
- Updated Servicing Report;
- Stormwater Servicing Report and SWM Design;
- Geotechnical Report and/or Hydrogeological Investigation for LIDs;
- Water Servicing Report;
- Transportation Impact Assessment;
- Tree Preservation Plan;
- All studies, reports, background materials or information required for a complete application identified in the previous (2019) IPR Pre-Application Consultation, specifically:
  - Scoped Transportation Impact Assessment (also listed above);
  - Archaeological Assessment Stage 1-2; and,
  - Urban Design Brief.

These studies are included as part of this complete application submission package.

In a follow-up email dated March 30, 2022, City staff stated that the London Plan was anticipated to be in full force and effect by the time the application would be accepted and brought forward to the Planning and Environment Committee and Council, necessitating site-specific amendments to the London Plan for certain permitted uses and building heights on the subject lands. Specifically, low-rise apartments and ground floor institutional/small scale community facilities with heights of up to four storeys are not permitted on properties with frontage on a 'Neighbourhood Street'. Planning staff advised through an email on March 30, 2022 that: *“generally, Planning and Development staff are supportive of a specific policy amendment subject to evaluation of the application based on all the applicable policies of The London Plan, including the Our Tools and City Building policies”*. This email is enclosed as part of the complete application submission package.



The purpose of this FPR is to describe the development and evaluate the planning merits of the proposal with regard to the existing planning framework including: the Provincial Policy Statement (2020), the London Plan, and the City of London Zoning By-law No. Z-1. This report adheres to the FPR structure, but as an IPR was not submitted for this application (in accordance with guidance provided by City staff), the report does not include italicized or strikeout text to differentiate added and excised text.

The application fee for the Official Plan and Zoning By-law Amendments and Draft Plan of Subdivision will be submitted directly to the City by MHD, under separate cover.

## 1.2 Site Description

The subject lands are located north-east of the intersection of Clarke Road and Trafalgar Street in east London and are the former location of the St. Robert Catholic Elementary School, which was closed and decommissioned in 2018 and subsequently demolished in 2021. The property is irregularly shaped, with an area of approximately 2.98 Ha (7.36 acres), approximately 20 metres of frontage on Duluth Crescent, and approximately 43 metres of frontage on Admiral Drive. The aerial photograph shown in Figure 1, below, identifies a baseball diamond and soccer field on the subject lands which have since been removed from the site along with the former Catholic elementary school building. Vehicular access is provided from the existing terminus (dead-end portion) of Duluth Crescent (shown in Figure 2, below).

Figure 1 | Subject Lands & Immediate Land-Use Context



Source: MBPC, 2023

Figure 2 | View Looking East at the Terminus of Duluth Crescent



Source: Google Maps Street View (Image capture: October 2022)

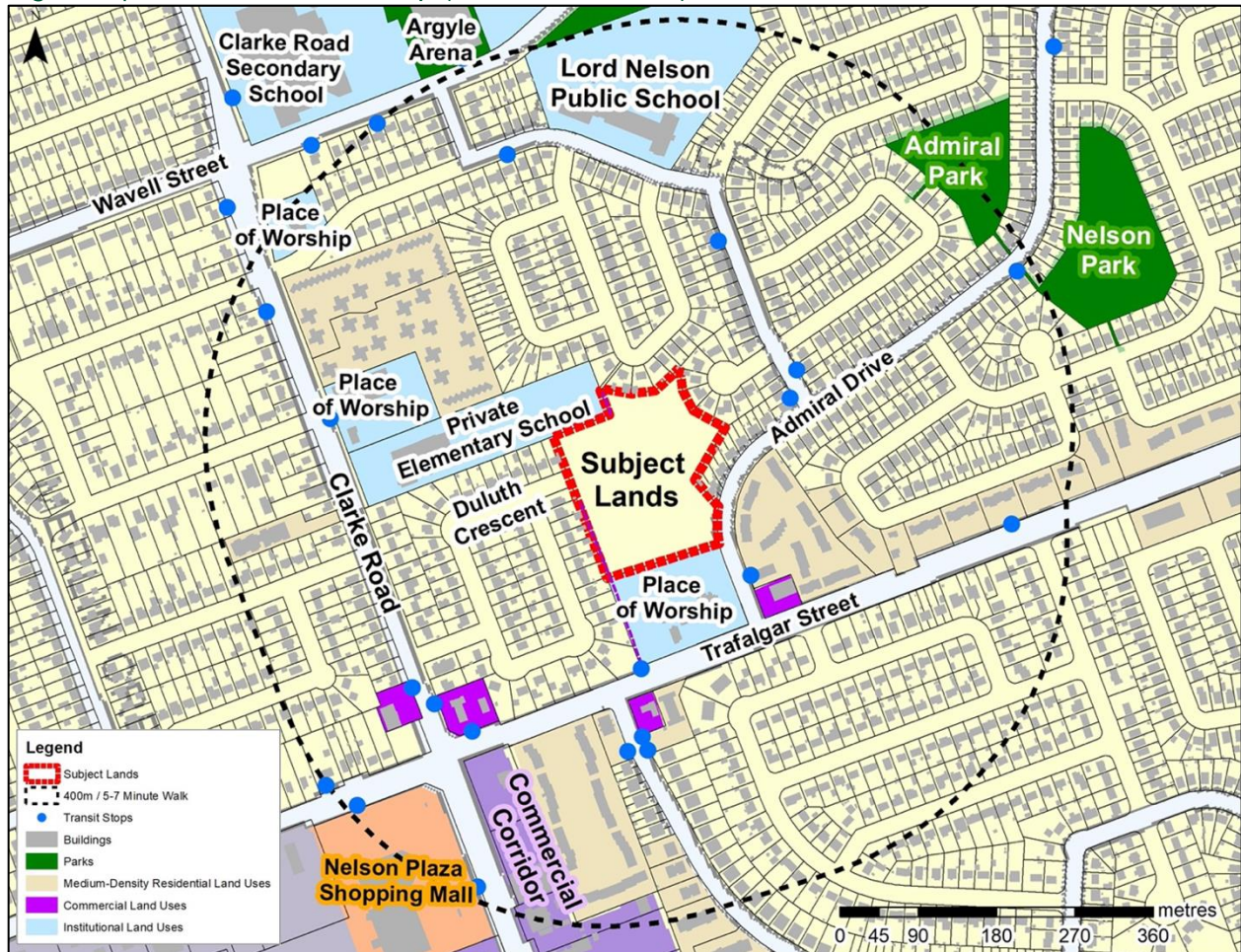
### **Land-Use Context**

The subject lands are directly adjacent to London Christian Elementary School and single-detached dwellings to the north (with a pathway connection to Garland Crescent at the northern edge of the site); single- and semi-detached dwellings and Admiral Drive to the east; Mary Immaculate Parish to the south; and single-detached dwellings and the terminus of Duluth Crescent to the west (see Figure 3, below).

The property is more generally located within a predominantly residential area, in close proximity to parks (Admiral Park and Nelson Park, to the northeast); a public elementary school (Lord Nelson Public School to the north); and commercial services (a commercial hub (i.e., Nelson Plaza Shopping Mall) at the intersection of Clarke Road and Trafalgar Street, which includes a grocery store, small retail stores, and restaurants). A number of other community facilities and commercial services are located to the north of Wavell Street, including Clarke Road Secondary School, Argyle Arena, and the Argyle Mall (just outside the 400m radius shown on Figure 3, below).



Figure 3 | Land-Use Context Map (400 metre Radius)



Source: MBPC, 2023

## 2. PROVINCIAL POLICY STATEMENT

The Provincial Policy Statement 2020 (‘PPS’) provides policy direction on matters of provincial interest related to land use planning and development. Any decision by a planning authority that requires approval under the Planning Act “*shall be consistent with*” policy statements issued under the Act.

The proposed Draft Plan of Subdivision, and supporting Official Plan Amendment and Zoning By-law Amendment applications, are consistent with Policies 1.1 and 1.4 of the PPS, which promote efficient development and land-use patterns, including the provision of an appropriate range and mix of housing options and densities (including affordable housing) within established settlement areas (Policies 1.1.1 a), b), 1.1.3.1, 1.4.3). The PPS supports the promotion of appropriate development standards which facilitate intensification, redevelopment, and compact form while avoiding or mitigating risks to public health and safety (Policy 1.1.3.4). The proposed redevelopment of a vacant former school site in east London represents a key opportunity to introduce new building forms that are compatible with existing development in the surrounding neighbourhood, while using land more efficiently to provide a greater range and number of

housing options for Londoners in need of safe, affordable places to live (Policies 1.1.3.2, 1.4.3). The subject lands are an appropriate candidate for intensification, given their location within an established neighbourhood in London, in close proximity to public transit, schools, recreation facilities, parks and recreational spaces, commercial nodes (including grocery stores), and employment opportunities (Policies 1.1.1 b), 1.4.3 c), d), f)).

The proposed development will support the creation of healthy, active communities and neighbourhoods through the provision of a (public) park at the south-east corner of the site (Policy 1.5.1 b)). The subdivision also incorporates the extension of a public walkway from Garland Crescent, north of the subject lands, through the site to the future extension of Duluth Crescent, providing residents to the north with direct access to the new recreational park space. In addition, the public walkway will facilitate an efficient connection point from the subject lands to Lord Nelson Public School to the north (Policy 1.5.1 a)).

The proposed development will be serviced with municipal sewage, water, and stormwater services, which are discussed in more detail in Sections 8, 9, and 10 of this report (Policies 1.6.6.2, 1.6.6.7).

The proposed development will support the future use of public transit, as the subject lands are located with approximately 400m of transit stops for five City of London bus routes, specifically #2A (Natural Science – Trafalgar Heights/Bonaventure); #3 (Downtown – Argyle Mall); #5 (Byron – Argyle Mall); #7 (Westmount Mall – Argyle Mall); and #35 (Argyle Mall – Trafalgar Heights) (Policy 1.6.7.4).

MHD retained Lincoln Environmental Consulting Corp. ('LEC') to prepare a Stage 1-2 Archaeological Assessment for the subject lands, which was completed in June 2020 and did not identify any archaeological resources (Policy 2.6.2). The report, along with an acceptance letter from the Province, is included as part of the complete application submission package. There are no significant built heritage resources or significant cultural heritage landscapes in close proximity to the subject lands (Policy 2.6.3).

There are no existing natural heritage features or natural hazards within or adjacent to the subject lands, as identified on Maps 5 and 6 of the London Plan (Policies 2.1.1, 3.1).

In light of the above, the proposed development and planning approvals are consistent with the Provincial Policy Statement, 2020.

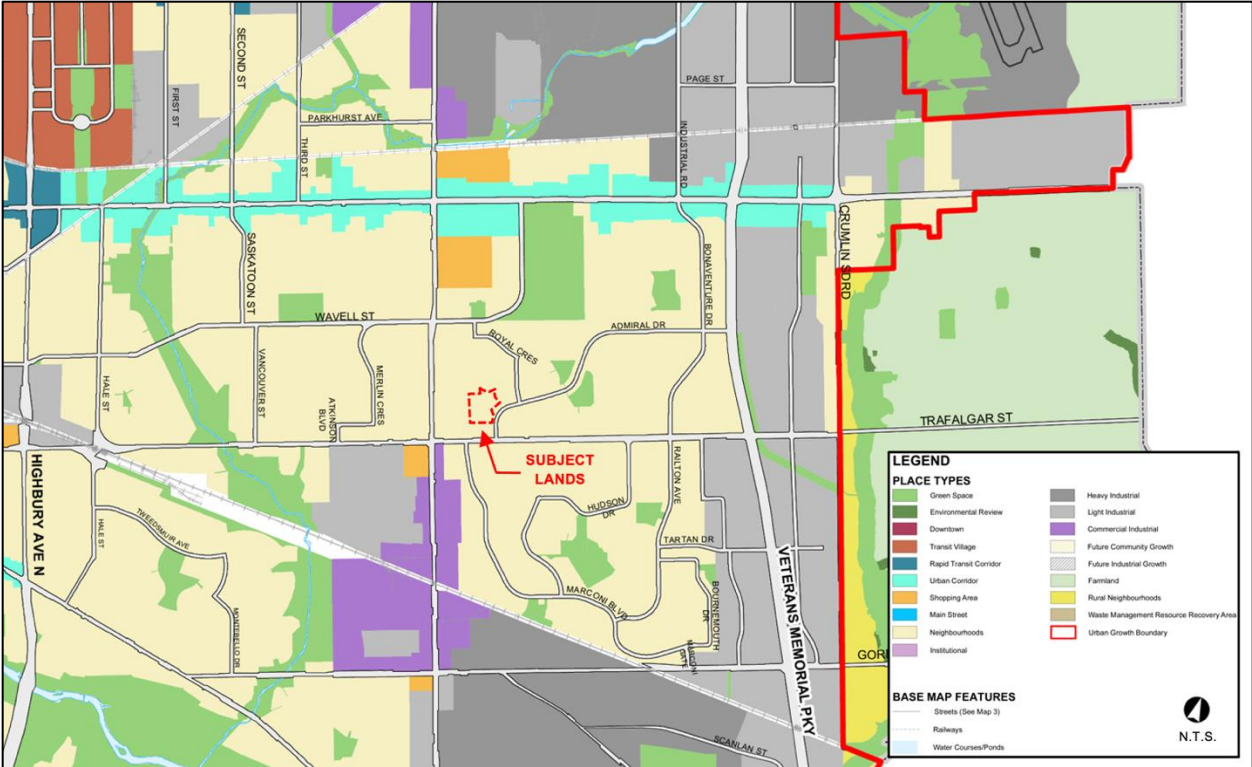
### 3. LONDON PLAN

The London Plan was adopted by City Council and then approved by the province in December 2016. At the time of Provincial approval, The London Plan was appealed to the Ontario Land Tribunal (OLT). Through OLT decision on May 25, 2022, the final phase of the general policy appeals have been resolved. While site-specific appeals still remain, those appeals do not pertain to the subject lands. As such, the 1989 Official Plan, as it applies to the subject lands, has been repealed by and the London Plan is now in force and effect.

