

JULY 09, 2024

FINAL PROPOSAL REPORT

Proposed Mixed-Density Residential Subdivision

168 Meadowlily Road South
London, Ontario

Prepared For:

Forever Homes Meadowlily Limited Partnership

(c/o Jeff Fung, Vice President of Operations)

1956 Mallard Road
London ON
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File #: 22-2400



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The logo for Monteith Brown, featuring the lowercase letters 'mbpc' in a fluid, handwritten-style script.

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1. INTRODUCTION

1.1 Purpose

Monteith Brown Planning Consultants Ltd. (“MBPC”), on behalf of our client, Forever Homes Meadowlily Limited Partnership (“Forever Homes”) (c/o Jeff Fung) is pleased to submit site-specific applications to amend the London Plan and Zoning By-law Z.-1, as well as an application for a Plan of Subdivision, to permit a mixed-density residential community on the lands known municipally as 168 Meadowlily Road South (“the subject lands”) in London, Ontario. The subject lands are legally described as CON 1 PT LOT 15 E/S MEADOWLILY and owned by Forever Homes.

This Final Proposal Report (‘FPR’) was prepared by MBPC with contributions from Dillon Consulting Limited (“Dillon”) on the proposed servicing strategy for the subject lands. Supporting information has also been provide by MHBC, Zedd Architecture Inc. (“Zedd”), EXP, and Natural Resource Solutions Inc. (“NRSI”), through their respective technical studies included as part of the complete application submission package.

Development Proposal

In brief, the proposed planning approvals will permit the development of a new mixed-density residential subdivision in the Meadowlily neighbourhood, on lands designated for residential growth in proximity to key employment, convenience commercial, institutional, recreational uses, and public and active transit opportunities. The subdivision also proposes a new municipal road (denoted as Street ‘A’ on the Draft Plan) providing vehicular and pedestrian connection from the proposed development blocks to both Meadowlily Road South to the west and Commissioners Road East to the south.

Specifically, the proposed land use and building form mix consists of:

- One (1) block for three (3) storey cluster towns;
- One (1) block for three (3) storey cluster stacked back-to-back towns;
- One (1) block for a six (6) storey apartment building;
- One (1) block for an eight (8) storey and twelve (12) storey apartment buildings;
- One (1) Parkland and Pathway Block; and,
- One (1) Environment Significant Area (“ESA”) and Buffer Area Block.

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

Initial Proposal Report Review Meeting

An Initial Proposal Report (“IPR”) was submitted to the City on March 12, 2023, to outline the proposed development and servicing strategy for the development lands. Subsequently, a Proposal Review Meeting was held virtually with City and Upper

Thames River Conservation Authority (“UTRCA”) staff on April 12th, 2023. The purpose of the IPR Meeting was to discuss the development proposal, confirm what planning approvals are required, and identify all drawings, studies and supporting materials required to form a complete planning application submission.

The summary of City and UTRCA comments are provided in the Proposal Review Meeting Summary & Record Of Consultation Document, dated May 23rd, 2023, and is included as part of the complete application submission package. The comments provided within the document are further addressed throughout this Final Proposal Report (“FPR”) and supporting technical studies prepared for this application. City and UTRCA staff confirmed that the following studies and reports would be required as part of a complete Plan of Subdivision, Official Plan Amendment, and Zoning By-law Amendment application:

- Applications for Official Plan Amendment, Zoning By-law Amendment, and Plan of Subdivision;
- Final Proposal Report;
- Urban Design Brief;
- Environmental Impact Study (“EIS”) & Subject Lands Status Report (“SLSR”);
- Heritage Impact Assessment (“HIA”)
- Environmental Assessment (“EA”) Opinion Letter
- Hydrogeology Report;
- Water Servicing Report;
- Stormwater Management (Servicing) Report;
- Geotechnical Report;
- Slope Stability Assessment Report;
- Traffic Impact Assessment/Study (“TIA” or “TIS”) and Traffic Management Plan (“TMP”); and,
- Site Line Analysis / Concept Plan and Profile Drawings;

The above-listed studies are all included as part of the complete application submission package. It is anticipated that any other technical studies that may be required to support development on the subject lands will be addressed at the time of Detailed Design or Site Plan Approval for the individual development Blocks.

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 generally adheres to the FPR structure; however, the report does not include italicized or strikethrough text to differentiate additions and excised text. City Planning Staff confirmed that a clean FPR document (omitting italicized or strikethrough text) was satisfactory.

The application fee for the combined Official Plan and Zoning By-law Amendment and Plan of Subdivision will be submitted directly to the City by our client, under separate cover.

1.2 Site Description

The subject lands are located north-east of the intersection of Meadowlily Road South and Commissioners Road East, in a predominantly established and planned residential and commercial community in the southeast London – the property is part of the Jackson Planning District. The subject lands comprise a rectangular shape with a total land area of approximately 8.30 hectares (20.50 acres) with an approximate frontage of 404 metres along Commissioners Road East and 208 metres along Meadowlily Road South.

There are a number of easements along the frontage of the property (along Commissioners Road East), including Part 1, Plan 33R-1857 Remainder, which is understood to be an expired working easement (expired on December 31, 1977), and Part 2, 3, 4, 5, and 6 of Plan 33R-15492, which is an easement in perpetuity in favour of the Corporation of the City of London for the Public Utilities Commission to install, construct, maintain, etc., one or more watermains. The above-noted easements are illustrated on the Draft Plan of Subdivision submitted as part of the complete application submission package.

Figure 1 | Subject Lands & Immediate Land-Use Context



Source: MBPC, 2024

Based on aerial photography (See Figure 1, above) and site reconnaissance, the lands are currently used for field crops, with a stand of mature woodland vegetation (non-designated feature) located in the central portion of the property and along the perimeter of the site. The central portion of the site also contains remnants of an old

residential foundation (previous homestead). The linear strip of lands running east-west, immediately adjacent to the north and associated with the Meadowlily Woods Environmentally Sensitive Area, are understood to be an unopened road allowance (illustrated on the Draft Plan of Subdivision).

Figure 2 | View from South-East Corner of Subject Lands, from Commissioners Road East, looking North-West at Subject Lands



Source: MBPC (Image capture: November 2023)

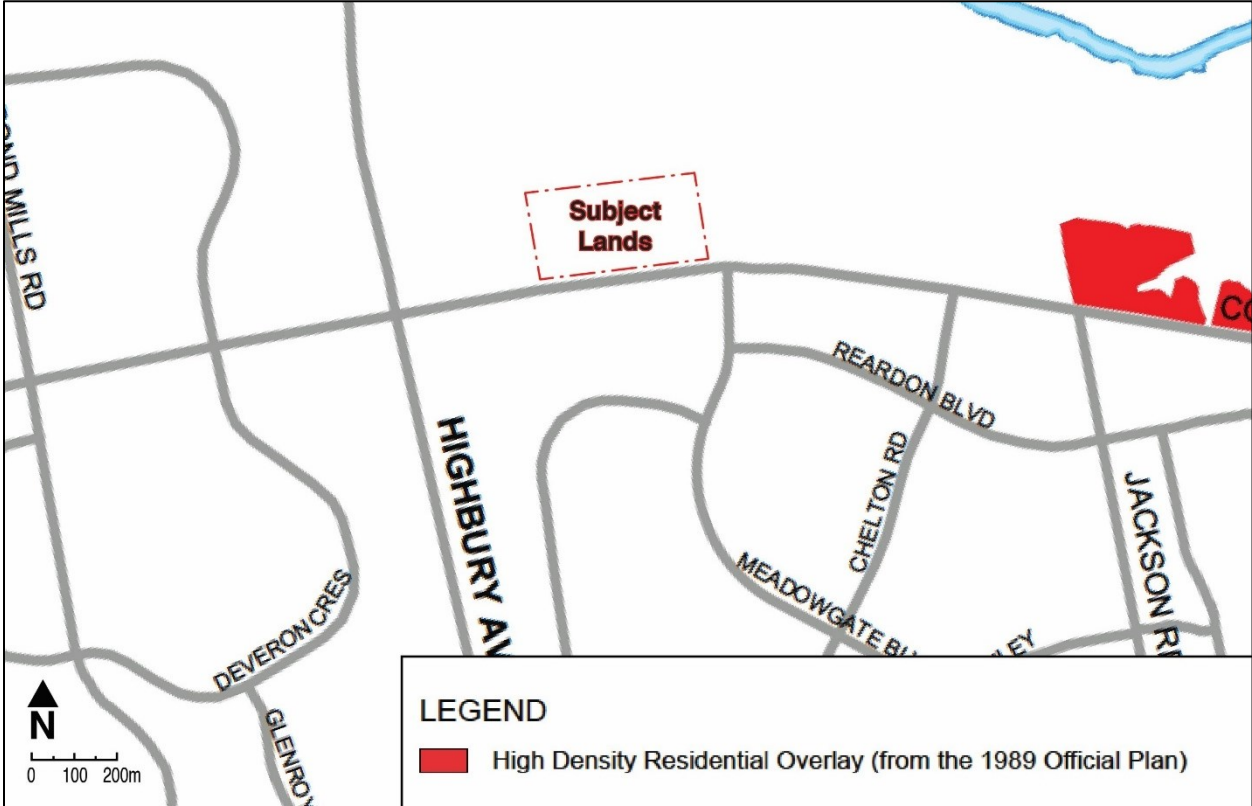
Land-Use Context

The subject lands are located within an established and rapidly developing residential and commercial area of southeast London, abutting the Meadowlily Woods Environmentally Sensitive Area to the north, City Wide Sports Park to the east, a Commercial Plaza (Summerside Shopping Centre) and vacant commercially designated lands to the south, and established low-density, single detached dwellings residential uses to the west, all within a 400-metre radius of the site.

Lands within 800 metres of the subject lands are comprised largely of low- and medium-density residential uses, in the form of single-detached dwellings, semi-detached dwellings and townhouse dwellings, within the Summerside Subdivision.

Map 2 (High Density Residential Overlay (From 1989 Official Plan)) of the London Plan delineates a number of high-density residential opportunities approximately 900 metres east of the subject lands, fronting onto Commissions Road (See Figure 3). The properties delineated as part of the 'High-Density Residential Overlay' have not yet been developed.

Figure 3 | Excerpt from 'Map 2 – High Density Residential Overlay', the London Plan



Source: London Plan

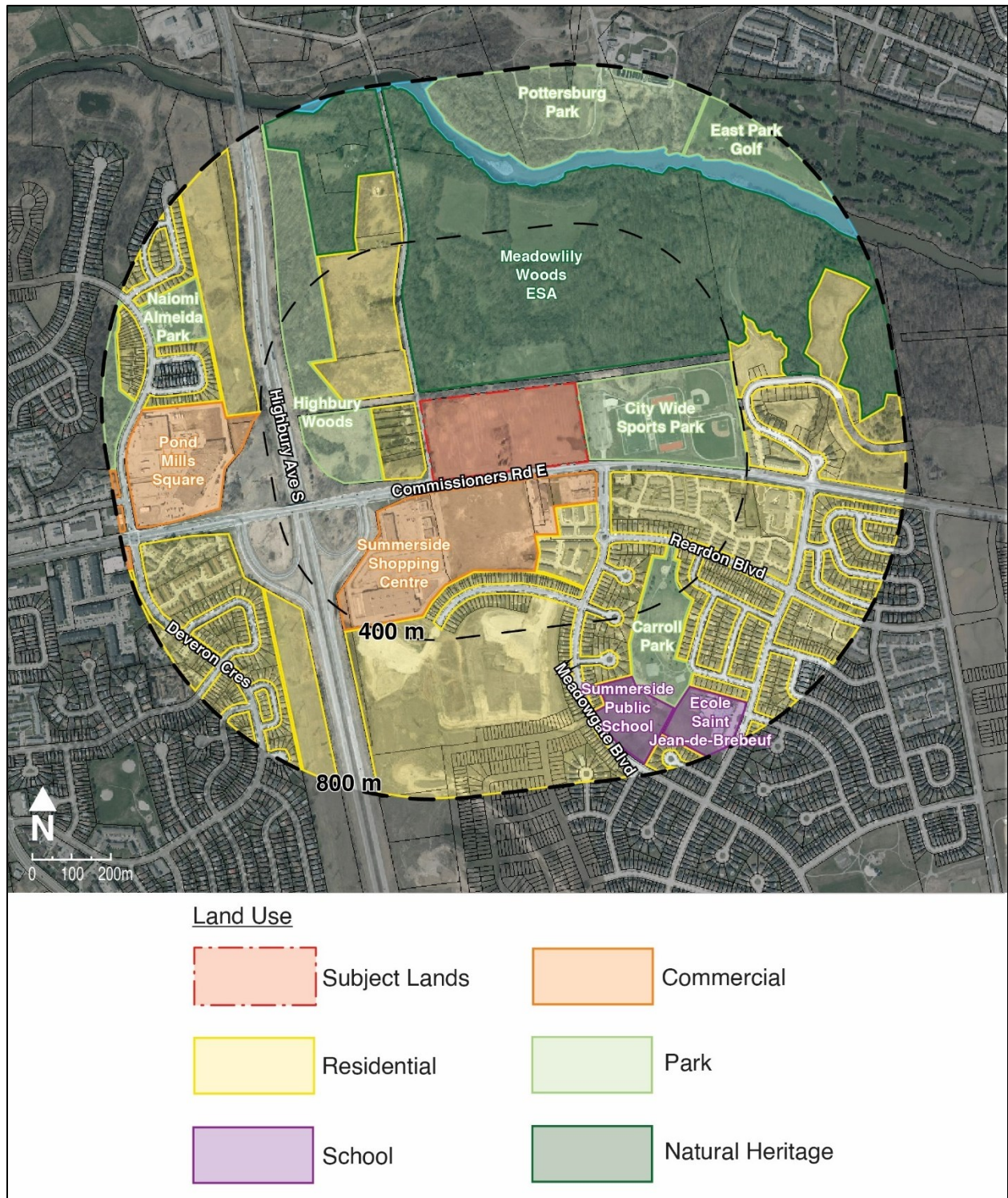
The Summerside Shopping Centre, immediately to the south of the subject lands, provides residents of the area with convenience commercial uses, including but not limited to Bank of Montreal (BMO), Summersmiles Family Dental, Domino’s Pizza, Asian Wok, and MetaGolf. Additional commercial uses, including Food Basics and Dollarama, are provided within Pond Mills Square approximately 650 metres west of the subject lands.

There are a number of Parks and Recreational facilities within 800 metres of the subject lands, including Pottersburg Park to the north, City Wide Sports Park to the east, Carroll Park and ActivityPlex London (indoor recreational centre) to the south, and Highbury Woods and Naomi-Almeida Park to the west. Meadowlily Woods ESA occupies a majority of the lands north of the subject property. Most notably, the City Wide Sports Park is an 8.85 hectare (21.88 acre) outdoor sports facility which provides two combined football and soccer fields, two baseball diamonds, washrooms, and a community garden.

Southside Animal Clinic, Summerside Community Church, and Summerside Public School are located south-east and south of the subject lands, respectively, providing convenient institutional uses to the Meadowlily community. Additional educational institutions are located within two (2) kilometres of the subject lands, including Adventist Christian Elementary School, St. Sebastian Catholic Elementary School, CC Carrothers Public School, and Glen Cairn Public School.

The subject lands are approximately 200 metres north-east from the Highbury Avenue South interchange entrance, providing convenient access to the Highway 401 corridor.

Figure 4 | Land-Use Context Map (400 metre and 800 metre Radius)



Source: MBPC, 2024

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 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, within established settlement areas, on full municipal services (Policies 1.1.1, 1.1.3.1, 1.1.3.2, 1.4.3). The PPS supports the promotion of appropriate development standards which facilitate intensification, redevelopment, and compact urban form while avoiding or mitigating risks to public health and safety (Policy 1.1.3.4). The vacant, residentially designated lands are located within an area planned for future residential (and commercial) growth in the City of London, and the proposed development includes a broad mix of medium- and high-density housing options (Policies 1.1.3.6, 1.3.1) that represent an efficient use of land and the provision of a range and mix of housing opportunities for Londoners (Policies 1.1.3.2, 1.4.3).