Map '1' of the London Plan identifies that the property is located within the 'Neighbourhoods' Place Type (see Figure 4, below).



Figure 4 | Excerpt from 'Map 1 – Place Types', the London Plan



Source: London Plan

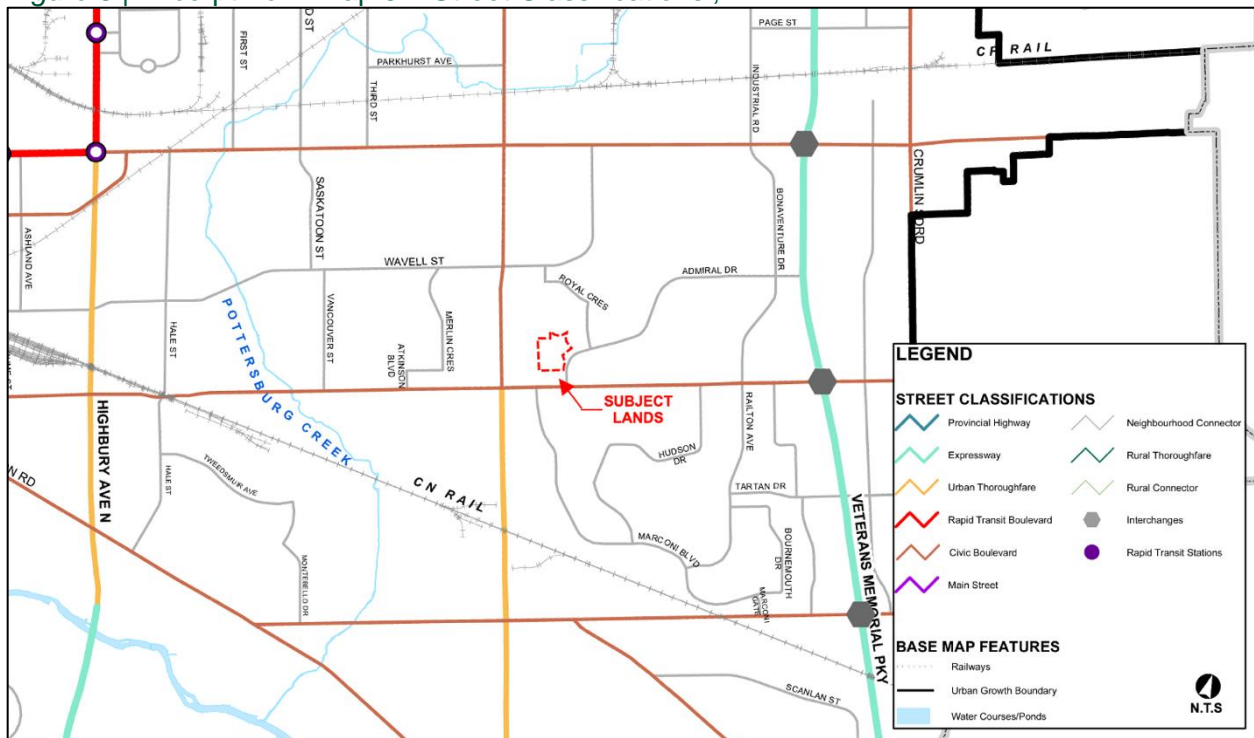
In general, the 'Neighbourhoods' Place Type is intended to provide a diversity of housing choices with attractive streetscapes, buildings, and public spaces, creating *“vibrant, exciting places to live”* (Policy 916). A diversity and mix of residential forms are intended to be provided within this Place Type (including affordable housing) as well as small-scale community facilities (including but not limited to day care centres, branch libraries, schools, and community centres) and public parks (Policies 918, 930). Residential intensification within 'Neighbourhoods', *“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”* (Policy 918\_13.).

Overall, the London Plan policies *“are designed to encourage robust growth in London over the next 20 years and to direct this growth to strategic locations”* and *“support a compact form of development”* (Policies 65, 66). The London Plan emphasizes *“growing inward and upward”*, with a target of 45% of all new residential development located within the Built-Area Boundary of the City (Policies 79, 81). Although the London Plan does not provide policies regarding permitted densities in 'Neighbourhoods', the plan does encourage purposeful, sensitive, and compatible residential intensification within existing neighbourhoods, including infill (developing one or more new residential units on vacant lots) and redevelopment (the removal of existing buildings in favour of one or more new buildings that house a greater number of dwelling units than what currently exists) (Policies 83,506, 937, 938, 939\_1, 940).

Permitted uses for specific properties within the 'Neighbourhoods' designation depend on the classification of the higher-order street on which the property has frontage, as identified on Map

'3' of the London Plan (Policy 919.2). The subject lands are irregularly shaped with minimal frontage on a 'Neighbourhood Connector' (Admiral Drive) to the east, and are located at the terminus of a 'Neighbourhood Street' (Duluth Crescent) to the west (see Figure 5, below, noting that 'Neighbourhood Streets' are not shown on Map '3' of the London Plan). The planned Draft Plan of Subdivision includes the extension of Duluth Crescent through the site to Admiral Drive, so that all proposed blocks will have frontage on a 'Neighbourhood Street'. Permitted uses for properties fronting onto Neighbourhood Streets are listed as follows: single-detached, semi-detached, duplex, and converted dwellings; townhouses; secondary suites; home occupations; and group homes with a minimum height of one storey and a maximum height of 2.5 storeys (Tables 10, 11).

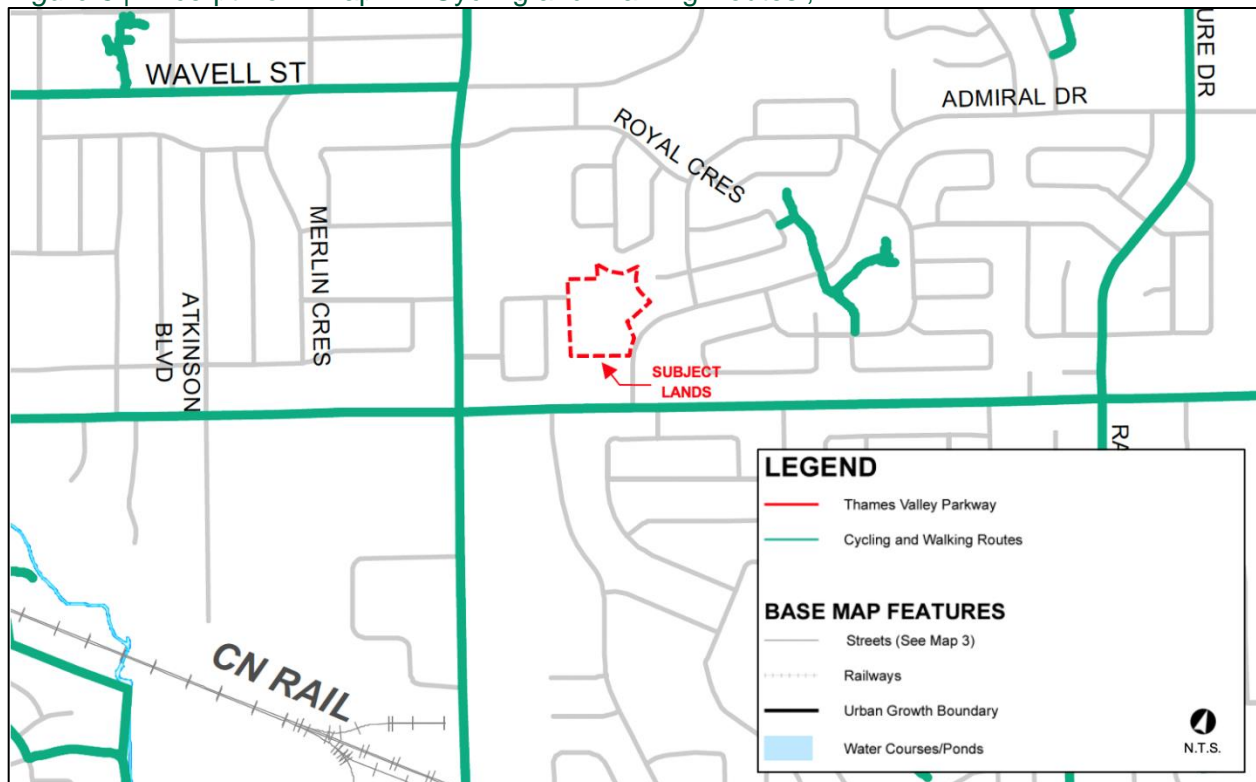
Figure 5 | Excerpt from 'Map 3 – Street Classifications', the London Plan



Source: London Plan

The subject lands are also located within a short distance of 'Cycling and Walking Routes' along Trafalgar Street and Clarke Road, as identified on Map '4' of the London Plan (see Figure 6, below). There are currently sidewalks on both sides of Trafalgar Street and Clarke Road (but no bicycle lanes).

Figure 6 | Excerpt from 'Map 4 – Cycling and Walking Routes', the London Plan



Source: London Plan

### 3.1 Proposed Official Plan Amendment

Based on the above-noted policy discussion, a site-specific policy amendment to the London Plan is required to permit the opportunity for low-rise apartments (and ground floor, small-scale community facility and secondary limited commercial uses accessory to the main permitted residential use in a mixed-use building proposed for Block 7 of the Draft Plan) with a maximum height permission of four storeys on the subject lands. The London Plan states that, “community facilities that are normally associated with, and integral to, a residential environment, may be permitted at appropriate locations” (Policy 930).

In addition, the south-easterly portion of the subject lands proposed for the public park block is proposed to be re-designated **FROM** ‘Neighbourhoods’ **TO** ‘Green Space’. The ‘Green Space’ Place Type in the London Plan typically applies to the parks and open space system, along with other systems such as the natural heritage system, hazard lands, and natural resources.

The following discussion provides justification for the proposed Official Plan Amendment.

The London Plan identifies a number of planning challenges that are foundational to the City’s response to how we will grow as a community over the life of the Plan. These challenges include, but are not limited to:

- London’s population will increase substantially over the next 20 years and is forecasted to grow by over 77,000 people;



- Managing the cost of growth, specifically, very compact forms of growth could save billions in infrastructure costs and tens of millions of dollars in operating costs;
- A growing seniors population;
- Affordability challenges; and,
- Climate change.

The proposed re-designation will serve to increase the supply of both market-rate and affordable housing in a compact form and on full municipal services within the City's Urban Growth Boundary and the Built Area Boundary. The proposed amendment to allow for low-rise apartments will further accommodate a greater residential mix of housing forms and densities, with an emphasis on intensification and the City's "*inward and upward*" focus in a time where the supply of housing and in particular, affordable housing has reached a state of crisis in the City, and the Province as a whole.

The London Plan also identifies Key Directions and Strategies in which the proposed amendment is supportive of, including:

- *Plan Strategically for a Prosperous City (Policy 55)*

The proposed development provides for growth that revitalizes the urban neighbourhood and promotes higher-density market-rate and affordable housing opportunities through cost-efficient growth patterns.

- *Celebrate and support London as a culturally rich, creative, and diverse city (Policy 57)*

The proposed development will provide an opportunity for a great mix of housing, with an emphasis on affordable housing, into the existing Argyle neighbourhood, to attract a diverse population to the neighbourhood and City, including newcomers.

- *Become one of the greenest cities in Canada (Policy 58)*

It is anticipated that the proposed development will promote sustainable forms of development by providing a higher-density, mixed-use compact urban form development on existing full municipal services. The subject lands are also conveniently located within walking distance to public transit and active transit opportunities, along with commercial, institutional, and employment services, supportive of more sustainable forms of mobility and to meet the daily and weekly needs of residents in the Argyle community.

- *Build a mixed-use compact city (Policy 59)*

The proposed development will focus on higher-intensity, compact development, that provides a greater mix of housing choice and supply to the neighbourhood – which is predominantly low-density – to promote complete neighbourhoods that support aging in place. The proposed development emphasizes on the "*inward and upward*" notion that guides the London Plan, by providing a contiguous development on a vacant, remnant and surplus school site within the urban growth boundary. The proposed infill project takes advantage of existing services and facilities to reduce the City's need to grow outward.

- *Place a new emphasis on creating attractive mobility choices (Policy 60)*

As previously mentioned previously, the property's convenient location to public transit and active transit opportunities within walking distance is supportive of more sustainable forms of mobility. Sidewalks along the extension of Duluth Crescent into the site, as well as sidewalk connections to Admiral Drive and Garland Crescent further create pedestrian connectivity and mobility opportunities.

- *Build strong, healthy and attractive neighbourhoods for everyone (Policy 61)*

The proposed development will contribute to a complete neighbourhood by providing a housing supply mix (market-rate and affordable) and density to the neighbourhood that would meet the needs of people of all ages, incomes and abilities, close to employment, commercial, institutional, and recreational amenities. The proposed development will also contribute to a complete neighbourhood by accommodating opportunities for small-scale community facility type uses as well as limited secondary commercial uses (accessory to the main permitted residential use) on Block 7 of the Draft Plan.

- *Make wise planning decisions (Policy 62)*

The proposed development would respond to the ongoing housing crisis and housing supply shortages in the City, and provide for alternative housing forms in a predominantly low-density residential area, as a way to adapt to change in the City. More specifically, the proposed inclusion of affordable housing in the proposed development will contribute to the Provincial target of 47,000 units and the City's Housing Stability Action Plan (2019-2024) to achieve the Council-endorsed target of 3,000 new affordable housing units by 2026. The proposed applications are also consistent with the Provincial Policy Statement, and generally conform to the policies of the London Plan.

Further to the discussion above, the proposed development contributes to key elements of the City's vision for the 'Neighbourhood' Place Type, including but not limited to:

- Contributing to the strong neighbourhood character, sense of place and identity;
- Providing attractive streetscapes, buildings and public spaces;
- Offering 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;
- Providing site design that is safe, comfortable, convenient, and offers attractive alternatives for mobility;
- Easy access to daily goods, services, and employment opportunities close by; and,
- Taking advantage of on-site and in proximity parks, pathways, and recreational opportunities that strengthen community identity and serve as connectors and gathering places (Policy 916).

These key elements of the City's vision are implemented through the proposed development in the following ways, per Policy 918 of the London Plan:

- *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.*

The preliminary development concept for a mix of single-detached, townhouse, and low-rise apartment and mixed use buildings proposed for the site appropriately respects the existing low-

rise residential character of the surrounding Argyle community, while also advancing an infill and intensification project that accommodates compact urban form and higher-density in keeping with the London Plan policies.

The development concept has been designed to minimize impacts on the identity and character of the surrounding area. Examples of this thoughtful design include the location of single-detached dwelling lots in the north-westerly portion of the site, where Duluth Crescent currently terminates and is proposed to be extended. This allows for a sensitive transition into higher-density uses through matching of like-units and stepping building height and intensity as development moves further from the established built form.

The maximum height for buildings on the site is proposed at four (4) storeys. Limited building heights are proposed to allow opportunity for a greater housing mix and density, while minimizing shadowing impacts and respecting the surrounding built context. Minimum front yard building setbacks are proposed to push the height internal to the site, while also establishing a sense of enclosure and comfortable pedestrian environment. In addition, enhanced rear and side building setbacks and landscape buffering measures from neighbouring backyards (subject to Site Plan Control) are proposed, to beautify the pedestrian realm and provide a natural privacy buffer to adjacent land uses.

- *Neighbourhoods will be planned for diversity and mix and should avoid the broad segregation of different housing types, intensities, and forms.*

The proposed development will contribute to planning a neighbourhood for a diversity and mix of housing types, intensities, and forms, and to provide a mixed housing choice and supply to the neighbourhood. The proposed development also plans for diversity and mix by providing opportunity for non-residential uses (in a mixed-use form) through ground floor, small-scale community facility and secondary limited commercial uses accessory to the main permitted residential use.

- *Affordable housing will be planned for, and integrated into, all neighbourhoods.*

The proposed development incorporates both market-rate and affordable housing opportunities.

- *Street networks within neighbourhoods will be designed to be pedestrian, cycling and transit-oriented, giving priority to these forms of mobility.*

The extension of Duluth Crescent through the site is planned to include a sidewalk network on each side to meet the City's complete streets and mobility goals, providing connection to Admiral Drive as well as Garland Crescent through a proposed pedestrian pathway connection. In doing so, residents of the proposed development and surrounding neighbourhood will have an opportunity to enjoy various forms of mobility.

As previously mentioned, the site is also well-served by public transit, as the subject lands are located with approximately 400m of transit stops for five City of London bus routes, specifically #2A (Natural Science – Trafalgar Heights/Bonaventure); #3 (Downtown – Argyle Mall); #5 (Byron – Argyle Mall); #7 (Westmount Mall – Argyle Mall); and #35 (Argyle Mall – Trafalgar Heights).



The property is also in close proximity to active transportation opportunities such as the Cycling and Walking Route along Trafalgar Street and Clarke Road, as identified on Map '4' of the London Plan.

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

A public park block (0.28 hectares) is proposed in the south-easterly portion of the development site, enhanced by detailed landscape treatment to be refined at the Site Plan Approval stage. The intent of the park block is to provide for outdoor public amenity and recreational space for those within the development site as well as those within the surrounding neighbourhood. The site is also well-serviced by a range of recreational and community facilities generally within walking distance, including Argyle Arena to the north, East Lions Community Centre to the north-west and Admiral Park and Nelson Park to the east.

- *Neighbourhoods will be designed to protect the Natural Heritage System, adding to neighbourhood health, identity and sense of place.*

Map '5' and '6' of the London Plan do not identify any natural heritage features, natural resources or natural hazards on the subject land or adjacent areas. However, it is anticipated that appropriate landscaping, including street trees, will be incorporated into the design of the site. An Arborist Report and Tree Preservation Plan – to provide appropriate tree removal and tree protection measures – have also been prepared and are submitted as part of the complete application submission package.

With respect to Urban Design, a supporting Urban Design Brief has been prepared and is submitted as part of the complete application submission package. In summary, the proposed development will have regard for the City Design Policies in the London Plan by:

- Proposing a site layout that responds to the context of the existing and planned character of the surrounding area, and minimizes impacts on adjacent properties (Policy 252; Policy 253);
- Proposing a site layout that promotes connectivity and safe movement between, and within, sites for pedestrians, cyclists, and motorists (Policy 255);
- Building configuration that maintains and reinforces the prevailing street wall or street line of existing buildings, and of which are sited with minimal setbacks from public right-of-way to create a street edge, establish a sense of enclosure and comfortable pedestrian environment (Policy 256; Policy 259);
- Locating surface parking in the rear or interior side yards (in this case, internal to the site) to minimize the visual impact of parking areas on the public realm (Policies 272);
- Providing outdoor amenity spaces (Policy 295); and,
- Providing for a diversity of design materials to visually break up massing, reduce visual bulk and add interest to the building design (Policy 301).

It shall be noted, however, that urban design features will be further addressed and refined through the Site Plan Control process.

In light of the above, the proposed Official Plan Amendment conforms to the general intent and purpose of the London Plan.

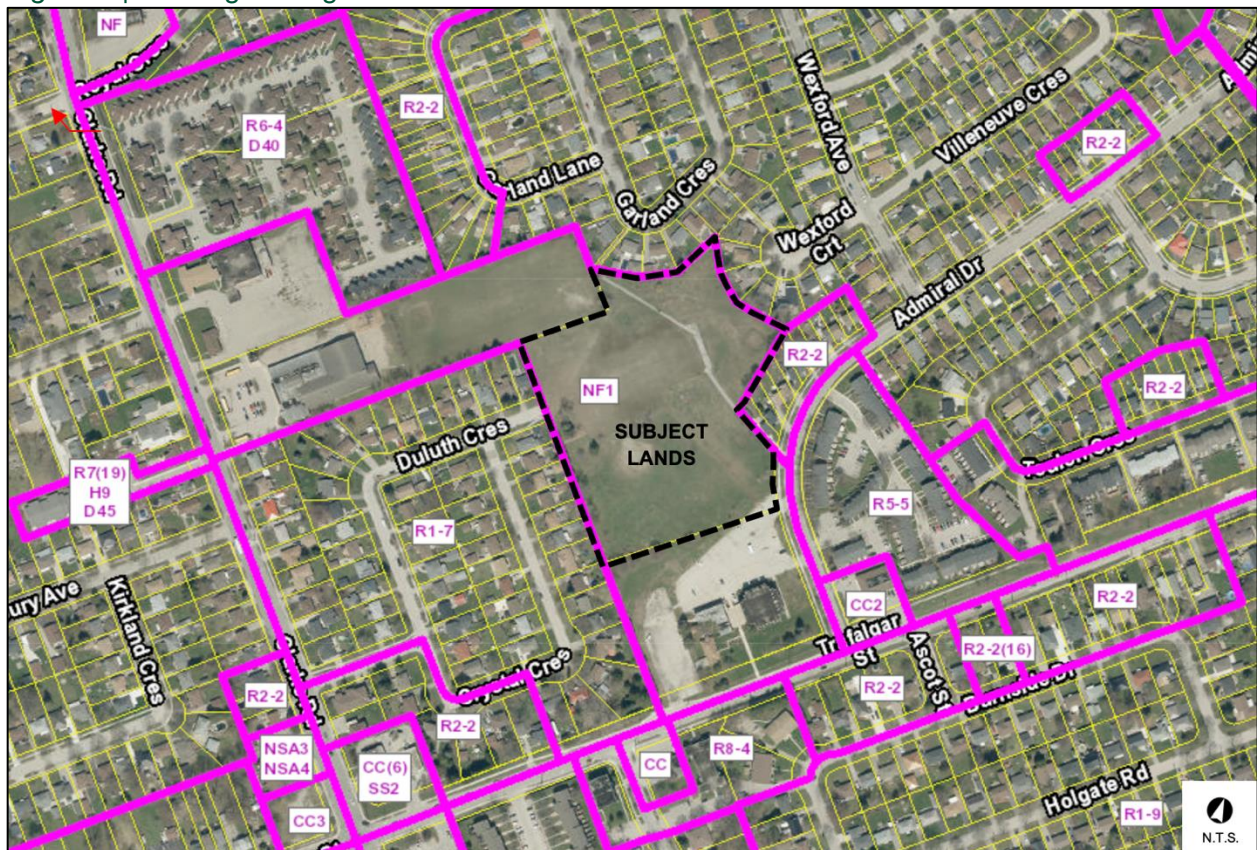
## 4. AREA STUDIES

There are no area studies applicable to the subject lands.

## 5. CITY OF LONDON ZONING BY-LAW Z.-1

The City of London Zoning By-law Z.-1 zones the subject lands as 'Neighbourhood Facility' ('NF1'), which permits a range of community uses, including but not limited to elementary schools, community centres, and libraries (s.s. 33.2.2) (see Figure 7).

Figure 7 | Existing Zoning



Source: City of London Zoning Map, 2023

### 5.1 Proposed Zoning By-law Amendment

To permit the proposed development, a Zoning By-law Amendment is necessary. The amendment to the Zoning By-law seeks to re-zone the property **FROM** 'Neighbourhood Facility' 'NF' **TO** a combination of:

- 'Residential 1-2' ('R1-2');

- 'Residential 4-5, special zone' ('R4-5(\*)');
- 'Residential 5-6, special zone' ('R5-6(\*)');
- 'Residential 6-5, special zone' ('R6-5(\*)');
- 'Residential 5-6, special zone' ('R5-6(\*\*));
- 'Residential 6-5, special zone' ('R6-5(\*\*));
- 'Residential 6-5, special zone' ('R6-5(\*\*\*)'); and,
- 'Open Space 1(3)' ('OS1(3)')

A Zoning By-law Amendment sketch illustrating the above zoning is provided as Figure 8 on the next page.

**Proposed 'R1-2' Zone**

The 'R1-2' zone, which provides for and regulates existing inner-City smaller lot single dwelling developments, is proposed to be applied to the two single-detached dwelling lots proposed in the north-west corner of the development site. The proposed development is anticipated to satisfy the regulations of the standard R1-2 zone; therefore, no special provisions are required.

**Proposed 'R4-5(\*)' Zone**

The 'R4-5(\*)' zone, which provides for and regulates medium density residential development in the form of street townhousing, is proposed to be applied to the street townhouse blocks (Blocks 3 and 4 on the Draft Plan) fronting onto Duluth Crescent, with a special provision to permit an increased maximum lot coverage of up to 45%, whereas 40% is permitted as-of-right. The minor increase in maximum lot coverage will provide for the efficient use of land and promote compact urban form in accordance with modern development standards and is consistent with what is permitted for maximum lot coverage as-of-right in the R5-6 and R6-5 zone, both of which regulate medium density residential developments as well.

See Table 1 below for the proposed R4-5(\*) Zone mentioned above. The Blocks proposed to be zoned R4-5(\*) satisfy all other regulations of the standard R4-5 zone.

*Table 1 | Proposed R4-5(\*) Zone Regulations*

Regulation	Standard R4-5 Zone	Proposed R4-5(*) Zone
Permitted Use	Street townhouse dwelling	no change
Lot Area Per Unit (minimum)	160 square metres	no change
Lot Frontage (minimum)	5.5 metres per unit	no change
Front And Exterior Side Yard Depth (minimum)	4.5 metres (Local Street Main Building); 6.0 metres (Local Street Garage)	no change
Rear Yard Depth (minimum)	6 metres (19.7 feet) where building designs allow for access from the front yard to the rear yard through the garage for each unit, except where the street townhouse block backs onto lands in a Residential R1 or R2 Zone variation	no change



	where the required rear yard setback is 7 metres (23.0 feet) or more, the street townhouse rear yard setback will remain at 7 metres (23.0 feet). Where no rear yard garage access is provided, the minimum rear yard depth is 7 metres (23.0 feet).	
Interior Side Yard Depth (minimum)	1.2 metres (3.9 feet) where a maximum of four dwellings are attached as a block, 2.4 metres (7.8 feet) where five to eight dwellings are attached as a block and 3.0 metres (9.8 feet) where more than eight dwellings are attached as a block, and only where street townhouse building designs allow for direct access from the front yard to the rear yard through the garage for each unit. Where no rear yard garage access is provided, the minimum yard depth is 3 metres (9.8 feet) except no side yard is required where a street townhouse unit is attached to a street townhouse unit.	no change
Landscaped Open Space (minimum)	30%	no change
Lot Coverage (maximum)	40%	<b>45%</b>
Height (maximum)	10.5 metres	no change

**\* SPECIAL PROVISION REQUIRED**

**Proposed ‘R5-6(\*)’ and ‘R6-5(\*)’ Zone**

The ‘R5-6(\*)’ zone, which provides for and regulates medium density residential development in the form of cluster townhouses, and ‘R6-5(\*)’ zone, which provides for and regulates medium density development in various forms of cluster housing from single detached dwellings to townhouses and apartments, are proposed to be applied as a compound zone to Block 5 (apartment building block) of the Draft Plan. Per Section 3.9 of the City’s Zoning By-Law, a lot or block zoned with a compound zone may be used exclusively for any combination of uses permitted in any of the zones included in the compound zone symbol.

The proposed special provisions for Blocks 5 are intended to permit: a reduced minimum front yard setback (depth) to 3.0 metres, where 6.0 metres is required in the ‘R6-5’ zone; reduced minimum interior side yard setbacks of 4.5 metres minimum to habitable rooms, where required setbacks range from 3 to 6 metres; an increased maximum height of 14.0 metres (4 storeys), where a maximum height of 12 metres is permitted; and an increased maximum net density of 200 units per hectare to allow for 100 residential units on 0.52 Ha of land, whereas a maximum density of 50 units per hectare is permitted in the ‘R5-6’ zone.

The request for a reduced front and interior side yard setback is to locate parking internal to the site, away from the street frontages, and to site the apartment blocks within minimal setbacks from public right-of-way to create a street edge, and to establish a sense of enclosure and comfortable pedestrian environment. The increase in maximum height is to accommodate four-

storeys in height for the apartment buildings, introducing a greater range and mix of housing forms to the neighbourhood to create a complete community. The siting of buildings close to the extension of Duluth Crescent, as well as the proposed landscape buffering measures at the side and rear yards, are anticipated to alleviate concerns of privacy, visual impacts and intensity to neighbouring low-density residential uses.