The subject lands are an appropriate candidate for intensification, given their location within an established and up-and-coming neighbourhood in London, in close proximity to public transit, schools, recreation facilities, parks and recreational spaces, commercial nodes, and employment opportunities (Policies 1.1.1 b), 1.4.3 c), d), f)).

The proposed development is supportive in the creation of healthy, active communities and neighbourhoods through the provision of a Public Parkland and Multi-Use Pathway Block in the north-westerly and northerly portion of the site, respectively (Policy 1.5.1 b)). The Multi-Use Pathway is intended to align with the planned Thames Valley Parkway (TVP) multi-use pathway, per Map 4 (Active Mobility Network) of the London Plan and the City of London Cycling Master Plan. The public walkway will also provide access to City-Wide Sports Park, adjacent to the west of the subject lands, providing residents with direct access to the park and recreational opportunities within the Meadowlily community. In addition, the public multi-use pathway will facilitate an efficient, convenient, and safe connection point from the residential land uses to the west and north-west to City-Wide Sports Park to the east (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 subdivision road network proposed will also have connections to existing roadways – most notably, Commissioners Road East (Civic Boulevard) and Meadowlily Road South (Neighbourhood Street) – as discussed in Section 11 of this report (Policy 1.6.7).

The proposed residential community will support the future use of public transit, as the subject lands are located less than 50 metres from transit stops for bus route #24 (Talbot Village to Summerside), and less than 300 metres of transit stops for bus route #10 (Natural Science/Masonville to Huron and Baker) (Policy 1.6.7.4). These transit routes provide convenient public transit opportunities to key City services and resources, as well as connections to other City-wide transit routes.

PPS Policy 2.6.2 states that, “*development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved*”. A Stage 1-2 Archaeological Assessment was prepared in March 2007 by Archaeological Services Inc. The Stage 2 assessment encountered one historic Euro-Canadian site, the Sumner site (AfHh-372), which was subject to a comprehensive Stage 3-4 Archaeological Assessment. A Stage 3-4 Archaeological Assessment was prepared in May 2011 by Archaeological Services Inc., to conduct a Stage 3 resource assessment and Stage 4 mitigative excavation of the Sumner site. Per the Stage 3-4 Archaeological Assessment, the Sumner site has been sufficiently excavated and documented, and no further concerns exist for the archaeological site (Policy 2.6.2).

It is noted that a copy of the Stage 1-2 and the Stage 3-4 Archaeological Assessments completed for the subject lands were submitted through the IPR submission, and subsequently archaeological issues once associated with this property have been considered addressed, per Heritage Planning comments provided in the Proposal Review Meeting Summary & Record Of Consultation Document, submitted as part of the complete application submission package.

Further, PPS Policy 2.6.3 states that development and site alteration shall not be permitted, “*on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.*” The subject lands are not listed on the City’s Register of Cultural Heritage Resources, nor designated under Part IV or V *Ontario Heritage Act* (“OHA”). However, the lands to the north – known as “Park Farm” (other names include Harrison Fraser Estate and Meadowlily Woods), municipally addressed as 120 Meadowlily Road South) were designated by the City of London in 1995, for its architectural, historical, and cultural value or interest, under Part IV of the *OHA*. A Heritage Impact Assessment (“HIA”) was prepared by MHBC (2024), which concluded negligible impact of indirect or direct obstruction of views related to the Heritage designated lands, as well as minor impact of change of land use as it relates to the broader rural setting that supports the cultural heritage value of the adjacent cultural heritage resource. Notwithstanding, the HIA recommended a number of mitigation measures to address the identified impacts, which are intended to be implemented. As such, the existing heritage attributes of the protected heritage property will be conserved, as part of the proposed development programming (Policy 2.6.3).

The findings and recommendations of the HIA are discussed in greater detail in Section 6.3 of this Report.

With respect to natural heritage, the property is located adjacent to the Meadowlily Woods ESA, which is delineated as an Environmentally Significant Area on Map 5 of the London Plan. Further, the Upper Thames River Conservation Area mapping identifies an 'Approximate Regulated Area' associated with a watercourse connecting to the South Thames River bisecting the Meadowlily Woods ESA. In response, an SLSR and EIS were prepared by NRSI (2024), to identify and assess sensitive and significant natural features and species in the study area and resulting constraints to the proposed development. Recommendations for impact avoidance, as well as mitigation, restoration and enhancement measures consistent with PPS have been provided within the report and are provided in greater detail in Section 13.1 of this report.

The SLSR & EIS suggest that conclude that if the recommendations and mitigation measures provided in the report are followed, negative impacts to the natural environment will be avoided. In addition, the proposed development will be located outside any natural heritage areas, by providing an appropriate development buffer, to alleviate any negative impact that the development may have on adjacent natural heritage features or their ecological function (Policy 2.1; 3.1).

Based on the above analysis, the proposed development and planning approvals are consistent with the Provincial Policy Statement.

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 May 25, 2022, the final phase of policy appeals have been resolved; several site-specific appeals remain; however, they do not pertain to the subject lands.

Map '1' of the London Plan identifies that the property is located within the 'Neighbourhoods' Place Type (see Figure 5, below).

Figure 5 | Excerpt from 'Map 1 – Place Types', the London Plan



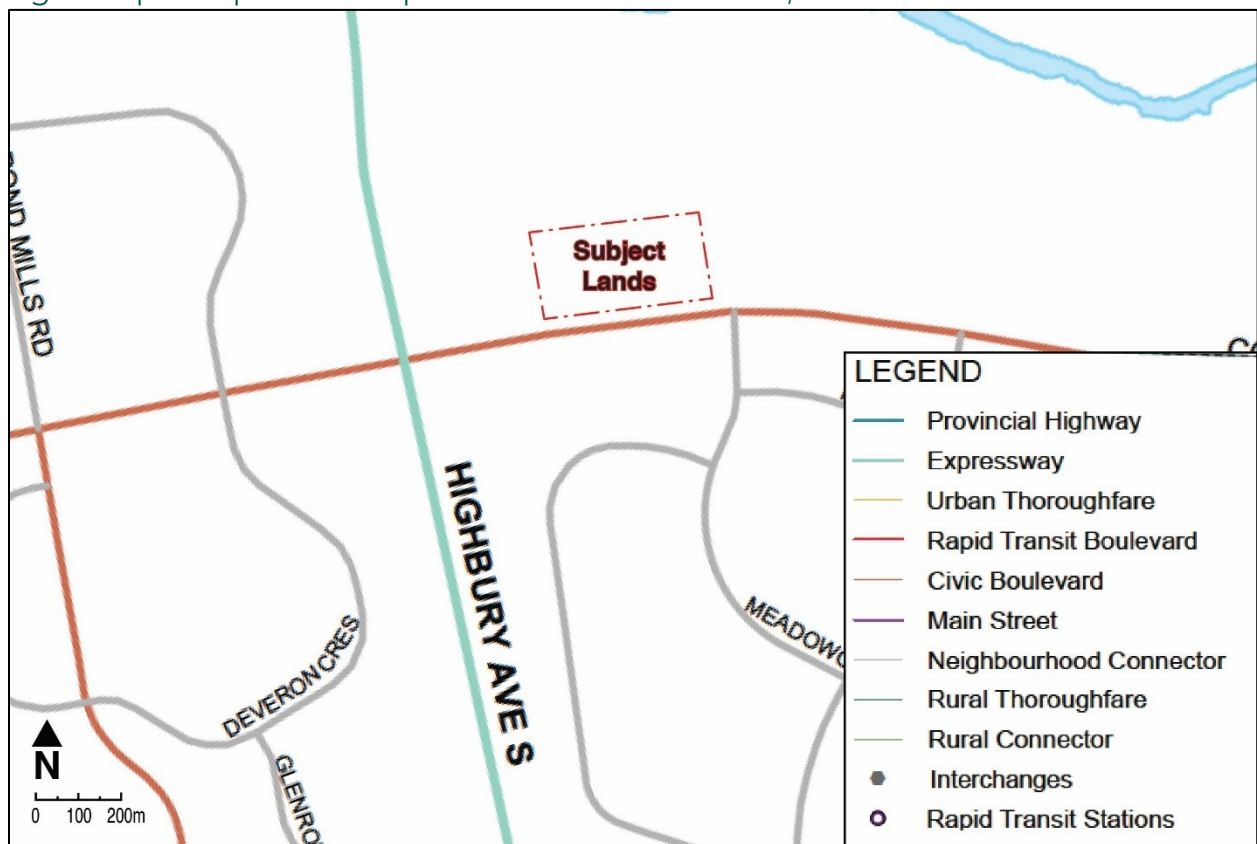
Source: London Plan

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, as well as small-scale communities facilities 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). Further, the London Plan emphasizes “growing ‘inward and upward’” (Policies 79, 81).

Permitted uses for specific properties within the ‘Neighbourhoods’ place type typically depend on the classification of the street on which the property has frontage (Policy 919_2.). In this case, Meadowlily Road South is not identified by street classifications on Map 3 of the London Plan and is therefore considered a ‘Neighbourhood Street’ (Policy 373_). Commissioners Road East is identified as a ‘Civic Boulevard’ on Map 3 of the London Plan.

Figure 6 | Excerpt from 'Map 3 – Street Classifications', the London Plan



Source: London Plan

When development is being considered at the intersection of different street classifications, the development will be oriented toward the higher-order street, and the higher-order street will establish what uses are permitted (Policy 920_4a&b). Accordingly, uses permitted on properties with frontage on Civic Boulevards include single-detached, semi-detached, townhouses, stacked townhouses, and low-rise apartments, among other uses (Table 10). Table 11 of the London Plan permits minimum building heights of two (2) storeys and standard maximum heights of four (4) storeys for buildings along intersecting ‘Civic Boulevard’ and ‘Neighbourhood

Street' streets. The permitted upper maximum height is six (6) storeys with an amendment to the Zoning By-Law.

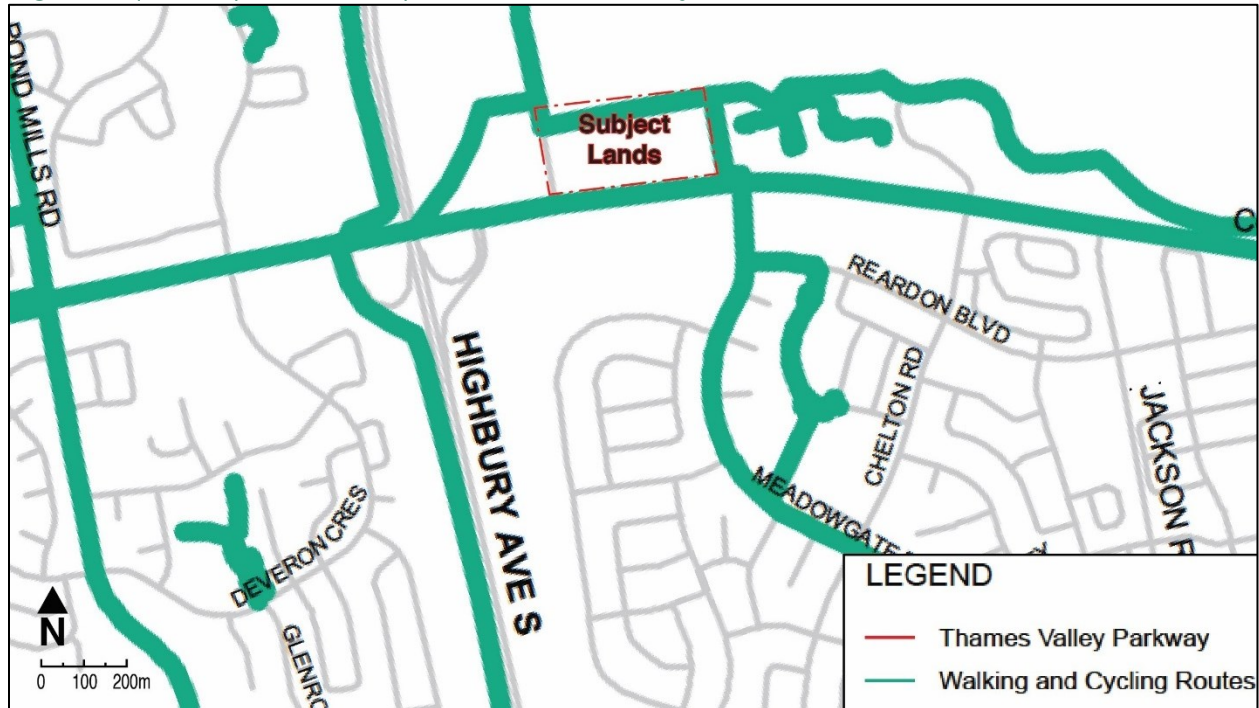
A Site-Specific Official Plan Amendment is required to permit an increase in height for the proposed apartment blocks. More specifically, an Official Plan Amendment will be required to permit a mid-rise apartment building with a building height maximum of six (6) storeys, as well as high-rise apartment buildings with a building height maximum of twelve (12) storeys, whereas an upper maximum building height permitted for the subject lands is six (6) storeys. The site-specific amendment will specifically apply to Blocks 3 and 4 on the proposed Draft Plan of Subdivision. Details regarding the Official Plan Amendment are provided in detail in Section 3.1, below.

The London Plan provides a number of City Design policies to consider for the proposed development. In general, all planning and development proposals within existing and new neighbourhoods will be required to articulate the neighbourhood's character and demonstrate how the proposal has been designed to fit within its context (Policy 199). The site layout of new development should be designed to respond to the existing and planned context and character of the surrounding area, be designed to minimize and mitigate impacts on adjacent properties and promote safe movement between and within sites for pedestrians, cyclists, and motorists (Policy 252,253,255). Lastly, Buildings should be sited with minimal setbacks from public rights-of-way and public spaces to create a street wall and establish a sense of enclosure and comfortable pedestrian environment (Policy 259).

The lands south of the subject lands are designated 'Shopping Area' on Map 1 of the London Plan, and the 'Shopping Area' Place Type intends to introduce mid-rise residential development into these centres to intensify their use (Policy 876_5). In addition, the 'Neighbourhood' Place Type supports development in areas that provide live-work opportunities (Policy 918_6)

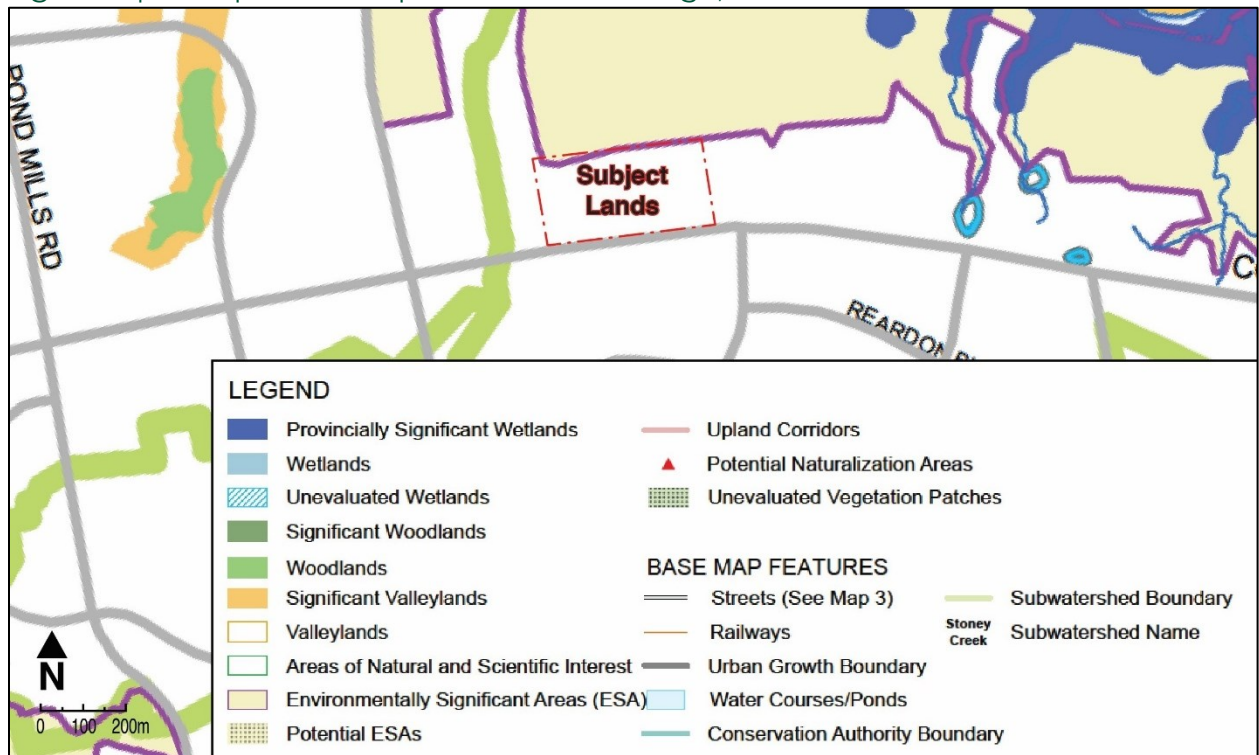
Commissioners Road East is classified as Walking and Cycling Routes in Map 4 of The London Plan. In addition, as previously discussed, the northerly portion of the property is delineated as a Walking and Cycling Route, intended to align with the planned Thames Valley Parkway (TVP) multi use pathway (see Figure 7, below). There is a sidewalk along the south side of Commissioners Road, and a sidewalk along the north portion of Commissioners Road East to the west; however, there is no sidewalk currently abutting the property along the north side of Commissioners Road East nor the east side of Meadowlily Road South.