The intensity of the site associated with the proposed increase in density will be alleviated by providing for an appropriate development that is – subject to Site Plan Approval – complementary to the architectural style of the surrounding neighbourhood, providing for detailed architectural elements (i.e., the interplay of materials and colours, accentuated façade elements, and vision glazing to facilitate passive surveillance) to break up the massing of the building, and enhanced landscaping to beautify the pedestrian realm and to provide a buffer and screening to adjacent properties. The increase in residential density is also supported by the sites convenient location to existing public transit routes, commercial facilities, and public recreation areas, and other desirable facilities and services. In addition, the Traffic Impact Assessment prepared by Strik Baldinelli Moniz (‘SBM’) for the proposed development did not conclude any major impacts to existing and future traffic conditions.

See Table 2 below for the proposed ‘R5-6(\*)’ and ‘R6-5(\*)’ Zones mentioned above. The Blocks satisfy all other regulations of the standard ‘R5-6’ and ‘R6-5’ Zones.

*Table 2 | Proposed R5-6(\*) and R6-5(\*) Zone Regulations*

Regulation	Standard R5-6 Zone	Standard R6-5 Zone	Proposed R5-6(*) and R6-5(*) Zone
Permitted Use	Cluster townhouse dwellings; Cluster stacked townhouse dwellings.	Single detached dwelling; Semi-detached dwelling; Duplex dwelling; Triplex dwelling; Fourplex dwelling; Townhouse dwelling; Stacked Townhouse dwelling; Apartment buildings.	no change
Lot Area Per Unit (minimum)	1000 square metres	850 square metres	no change
Lot Frontage (minimum)	30.0 metres	10 metres	no change
Front And Exterior Side Yard Depth (minimum)	6.0 metres (Local Street Main Building and Garage)	6.0 metres (Local Street Main Building and Garage)	<b>3.0 metres (Front Yard Depth)</b>
Interior Side and Rear Yard Depth (minimum)	0.5 metres (1.6 feet) per 1.0 metres (3.28 feet) of main building height, or fraction thereof, but in no case less than 3.0 metres (9.8 feet) when the end wall of a unit	0.5 metres (1.3 feet) per 1 metre (3.28 feet) of main building height or fraction thereof, but in no case less than 3 metres (9.8 feet) when the end	<b>4.5 metres minimum when the wall of a unit contains windows to habitable rooms</b>

	contains no windows to habitable rooms, or 6.0 metres (19.7 feet) when the wall of a unit contains windows to habitable rooms. 3.0 metres (9.8 feet) where the end wall of an end unit facing the rear yard and/or interior side yard may contain a window(s) to habitable rooms on the group floor only and no access points to the dwelling unit along the end wall facing the rear yard and/or the interior side yard. (0.5m x 14m = 7m)	wall of a unit contains no windows to habitable rooms, or 6.0 metres (19.7 ft.) when the wall of a unit contains windows to habitable rooms. (0.4 m x 14m = 6m)	<b>(Interior Side Yard)</b>
Landscaped Open Space (minimum)	30%	30%	no change
Lot Coverage (maximum)	45%	45%	no change
Height (maximum)	12.0 metres	12.0 metres	<b>15.0 metres</b>
Density (maximum)	50 units per hectare	35 units per hectare	<b>200 units per hectare</b>

**\* SPECIAL PROVISION REQUIRED**

**Proposed 'R5-6(\*\*)' and 'R6-5(\*\*)' Zone**

Similarly to the section above, the 'R5-6(\*\*)' zone, which provides for and regulates medium density residential development in the form of cluster townhouses, and 'R6-5(\*\*)' zone, which provides for and regulates medium density development in various forms of cluster housing from single detached dwellings to townhouses and apartments, is proposed to be applied as a compound zone to Block 6 (apartment building block) on the Draft Plan.

The proposed special provisions for Block 6 are intended to permit: a reduced minimum frontage requirement of 12.0 metres, whereas 10.0 metres is the minimum required in the R6-5 Zone; a reduced interior side and rear yard depth of 3.0 metres to habitable rooms (adjacent to the proposed OS1 zone), whereas up to 4.0 metres is required; and an increased maximum net density of 75 units per hectare to allow for 50 residential units on 0.70 Ha of land, whereas a maximum density of 50 units per hectare is permitted in the 'R5-6' zone.

The request for a reduced frontage for Block 6 is to recognize the unique configuration of the road curve and the development blocks along the road curve. Block 7 and Block 6 are proposed to share a single vehicular access point to the public road, to use land efficiently and avoid locating an access on a road curve. Notwithstanding, the proposed frontage for Block 6 continues to provide sufficient room for private driveway access.



The request for a reduced front yard setback is to provide for the same zone regulation and development patterns as requested for Block 5 on the Draft Plan. The increase in density will be alleviated by providing similar height profiles comparable to the abutting low-rise single-detached dwellings along Garland Crescent and Wexford Court, while bringing in medium-density building forms that provide for a more compact and efficient use of land. As previously discussed, the increase in residential density is also supported by the sites convenient location to existing public transit routes, commercial facilities, and public recreation areas, and other desirable facilities and services. In addition, the Traffic Impact Assessment prepared for the proposed development did not conclude any major impacts to existing and future traffic conditions.

See Table 3 below for the proposed 'R5-6(\*\*)' and 'R6-5(\*\*)' Zones mentioned above. The Blocks satisfy all other regulations of the standard 'R5-6' and 'R6-5' Zones.

*Table 3 | Proposed R5-6(\*\*) and R6-5(\*\*) Zone Regulations*

Regulation	Standard R5-6 Zone	Standard R6-5 Zone	Proposed R5-6(**) and R6-5(**) Zone
Permitted Use	Cluster townhouse dwellings; Cluster stacked townhouse dwellings.	Single detached dwelling; Semi-detached dwelling; Duplex dwelling; Triplex dwelling; Fourplex dwelling; Townhouse dwelling; Stacked Townhouse dwelling; Apartment buildings.	no change
Lot Area Per Unit (minimum)	1000 square metres	850 square metres	no change
Lot Frontage (minimum)	30.0 metres	10.0 metres	<b>12.0 metres</b>
Front And Exterior Side Yard Depth (minimum)	6.0 metres (Local Street Main Building and Garage)	6.0 metres (Local Street Main Building and Garage)	no change
Interior Side and Rear Yard Depth (minimum)	0.5 metres (1.6 feet) per 1.0 metres (3.28 feet) of main building height, or fraction thereof, but in no case less than 3.0 metres (9.8 feet) when the end wall of a unit contains no windows to habitable rooms, or 6.0 metres (19.7 feet) when the wall of a unit contains windows to habitable rooms.	0.4 metres (1.3 feet) per 1 metre (3.28 feet) of main building height or fraction thereof, but in no case less than 3 metres (9.8 feet) when the end wall of a unit contains no windows to habitable rooms, or 6.0 metres (19.7 ft.) when the wall of a unit	<b>3.0 metres when the wall of a unit contains windows to habitable rooms (adjacent to OS1 zone)</b>

	3.0 metres (9.8 feet) where the end wall of an end unit facing the rear yard and/or interior side yard may contain a window(s) to habitable rooms on the group floor only and no access points to the dwelling unit along the end wall facing the rear yard and/or the interior side yard.	contains windows to habitable rooms.	
Landscaped Open Space (minimum)	30%	30%	no change
Lot Coverage (maximum)	45%	45%	no change
Height (maximum)	12.0 metres	12.0 metres	no change
Density (maximum)	50 units per hectare	35 units per hectare	<b>75 units per hectare</b>

**\* SPECIAL PROVISION REQUIRED**

### Proposed 'R6-5(\*\*\*)' Zone

The 'R6-5(\*\*\*)' zone, which provides for and regulates medium density development in various forms of cluster housing from single detached dwellings to townhouses and apartments, is proposed to be applied to Block 7 on the Draft Plan.

The proposed special provisions for Block 7 are intended to permit: small-scale community facility type uses (i.e., assembly hall, community centre, library), as well as limited secondary commercial uses, as additional permitted uses; a reduced minimum front yard setback (depth) to 3.0 metres, where up to 6.0 metres is required in the 'R6-5' zone; a reduced interior side yard setback to 2.5 metres to habitable rooms (adjacent to the proposed OS1 zone), whereas up to 6.0 metres is required; a maximum height of 14.0 metres (4 storeys), where a maximum height of 12 metres is permitted; a net density of 150 units per hectare to allow for 56 residential units on 0.47 Ha of land, whereas a maximum density of 35 units per hectare is permitted; and a parking standard of 1 space per 100 square metres of non-residential use, whereas the parking standard ranges based on non-residential uses.

The proponent is seeking to allow for a small-scale community facility type uses in the ground floor of the proposed mixed-use building on Block 7 on the Draft Plan. The use of the ground floor community facility has not been determined, but is anticipated to serve residents of the building and those in the surrounding neighbourhood (i.e., library, child care centre). The London Plan states that, "*community facilities that are normally associated with, and integral to, a residential environment, may be permitted at appropriate locations*" (Policy 930). In addition, limited secondary commercial uses, including restaurants (excluding a drive through-facility) and retail stores associated with the main permitted uses are also proposed to promote flexibility and permit range of use in response to comments received from the community information session requesting "complete community" supportive development which offers places to live, work, eat, leisure, etc. These uses are intended to be accessory to the main residential use. Given the

proposed mix of housing forms, within an established neighbourhood surrounded by public transit routes, commercial facilities, and public recreation areas, and other desirable facilities and services, it is anticipated that the subject lands serve as an appropriate location for community facility and/or limited secondary commercial uses.

The request for a reduced front and interior side yard setback is to locate parking internal to the site, away from the street frontages, and to site the building within minimal setbacks from public right-of-way to create a street edge, and to establish a sense of enclosure and comfortable pedestrian environment. The increase in maximum height is, again, to accommodate four-storeys in height for the apartment building on Block 7. The siting of buildings close to the extension of Duluth Crescent, as well as the proposed landscape buffering measures at the side and rear yards, are anticipated to alleviate concerns of privacy, visual impacts and intensity to neighbouring low-density residential uses.

The intensity of the site associated with the proposed increase in density will, as previously discussed, be alleviated by providing for an appropriate development that is – subject to Site Plan Approval – complementary to the architectural style of the surrounding neighbourhood, providing for detailed architectural elements to break up the massing of the building, and enhanced landscaping to beautify the pedestrian realm and to provide a buffer and screening to adjacent properties. The increase in residential density is also supported by the sites convenient location to existing public transit routes, commercial facilities, and public recreation areas, and other desirable facilities and services. In addition, the Traffic Impact Assessment prepared for the proposed development did not conclude any major impacts to existing and future traffic conditions.

The reduced parking standard for the community facility type uses and/or limited secondary commercial uses (denoted as “non-residential uses” in Table 4, below) is to recognize the small-scale nature of the use, that the majority of patrons using the community facility type uses and/or secondary commercial uses will be those within the building or surrounding neighbourhood who will likely not require parking to access these uses, and the number of public transit opportunities in proximity to the subject lands.

See Table 4 below for the proposed ‘R6-5(\*\*\*)’ Zone mentioned above. The Blocks satisfy all other regulations of the standard ‘R6-5’ Zone.

*Table 4 | Proposed R6-5(\*\*\*) Zone Regulations*

Regulation	Standard R6-5 Zone	Proposed R6-5 (***) Zone
Permitted Use	Single detached dwelling; Semi-detached dwelling; Duplex dwelling; Triplex dwelling; Fourplex dwelling; Townhouse dwelling; Stacked Townhouse dwelling; Apartment buildings.	Single detached dwelling; Semi-detached dwelling; Duplex dwelling; Triplex dwelling; Fourplex dwelling; Townhouse dwelling; Stacked Townhouse dwelling; Apartment buildings; <b>assembly halls;</b> <b>community centre;</b> <b>libraries; day care</b>

		<b>centre; personal service establishments associated with the main permitted uses; restaurants associated with the main permitted uses, excluding a drive through-facility; retail stores associated with the main permitted uses</b>
Lot Area Per Unit (minimum)	850 square metres	no change
Lot Frontage (minimum)	10 metres	no change
Front And Exterior Side Yard Depth (minimum)	6.0 metres (Local Street Main Building and Garage)	<b>3.0 metres (Front Yard Depth)</b>
Interior Side and Rear Yard Depth (minimum)	0.4 metres (1.3 feet) per 1 metre (3.28 feet) of main building height or fraction thereof, but in no case less than 3 metres (9.8 feet) when the end wall of a unit contains no windows to habitable rooms, or 6.0 metres (19.7 ft.) when the wall of a unit contains windows to habitable rooms. (0.4m x 8m = 6m)	<b>2.5 metres to habitable rooms adjacent to OS1 zone (Interior Side Yard)</b>
Landscaped Open Space (minimum)	30%	no change
Lot Coverage (maximum)	45%	no change
Height (maximum)	12.0 metres	<b>15.0 metres</b>
Density (maximum)	35 units per hectare	<b>150 units per hectare</b>
Parking (minimum)	See Section 4.19(10)(b) of the By-law	0.5 / unit apartment; <b>1/100m<sup>2</sup> non-residential uses</b>