Figure 7 | Excerpt from 'Map 4 – Active Mobility Network, the London Plan



Source: London Plan

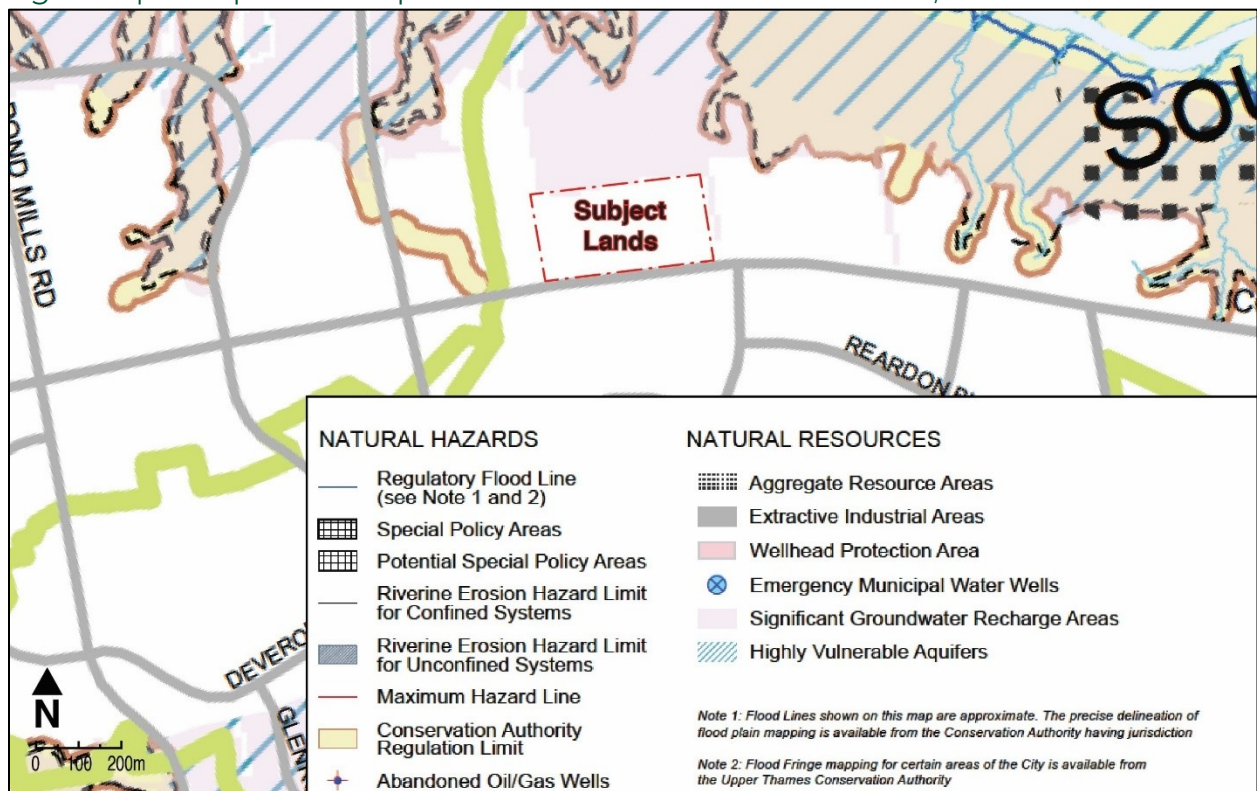
Figure 8 | Excerpt from Map 5 – Natural Heritage, the London Plan



Source: London Plan

Neighbourhoods within the City of London will be designed to protect the Natural Heritage System (Policy 918_12). The subject lands are located adjacent to the Meadowlily Woods ESA, which is delineated as an Environmentally Significant Area on Map 5 of the London Plan (See Figure 8, above). The subject lands are also adjacent to a significant ground water recharge area, in which the Plan states that hydrological function of these areas must be protected through the planning process and may require additional study to permit site alteration and development (Policy 1362_, 1555_). An EIS & SLSR (NRSI, 2024), as well as a Hydrogeological Report (EXP, 2024), have been submitted as part of the complete application package. These reports have been prepared in support of the proposed development, to demonstrate that there will be little to no negative impacts on the natural features or their ecological functions.

Figure 9 | Excerpt from Map 6 – Hazards and Natural Resources, 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 mid-rise and high-rise apartments with a maximum height permission of six (6) storeys with frontage on a Neighbourhood Street for the lands denoted as Block 3 on the Draft Plan, and twelve (12) storeys with frontage on a Civic Boulevard and Neighbourhood Street for the lands

denoted as Block 4 on the Draft Plan. The remainder of the development blocks are in keeping with the London Plan permissions for use and intensity.

A site-specific Official Plan Amendment (for Block 3 of the Draft Plan) is also required to allow an exemption from Policy 936_4 of the London Plan. The Policy reads as follows:

With the exception of properties located on Civic Boulevards or Urban Thoroughfares, large amounts of onsite parking will not be permitted on properties within the Neighbourhoods Place Type to accommodate the parking requirements of mixed-use buildings.

Front yard parking will not be permitted on properties fronting a Neighbourhood Street or Neighbourhood Connector. [emphasis added]

The City Design policies of this Plan will provide direction for parking for other locations within the Neighbourhoods Place Type. On-street parking may be permitted to address parking requirements where it is demonstrated that there is capacity for such parking, and it is appropriate and permitted.

In this case, Block 3 requires permission for front and exterior side yard parking, in exchange for enhanced screening (i.e., berming or enhanced landscaping) to the satisfaction of the City (to be refined at the time of Site Plan Approval).

In addition, the northerly portion of the subject lands associated with the Parkland & Pathway as well as the ESA & Buffer Area (denoted as Block 5, Block 6 and Block 14 on the Draft Plan) are 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 market-rate housing in a compact form and on full municipal services within the City's Urban Growth Boundary. The proposed amendment to allow for mid-rise and high-rise apartments will further accommodate a greater residential mix of housing forms and densities, a more attainable housing product than the predominantly low-rise low-density housing forms currently provided in the surrounding community, with an emphasis on intensification and the City's "*inward and upward*" focus. Further, it is the policy of the London Plan that residential intensification will play a large role in achieving the City's goals for growing "*inward and upward*", and thus shall be supported subject to the policies of the Plan (Policy 80_).

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 opportunities through cost-efficient growth patterns, including the protection of agricultural land through infill and intensification.

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

The proposed development will provide an opportunity for a broad mix of housing, with an emphasis on greater attainability, into the existing Meadowlily neighbourhood, to attract a diverse population to the neighbourhood and City, including newcomers, young professionals, young families and an opportunity for aging-in-place.

- *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, compact urban form development on existing full municipal services, within the existing Urban Growth Boundary. 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 Meadowlily community. Sustainable Features, such as bicycle parking spaces, increased glazing for buildings to improve availability of natural light and ventilation internally, enhanced landscaping, and the potential use of full cut-off LED lighting to minimize energy consumption, will be considered at the time of Site Plan Approval for each development block.

- *Build a mixed-up 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 a diverse population and 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 residential lands 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, the property’s convenient location to public transit and active transit opportunities, as well as park and recreational facilities, within walking distance is supportive of more sustainable forms of mobility. The planned Thames Valley Parkway (TVP) multi use pathway along the northerly portion of the site proposed, internal sidewalk network along new Street ‘A’, and the existing sidewalk along the north portion of Commissioners Road East, further create pedestrian connectivity and mobility opportunities to the surrounding community.

- *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 and density to the neighbourhood that would meet the needs of people of various ages, incomes, and abilities, close to employment, commercial, institutional, and recreational amenities.

- *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 an alternative housing form in a predominantly low-density residential area, as a way to adapt to change and need in the City. With respect to site design, by positioning the higher-density and intensity uses adjacent to the sports park east of the subject lands and transitioning down in height and intensity moving west towards the existing single-detached dwellings, the proposed development has regard for the neighbourhood character and context. The proposed applications are also consistent with the Provincial Policy Statement, and generally conforms to the policies of the London Plan.

Precedent cases in the City also illustrate the ability for higher-density uses in proximity to lower-density uses to co-exist in harmony, without adverse impacts. For example, 99 Pond Mills Road (1.8 km north-west of the subject lands) is a recently constructed twelve (12) storey apartment building adjacent to two-storey townhomes and street fronting single-detached dwellings along Pond Mills Road. Further, 940 Commissioners Road (2.2 km west of the subject lands) has been developed for a fourteen (14) storey apartment building adjacent to a low-density, single detached dwelling subdivision east of the property.

Policy 919_5 of the London Plan further allows for a broader range of uses and greater intensity of development for lands fronting onto parks. Lots located on the same side of the street will also be considered fronting onto the park if they abut the park at the street and can be designed to activate and create positive interaction with the space. In this case, Block 4 fronts onto City Wide Sports Park.

Further to the discussion above, the proposed development contributes to some of the 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 attainability 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).

The above 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 proposed development provides a mix of low-rise cluster townhouses to reflect a form that recognizes the existing low-rise residential character of the surrounding Meadowlily community, while also providing for mid- and high-rise residential apartments that accommodate compact urban form and higher density in keeping with the London Plan policies.

The site design for the development lands has consideration for adjacent land uses; specifically, the low-rise, cluster towns (Block 1) as well as the Park Block (Block 5) are proposed on the westerly portion of the subject lands, closest to Meadowlily Road South which contains a number of street fronting single-detached dwellings. The higher-intensity, Apartment Blocks (Block 3 and 4) are provided on the easterly portion of the site, adjacent the Sports Park and the Commercial Plaza to the south. The positioning of the buildings on the blocks serves as a suitable transition in scale and intensity from the sensitive residential land uses along Meadowlily Road South. The location of the apartment buildings also serves as an opportunity for views to the

natural heritage system as well as an opportunity for passive pedestrian surveillance for the Sports Park.

Based on the Shadow Study completed by Zedd (2024), no shadow impacts are anticipated on adjacent, established residential uses to the south and west (See Figure 10, below).

Figure 10 | Excerpt of Shadow Study



Source: Zedd, 2024

Further, in keeping with the recommendations set out in the HIA (MHBC, 2024), new construction on each development block will respect the natural, rural environment

that characterizes the area by considering a neutral colour palette and the use of high-quality natural elements (i.e. wood, stone) as part of the built form design (defined at the time of Site Plan Approval).

Appropriate landscape buffering measures from neighbouring properties is anticipated to be considered, if necessary, at the time of Site Plan Control, to beautify the pedestrian realm and provide a natural privacy buffer to adjacent land uses. Enhanced landscaping will also aid in softening some build form intensity.

- *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 – which is predominantly low-density. The introduction of higher-density housing forms will alleviate the broad segregation of different housing types, intensity, and forms.

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

As previously discussed, the proposed Street 'A' internal to the site is planned to include a sidewalk network on each side, providing pedestrian connection to Meadowlily Road South to the west and Commissioners Road East to the south. As well, the Multi-Use Pathway proposed in Block 5 & 6, is intended to align with the planned Thames Valley Parkway (TVP) multi use pathway, and will also provide access to City-Wide Sports Park, adjacent to the west of the subject lands, providing residents with direct access to the park and recreational opportunities within the Meadowlily community. In doing so, residents of the proposed development and surrounding neighbourhood will have an opportunity to enjoy various forms of mobility.

Also previously mentioned, the site is also well-served by public transit, as the subject lands are located less than 50 metres of transit stops for City of London bus route #24 (Talbot Village to Summerside), and less than 300 metres of transit stops for bus route #10 (Natural Science/Masonville to Huron and Baker), providing convenient public transit opportunities to key City services and resources, as well as connections to other City-wide transit routes.

The property is also in close proximity to active transportation opportunities such as the Cycling and Walking Route along Commissioners Road East and Meadowlily Road South, 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 Parkland and Pathway Block (0.36 hectares) is proposed in the northerly portion of the development that provides outdoor public amenity and recreational space for those within the development site as well as those within the surrounding neighbourhood. The proposed multi-use pathway associated with the Parkland and Pathway Block also provides a connection to the adjacent City Wide Sports Park. The site is also well-serviced by a range of recreational and community facilities generally within walking distance, including Meadowlily Woods ESA to the north, City Wide Sports Park to the East, ActivityPlex to the South, and Highbury Woods Park to the west.

Individual development blocks will also positively contribute to the provision of private landscaped open space and outdoor amenity opportunities for to service the residents of the respective development blocks.

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

The subject lands are located adjacent to the Meadowlily Woods ESA, which is identified as an Environmentally Significant Area. The north-westerly portion of the site also falls within the limits of the ESA. As such, the proposed development includes an ESA and buffer Block (Block 14 on the Draft Plan) to ensure that the protection of the Natural Heritage Features from any adverse impact. An SLSR & EIS has also been prepared in support of the proposed development on the subject lands (submitted as part of the complete application 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:

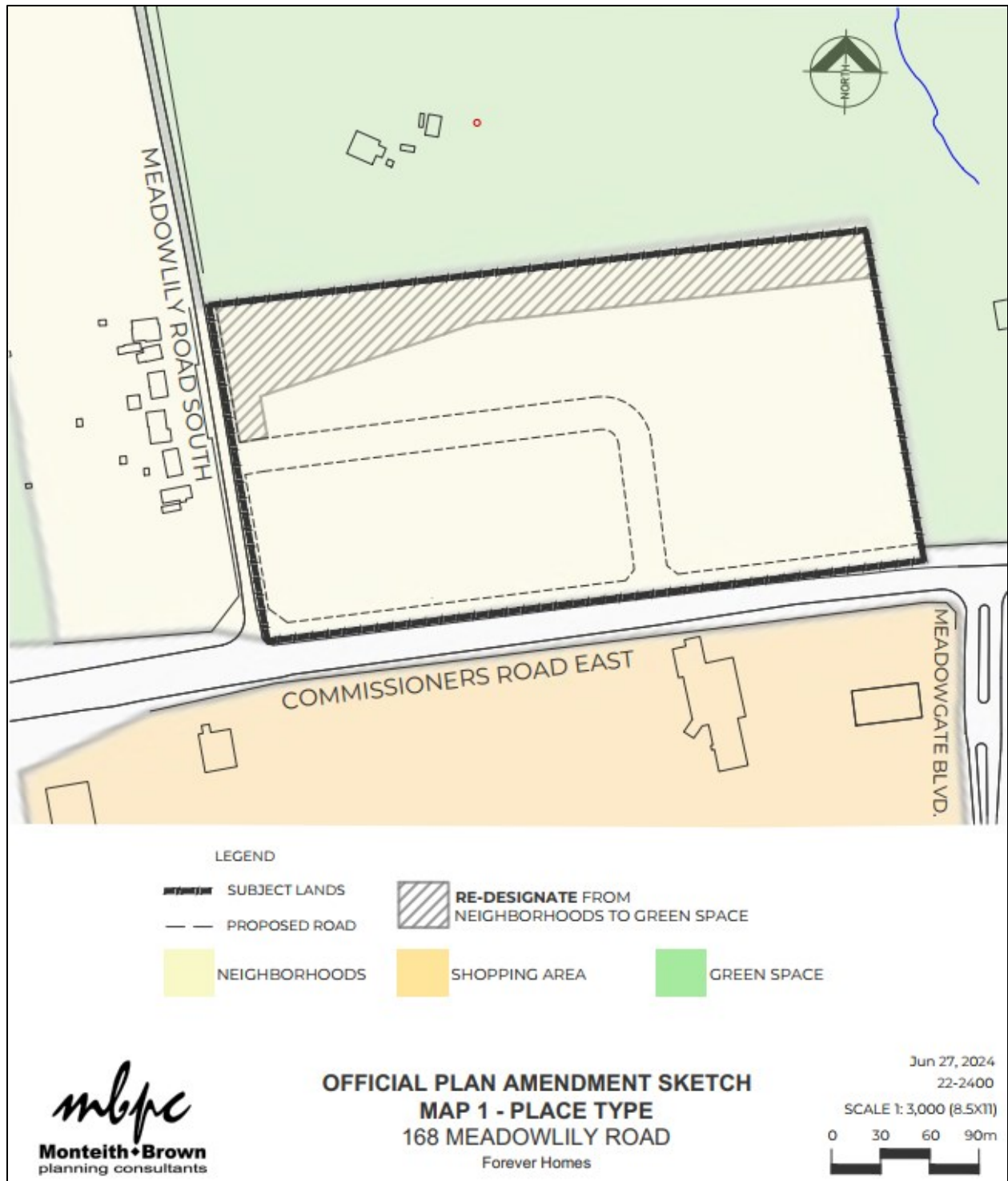
- Proposing a site layout that responds to the context of the existing and planned character of the surrounding area, and minimizes impacts on adjacent properties (Policy 252; Policy 253);
- Proposing a site layout that promotes connectivity and safe movement between, and within, sites for pedestrians, 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 (where possible) 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 is noted; however, that urban design features will be further addressed and refined through the Site Plan Control process of individual subdivision blocks.

With respect to the front yard parking, an exemption from Policy 936_4 of the London Plan is being sought to allow for front yard parking for properties, screened with enhanced landscaping or berming, fronting a Neighbourhood Street (in this case, Street 'A'), recognizing the Blocks narrow shape attributed to the required ESA buffer as well as the multi-use pathway north of the block, requested by the City and the UTRCA. It is anticipated that berming and/or enhanced landscaping be provided along Street 'A' which interfaces with the surface parking proposed for Block 3, illustrated on the Concept Plan (Figure 17 on page 48 of this Report). It is also noted that the site use and design will be defined at the time of Site Plan Control, which will address parking and landscaping requirements to the satisfaction of the City.

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

Figure 11 | Proposed Official Plan Amendment Sketch



Source: MBPC, 2024

4. AREA STUDIES

The subject lands are not located within any Council-adopted Area Studies.

A City-led and Development Charge funded Meadowlily Secondary Plan and Municipal Class Environmental Assessment (EA) project was initiated by London City Council in May 2009. However, it is understood that the Secondary Plan was never Council-adopted, nor are the subject lands delineated within a Special Policy Area on Map 7 (Specific Policy Areas) of the London Plan.

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

The City of London Zoning By-law Z-1 zones the majority of the property 'Urban Reserve, Zone Variation 1('UR1') and 'Holding Zone 2' ('h-2') (see Figure 12, below).

Figure 12 | Existing Zoning, City of London Zoning Map



Source: City of London

The Urban Reserve Zone provides for and regulates existing uses on lands which are primarily undeveloped for urban uses; the 'Urban Reserve' zone is intended to protect large tracts of land from premature subdivision and development and provide for future comprehensive development. The UR1 Zone variation, along with UR2 and UR3, are intended to be applied to undeveloped areas within the former City boundaries and to areas which have been reviewed through the Community Plan Process (s.s. 49.1).

The following uses are permitted in the UR1 Zone variation: Existing dwellings; Agricultural uses except for mushroom farms, commercial greenhouses livestock facilities and manure storage facilities; Conservation lands; Managed woodlot; Wayside pit; Passive recreation use; and Farm Gate Sales.

Holding Zone 2 sets out the following provisions that are required to be met prior to these lands being developed or used:

*“To determine the extent to which development will be permitted and ensure that development will not have a negative impact on relevant components of the Natural Heritage System of the Official Plan, an agreement shall be entered into specifying appropriate development conditions and boundaries, based on an **Environmental Impact Study or Subject Lands Status Report** that has been prepared in accordance with the provisions of the Official Plan and to the satisfaction of the City of London, prior to removal of the "h-2" symbol. Permitted Interim Uses: Existing uses”*

A small portion of the north-westerly corner of the site is zoned ‘Open Space, Zone Variation 5’ (‘OS5’). The OS5 Zone variation applies to important natural features and functions that have been recognized by Council as being of City-wide, regional, or provincial significance and identified as components of the Natural Heritage System of the Official Plan. Permitted uses are restricted to conservation lands, conservation works, passive recreation uses which include hiking trails and multi-use pathways, and managed woodlots. Development and site alteration is permitted only if it has been demonstrated through an appropriate study that there will be no negative impacts on the features and functions for which the area has been identified.

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** ‘Urban Reserve, Zone Variation 1(‘UR1’) and ‘Holding Zone 2’ (‘h-2’) **TO** a combination:

- ‘Residential 5-7, special zone’ (‘R5-7(*)’);
- ‘Residential 5-7, special zone’ (‘R5-7(**)’);
- ‘Residential 6-5, special zone’ (‘R6-5(*)’);
- ‘Residential 8-4, special zone’ (‘R8-4(*)’);
- ‘Residential 9-5, special zone’ (‘R9-5(*)’);
- ‘Residential 10-4, special zone’ (‘R10-4(*)’);
- Open Space 5’ (‘OS5’); and,
- ‘Open Space 1’ (‘OS1’)

A description of each zone is provided below, and the Zoning By-law Amendment sketch, illustrating the above amendment request, is provided as Figure 13 on page 39 of this Report.

Block 1

Proposed 'R5-7(*)' Zone

The R5-7(*) zone, which provides for and regulates medium density residential development in the form of cluster townhouses, is proposed to be applied to the Low-Rise Cluster Towns Block 1 of the Draft Plan, fronting onto Commissioners Road East, Meadowlily Road South, and new Street 'A'. The following special provisions are being requested: a front yard setback (minimum) of 4.5 metres (arterial), whereas 8.0 metres (arterial) is required; rear yard setback (minimum) of 3.5 metres (to Street 'A'), whereas 5.0 metres is required; and, an interior yard setback (minimum) of 1.5 metres, whereas 5.0 metres is required.

For the purposes of establishing lot lines, per Figure 4 of the Zoning By-law, the front lot line shall be the lot line abutting Commissioners Road East, the exterior side lot line shall be the lot line abutting Meadowlily Road South, the rear lot line shall be the lot line abutting new Street 'A', and the interior side lot line shall be the lot line abutting Block 2 to the east. It is noted that the front yard setback and exterior side yard setback is calculated to the required road widening dedications.

The reduced minimum front yard setback and minimum rear yard setback are in keeping with London Plan Policy 259_ which encourages that, *"buildings should be sited with minimal setbacks from public streets and public spaces to create an inviting, active and comfortable pedestrian environment"*. In this case, the front yard setback reduction is to Commissioners Road East, and the rear yard setback is to Street 'A' (northerly lot limit). Additionally, the proposed reduced front and rear yard setbacks allow for driveways and parking to be provided internal to the site, so as to minimize the visual exposure of parking areas to the street (Policy 269_, London Plan), and further provides for the proposed reverse fronting townhouse units to be oriented towards the street to promote a pedestrian-oriented development.

The reduced minimum interior side yard setback is proposed to recognize the setback distance between the south-easterly townhouse unit adjacent to Block 2 and the westerly block limit of Block 2. The reduced setback will support compact, efficient built urban form, and serve as an opportunity to have both Blocks 1 and 2 appear as one continuous development. An interior side yard setback of 3.0 metres is proposed for Block 2, which will provide sufficient separation distance between built forms. In addition, similar reduced interior side yard depths have been implemented in other R5 zone variations to permit cluster townhouse dwellings (i.e., R5-5(7), R5-7(9)).

See Table 1 below for the proposed R5-7(*) zone mentioned above. The Blocks proposed to be zoned R5-7(*) zone satisfy all other regulations of the standard R5-7 zone.

Table 1 | Proposed R5-7() Zone Regulations*

Regulation	Standard R5-7 Zone	Proposed R5-7(*) Zone
Permitted Use	Cluster Townhouse Dwellings and Cluster Stacked Townhouse Dwellings	no change

Lot Area Per Unit (minimum)	1000 square metres	no change
Lot Frontage (minimum)	30 metres	no change
Front Yard Setback (minimum)	6.0 metres (local) 8.0 metres (arterial)	no change 4.5 metres
Exterior Side Yard Setback (minimum)	6.0 metres (local) 8.0 metres (arterial)	no change no change
Rear Yard Setback (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. 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.	3.5 metres (to Street 'A')
Interior Side Yard Setback (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. 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.	1.5 metres
Landscape Open Space (minimum)	30 %	no change
Lot Coverage (maximum)	45%	no change

Height (maximum)	12.0 metres	no change
Density – Units Per Hectare (maximum)	60 units per hectare	no change
Parking (minimum)	0.5 spaces per unit	no change

*** REPRESENTS SPECIAL PROVISION REQUESTED**

Block 2

Proposed ‘R5-7()’ Zone**

Similarly to Block 1, a new R5-7(**) zone is proposed to be applied to the Low-Rise Cluster Towns Block 2 fronting onto Commissioners Road East and new Street ‘A’. The following special provisions are being requested: a front yard setback (minimum) of 4.5 metres (arterial), whereas 8.0 metres (arterial) is required; rear yard setback (minimum) of 3.5 metres (to street ‘a’), whereas up to 6.0 metres is required; an exterior side yard setback (minimum) of 4.5 metres (with a door access to the side yard), whereas 6.0 metres is required; an interior side yard setback (minimum) of 3.0 metres, whereas up to 6.0 metres is required; and a density (maximum) of 120 units per hectare whereas 60 units per hectare is permitted.

For the purposes of establishing lot lines, per Figure 4 of the Zoning By-law, the front lot line shall be the lot line abutting Commissioners Road East, the exterior side lot line and rear lot line shall be the lot line abutting new Street ‘A’, and the interior side lot line shall be the lot line abutting Block 1 to the west. It shall also be noted that the front yard setback is calculated to the required road widening dedication.

The proposed reduced front yard setback, rear yard setback, and exterior side yard setback, provides for compact and efficient urban form that maximizes development potential through site configuration that provides parking internal to the site, while also contributing to providing a well-defined and continuous street edge to establish a pedestrian supportive environment by aligning with the proposed setbacks in Block 1.

The proposed increase in density supports residential intensification through redevelopment at higher than existing densities, emphasizing compact forms of development for growing “inward and upward” (Policy 79, London Plan), while continuing to provide sufficient coverage, parking, and landscaped open space established in the parent R5-7 zone.

See Table 2 below for the proposed R5-7(**) zone mentioned above. The Blocks proposed to be zoned R5-7(**) zone satisfy all other regulations of the standard R5-7 zone.

Table 2 | Proposed R5-7(**) Zone Regulations

Regulation	Standard R5-7 Zone	Proposed R5-7(**) Zone
Permitted Use	Cluster Townhouse Dwellings and Cluster Stacked Townhouse Dwellings	no change
Lot Area Per Unit (minimum)	1000 square metres	no change
Lot Frontage (minimum)	30 metres	no change
Front Yard Setback (minimum)	6.0 metres (local) 8.0 metres (arterial)	no change 4.5 metres
Exterior Side Yard Setback (minimum)	6.0 metres (local) 8.0 metres (arterial)	4.5 metres no change
Rear Yard Setback (minimum)	<p>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.</p> <p>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.</p>	3.5 metres (to Street 'A')
Interior Side Yard Setback (minimum)	<p>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.</p> <p>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.</p>	3.0 metres

Landscape Open Space (minimum)	30 %	no change
Lot Coverage (maximum)	45%	no change
Height (maximum)	12.0 metres	no change
Density – Units Per Hectare (maximum)	60 units per hectare	120 units per hectare
Parking (minimum)	0.5 spaces per unit	no change

*** REPRESENTS SPECIAL PROVISION REQUESTED**

Proposed ‘R6-5(*)’ Zone

An R6-5(*) zone, which generally provides for and regulates medium density development in various forms of cluster housing from single detached dwellings to townhouses and apartments, is also proposed to be applied to Block 2, as a compound zone with the proposed R5-7(**) zone. Similar special provisions with respect to Front Yard Setback (minimum), Rear Yard Setback (minimum), Exterior Side Yard Setback (minimum), Interior Side Yard Setback, and density (maximum) that are proposed for the R5-7(**) zone are proposed to apply to the R6-5(*) zone.

The R6-5(*) zone is intended to permit flexibility in built form on the subject lands, should market demands change; permitted uses in the parent R6-5 zone include: single detached dwelling; semi-detached dwelling; duplex dwelling; triplex dwelling; townhouse dwelling; stacked townhouse dwelling; apartment buildings; and, fourplex dwelling. However, at this time, the proponent is seeking to develop the lands for three-storey stacked back-to-back townhouses, consistent with what is shown in the Concept Plan (Figure 17). No change in height is requested to either R5-7(**) or R6-5(*) zones – which currently permits 12.0 metres – through the proposed Zoning By-law Amendment. This is to respect the existing low-rise form of the residential uses along Meadowlily Road South.

See Table 3 below for the proposed R6-5(*) zone mentioned above. The Blocks proposed to be zoned R6-5(*) zone satisfy all other regulations of the standard R6-5 zone.

Table 3 | 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; Townhouse dwelling; Stacked Townhouse	no change

	dwelling; Apartment buildings Fourplex dwelling.	
Lot Area Per Unit (minimum)	850 square metres	no change
Lot Frontage (minimum)	10 metres	no change
Front Yard Setback (minimum)	6.0 metres (local) 8.0 metres (arterial)	no change 4.5 metres
Exterior Side Yard Setback (minimum)	6.0 metres (local) 8.0 metres (arterial)	4.5 metres no change
Rear Yard Setback (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.	3.5 metres (to Street 'A')
Interior Side Yard Setback (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. 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.	3.0 metres
Landscape Open Space (minimum)	30 %	no change
Lot Coverage (maximum)	45%	no change
Height (maximum)	12.0 metres	no change
Density – Units Per Hectare (maximum)	35 units per hectare	120 units per hectare

Parking (minimum)	0.5 spaces per unit	no change
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*** REPRESENTS SPECIAL PROVISION REQUESTED**

Block 3

Proposed 'R5-7(*)' Zone and Proposed 'R6-5(*)' Zone

Similar to Block 2, Block 3 of the Draft Plan is proposed to include a compound R5-7(*) and 'R6-5(*)' Zone, as well as the proposed R8-4(*) and R9-5(*) detailed below, to provide flexibility in built form on the block depending on market demands at the time the block is developed. At this time; however, the proponent is seeking to develop the lands for a six (6) storey apartment building, consistent with what is shown in the Concept Plan (Figure 17).

Proposed 'R8-4(*)' Zone

An R8-4(*) zone is proposed to be applied to Block 3 of the Draft Plan (Mid-Rise Apartment). The parent R8-4 zone provides for and regulates medium density development in the form of low-rise apartment buildings which will vary in form depending on adjacent land uses, but in no case shall exceed sixteen (16) metres in height. However, heights over thirteen (13) metres (maximum height in the R8-4 zone) shall be site specifically applied on the Zoning Maps in the By-law.