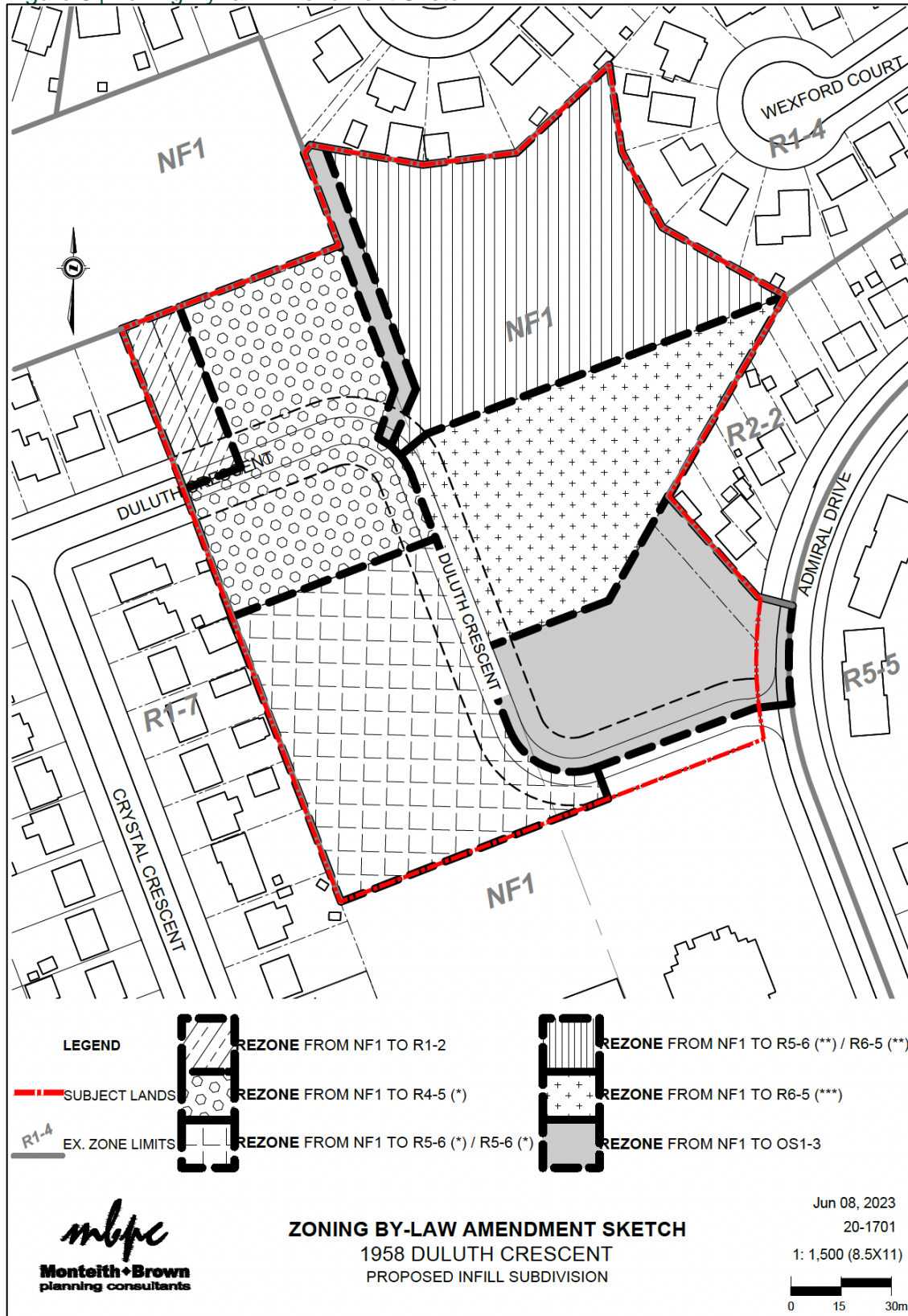
**\* SPECIAL PROVISION REQUIRED**

### **Proposed 'OS1(3)' Zone**

The proposed 'OS1(3)' zone will be applied to the public park block at the south-easterly portion of the site, and the pathway leading from the subdivision to the north to the Duluth Crescent extension. No special provisions are required for the OS1(3).



Figure 8 | Zoning By-law Amendment Sketch



Source: MBPC, 2023

In light of the above analysis, the proposed Zoning By-law Amendment is consistent with the general intent and purpose of the City of London Zoning By-law Z.-1.

## 6. EXISTING CONDITIONS

### 6.1 Environmental Conditions

The subject lands are not located within an area regulated by the Upper Thames River Conservation Authority (UTRCA) and, as noted in Section 3 of this report, there are no designated natural heritage features, natural resources or natural hazards located on or adjacent to the subject lands.

#### **Tree Preservation Plan**

Through the Pre-Consultation process, City staff identified that a Tree Preservation Plan would be required as part of a complete application to:

- a. *Establish the ownership of trees growing along property lines, including the identification of boundary trees that are protected by the province's Forestry Act 1998, c. 18, Sched. I, s. 21.*
- b. *Identify canopy spread of existing trees within site and 3m offsite, tree symbols to reflect canopy diameters*
- c. *Identify City Owned trees and shrubs that require consent to injure or remove.*
- d. *Detail tree removals, tree retention, tree fence alignment and construction mitigation measures.*

Accordingly, EXP Services Inc. ('EXP') was retained to prepare an Arborist Report and supporting Tree Preservation Plan illustrating trees to be protected and trees to be removed on the subject lands. More specifically, approximately 18 trees on-site are to be protected while 21 trees are to be removed due to construction impact and/or infestation.

The Arborist Report and supporting Tree Preservation Plan are included as part of the complete application submission package.

### 6.2 Site Contamination

There is no known or recorded history of site contamination on the subject property.

### 6.3 Archaeological/Built Heritage Concerns

#### **Archaeology**

Lincoln Environmental Consultants ('LEC') completed a Stage 1-2 Archaeological Assessment for the subject lands in June 2020, which did not identify any archaeological resources. This report was entered into the register in July 2020. The report and a letter from the Ministry of Heritage, Tourism, Culture and Sport ('MHTCS') are included as part of the complete application submission package.

## **Built Heritage**

According to the City of London's online Heritage Sites mapping, the subject lands are not adjacent to any listed or designated heritage properties.

## **6.4 Geotechnical & Hydrogeological Conditions**

EXP was also retained to conduct a preliminary Geotechnical and Hydrogeological Investigation to examine the subsoil and groundwater conditions at the site and provide engineering guidelines to assist with the geotechnical design and construction of the proposed development, which is enclosed with this submission.

EXP found that no significant long-term impact is anticipated on any nearby wells (either quantitatively or qualitatively) or aquifers as a result of the proposed development, since site servicing infrastructure and basements are typically not deep enough to penetrate into underlying aquifers. EXP also identified that the near-surface soils on the subject lands have **low** potential for use in LID stormwater management design.

A copy of the Geotechnical Report and Hydrogeological Investigation is included as part of the complete application submission package.

## **7. SUBDIVISION DESIGN**

MHD is proposing to redevelop the vacant former St. Robert Elementary School site in east London, through infill and intensification, to provide a range of low- and medium-density affordable and market-rate housing options for Londoners, within walking distance to a range of day-to-day commercial, residential, institutional, and recreational amenities within the Argyle Planning District (See Figure 9 and 10, below). The proposed Draft Plan of Subdivision design has been informed by extensive conversations with City staff and potential development partners to ensure that the proposed development is appropriately integrated with the surrounding land-use context and provides opportunities for pedestrian and vehicular connections within the neighbourhood.

This residential infill and intensification project will bring new life into a vacant site and expand the range of available housing options in a manner compatible with the general character of the surrounding neighbourhood. The mix and type of land uses proposed for the Draft Plan was influenced by the surrounding low-rise, low-density residential subdivisions surrounding the site, as well as the necessary extension of Duluth Crescent through the subject lands to bridge the gap between its current terminus at the west side of the site and Admiral Drive on the southeast side of the site. This section of the report provides an overview of the proposed land-use composition and anticipated development form of each block, with a more detailed discussion of urban design matters provided in Urban Design Brief included as part of the complete application submission package.

The proposed Draft Plan of Subdivision has a total area of approximately 2.98 hectares (7.36 acres), with the following proposed land-use composition: two single-detached residential lots,

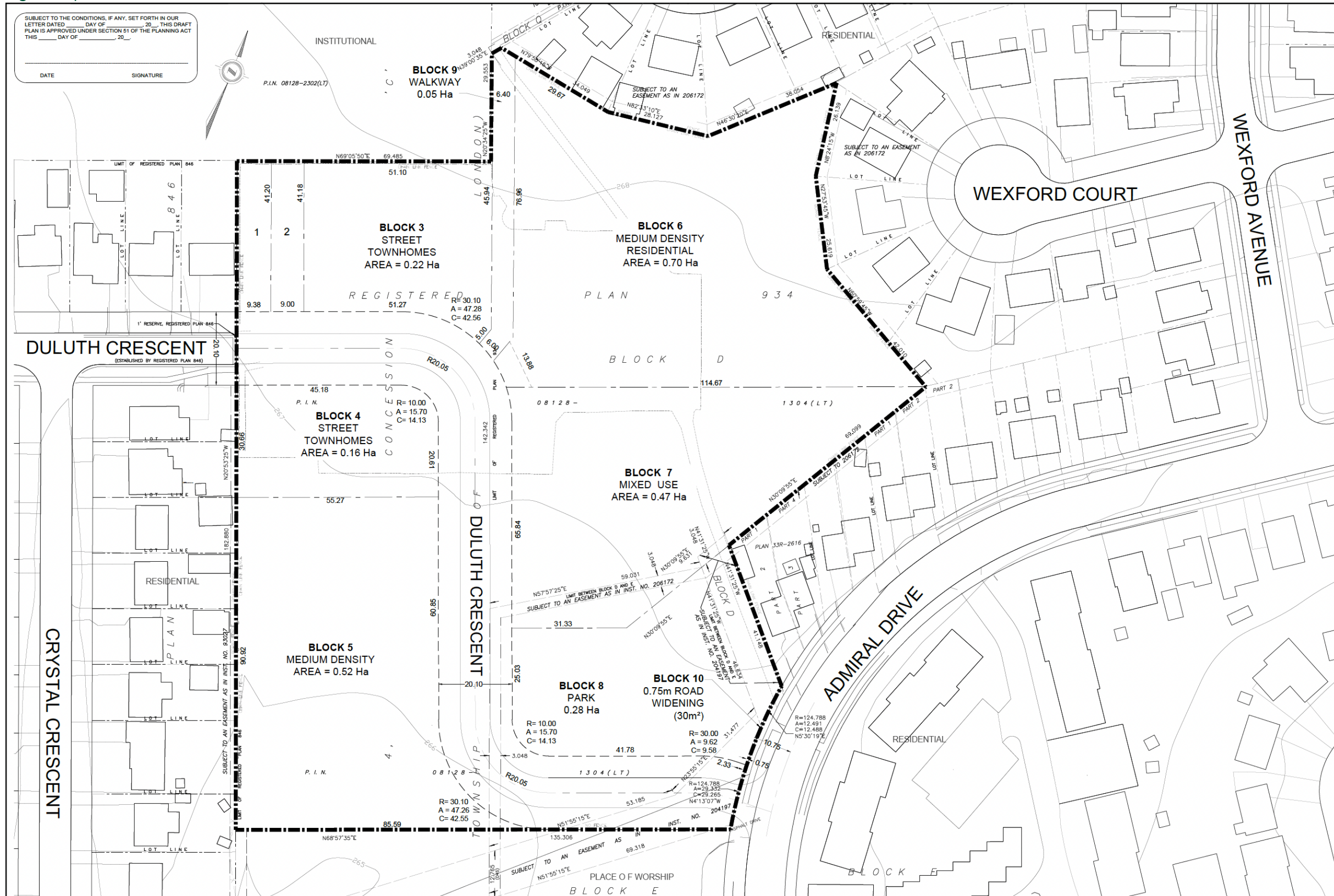
with opportunity for secondary suites (0.07 Ha); two street townhouse blocks (0.37 Ha); two medium-density residential blocks (1.22 Ha); one mixed-use block (0.47 Ha); a public park (0.28 ha) and a public pathway (0.05 ha) extending from the northern side of the site to Duluth Crescent; and a new public road extension and widenings (0.51 Ha) (see Table 5, below). The proposed development will be developed with an approximate total of 224 units, for an overall net residential density of approximately 75 units per hectare (u/Ha).

*Table 5 | Draft Plan of Subdivision Proposed Land Use Composition*

Block	Proposed Use	Proposed Number of Units	Area (Ha)	Percentage of Subdivision Lands
Lots 1 & 2	Single-Detached Residential Lots (potential for Secondary Suites)	2 (up to 4)	0.07 Ha	2.3%
Blocks 3 & 4	Street Townhouses	14	0.38 Ha	12.8%
Blocks 5 & 6	Medium-Density Residential	150	1.22 Ha	40.9%
Block 7	Mixed-Use	56	0.47 Ha	15.8%
Blocks 8	Park	--	0.28 Ha	9.4%
Block 9	Walkway		0.05 Ha	1.7%
Roads & Widening (Block 10)			0.51 Ha	17.1%
<b>Total Site Area</b>			<b>2.98 Ha</b>	<b>100%</b>



Figure 9 | Draft Plan of Subdivision



Source: MBPC, 2023

**Monteith•Brown**  
planning consultants

**DRAFT PLAN OF SUBDIVISION**  
Block D RP-934 and Part of Block E RP-934 and Part of South 1/2 Lot 4, Concession C (Geographic Township of London) City of London County of Middlesex

KEY PLAN N.T.S.

**OWNER'S CERTIFICATE**  
I, the undersigned, being the owner of the land shown on this plan, do hereby certify that the boundary of the land to be subdivided as shown on this plan and their relationship to the adjacent lands are accurately and correctly shown.

**SURVEYOR'S CERTIFICATE**  
I hereby certify that the boundary of the lands to be subdivided as shown on this plan and their relationship to the adjacent lands are accurately and correctly shown.