The following special provisions are being requested to the R8-4(*) zone proposed to be applied to Block 3: a front yard setback (minimum) of 5.0 metres, whereas 8.0 metres is required; a rear yard setback (minimum) of 3.9 metres, whereas 8.0 metres is required; a height (maximum) of 20 metres (6 storeys), whereas 13.0 metres is permitted; a density (maximum) of 120 units per hectare, whereas 75 units per hectare is permitted; and, a site-specific regulation which, notwithstanding subsection 4.19(4)(a) and subsection 4.19(4)(b), to allow parking the front yard or exterior side yard with enhanced landscaping.

The request for reduced front yard setback is to allow for the building to be positioned close to Street 'A', to provide a sense of enclosure and positive pedestrian experience. The reduced rear yard setback is to recognize the irregular shape of the Block. The rear yard of Block 3 backs onto the open space block associated with the multi-use pathway, as well as the open space block associated with the ESA buffer lands north of the multi-use pathway. As such, no privacy issues are anticipated for neighbouring properties to the north. The reduced rear yard setback will also provide a sense of enclosure and positive pedestrian environment for those using the multi-use pathway and provide an element of passive surveillance for the open space and natural heritage area.

The request for increased building height is to align with the Official Plan Amendment request for increase in height, as well as to provide opportunities for higher-intensity and mix of residential housing forms in the Meadowlily Community. The proposed

building is contemplated on the easterly portion of Block 3, away from existing low-density residential uses along Meadowlily Road South, and as such are not anticipated to create adverse impacts between the two residential housing forms. In addition, the shadow study completed by Zedd confirms confirmed no shadow impacts are anticipated on adjacent, established residential uses to the south and west, reaffirming no impacts on established sensitive residential uses in the community. The height maximum of six (6) storeys further contributes to providing a transition in height and scale between the high-density residential uses proposed for Block 4 to the east, and the low-density residential uses proposed for Block 1 as well as the existing low-density single detached dwellings existing along Meadowlily Road South. Policy 919_5 of the London Plan also allows for a broader range of uses and greater intensity of development for lands fronting onto parks; in this case City Wide Sports Park.

The proposed increase in density will support residential intensification through redevelopment at higher densities, emphasizing compact forms and growing “inward and upward” (Policy 79_, London Plan), and will continue to provide sufficient coverage, parking, and landscaped open space. 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.

With respect to the permissions for front yard or exterior side yard, subsection 4.19(4) regulates yards where parking areas are permitted. Specifically, subsection 4.19(4)(a) and subsection 4.19(4)(b) state the following:

a) No person shall use any land or cause or permit the use of any land situated in any zone for the purpose of parking or storage of a vehicle in any front yard or exterior side yard.

b) No person shall use any land or cause or permit the use of any land situated in any zone for the purposes of uncovered surface parking areas in any front yard or exterior side yard.

An exemption is being sought from the above-noted subsections, recognizing the Blocks narrow shape attributed to the required ESA buffer as well as the multi-use pathway north of the block, requested by the City and the UTRCA. It is anticipated that enhanced screening via berming and/or enhanced landscaping be provided along Street ‘A’ which interfaces with the surface parking proposed for Block 3, illustrated on the Concept Plan (Figure 17). Matters of parking and landscaping requirements will be further defined at the time of Site Plan Control, to the satisfaction of the City.

See Table 4 below for the proposed ‘R8-4(*)’ zone mentioned above. The Blocks proposed to be zoned R8-4(*)’ zone satisfy all other regulations of the standard R8-4 zone.

Table 4 | Proposed R8-4(*) Zone Regulations

Regulation	Standard R8-4 Zone	Proposed R8-4(*) Zone
Permitted Use	Apartment buildings; Handicapped person's apartment buildings; Lodging house class 2; Stacked townhousing; Senior citizen apartment buildings; Emergency care establishments; Continuum-of-care facilities	no change
Lot Area Per Unit (minimum)	1000 square metres	no change
Lot Frontage (minimum)	30 metres	no change
Front Yard Setback (minimum)	6 metres (19.7 feet) plus 1 metre (3.3 feet) per 10 metres (32.8 feet) of main building height or fraction thereof above the first 3.0 metres (9.8 feet).	5.0 metres
Exterior Side Yard Setback (minimum)	6 metres (19.7 feet) plus 1 metre (3.3 feet) per 10 metres (32.8 feet) of main building height or fraction thereof above the first 3.0 metres (9.8 feet).	no change
Rear Yard Setback (minimum)	1.2 metres (3.9 feet) per 3 metres (9.8 feet) of main building height or fraction thereof above 3 metres (9.8 feet), but in no case less than 4.5 metres (14.8 feet).	3.9 metres
Interior Side Yard Setback (minimum)	1.2 metres (3.9 feet) per 3 metres (9.8 feet) of main building height or fraction thereof above 3 metres (9.8 feet), but in no case less than 4.5 metres (14.8 feet).	no change
Landscape Open Space (minimum)	30 %	no change
Lot Coverage (maximum)	40%	no change
Height (maximum)	13.0 metres	20.0 metres
Density – Units Per Hectare (maximum)	75 units per hectare	120 units per hectare
Parking (minimum)	0.5 spaces per unit	no change
Parking Location (s. 4.19(4))	a) No person shall use any land or cause or permit the use of any land situated in any zone for the purpose of parking or storage	Exemption from s. 4.19(4)(a) and s. 4.19(4)(b) to allow parking in any front

	of a vehicle in any front yard or exterior side yard. b) No person shall use any land or cause or permit the use of any land situated in any zone for the purposes of uncovered surface parking areas in any front yard or exterior side yard.	or exterior side yard, subject to enhanced screening to the satisfaction of the City.
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*** REPRESENTS SPECIAL PROVISION REQUESTED**

Proposed 'R9-5(*)' Zone

Similar to the R8-4(*) zone, an R9-5(*) zone, which provides for and regulates a wide range of medium- and higher-density residential developments in the form of apartment buildings, is proposed to be applied to Block 3, to form part of the compound zoning proposed for the Block. Special provisions associated with front yard setback (minimum), rear yard setback (minimum), height (maximum), and exemption from subsection 4.19(4)(a) and subsection 4.19(4)(b), to allow parking the front yard or exterior side yard with enhanced landscaping, are proposed.

See Table 5 below for the proposed 'R9-5(*)' zone mentioned above. The Blocks proposed to be zoned R9-5(*) zone satisfy all other regulations of the standard R9-5 zone.

Table 5 | Proposed R9-5() Zone Regulations*

Regulation	Standard R9-5 Zone	Proposed R9-5(*) Zone
Permitted Use	Apartment buildings; Lodging house class 2; Senior citizens apartment buildings; Handicapped persons apartment buildings; Continuum-of-care facilities.	no change
Lot Area Per Unit (minimum)	1000 square metres	no change
Lot Frontage (minimum)	30 metres	no change
Front Yard Setback (minimum)	Local: 6.0 metres plus 1.0 metres (3.3 feet) per 10.0 metres (32.8 feet) of main building height or fraction thereof above the first 3.0 metres (9.9 feet). Arterial: 8.0 metres plus 1.0 metres (3.3 feet) per 10.0 metres (32.8 feet) of main building height or fraction thereof above the first 3.0 metres (9.9 feet).	5.0 metres
Exterior Side Yard Setback (minimum)	6 metres (19.7 feet) plus 1 metre (3.3 feet) per 10 metres (32.8 feet) of main building	no change

	height or fraction thereof above the first 3.0 metres (9.8 feet).	
Rear Yard Setback (minimum)	1.2 metres (3.9 feet) per 3.0 metres (9.8 feet) of main building height or fraction thereof, but in no case less than 7.0 metres (23.0 feet). 6.0 metres (19.7 feet) plus 1.0 metres (3.3 feet) per 1.0 metre (3.3 feet) in height for all portions of a building above 6.0 metres (19.7 feet) in height where the Residential R9 Zone abuts lands zoned Residential R1 or Residential R2.	3.9 metres
Interior Side Yard Setback (minimum)	1.2 metres (3.9 feet) metres (9.8 feet) of main building height or fraction thereof, but in no case less than 4.5 metres (14.8 feet). 6.0 metres (19.7 feet) plus 1.0 metres (3.3 feet) per 1.0 metre (3.3 feet) in height for all portions of a building above 6.0 metres (19.7 feet) in height where the Residential R9 Zone abuts lands zoned Residential R1 or Residential R2.	no change
Landscape Open Space (minimum)	30 %	no change
Lot Coverage (maximum)	30%; plus up to 10% additional coverage, if the landscaped open space provided is increased 1% for every 1% in coverage over 30%	no change
Height (maximum)	See Zone Map (in Zoning By-law)	20.0 metres
Density – Units Per Hectare (maximum)	125 units per hectare	no change
Parking (minimum)	0.5 spaces per unit	no change
Parking Location (s. 4.19(4))	a) No person shall use any land or cause or permit the use of any land situated in any zone for the purpose of parking or storage of a vehicle in any front yard or exterior side yard. b) No person shall use any land or cause or permit the use of any land situated in any zone for the purposes of uncovered surface	Exemption from s. 4.19(4)(a) and s. 4.19(4)(b) to allow parking in any front or exterior side yard, subject to enhanced screening to the satisfaction of the City.

	parking areas in any front yard or exterior side yard.	
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*** REPRESENTS SPECIAL PROVISION REQUESTED**

Block 4

Proposed 'R10-4(*)' Zone

An 'R10-4(*)' zone, which provides for and regulates the highest density residential developments in the form of apartment buildings, is proposed to be applied to Block 4 (High-Rise Apartments). The following special provisions are being requested: a front yard setback (minimum) of 1.5 metres (arterial), whereas 12 metres is required; an exterior side yard setback (minimum) of 3.5 metres, whereas 10 metres is required; a rear yard setback (minimum) of 2.0 metres, whereas 16.4 metres is required; an interior side yard setback (minimum) of 7.5 metres, whereas 16.4 metres is required; a lot coverage (maximum) of 47%, whereas 45% is permitted; and, a height (maximum) of 41.0 metres, whereas specific height requirements is not currently prescribed in the By-law.

The request for a reduced front, rear yard, exterior side yard 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 reduced setbacks also provide for compact and efficient urban form that maximizes development potential while also contributing to providing a well-defined and continuous street edge to establish a pedestrian supportive environment by aligning with the proposed setbacks in Block 1 and 2 to the west. In addition, similar reduced front yard setbacks have been implemented in other R10-4 zone variations (i.e., R10-4(1)).

The proposed buildings are adjacent to the ESA buffer lands and multi-use pathway to the north and City Wide Sports Park to the east; as such, it is anticipated that the rear yard and interior side yard setbacks will not create privacy issues to the properties to the north and east. The reduced rear yard setback will also provide a sense of enclosure and positive pedestrian environment for those using the multi-use pathway and provide an element of passive surveillance for the open space and natural heritage area to both the lands north and east of the Block.

The minor increase in lot coverage (2% of the maximum permitted) is to afford flexibility in the final design of the site. Further, the additional coverage will not result in a deficiency of landscaped open space (currently provide in excess of the minimum requirement) and continues to allow for public amenity area for the residents of the buildings on the site. Opportunities for private amenity space to residents of the proposed buildings are also proposed through the provision of rooftop terraces. An increased lot coverage has also been provided for other zone variations under the Parent R10-4 zone.

The proposed maximum height is to accommodate up to twelve (12) storeys in height for the apartment buildings contemplated for Block 4. The siting of the proposed buildings close to City Wide Sports Park to the east and the Meadowlily Woods ESA to the north is to alleviate anticipated concerns of privacy, visual impact, and intensity on neighbouring low-density residential uses along Meadowlily Road South. In addition, as previously discussed, the shadow study completed by Zedd confirms confirmed no shadow impacts are anticipated on adjacent, established residential uses to the south and west, reaffirming no impacts on established sensitive residential uses in the community.

The intensity of the site associated with the proposed height, as previously discussed, will be alleviated by providing for an appropriate development that is – subject to Site Plan Approval – complementary to the architectural character of the surrounding established and up-and-coming neighbourhood, providing for detailed architectural elements to break up the massing of the building, and enhanced landscaping to beautify the pedestrian realm, provide screening to adjacent properties, and to soften the intensity at the pedestrian scale. The use of a neutral colour palette and the use of high-quality natural elements (i.e., wood, stone, glass), where appropriate, will be considered at the time new construction is considered on each development block, to respect the natural, rural environment that is characterizes the area, per the HIA Report recommendations.

The proposed density associated with the proposed height of the buildings is also supported by the sites convenient location to existing public transit routes, commercial facilities, institutional uses, and public recreation areas, as well as other desirable facilities and services.

See Table 6 below for the proposed ‘R10-4(*)’ zone mentioned above. The Blocks proposed to be zoned ‘R10-4(*)’ zone satisfy all other regulations of the standard R10-4 zone.

Table 6 | Proposed R10-4() Zone Regulations*

Regulation	Standard R10-4 Zone	Proposed R10-4(*) Zone
Permitted Use	Apartment buildings; Lodging house class 2; Senior citizens apartment buildings; Handicapped persons apartment buildings; Continuum-of-care facilities.	no change
Lot Area Per Unit (minimum)	1000 square metres	no change
Lot Frontage (minimum)	30 metres	no change
Front Yard Setback (minimum)	Local: 6.0 metres plus 1.0 metres (3.3 feet) per 10.0 metres (32.8 feet) of main building height or fraction thereof above the first 3.0 metres (9.9 feet).	1.5 metres

	Arterial: 8.0 metres plus 1.0 metres (3.3 feet) per 10.0 metres (32.8 feet) of main building height or fraction thereof above the first 3.0 metres (9.9 feet).	
Exterior Side Yard Setback (minimum)	6 metres (19.7 feet) plus 1 metre (3.3 feet) per 10 metres (32.8 feet) of main building height or fraction thereof above the first 3.0 metres (9.8 feet).	3.5 metres
Rear Yard Setback (minimum)	1.2 metres (3.9 feet) per 3.0 metres (9.8 feet) of main building height or fraction thereof, but in no case less than 7.0 metres (23.0 feet).	2.0 metres
Interior Side Yard Setback (minimum)	1.2 metres (3.9 feet) metres (9.8 feet) of main building height or fraction thereof, but in no case less than 4.5 metres (14.8 feet).	7.5 metres
Landscape Open Space (minimum)	20 %	no change
Lot Coverage (maximum)	45%	47% metres
Height (maximum)	See Zone Map (in Zoning By-law)	41.0 metres
Density – Units Per Hectare (maximum)	300 units per hectare	no change
Density Bonus	<p>For every 70.0 square meters (753.0 square feet) of exterior common open space provided at grade in excess of the landscaped open space required by the By-Law, the density of the residential development may be increased by three units. No rounding of the square meterage provided is allowed for by this provision. Building height may not be increased to achieve the increased exterior common open space.</p> <p>The accumulative impact of applying the Bonus provisions shall not result in a density of more than twenty-five per cent (25%) greater than the density permitted by the non-bonused site.</p>	no change
Parking (minimum)	0.5 spaces per unit	no change