Andrew Smith, O.L.S. Date: \_\_\_\_\_  
Caitlin Dietz Incorporated

**RECORD OF SUBMISSION**

No.	CITY REVIEW	REMARKS	DATE
1	CITY REVIEW		JUNE 2023

**REQUIREMENTS UNDER SECTION 51 (17) OF THE PLANNING ACT, 1990**

As shown on plan	(1) municipal water	(2) as shown on plan
(a) as shown on plan	(a) as shown on plan	(a) as shown on plan
(b) as shown on plan	(b) as shown on plan	(b) as shown on plan
(c) as shown on plan	(c) as shown on plan	(c) as shown on plan
(d) as shown on plan	(d) as shown on plan	(d) as shown on plan
(e) as shown on plan	(e) as shown on plan	(e) as shown on plan
(f) as shown on plan	(f) as shown on plan	(f) as shown on plan

**LAND USE SCHEDULE**

LAND USE	AREA in Ha	PERCENT
SINGLE DETACHED RESIDENTIAL LOTS 1 to 2	0.07	2.3
STREET TOWNHOMES BLOCKS 3 and 4	0.38	12.8
MEDIUM DENSITY RESIDENTIAL BLOCKS 5 and 6	1.22	40.9
MIXED USE BLOCK 7	0.47	15.8
PARK BLOCK 8	0.28	9.4
WALKWAY BLOCK 9	0.05	1.7
ROAD & WIDENING BLOCK 10	0.51	17.1
<b>TOTAL SITE AREA</b>	<b>2.98</b>	<b>100.0</b>

**RECORD OF REVISIONS**

No.	Revision	Date	Initial

**CLIENT**  
HOUSING DEVELOPMENT CORPORATION

**BAR SCALE**  
1:400  
0 5 10 15 20m

**ADDRESS**  
PROPOSED INFILL SUBDIVISION  
1958 DULUTH CRESCENT, LONDON

**DRAWN BY:** BG **CHECKED BY:** JMC **PROJECT NO.:** 20-1701

**DESIGNED BY:** BG **APPROVED BY:** \_\_\_\_\_ **DRAWING NO.:** DP

**SCALE:** on 24x36 1:400 **DATE:** Jun 26, 2023



Figure 10 | Draft Plan with Conceptual Buildings and Unit Count



**mbpc**  
Monteith•Brown  
planning consultants

CONCEPTUAL BEDROOM UNIT COUNT	
<b>BUILDING A</b>	
1 BEDROOM	44
<b>BUILDING B</b>	
1 BEDROOM	32
2 BEDROOM	16
3 BEDROOM	8
<b>BUILDING C</b>	
1 BEDROOM	26
<b>BUILDING D</b>	
1 BEDROOM	18
<b>BUILDING E</b>	
3 BEDROOMS	6
<b>BUILDING F</b>	
1 BEDROOM	25
2 BEDROOMS	20
3 BEDROOMS	8
4 BEDROOMS	3
<b>STREET TOWNS</b>	
4 BEDROOMS	14
<b>SINGLE DETACHED</b>	
4 BEDROOMS	2
<b>SECONDARY SUITE</b>	
SECONDARY SUITE	2
<b>TOTAL</b>	<b>224</b>

CONCEPTUAL BEDROOM UNIT COUNT		
APPROX. UNIT SIZE	#	%
1 bedroom apartment (27 to 64m <sup>2</sup> )	145	65
2 bedroom apartment (65 to 80m <sup>2</sup> )	36	16
3 bedroom apartment (81m <sup>2</sup> to 99m <sup>2</sup> )	16	7
4 bedroom apartment (115m <sup>2</sup> )	3	1
3 bedroom townhouse (114m <sup>2</sup> )	6	3
4 bedroom freehold towns (226m <sup>2</sup> including garage)	14	6
4 bedroom single detached dwellings & Secondary Suite (280m <sup>2</sup> including garage)	2	1
2	2	1
<b>Total</b>	<b>224</b>	<b>100</b>

CLIENT: HOUSING DEVELOPMENT CORPORATION

BAR SCALE: 1:400

ADDRESS: PROPOSED INFILL SUBDIVISION 1958 DULUTH CRESCENT, LONDON

DRAWN BY: BS	CHECKED BY: JMC	PROJECT NO.: 20-1701
DESIGNED BY: BS	APPROVED BY:	DRAWING NO.:
SCALE: on 24x36 1:400	DATE: Jun 08, 2023	<b>1</b>

Source: MBPC, 2023



Figure 11 | Perspective Concepts



Source: MBPC, 2023



Figure 12 | Conceptual Rendered Plan



Source: MBPC, 2023

Duluth Crescent is proposed to extend through the site in a 'Z'-type line, offering public street frontage and access for all nine (9) proposed development lots/blocks.

Two single-detached dwelling lots with frontage of 9 metres are proposed to be located on the north side of the road, immediately abutting the existing line of single-detached dwellings west of the subject lands, to allow for a seamless transition into higher-density uses through matching of like-units. Block 3 (to the east of the single-detached lots and north of the Duluth Crescent extension) and Block 4 (south of the Duluth Crescent extension) are proposed to be developed for two-storey freehold street townhouses, with seven units on each block (see Figure 13 below for an example of a similar building form). The height profile of the townhouses will be similar to the established single-detached dwellings extending along Duluth Crescent, with the townhouse form allowing for a more compact form and efficient utilization of land.



Figure 13 | Example of Two-Storey Street-Fronting Townhouses with 5.5m Frontages, 1173 Blackwell Boulevard, London



Source: Zoocasa.com, 2022

Block 5 (to the south of Block 4, west of the Duluth Crescent extension) is proposed to be developed with two four-storey apartment buildings fronting onto Duluth Crescent. Building A is proposed to provide 44 studio and/or 1-bedroom units (Similar to MHD's Thompson Road site) and Building B is proposed to provide a mix of 1-3 bedroom units; both buildings will provide for a total of 100 units. Parking for the buildings are proposed at the rear (west side) of the block, providing a buffer between the proposed apartments and existing single-detached dwellings fronting onto Crystal Crescent west of the subject lands. Parking is proposed at a ratio of 0.5 spaces per unit. MHD has provided an example of a four-storey apartment building form that may be developed on Block 5 in Figure 14 and 15, below.

Figure 14 | Example Four-Storey Apartment Building Form for Block 5



Source: MHD, 2022



Figure 15 | Example of a Four-Storey Apartment Building Proposed for Block 5



Source: MHD, 2022

Block 6 is located at the northeast corner of the site, and is proposed to be developed with two two-storey apartment buildings (with a total of 44 units between the two apartment buildings) similar to The Homes Unlimited affordable housing development at 77 Tecumseh Avenue West (See Figure 16), and one two-storey townhouse building with six (6) units. A total of 50 units are proposed for Block 6. Parking will be provided at a ratio of 0.75 spaces per unit. The placement of the apartment building adjacent to the public pathway block will provide natural/passive surveillance opportunities for the assurance of pedestrians and cyclists without being imposing to the surrounding residential context (due to the low-rise building form). The height profile of the buildings on Block 6 – at two-storeys – will be similar to the abutting low-rise single-detached dwellings along Garland Crescent and Wexford Court, with the medium-density building forms providing for a more compact and efficient use of land.

*Figure 16 | Example of a Two-Storey Apartment Building Proposed for Block 5, 77 Tecumseh Avenue West, London*



*Source: MHD, 2022*

Block 7 (east of the Duluth Crescent extension and south of Block 6) is proposed for a four-storey mixed-use building. More specifically, ground floor community facility / limited secondary commercial space is proposed (serving the subdivision and the surrounding neighbourhood), with a total of 56 apartment units on the upper floors, ranging from 1 to 4 bedroom units. The building will face Duluth Crescent, with parking located to the rear of the building (or block) in proximity to the abutting rear yards of the duplexes on Admiral Drive. Parking will be provided at a ratio of 0.5 spaces per unit for the apartments, with 13 spaces reserved for the community facility and/or limited secondary commercial use. Block 7 and Block 6 are proposed to share a single vehicular access point to the public road, to use land efficiently and avoid locating an access on a road curve (in accordance with comments provided by the City's Environmental and Engineering Services Department through the Pre-Application Consultation Meeting).

Finally, a 0.28 hectare public park is proposed to be provided at the southeast corner of the site on Block 8, abutting the Duluth Crescent extension and Admiral Drive (comprising approximately 9% of the subdivision area). The park has strategically been placed in this location following discussions with the City's Environmental and Parks Planning Division, to be located along Admiral Drive (neighbourhood connector) and to allow opportunity for public amenity space for residents of the development and the surrounding neighbourhood.

The proposed Draft Plan has also accounted for road widenings of 0.75 metres along Admiral Drive, to attain a width of 10.75 metres from the centreline.

Please note that components to development such as, but not limited to, architectural design and treatment, landscaping, off-street parking, unit layout and composition, and amenity features, will be further addressed and refined through Site Plan Approval processes for applicable individual



blocks. These above-noted matters are also subject to subsequent programming of each individual block and agreements with MHD and/or potential Partners to develop them.

## **7.1 Existing Servicing**

### **7.1.1 Sanitary Servicing**

At the Pre-Consultation Meeting, City staff identified that there is an existing 200mm sanitary sewer at the end of Duluth Crescent, and a 750mm trunk sanitary sewer within an easement on adjacent lands to the south of the subject lands, connecting to Trafalgar Street.

EXP was retained to prepare a Servicing Feasibility Study for the subject lands, which is provided as part of the complete application submission package. The information on the proposed sanitary servicing strategy is summarized in Section 8 of this report.

### **7.1.2 Water Servicing**

Through the Pre-Consultation process, City staff identified that water is available to the subject site via the municipal 200mm watermain on Duluth Crescent and the 250mm watermain on Admiral Drive. The proposed water servicing strategy prepared by EXP for the site is described in detail in the Servicing Feasibility Study, and summarized below in Section 9 of this report.

### **7.1.3 Storm Servicing**

City staff have confirmed that an existing 150mm diameter field tile from the site is connected to the existing 1650mm storm sewer, southwest of manhole 4R187 within a municipal easement traversing 1980 Trafalgar Street. The site is also adjacent to a municipal easement west of 202 Admiral Drive, with an existing catch basin tributary to the 1650mm storm sewer on Admiral Drive. This sewer is currently over capacity, and any increase in impervious areas on the subject lands will require hydraulic calculations to demonstrate whether the sewer and downstream system have available capacity (the pipes may need to be upsized as a result). The existing storm sewer on Trafalgar Street is surcharged and will not be an acceptable outlet for the development.

EXP was retained to prepare a Stormwater Management Report for the proposed development plan and a Geotechnical/Hydrogeological Investigation to determine the feasibility of LID features, which are discussed in Section 10 of this report.

### **7.1.4 Transportation**

#### **External Road Network**

The subject lands have frontage on Duluth Crescent and Admiral Drive, with Duluth Crescent proposed to be extended through the site in a 'Z'-type line to connect to Admiral Drive through the Draft Plan of Subdivision process. Duluth Crescent is a two-way local street intended to carry vehicles from individual properties to Clarke Road, a four-lane Civic Boulevard road running north-south to the west of the subject lands. Clarke Road intersects with Trafalgar Street (a two-lane civic boulevard running east-west) to the southwest of the subject lands.

Strik Baldinelli Moniz (“SBM”) was retained to complete a Traffic Impact Assessment for the proposed development, to evaluate anticipated impacts on the external road network. This report is provided as part of the complete application submission package, and the results and recommendations are summarized in Section 11, below.

### **Bicycle & Pedestrian Network**

There is a sidewalk along the south side of Duluth Crescent and both sides of Admiral Drive, providing connections to pedestrian routes along Clarke Road and Trafalgar Street. A pedestrian pathway also extends from Garland Crescent to the subject lands.

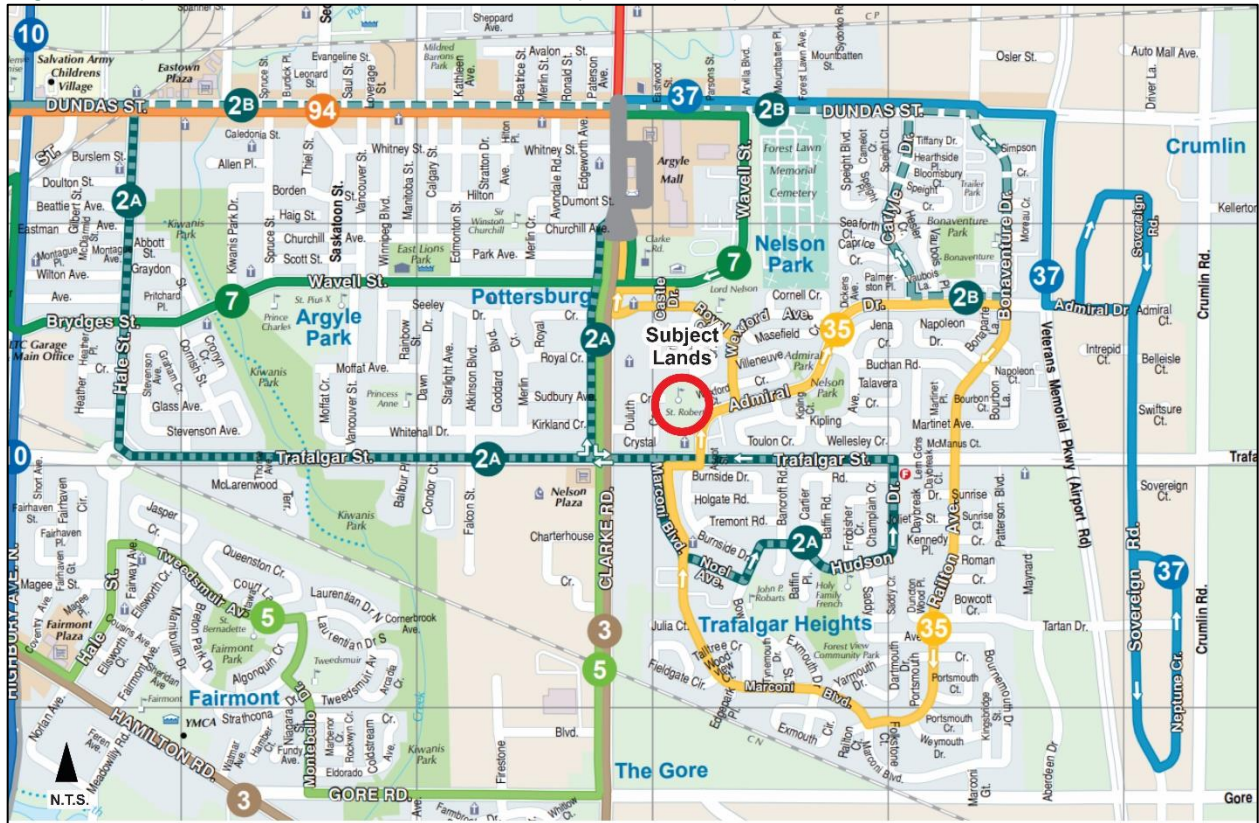
The section of Trafalgar Street west of Clarke Road and east of the railway tracks is identified as a ‘Signed Route’ for bicycles.