*** REPRESENTS SPECIAL PROVISION REQUESTED**

Proposed 'OS5' Zone

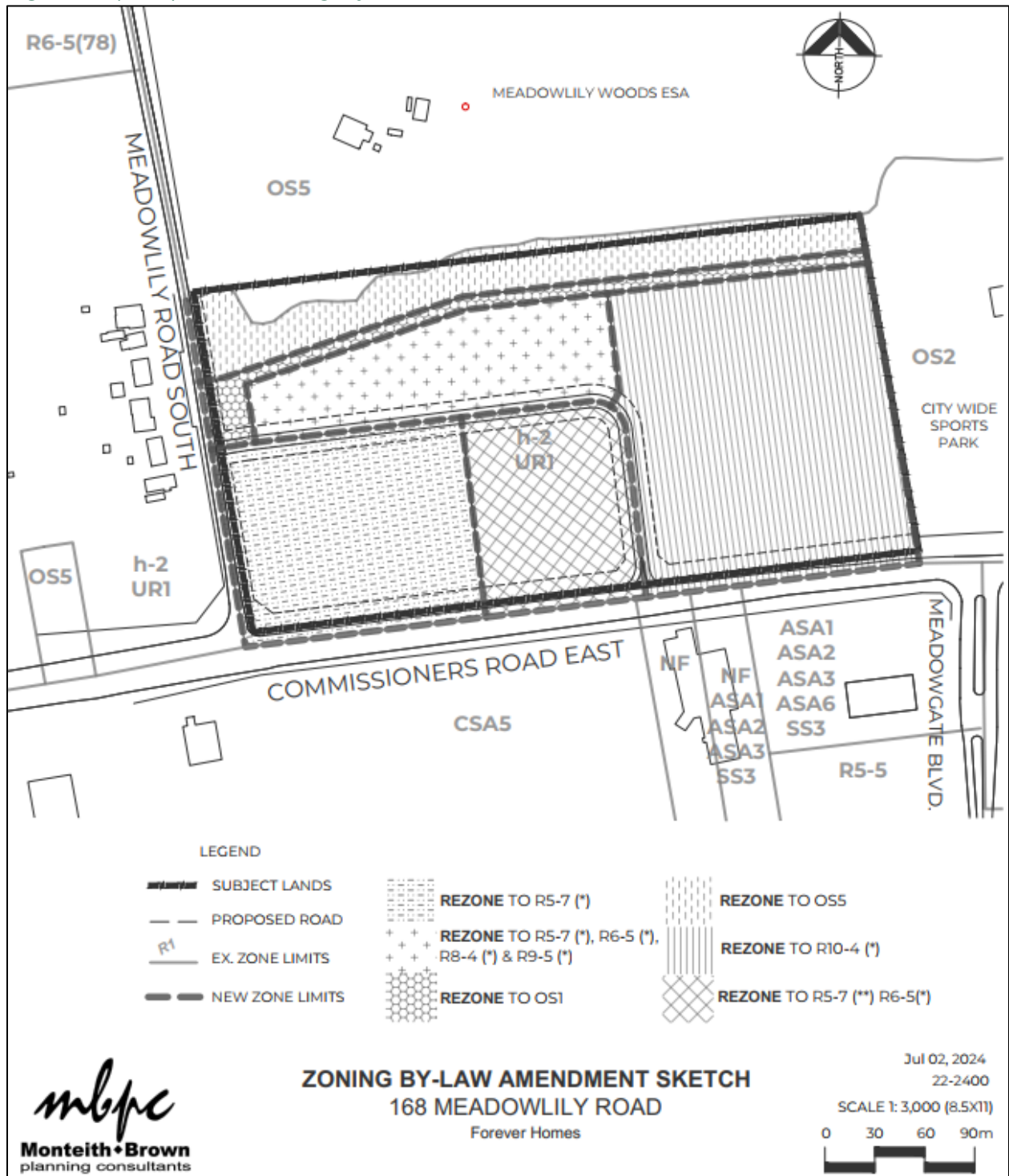
The proposed OS5 zone will be applied to the ESA and Buffer block (Block 14 on the Draft Plan), which is an extension of the existing OS5 zone to the north associated with the larger ESA area. No special provisions are required for the OS5 Zone. The intent of applying the OS5 zone to these ESA and buffer lands is to recognize the importance of the features and functions associated with the natural heritage system, and to protect them from development.

Proposed 'OS1' Zone

The proposed OS1 zone, which typically applies to City and private parks with no or few structures, is proposed to be applied to the Parkland and Pathway block (Block 5 and 6 on the Draft Plan). No special provisions are required for the OS1 zone.

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

Figure 13 | Proposed Zoning By-law Amendment Sketch



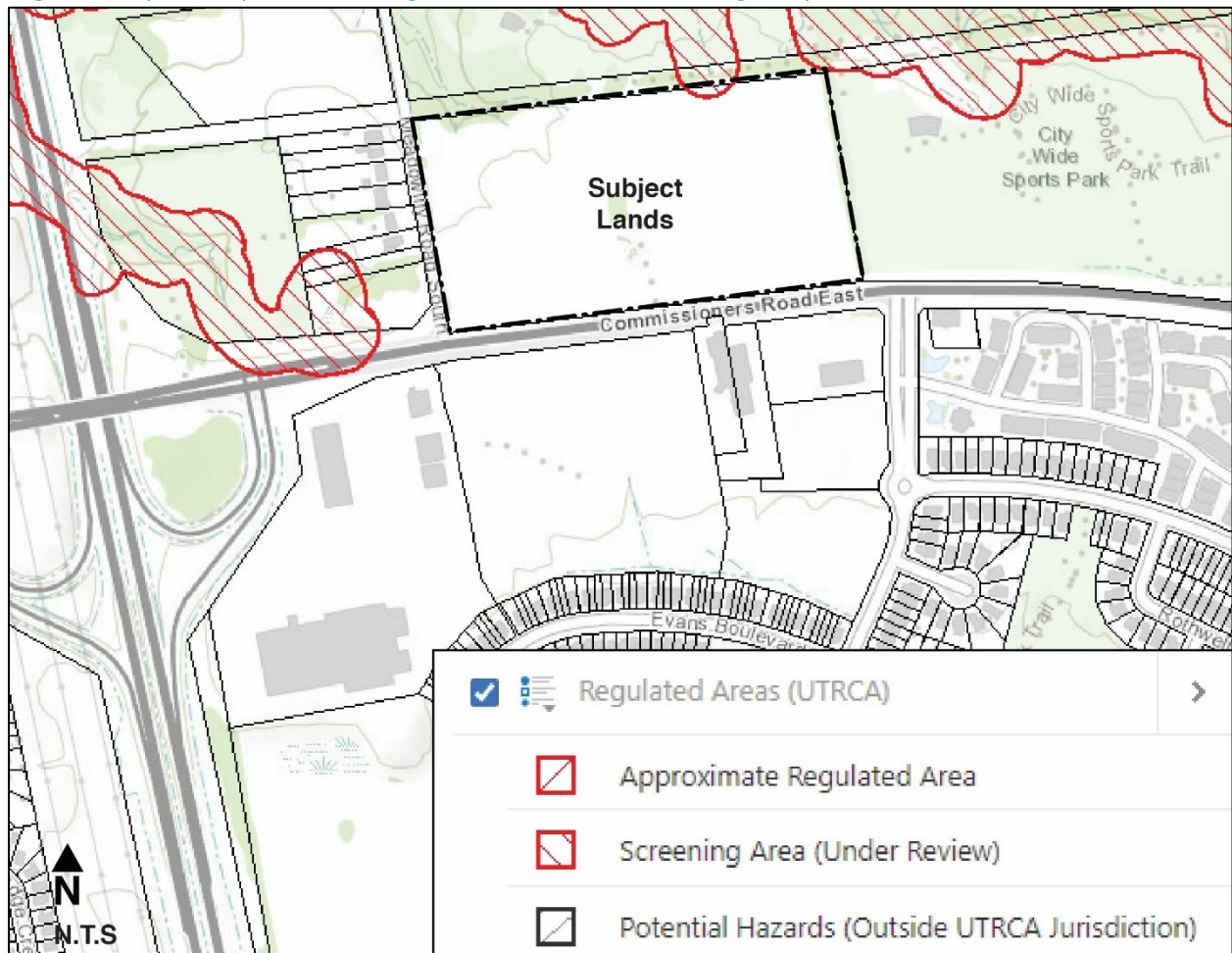
Source: MBPC, 2024

6. EXISTING CONDITIONS

6.1 Environmental Conditions

A small area in the northerly portion of the subject lands is regulated by the Upper Thames River Conservation Authority (UTRCA) (See Figure 14, below); as previously noted in Section 3 of this report, the subject lands are also located adjacent to the Meadowlily Woods ESA, which is delineated as an Environmentally Significant Area on Map 5 of the London Plan. The north-westerly portion of the site also falls within the limits of the ESA.

Figure 14 | Excerpt From Regulation Area Screening Map, UTRCA



Source: UTRCA

Environmental Impact Study (NRSI, 2024)

NRSI was retained to complete a Subject Lands Status Report (SLSR) and Environmental Impact Study (EIS). The presence of the ESA and woodland triggered

the requirement for an SLSR and EIS to be completed, as per the London Plan (City of London, 2023) and the City of London Environmental Management Guidelines (EMG) (AECOM 2021). The report provides a summary of the natural features within the subject property, an analysis of the significance and sensitivity of these natural features, a description of the proposed residential development, and an assessment of impacts.

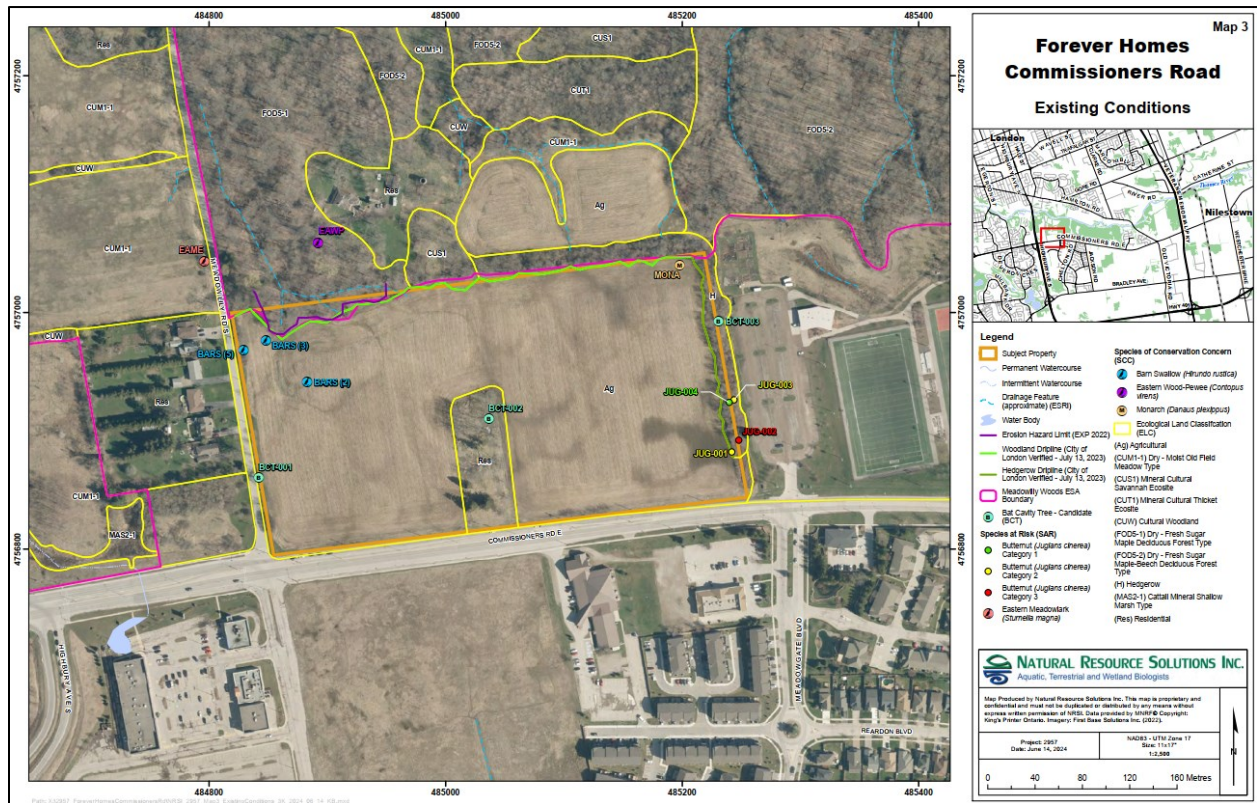
During the assessment, one regulated SAR, Butternut, was identified from the subject property. Three Butternuts in total, protected under the Endangered Species Act, were found present within the eastern hedgerow of the subject lands and are anticipated to require removal as a result of direct overlap with the proposed area of tree removals or damage to their root zones.

In accordance with O. Reg. 830/21 Section 25, an exemption under the *Endangered Species Act* allows for harm to Category 2 or 3 Butternut trees to occur if a species conservation charge is paid to the Species at Risk Conservation Trust (Species Conservation charges). The compensation for the harm to two Category 2 trees (JUG-001 and JUG-003) and one Category 3 tree (JUG-002) will be calculated and completed in accordance with O. Reg. 829/21 (Species Conservation charges). The harm to the Butternuts must also be registered through a Notice of Activity (or Notice of Butternut Impact) with the MECP.

Additionally, three trees were identified within the subject property that contain potential roost habitat for bat SAR. Given the expected abundance of suitable roosting habitat in the local landscape, primarily associated with Meadowlily Woods ESA, the removal of the three potential roost trees from the subject property will not result in harm to SAR bats or their habitat, so long as the appropriate mitigation measures are followed.

Candidate Bat Maternity Colony SWH, and Eastern Wood-Pewee and Wood Thrush SWH has been identified for the FOD5-1 and FOD5-2 communities located adjacent to, and partially overlapping, the northern edge of the subject property (See Figure 15, below).

Figure 15 | Excerpt of Map 3 – Existing Conditions, EIS & SLSR



Source: NRSI

A portion of the northern edge of the subject property is designated as part of the Meadowlily Woods ESA. The boundary of the Meadowlily Woods ESA has been refined based on the extent of the dripline, as surveyed with the City of London. As such, development is not permitted within this surveyed portion of the subject property and appropriate buffers have been provided to protect the ecological form and functions of the natural heritage features (as shown in the Draft Plan).

In summary, the EIS report concludes that negative impacts to the natural environment will be avoided assuming the following recommendations and mitigation measures provided are followed:

- Implementation of a buffer area along the northern edge of the proposed development (as shown on the Concept Plan);
- Development of an Environmental Management and Monitoring Plan (“EMMP”);
- Removal of garbage dumped along drainage feature H (northwesterly portion of site);
- Development of a comprehensive Tree Preservation Plan (“TPP”) at the detailed design stage;
- Approval from adjacent landowners (City of London) for the removal or impact to boundary trees including two Butternuts located on City property;

- Installation of TPF and ESC fencing along the limit of development and inspection by a Certified Arborist or Environmental Monitor following installation;
- Adherence to seasonal timing restriction for the removal of vegetation during construction;
- Implement soil best management practices;
- Submission of a BHA to the MECP at 30 days prior to impact to the Butternuts on and adjacent to the subject property, registration of a Notice of Activity regarding Butternut with the MECP prior to the initiation of work, and calculation and payment of a species conservation charge to the Species at Risk Conservation Trust in accordance with O. Reg. 829/21;
- Best Management Practices are to be implemented for construction;
- Development of a detailed grading plan at the detailed design stage;
- Development of a comprehensive Stormwater Management (“SWM”) plan at the detailed design stage;
- Completion of a Water Balance Assessment to ensure that water balance is maintained to drainage features and watercourses within the study area and on adjacent lands;
- Implementation of the Canadian Standards Association (CSA) Bird Friendly Design Standards (CSA A460) and Best Management Practices for lighting to prevent disturbance to wildlife in adjacent natural areas post-construction.
- Limit the use of commercial fertilizers and salt post-construction to prevent contamination of runoff to adjacent natural features;
- Avoid the use of invasive plant species and follow the Best Practices for tree plantings within the development area; and,
- Mitigate littering and garbage/yard waste dumping within the surrounding natural features by placing of garbage receptacles at the proposed multi-use trailhead(s).

The above-noted recommendations are anticipated to be addressed through conditions of Draft Plan Approval and Detailed Design, Building Permit and/or Section 28 Permit, or Construction.

A copy of the SLSR & EIS, including a full detailed list of the above-noted recommendations, is included as part of the complete application submission package.

6.2 Site Contamination

The subject lands have historically been used for agricultural purposes, with no known or recorded history of site contamination on the subject property. City staff have not advised of any possible site contamination that would require a Record of Site Condition to be completed.

6.3 Archaeological/Built Heritage Concerns

Archaeology

As previously discussed, a Stage 1-2 Archaeological Assessment was prepared by Archaeological Services Inc. in March 2007.