### **Public Transit**

The subject lands are located with approximately 400m of transit stops for five City of London bus routes, specifically #2A (Natural Science – Trafalgar Heights/Bonaventure); #3 (Downtown – Argyle Mall); #5 (Byron – Argyle Mall); #7 (Westmount Mall – Argyle Mall); and #35 (Argyle Mall – Trafalgar Heights) (see Figure 17, below). The property is also an approximately 15-minute walk from Argyle Mall, which is a London Transit terminal for twelve bus routes that extend across the City (see Figure 18, below). Accordingly, the subject lands are adequately serviced by public transit.

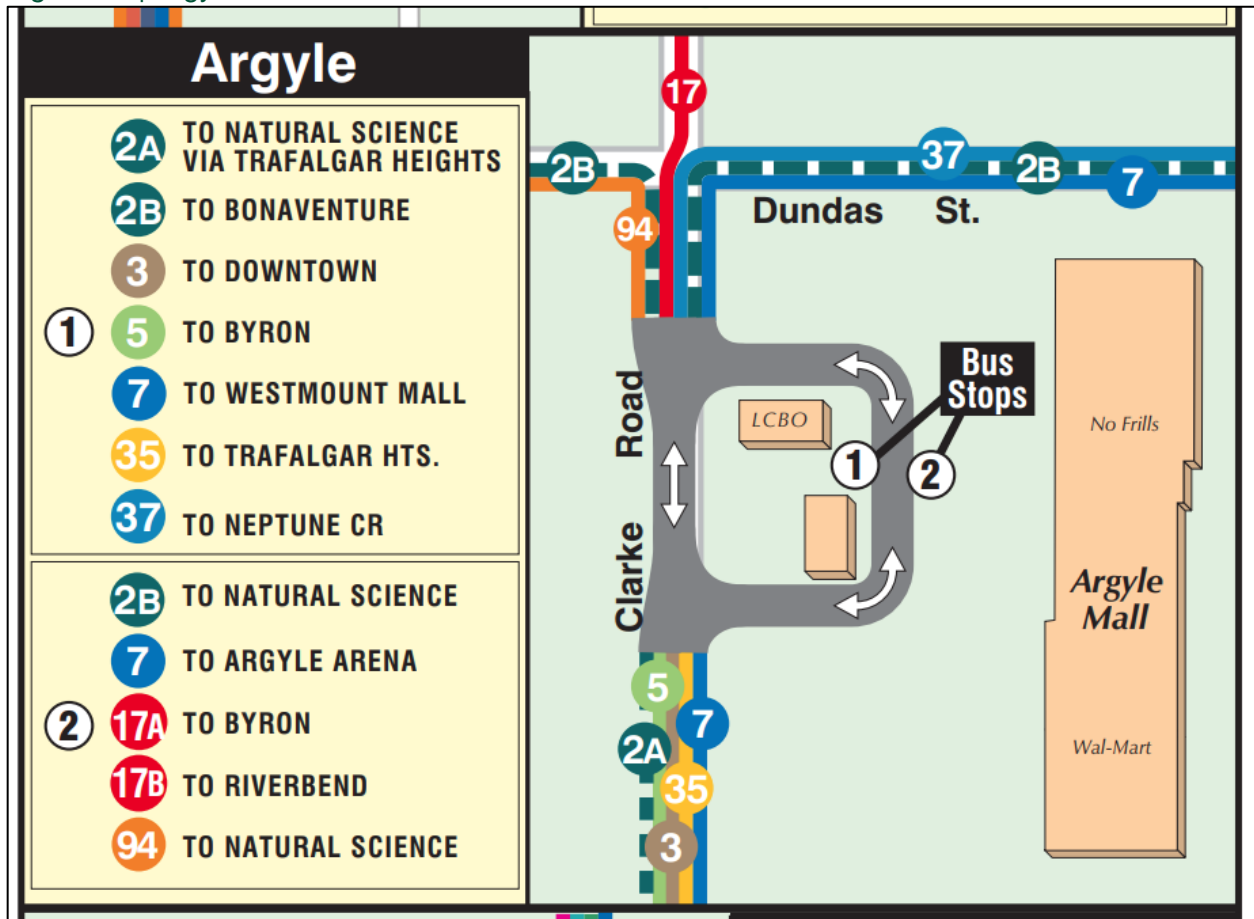
Route #2A connects to the Argyle Mall to the north, which includes a Wal-Mart Supercentre, Winners, Staples, Sport Check, CIBC, and a number of other retail stores and restaurants. Route #2 ultimately runs down Dundas Street, connecting through Downtown London to Western University. Route #3 also connects Argyle Mall to Downtown London through Hamilton Road. Route #7 runs west down Wavell Street towards Downtown London, extending through southwest London and ultimately terminating at the Westmount Shopping Centre. Finally, Route #35 runs in a loop through Argyle and Trafalgar Heights

Figure 17 | Public Transit Routes in Proximity to the Subject Lands



Source: London Transit System Map, 2019

Figure 18 | Argyle Mall Transit Terminal



Source: London Transit System Map, 2019

## 7.2 Subdivision Phasing / Staging

The subdivision phasing has not been determined at the time of submission, although it is anticipated that development will move forward in phases based on programming of each individual block and agreements with MHD and/or potential Partners to develop them. Development on the larger blocks will be controlled through a subsequent Site Plan Approval process.

## 8. SANITARY SERVICING

There are two existing sanitary sewers in the vicinity of the subject site:

- Existing 200 mm diameter sanitary sewer on Duluth Crescent flowing in the westerly direction; and,
- Existing 750 mm diameter sanitary trunk sewer within the City of London's easement located on the south side of the site flowing in the southwesterly direction from Admiral Drive.



Although available record drawings do not show the existing sanitary service for the former St. Robert School, it is assumed that the sanitary drainage from the school site connects to the existing 200mm diameter sanitary sewer on Duluth Crescent.

The proposed preliminary sanitary servicing design for the site consists of two separate 200mm diameter municipal sanitary sewers from the high point along Duluth Crescent. The first sanitary is proposed to connect to the existing 200mm diameter sanitary sewer on Duluth Crescent flowing in the westerly direction, and the second sanitary connecting into the existing 750mm diameter sanitary sewer within the easement along the south side of the site.

Using the City of London's design criteria, the existing peak demand from the school site was calculated to be approximately 3.13 L/s including infiltration. To understand the potential increase of the proposed site on the municipal sanitary system, post development sanitary demand calculations were prepared in accordance to the City of London design criteria. With the total estimated equivalent population of 538 persons, the overall proposed peak sanitary demand of 7.28 L/s was calculated including infiltration. Therefore, showing a post development increase of approximately 4.15L/s on the municipal sanitary system based on the development concept.

EXP staff further reviewed contribution of the proposed flows at each sanitary connection point, where the resultant flows and corresponding capacity of each municipal sewer can be summarized as follows:

- Existing Duluth Crescent 200mm diameter sanitary sewer – site contributing 24.2 L/s or 2.4% of full flow capacity
- Existing Easement 750mm diameter sanitary – site contributing 574.9 L/s or 1.1% of full flow capacity

Finally, after discussions with City of London staff it was confirmed that sanitary capacity is not deemed to be a concern for the site.

Background record drawing information and supporting sanitary calculations can be found in Appendix 'C' of the Site Servicing Feasibility Report, submitted as part of the complete application submission package.

## 9. WATER SERVICING

As previously mentioned, there is an existing 200 mm diameter watermain located on the north side of Duluth Crescent with an existing hydrant located approximately 30 metres west of the subject site property line. Record drawings from the City also show the existing 200 mm diameter watermain is reduced to a 100 mm diameter water supply service for the former St. Robert School site. Along Admiral Drive, record drawings show an existing 250 mm diameter watermain located on the west side of Admiral Drive in the vicinity of the site. It was confirmed with City staff that both the Duluth Crescent and Admiral Drive watermains are within the same pressure zone.

The proposed preliminary water servicing design for the site consists of a proposed 200mm diameter municipal watermain along Duluth Crescent with connections to the existing 200mm diameter watermain on Duluth Crescent, and the 250mm diameter watermain on Admiral Drive.

EXP recommends that each development block in the Draft Plan make a new connection at the time of receiving development approvals to comply with Provincial Drinking Water Quality standards.

Using the City of London design criteria to determine the water demands on the proposed municipal watermain, the maximum day demand was calculated to be 3.9 L/s for the site. EXP staff then reviewed the fire protection requirements considering development Block 7 as the worst-case scenario due to the floor plate size of the building. Using the Fire Underwriter's Survey, a fire demand was conservatively calculated to be in the range of 130 L/s, giving a maximum day plus fire demand of 133.9 L/s for the site.

City staff were contacted for any recorded hydrant flow test information to understand the available flows and pressures within the municipal watermain. A previous flow test completed on the Duluth Crescent watermain in 2005 showed positive results that would meet the required fire protection for the development. However, due to the age of the hydrant flow test EXP recommends another updated test be undertaken to verify current flows and pressures within the municipal system.

Supporting water demand calculations and background hydrant flow test information is provided in Appendix 'B' of the Site Servicing Feasibility Report, submitted as part of the complete application submission package.

## 10. STORM SERVICING

There are two existing storm sewers in the vicinity of the subject site, which can be summarized as follows:

- Existing 200 mm diameter storm sewer on Duluth Crescent flowing in the westerly direction; and,
- Existing 1650 mm diameter storm trunk sewer within the City of London's easement located on the south side of the site flowing in the westerly and southerly direction from Admiral Drive.

Available record and topographic survey drawings show the former St. Robert School site and balance of the lands draining through two separate networks of catchbasins and storm sewers connecting to the existing 1650mm diameter storm within the easement along the south side of the site.

The proposed preliminary storm servicing design for the site consists of two separate municipal storm sewers from the high point along Duluth Crescent. The first storm sewer is a proposed 375mm diameter storm sewer with a connection to the existing 200mm diameter storm sewer on Duluth Crescent flowing in the westerly direction. The second storm sewer is a proposed 300 mm diameter storm sewer flowing in the southerly direction with a connection to the existing 1650mm diameter storm sewer within the easement along the south side of the site.

As the proposed 1050 mm diameter storm sewer on Duluth Crescent is proposed to function as a superpipe system, EXP recommends that any foundation drainage for any basements from adjacent development blocks be addressed through the use of sump pumps discharging to landscaping areas away from sidewalks or walkway areas.

Detailed design for all proposed municipal and private storm systems will be completed in accordance to the established SWM criteria for the site, and the City of London design standards.

Additional storm servicing details are provided in Section 11 (Stormwater Management) below.

## 11. STORMWATER MANAGEMENT (SWM)

### 11.1 Stormwater Assumptions

As more than 29 at-grade parking spaces are proposed for the entire site, the applicant shall be required to address water quality issues in accordance with Provincial standards.

Through the Pre-Consultation process, City staff requested that any proposed LID solution be supported by a Geotechnical Report and/or hydrogeological investigations. Through the Geotechnical Investigation, EXP identified that the near-surface soils encountered on site have a low potential for use in LID stormwater management design, as stormwater management design requires the practical availability of unsaturated, sufficiently pervious soil with depth and aerial extent to accommodate infiltration of stormwater.

### 11.2 Proposed Strategy for Stormwater

#### 11.2.1 Proposed SWM Quantity Controls

##### **Post-development Peak flow to Pre-development Conditions**

The City of London Design Specifications & Requirements Manual specify that for development areas less than 10 hectares, the post-development peak flow from the site shall be equal or less than those of the site in predevelopment conditions for all storm events up to an including the 100-year storm event at a minimum.

Based on the proposed preliminary grading and servicing design prepared by EXP (see Stormwater Management Report submitted as part of the complete application submission package), the small catchments (ID#s 201 and 401) that tributary to Duluth Crescent (flowing west) and Admiral Drive (flowing east) are able to flow uncontrolled with negligible differences to existing conditions. However, after reviewing the remaining Trunk Sewer catchment for the site, the runoff calculations for the 100-year storm event show a post development peak flow rate of 942 L/s which exceeds the pre-development peak flow 698 L/s for that catchment due to the increased level of imperviousness. Therefore, the need for on-site SWM controls for the proposed development blocks was reviewed and discussed further in the next section.

##### **Permanent Private On-site Quantity Controls**

Through correspondence with City of London engineering staff, it was confirmed that the existing 1650mm diameter trunk sewer along the south side of the site has existing capacity issues and is current showing signs of surcharging. Therefore, any increase in flows from a proposed minor of major storm system from the site could further surcharge the sewer.

EXP then reviewed the two existing 300mm diameter storm sewers connections to the trunk sewer for their existing combined full flow capacity, which was calculated to be 216 L/s. After subtracting any small external/uncontrolled drainage areas (0.02 ha) tributary to the same 2 storm sewers, the balance was calculated to be 214 L/s. Therefore, the existing full flow capacity of 214 L/s was then considered to be a reasonable maximum allowable release rate for the subject catchment and would mitigate any further surcharging of the trunk sewer or negative impacts downstream.

After reviewing the resultant flows from implementing theoretical on-site SWM storage for the development blocks, it was clear that controlling to post development flows to existing levels for storm events up to and including the 100-year storm event was not satisfactory to meet the overall allowable release rate. Therefore, it was determined that the on-site controls be optimized by controlling all post development flows to predevelopment levels for the 5-year storm event.

The SWM storage calculations were then completed which showed the following SWM storage requirements and maximum release rates for each development block:

- Block 6 (ID# 302) = 125 m<sup>3</sup> required with maximum release rate 70.4 L/s
- Block 7 (ID# 303) = 84 m<sup>3</sup> required with maximum release rate 47.3 L/s
- Block 5 (ID# 304) = 93 m<sup>3</sup> required with maximum release rate 52.3 L/s

The total maximum release rate from the 3 development blocks was calculated to be 170.0 L/s, where the proposed SWM storage could be achieved through a combination of roof, above ground and below ground storage with reasonable orifice sizing.