The Stage 1 background research conclude that the property exhibited moderate pre-contact Aboriginal potential and high historic Euro-Canadian archaeological potential. The Stage 2 assessment encountered one historic Euro-Canadian site, the Sumner site (AfHh-372), which was subject to a comprehensive Stage 3-4 Archaeological Assessment.

A Stage 3-4 Archaeological Assessment was prepared by Archaeological Services Inc. in May 2011, to conduct a Stage 3 resource assessment and Stage 4 mitigative excavation of the Sumner site. Per the Stage 3-4 Archaeological Assessment, the Sumner site has been sufficiently excavated and documented, and no further concerns exist for the archaeological site.

A copy of the Stage 1-2 and the Stage 3-4 Archaeological Assessments completed for the subject lands was submitted as part of the IPR submission, and subsequently archaeological issues once associated with this property have been considered addressed, per Heritage Planning comments provided in the Proposal Review Meeting Summary & Record Of Consultation Document.

Built Heritage

As discussed in previous sections of this Report, the subject lands are not listed on the City's Register of Cultural Heritage Resources, nor designated under Part IV or V Ontario Heritage Act ("OHA"). The lands to the north – known as "Park Farm" (other names include Harrison Fraser Estate and Meadowlily Woods), municipally addressed as 120 Meadowlily Road South) were designated by the City of London in 1995, for its architectural, historical, and cultural value or interest, under Part IV of the OHA.

In accordance with Policy (XXX), an HIA was prepared for the development lands, which concluded negligible impact of indirect or direct obstruction of views related to the Heritage designated lands, as well as minor impact of change of land use as it relates to the broader rural setting that supports the cultural heritage value of the adjacent cultural heritage resource. No impacts were identified in relation to demolition, alteration, shadows, isolation, and land disturbances.

The HIA recommended a number of mitigation measures to address the identified impacts, which are intended to be implemented. They include the following:

- Complete a Tree Preservation Plan to retain existing trees as much as feasible to maintain the surrounding environment and ensure a green buffer along the interface with Meadowlily Road South; If trees are required to be removed, new plantings should be indigenous to the area;
- Complete a Landscape Plan which incorporates the following:
 - Landscaping along Blocks 1 & 5 as they interface with Meadowlily Road South should include naturalized, organic landscaping that is consistent with the natural, rural environment of the Meadowlily Area and aid in the transition from the proposed road widening (Block 6) and the historic road alignment to the north;
 - Establish a naturalized embankment/ landscape berm along the west side surface parking in Block 3 to screen views of the surface parking lot;
 - Provide a naturalized, organic landscaping strip between Block 3 and Block 5 (Parkland) to provide a transition between the high-density development block and Meadowlily Road South;
 - Replace the 1.5 metre chain link fence along the south side of the ESA buffer as it relates to the segment interfacing Meadowlily Road South with a higher quality treatment;
 - Develop an enhanced entry way at the interface of Street 'A' along Meadowlily Road South;
 - Block 5 designated 'Parkland' should be cognizant of the natural topography and aesthetic of the existing natural area and overall rural environment and to ensure that this is incorporated in the design and layout of this area.
- Surface parking spots along Meadowlily Road South should be discouraged to avoid detracting from the roadway and supporting landscaping.
- It is encouraged that design guidelines for the new construction be developed to respect the natural, rural environment that characterizes the area including a neutral colour palette and the use of high-quality natural elements (i.e. wood, stone).

The above-noted recommendations are anticipated to be addressed through conditions of Draft Plan Approval and Detailed Design, Building Permit and/or Section 28 Permit, or Construction.

A copy of the HIA is included as part of the complete application submission package.

6.4 Geotechnical & Hydrogeological Conditions

EXP was also retained by our client 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.

A total of eleven (11) boreholes were advanced. Each borehole was surfaced with a layer of topsoil, with Borehole BH10 layered with fill and BH1/MW, BH2, BH3, BH4/MW, BH8 and BH11/MW layered with sandy silt beneath the topsoil. Each borehole except

BH1/MW terminated in a stratum of clayey silt till. Borehole BH1/MW terminated in a stratum of silt.

With respect to groundwater conditions, overall, groundwater levels ranged from dry conditions noted in all four (4) wells to 1.32 metres below ground surface (“bgs”) at monitoring well BH/MW9 screened to a depth of 6.1 m bgs. Groundwater elevations ranged from dry conditions at all four (4) wells to 281.42 metres above mean sea level (“amsl”) at BH/MW11. The highest groundwater elevations were observed at monitoring well BH/MW11 which is situated at the highest ground surface elevation. All four (4) monitoring wells were screened in clayey silt till and therefore recovery to static groundwater levels took several months, from installation in fall 2022 to spring 2023. Short term impacts to the shallow groundwater may occur during construction, where excavations crossing the shallow groundwater require construction dewatering.

Based on the MECP Water Well Records (“WWR”), there are no water supply wells within a 500 m radius of the Site that are installed into the shallow overburden (greater than (<) 10 m below ground surface);

No methane gas producing materials or significant organic matter was encountered at the borehole locations, except a thin veneer of topsoil. No significant methane gas concentration was detected in the boreholes.

A copy of the Geotechnical Report and Hydrogeological Assessment Report, which includes detailed recommendations regarding site preparation, excess soil management, excavations, dewatering, foundations, slab-on-grade and underground parking construction, bedding and backfill, elevator pits, earthquake design considerations, pavement recommendations, and curbs and sidewalks, is included as part of the complete application submission package.

7. SUBDIVISION DESIGN

The proposed subdivision contemplates the ultimate development of a new mixed-density residential community in southeast London, within walking distance to a range of day-to-day commercial, residential, and institutional uses located along the Commissioners Road East corridor, as well as wide range of recreational amenities associated with Meadowlily Woods, City Wide Sports Park, and the ActivityPlex (located in the Summerside Shopping Centre). The proposed subdivision design has been informed by consultation with City and UTRCA staff, as well as the results of the various technical studies undertaken, to ensure that the proposed development is appropriately integrated with the surrounding land-use context.

This residential intensification project will bring new life into a vacant site, expanding the range and mix of available housing options in a manner that is complementary of the general character of the surrounding neighbourhood. The mix and type of residential forms proposed were influenced by the surrounding lands use context, to ensure the proposed higher-density residential uses minimize impact on adjacent sensitive land uses.

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 Plan of Subdivision has a total site area of approximately 8.30 hectares (20.51 acres), with the following proposed land-use composition: two low-rise cluster towns blocks (2.08 hectares); one mid-rise apartment block (1.00 hectares); one high-rise apartment block (2.57 hectares); two Parkland and Pathway blocks (0.36 hectares); seven blocks associated with the new proposed public road, road widenings, and reserves (1.19 hectares); and, one block associated with the ESA and development buffer (1.10 hectares). The development contemplates approximate 949 units in total, for an overall net density of 114 units per hectare (u/Ha).

The block limits for development along Commissioners Road East and Meadowlily Road South are illustrated based on the ultimate right-of-way width and required road widenings to be dedicated to the City. Specifically, right of way dedications of 18.0 metres from centre line from Commissioners Road East, and 10.0 metres from centre line for Meadowlily Road South, have been provided on the Draft Plan and Concept Plan.

Table 7 | Draft Plan of Subdivision Proposed Land Use Composition

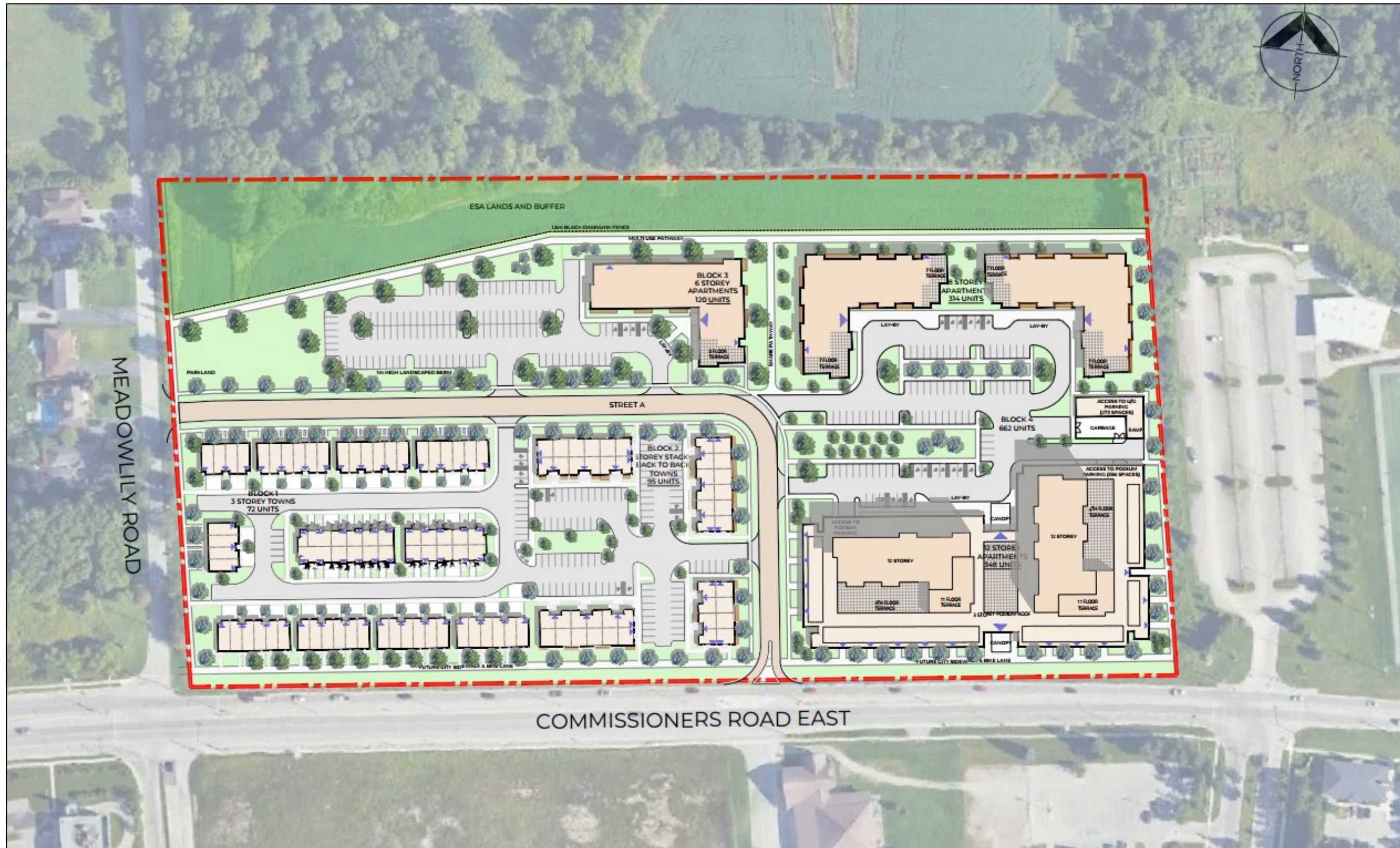
Block	Proposed Use	Proposed Number of Units	Area (Ha)	Percentage of Subdivision Lands
Block 1 & 2	Low Rise Cluster Towns	167	2.08 Ha	28.9%
Blocks 3	Mid-Rise Apartment	120	1.00 Ha	13.9%
Blocks 4	High-Rise Apartment	662	2.57 Ha	35.7%
Block 5 & 6	Parkland & Pathway	--	0.36 Ha	5.0%
Blocks 7 to 13	Widenings, Reserves, and Street 'A'	--	1.19 Ha	16.5%
Developable Area			7.20 Ha	100%
Blocks 14	ESA and Buffer	--	1.10 Ha	--
Total Site Area		949	8.30 Ha	--

Figure 16 | Draft Plan of Subdivision



Source: MBPC, 2024

Figure 17 | Draft Plan with Conceptual Buildings and Unit Count



Source: MBPC, 2024

Road Network

Proposed new Street 'A', which connects Commissioners Road East to the South to Meadowlily Road South to the west, is proposed to extend through the site in a 'L'-type line, offering public street frontage and access for all proposed development blocks, as well as the Parkland and Pathway Block (Block 6). Full access to Meadowlily Road South will be provided, while a left turn egress restriction (left and right in, right out) is required on Commissioners Road East, for safe traffic movement, based on discussions with the City's Transportation Division.

Block 1 & 2 (Low Rise Cluster Towns)

Recognizing the low-rise form along the westerly leg of Meadowlily Road South, Block 1 (interface with Meadowlily Road South) and Block 2 are proposed for low-rise cluster towns to complement the already built low-rise form. Similar built form - in the form of 2.5-storey townhouse dwellings - is under construction north-west of the subject lands (lands municipally addressed as 101 Meadowlily Road South).

More specifically, Block 1 is proposed for three-storey, reverse fronting towns along the perimeter of the block (front of building facing Street 'A', Meadowlily Road South, and Commissioners Road South), with internal driveways accessed by the private driveway that connects to Street 'A'. The orientation of the proposed towns, with reduced yard setbacks, contribute to the establishment of a well-defined and continuous street edge, a positive street-oriented and pedestrian-oriented design, an activated street frontage and presence, and an 'eyes-on-the-street' approach. Clusters of two (2) or six (6) units within a townhouse building block are proposed. Central to Block 1 are proposed back-to-back townhomes, providing for mix and variety of low-rise built form. A total of 72 units are proposed for Block 1, with two parking spaces proposed per unit and seventeen (17) visitor parking spaces.

Block 2 is proposed for three-storey stacked and back-to back towns, oriented along the Commissioners Road East and Street 'A' frontage to provide a continuous street edge as provided in Block 1. Parking for each proposed unit is provided internal to the site via surface parking. Access to the Block is provided to Street 'A' to the east, as well as through a secondary access into Block 1, connecting to Street 'A' to the north via a shared access easement. A total of 95 units are proposed for Block 2, with a total of 87 parking spaces (0.9 spaces / unit).

The height profile of the low-rise towns proposed for each block will be similar to the established low-rise form along Meadowlily Road South, while also introducing more compact urban form and greater intensity, for efficient utilization of land.

Figure 18 below provides an example of a three-storey townhouse building, which may inform built form design at the time of Site Plan Approval. The specific design, articulation, and building materials will be defined at the time of Site Plan Approval for both block 1 and 2. Building materials will, however, consider the use of neutral colour palettes and the use of high-quality natural elements (i.e., wood, stone), where appropriate, in keeping with the recommendations of the HIA.

Figure 18 | Example of Three-Storey Reverse Fronting Townhouses, 1781 Henrica Avenue East, London



Source: *Realtor.ca*, 2024

Block 3 (Mid-Rise Apartment)

Block 3 is proposed to be developed for a six (6) storey, mid-rise, 120-unit apartment building. The proposed building is designed to provide for a mix of bachelor style, one-bedroom, and two-bedroom units. The ground floor of the mid-rise apartment building is anticipated to include a lobby area, amenity space, and garbage storage. Additional amenity space is proposed via an amenity terrace proposed for the 5th storey.

A total of 120 parking spaces are proposed via surface parking, providing a parking ratio of 1.00 parking spaces per unit. Given the shape of the block, and the ESA buffer to the north, the surface parking is proposed to be adjacent to the building to the west, screened by a proposed 1.0-metre-high landscape berm along the Street 'A' frontage. Doing so will assist in screening parking from the public right-of-way.