As the balance of the flows from the Duluth Crescent extension and Park Block (ID#s 301 and 305) showed peak flows in the range of 216 L/s (refer to Table 2), additional SWM quantity control measures were deemed to be required to meet the overall 214 L/s maximum allowable release rate for the Trunk Sewer catchment. Therefore, the need for inlet control devices on street catchbasins and/or oversized storm sewers (superpipe) within the road allowance to meet the allowable release rate for the catchment was then reviewed and discussed further in the next section.

### **Superpipe System Within Municipal Road**

Inlet control devices on street catchbasins are at times considered an effective way to restrict flows into municipal storm sewers to meet specific allowable release rates. However, when major overland flow is promoted towards catchbasin inlets that are located in sags, the increased major overland flow can put additional stress on the municipal storm system, and cause ponding and/or incur erosion downstream. After further review of possible SWM quantity controls, it was deemed that providing additional underground SWM storage within the municipal right-of-way was the most appropriate approach.

In order to control the balance of the uncontrolled flows of 216 L/s from the Duluth Crescent extension and Park Block (ID#s 301 and 305) to 44 L/s to meet the overall allowable release rate of 214 L/s, the SWM quantity calculations showed approximately 134 m<sup>3</sup> of storage was required.

Therefore, based on the proposed preliminary servicing design, a proposed 1050mm diameter storm sewer (superpipe) within the road allowance was selected with a proposed 300mm



diameter storm sewer (orifice tube) at minimum slope before outletting the flows to the trunk sewer. The overall resultant peak flows under post development conditions with the implementation of the proposed SWM controls, can be summarized in Table 6, below:

**Table 6 | Peak Flows (Proposed Conditions – SWM Controls)**

Contributing Area (Catchment)	ID#	Runoff Coefficient	Area (ha)	Peak Flow -2 Year (L/sec)	Peak Flow -5 Year (L/sec)	Peak Flow -100 Year (L/sec)
<b>Duluth Crescent (West):</b>						
<i>Duluth Crescent Extension &amp; SD Residential</i>	201	0.65	0.34	106.0	106.0	106.0
<b>Sub-Total:</b>		<b>0.65</b>	<b>0.34</b>	<b>106.0</b>	<b>106.0</b>	<b>106.0</b>
<b>Trunk Sewer (South):</b>						
Duluth Crescent Extension & SD Residential & Block 8 (Park)	301* & 305	0.54	0.79	44.0	44.0	44.0
Block 6	302*	0.70	0.70	70.4	70.4	70.4
Block 7	303*	0.70	0.47	47.3	47.3	47.3
Block 5	304*	0.70	0.52	52.3	52.3	52.3
<b>Sub-Total:</b>		<b>2.64</b>	<b>2.48</b>	<b>214</b>	<b>214</b>	<b>214</b>
<b>Admiral Drive (East):</b>						
<i>Duluth Crescent Extension &amp; Park Block 8</i>	401	0.30	0.12	10	11	18
<b>Sub-Total:</b>		<b>0.30</b>	<b>0.12</b>	<b>10</b>	<b>11</b>	<b>18</b>
<b>Total:</b>		<b>3.59</b>	<b>2.94</b>	<b>330</b>	<b>331</b>	<b>338</b>

\*Note: Resultant flows for subject catchment include SWM controls

In summary, the implementation of the proposed SWM controls meet the maximum allowable release rate of 214 L/s for the Trunk Sewer catchment and the overall site as shown by the results in the above Table.

### 11.2.2 Proposed SWM Quality Controls

The City of London requires the long-term average removal of 80% total suspended solid (TSS) on an annual loading basis from all runoff leaving the proposed development site based on the post development level of imperviousness. This requirement for the long-term removal average of 80% TSS is consistent with the “Enhanced Protection” levels recommended in MOE SWM Planning and Design Manual, March 2003.

In order to achieve the required SWM quality controls, oil grit separators (OGS) are recommended within each development block, where the specifications for each OGS unit can be confirmed at the detailed design stage. Low Impact Development (LID) measures are recommended for incorporation into the detailed grading and landscaping design, where additional details regarding LIDs are described further in the water balance section in this report.

## 12. TRANSPORTATION

### 12.1 Transportation Impact Assessment (SBM, 2023)

SBM was retained to complete a Transportation Impact Assessment ('TIA') to identify transportation impacts, or lack thereof, associated with the proposed residential development on the subject lands. The study forecasted traffic volumes for a 2029 horizon year and assessed traffic operations within the vicinity of the subject site for existing, future background, and future total traffic conditions. Site accesses, active transportation, transit access, sightlines, and parking requirements were also reviewed.

Based on the analysis completed, the following conclusions and recommendations were made:

- Under existing conditions, all movements at the intersections within the study area are operating acceptably, with the exception of several movements at Clarke Road and Trafalgar Street at a v/c ratio of 0.94-0.95 and the eastbound left turn movement at LOS F during the PM peak hour.
- Under 2029 background traffic conditions, the majority of the study area intersection movements will operate at LOS D or better, but there are several movements at the Clarke Road and Trafalgar Street intersection that will have v/c ratios between 0.91 and 0.93 with LOS E (assuming traffic signal splits are optimized). Also, the southbound left turn movement at Trafalgar Street and Admiral Drive will be at LOS F with considerable delay during the PM peak hour, however, it will still have a relatively low v/c ratio.
- Operations under 2029 total traffic conditions at the Clarke Road and Trafalgar Street intersection are similar to the 2029 background conditions with a typical increase to the v/c ratios of not more than 0.04 for any particular movement, indicating that the site traffic has a relatively negligible impact on the intersection. At the Trafalgar Street and Admiral Drive intersection, the southbound left turn movement will experience increased delay, but due to the tolerable v/c ratio and relatively low left turn volume, the movement is still considered acceptable throughout the horizon period.
- Traffic signal warrant analysis was performed for the Trafalgar Street and Admiral Drive intersection under both 2029 background and total traffic conditions, and it was concluded that traffic signals are not warranted.
- The proposed alignment of the Duluth Crescent extension is considered ideal and there are no concerns related to intersection spacing or sight distances at the intersection with Admiral Drive.
- There are no concerns with the proposed locations or configurations of the Block 5 and Block 6-7 accesses.
- Existing sidewalks on the study area roads provide opportunity for increased pedestrian activity and there are four bus routes within walking distance of the site providing easy transit access.
- No improvements to the external road network are required to accommodate the proposed development, however, it is recommended that the existing PXO on Admiral Drive north of Trafalgar Street be relocated to the Duluth Crescent intersection when Duluth Crescent is extended to Admiral Drive.

A copy of the TIA has been submitted as part of the complete application submission package.

### **12.1.1 Public Transit**

As previously discussed, the subject lands are served by five transit routes (#2A, #3, #5, #7, and #35). The property is also an approximately 15-minute walk from Argyle Mall, which is a London Transit terminal for twelve bus routes that extend across the City.

## **12.2 Internal Roadworks**

Duluth Crescent is proposed to be extended through the new subdivision in a 'Z'-type line to connect with Admiral Drive. SBM identified that the proposed alignment of the Duluth Crescent extension was "ideal" and "there are no concerns related to intersection spacing or sight distances at the intersection with Admiral Drive".

## **12.3 External Roadworks**

No improvements to the external road network were identified as being required to accommodate the proposed development. However, SBM did recommend that the existing pedestrian crossing on Admiral Drive north of Trafalgar Street be relocated to the new Duluth Crescent intersection when Duluth Crescent is extended.

## **12.4 Bicycle and Pedestrian Considerations**

As previously discussed, the subdivision incorporates the extension of a public walkway from Garland Crescent through the site to the future extension of Duluth Crescent, providing residents to the north with direct access to the new park and facilitating an efficient connection point from the subject lands to Lord Nelson Public School to the north.

In addition, as previously discussed, the subject lands are also located within a short distance of 'Cycling and Walking Routes' along Trafalgar Street and Clarke Road, as identified on Map '4' of the London Plan. There are currently sidewalks on both sides of Trafalgar Street and Clarke Road (however, there are no marked bicycle lanes).

# **13. NATURAL HERITAGE / PARKS**

## **13.1 Natural Heritage System**

There are no natural heritage features on or adjacent to the subject lands. The general findings and recommendations of the required Arborist Report and Tree Preservation Plan is discussed in Section 6.1 of this report.

## **13.2 Parks & Open Space**

Through the Pre-Consultation process, Parks Planning and Design staff informed our client that parkland dedication was expected to be calculated at 1 hectare (Ha) per 300 residential units, and the pedestrian walkway would not be taken as parkland dedication.

Notwithstanding the discussion with Parks Planning and Design staff mentioned above, section 51.1(1) of the *Planning Act, R.S.O. 1990, c. P.13* and section 2.1.1 of the City's *Parkland Dedication By-law – CP – 25* states that parkland dedication for development (or redevelopment) for residential purposes is expected in the amount of five (5%) per cent of the land. Parkland dedication is no longer calculated at 1 hectare (Ha) per 300 residential units.

A 0.28 Ha urban parkland block is proposed to be provided at the southeast corner of the site (comprising approximately 9% of the Draft Plan of Subdivision area, above the 5% required). Parks Planning and Design staff identified that the location of the public park block is acceptable.

## 14. FINANCIAL IMPLICATIONS

### 14.1 Cost-Sharable Works & DC Revenue Estimate Worksheet

A copy of the Cost Sharable Works and DC Revenue Estimate, prepared by EXP, has been submitted as part of the complete application package submission.

## 15. MISCELLANEOUS

### 15.1 Community Engagement Strategy

As part of MHD's commitment to the community and recognizing the importance of engaging with neighbours in one-on-one conversations about the proposed development, MHD and MBPC hosted a privately-initiated, virtual community information meeting on May 3, 2023 from 7:00 to 8:00 P.M. as a webinar via the Zoom platform.

Invitations, in the form of a post card, were prepared by the City's Communications Department and mailed out to all property addresses within *at least* 120 metres of the subject lands (the standard notification distance prescribed in the Planning Act for public meetings relating to Official Plan and Zoning By-law Amendments). The invitation provided a brief description of the proposed development, and a request to register for the meeting in advance through the City's "Get Involved" website. A total of 6 households attended the meeting, as well as Deputy Mayor and Ward Councillor Shawn Lewis.

At the virtual community information meeting, MBPC and MHD provided a presentation on the proposed development and provided the opportunity for questions and comments from the attendees. A copy of the PowerPoint presentation from the meeting, along with a recording of the meeting, has been uploaded to the City's "Get Involved" website.

Overall, there were no objections to the development proposal raised by the attendees. A few questions were brought forward regarding park location, overall unit count, and impacts on



surrounding schools. MBPC, MHD, and Ward Councillor Lewis were able to provide appropriate responses to those questions.

Subsequently, members of the public were invited to attend an in-person Community Information Session at East Lions Community Centre on May 11, 2023, from 3:00 to 6:00 P.M. The information for this meeting was also provided on the post card mailed out for the privately-initiated, virtual community information meeting.

At the in-person Community Information Session, MBPC and MHD prepared and displayed Presentation Boards illustrating the site context, proposed development, and next steps. In addition, one display board provided the opportunity for members of the public to provide their thoughts on the project via comments written on sticky notes and placed on the Board. A copy of the Display Boards from the in-person meeting have been uploaded to the City's "Get Involved" website.

Approximately 10 members of the public attended the in-person Community Information Session. Overall, the proposed was generally well received. The following comments were provided orally in response to the proposed development:

- *"Happy to see enhanced setbacks to protect privacy to adjacent properties."*
- *"Development appears to suit majority of population / demographic."*
- *"Want to see complete community development: a place to live, work, eat, leisure, etc."*
- *"Age-in-place opportunity is great!"*
- *"Concern for increased traffic to Admiral Drive"*
- *"Want to see seniors apartment building(s)"*

It is noted that the virtual and in-person community information meetings were held prior to filing any planning applications for the property.

## 16. CONCLUSION

Based on the above analysis, the proposed Draft Plan of Subdivision, Official Plan Amendment, and Zoning By-law Amendment applications address the criteria listed in Section 51(24) of the Planning Act, are consistent with the Provincial Policy Statement, maintain the general intent and purpose of the London Plan and the City of London Zoning By-law Z.-1, and represent sound land-use planning.

The following materials have been submitted to the City of London:

- One (1) copy of a Draft Plan of Subdivision Application Form;
- One (1) copy of the Draft Plan of Subdivision (PDF and CAD format);
- One (1) copy of an Official Plan and Zoning By-law Amendment Application Form;
- One (1) copy of an Official Plan Amendment sketch;
- One (1) copy of a Zoning By-law Amendment sketch;
- One (1) copy of the Simplified Subdivision Plan (PDF and JPEG format);
- One (1) copy of the Record of Consultation, dated May 8 2019;
- One (1) copy of the Record of Consultation, dated February 23, 2022;
- One (1) copy of the Email from the City, dated March 30, 2022;

- One (1) copy of an Stage 1-2 Archaeological Assessment (LEC, 2020);
- One (1) copy of the Ministry Clearance Letter for the Archaeological Assessment;
- One (1) copy of the Geotechnical Investigation (EXP, 2020);
- One (1) copy of the Site Servicing Feasibility Report (EXP, 2023);
- One (1) copy of the Stormwater Servicing Report (EXP, 2023);
- One (1) copy of the Traffic Impact Assessment (SBM, 2023);
- One (1) copy of the Arborist Report (EXP, 2022);
- One (1) copy of the Tree Inventory and Preservation Plan (EXP, 2022);
- One (1) copy of the Claimable Works & DC Revenue Estimate Worksheet (EXP, 2023);  
and,
- One (1) copy of an Urban Design Brief (MBPC, 2023);

The application fees for Draft Plan of Subdivision, Official Plan Amendment, and Zoning By-law Amendment will be submitted directly to the City by MHD.

We trust that the enclosed information is satisfactory to address the submission requirements and look forward to working with staff to advance the application. If you have any questions regarding this matter or require any additional information, please do not hesitate to contact me.

Respectfully Submitted,

**MONTEITH BROWN PLANNING CONSULTANT**