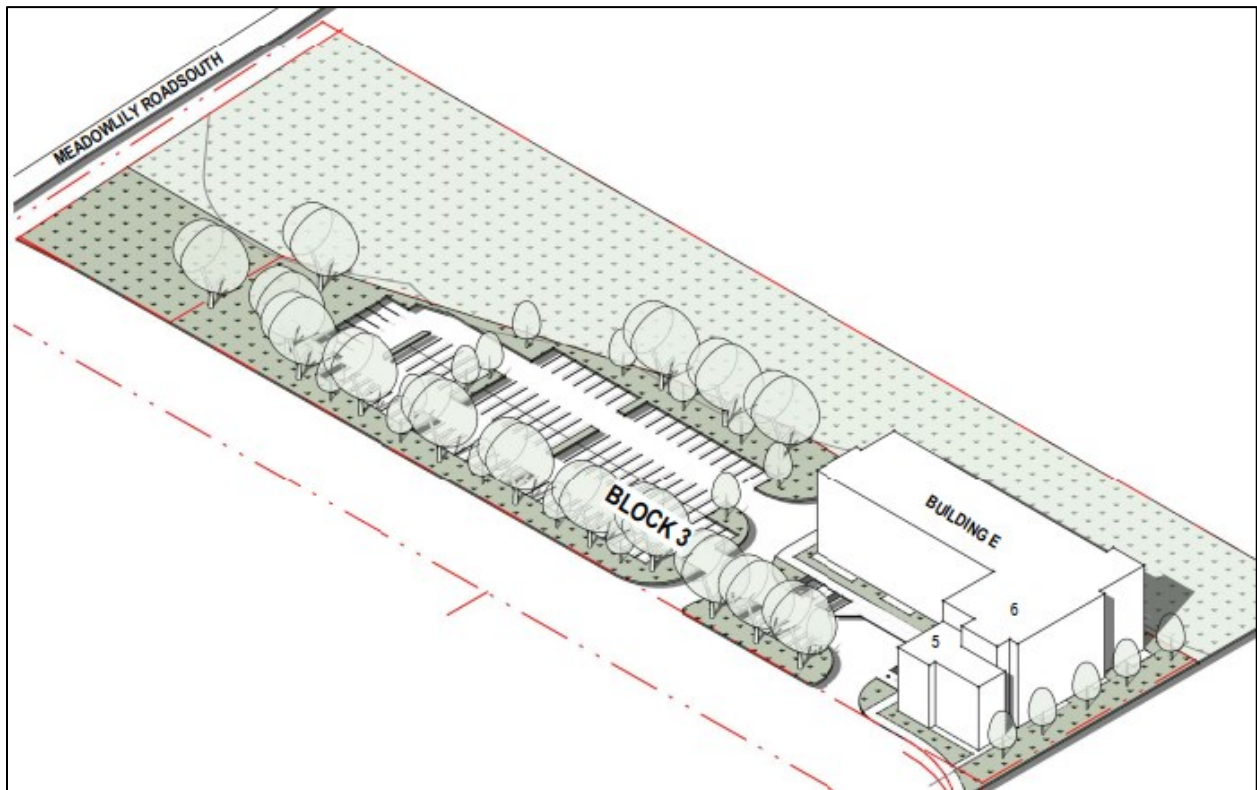
The building is proposed to be positioned on the easterly portion of the site, with the surface parking and amenity area provided on the westerly portion of the site, to allow for an appropriate transition in scale and intensity between the abutting 8-storey and

12-storey apartment buildings proposed for Block 4 (discussed further in the section below), and the low-density residential uses along Meadowlily Road South. The location of the building also presents opportunity for passive surveillance on the proposed multi-use pathway north of Block 3, as well as views of the adjacent natural heritage (ESA) feature to the north.

The building design is anticipated to be refined through the subsequent Site Plan Approval Process. It is anticipated that the use of step-backs and a variety of different materials and articulation will aid in the reduction of the overall massing of the buildings and create a pleasant and interesting pedestrian environment while articulating large expanses of blank walls along public streets, existing and planned, and along the rear portion of the building facing the multi-use pathway. Site landscaping will also be refined through the Site Plan Approval process, but any proposed landscaping is anticipated to help soften the intensity of the development.

The proposed development will contribute to the provision of an appropriate range and mix of housing options and densities within the community and represents a key opportunity to introduce new building forms to this area.

Figure 19 | Isometric for Block 3 of the Draft Plan of Subdivision



Source: Zedd, 2024

Figure 19 above provides an isometric, three-dimensional representation of the conceptual massing of the building. Further, Figures 20 and 21 below provide an example of a 6-storey, mid-rise building product by Zedd Architects, which may

inform built form design at the time of Site Plan Approval. The specific design, articulation, and building materials will be defined at the time of Site Plan Approval for block 3. The use of neutral colour palettes and high-quality natural elements (i.e., wood, stone), where appropriate, will be considered in keeping with the recommendations of the HIA.

Figure 20 | Example Six-Storey, Mid-Rise Apartment Building Form, 954 Gainsborough Road, London



Source: Zedd

Figure 21 | Example Six-Storey, Mid-Rise Apartment Building Form, 193-199 College Avenue, London



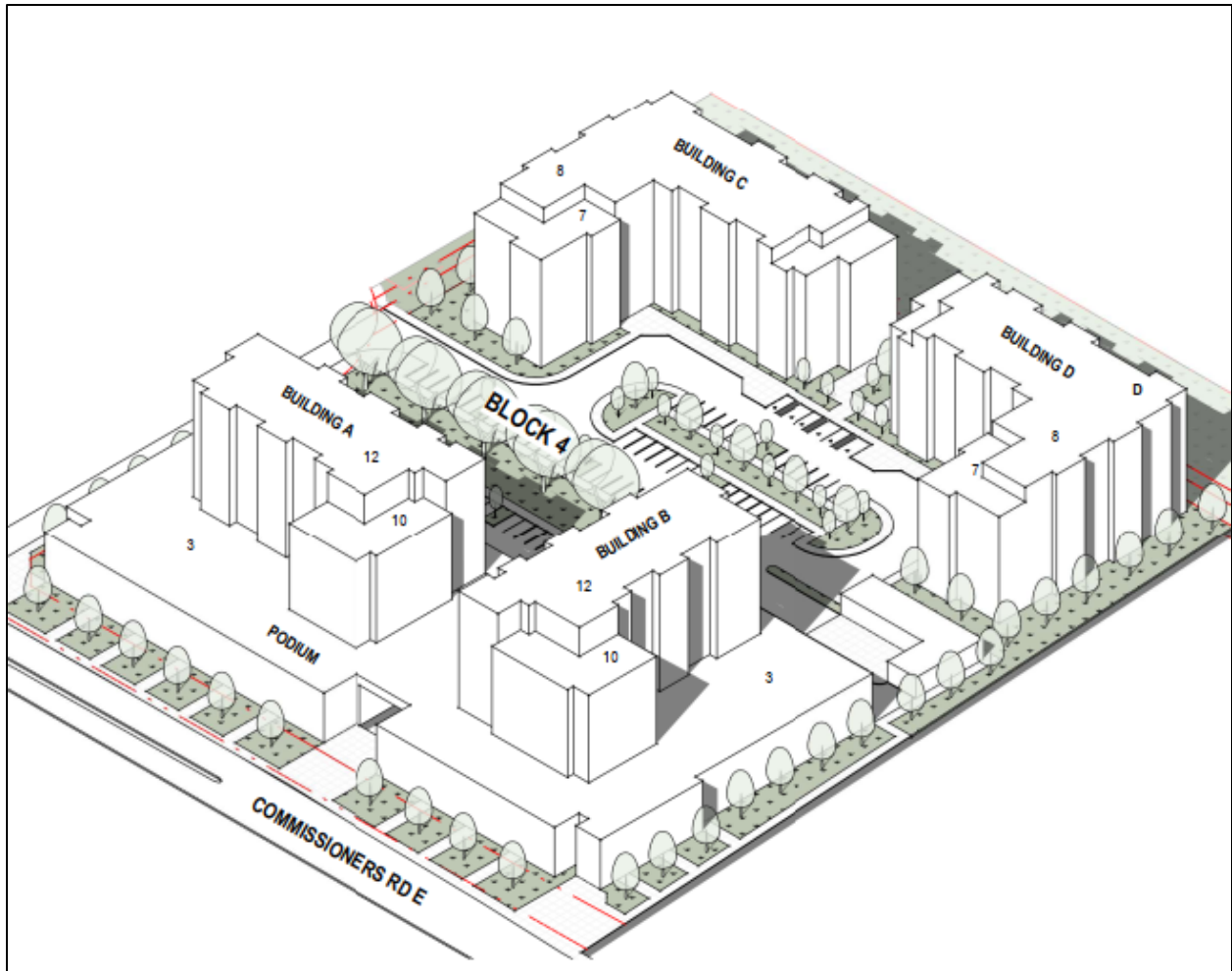
Source: Zedd

Block 4 (High-Rise Apartment)

Block 4 is proposed to be developed for four (4) high-rise apartment buildings. More specifically, two (2) eight (8) storey apartment buildings are proposed in the northerly portion of the site (denoted as Building 'C' and 'D' on Figure 22, below), and two (2) twelve (12) storey apartment buildings attached together by a three (3) storey podium are proposed in the southerly portion of the site, fronting Commissioners Road East (denoted as Building 'A' and 'B' on Figure 22, below). The twelve (12) storey apartment building along Commissioners Road East is intended to establish a well-defined and continuous street edge and provide for an inviting entrance into the subdivision with the building positioned at the intersection of Commissioners Road East and new Street 'A'.

Similarly to the six (6) storey building proposed for Block 3, the two high-rise apartment buildings will provide for a mix of bachelor style, one-bedroom, and two-bedroom units. The ground floor of the apartment buildings is anticipated to include a lobby area, amenity space, and garbage storage. Additional amenity space is proposed via an amenity terrace proposed on the 7th storey of each of the eight (8) storey buildings, and the 3rd and 10th storey of the twelve (12) storey building.

Figure 22 | Isometric Model for Block 4 of the Draft Plan of Subdivision



Source: Zedd

A total of 719 parking spaces are proposed for the site, shared between the proposed buildings. A total of 90 surface parking spaces are proposed in the central portion of the site, screened from Commissioners Road East. The remaining parking spaces are proposed within the three-storey podium proposed for Building 'A' and 'B' (356 parking spaces), and underground for Building 'C' and 'D' (273 parking spaces). Access to the underground parking is provided via the vehicle ramp on the easterly portion of the Block. A parking ratio of 1.06 parking spaces per unit is proposed.

Podium parking will be concealed internal to the building, with units provided along the boundary of the building, to eliminate the look of blank walls and to provide for an animated façade for the exterior walls. An example of concealed podium parking is illustrated in Figure 24.

Two access points to Street 'A' are proposed, central to the development Block, with a centralized landscape area to provide landscaped beautification opportunities to the parking and driveway area.

With respect to height and intensity, the High-Rise Apartment Block has been strategically sited on the easterly-most portion of the subdivision to locate the highest intensity on the site adjacent to the City Wide Sports Park to the east, ESA buffer to the north, and commercial uses to the south, which are not considered as sensitive of land uses as low-density residential uses. The location of the high-rise apartment buildings also provides opportunities for passive surveillance and 'eyes-on-the-street' for the adjacent Sports Park to the east and the Multi-Use Pathway and natural heritage (ESA) feature to the north of the Block. The Shadow Study completed by Zedd (2024) also confirmed no shadow impacts are anticipated on adjacent, established residential uses to the south and west. As you move west towards Meadowlily Road South, there is a gradual transition in height and intensity.

The residential density proposed for the Block 4 is supported by the sites convenient location to existing public transit routes, commercial facilities, and public recreation areas, and other desirable facilities and services.

Similar to the proposed mid-rise building for Block 3, the building design for each of the proposed apartment buildings is anticipated to be refined through the subsequent Site Plan Approval Process. It is anticipated that the use of step-backs, variety of different building materials and building articulation, will reduce the overall massing of the buildings and create a pleasant and interesting pedestrian environment while also reducing large expanses of blank walls along public streets, both existing and planned, and internal to the site. Enhanced site landscaping along the Street frontages, side yards, and internal to the site, refined through the Site Plan Approval process, is further anticipated to help soften the intensity of the development.

The proposed high-rise development will contribute to the provision of an appropriate range and mix of housing options and densities within the community and represents a key opportunity to introduce new building forms to this area, dominated by single-detached dwellings.

Figures 23 and 24 below provide an example of a high-rise apartment building product by Zedd Architects, which may inform built form design at the time of Site Plan Approval. The specific design, articulation, and building materials will be defined at the time of Site Plan Approval for block 4. Neutral colour palettes and high-quality natural elements (i.e., wood, stone) will be used as part of the building design consideration, where appropriate, in keeping with the recommendations of the HIA.

Figure 23 | Example Twelve-Storey, High-Rise Apartment Building Form, 3010 Yorkville Street, London



Source: Zedd

Figure 24 | Example High-Rise Apartment Building Form with Concealed Parking within Podium, 310-320 North Park Road, Brantford



Source: Zedd

Block 5 & 6 (Parkland & Pathway)

Block 5 & 6 on the Draft Plan are proposed for parkland as well as the formal multi-use pathway which will serve as the extension of the Thames Valley Parkway (TVP) along Meadowlily Road South to the City-Wide Sports Park, as part of the improvements in the Meadowlily Road EA. The Public Parkland Block and Multi-Use Pathway will be dedicated to the City as Parkland Dedication (discussed further in Section 12.2 of this Report) and will allow opportunity for public amenity space for residents of the development and the surrounding neighbourhood. The Blocks will also form part of the required 30.0 metre ecological buffer / development limit from the ESA boundary, to protect the significant woodland feature and its function.

The Public Parkland Block also provides a land use buffer between the low-density housing form along Meadowlily Road South, and the Mid-Rise Apartment Block to the east of the Block.

Block 7 to 13 (Road Widening, Reserves)

Blocks 7 to 13 are associated with road widenings and reserves that apply to the subject lands.

More specifically, Blocks 7 to 10 are to accommodate Road Widenings required to Meadowlily Road South and Commissioners Road East. Right-of-way dedications of 18.0 metres from the centre line of Commissioners Road East and 10.0 metres from the centre line of Meadowlily Road South are required and have been provided on the Draft Plan.

Blocks 11 to 13 are associated with 0.3 metre reserves (one-foot reserves) running along the Meadowlily Road South and Commissioners Road East frontage, to restrict access to the property for development. It is anticipated that the reserves be released to provide legal access to the public streets at the time of the approved Subdivision Agreement is in place.

Block 14 (ESA and Buffer)

The intent of Block 14 is to serve as a natural heritage protection block, associated with the portion of the Meadowlily Woods ESA that borders and partially overlaps with the subject property. Block 14 captures the overlapping portion of the ESA, and provides for an ecological buffer from the ESA, to protect the natural heritage feature from any proposed development.

7.1 Existing Servicing

7.1.1 Sanitary Servicing, Water Servicing, and Storm Servicing

The subject lands are adjacent to an existing 200-millimetre (mm) sanitary sewer on Meadowlily Road South, extending approximately 40 metres (m) north of the

intersection at Commissioners Road East. The Sanitary sewer flows south connecting to the system within the Summerside Subdivision.

An existing 400 mm watermain is located on the south side of Commissioners Road East and is part of the Southeast Pumping Station System. There is an existing 600 mm low pressure watermain that runs along the north side of Commissioners Road East that bends and continues on Meadowlily Road South.

There is an existing 375 mm storm sewer located on Meadowlily Road South that extends to the site and outlets from a 600 mm sewer into the Thames River at the north limit of Meadowlily Road South.

Additional Servicing Information is provided in the Functional Servicing Report (Dillon, 2024), submitted as part of the complete application submission package.

7.1.2 External Road Network

The subject lands have frontage on Commissioners Road East to the south and Meadowlily Road South to the west. A new Street 'A' is proposed to connect to both existing public roads. Commissioners Road East – a five-lane road that switches to a four-lane road running east-west, south of the subject lands – is identified as a 'Civic Boulevard' on Map 3 of the London Plan. Meadowlily Road South – a two-lane local street, running north-south to the west of the subject lands – is not identified by street classifications on Map 3 of the London Plan and is therefore considered a 'Neighbourhood Street' (Policy 373_).

Civic Boulevards move medium to high volumes of vehicular traffic, prioritize pedestrian, cycle, and transit movements, and require high-quality pedestrian realm and high standard of urban design (Policy 371_5). Neighbourhood Streets move low to medium volumes of cycle, transit, and vehicle movements, minimize width of vehicle zones, prioritize pedestrians, and require high-quality pedestrian realm and high standard of urban design (Policy 371_8).

Dillon was retained to complete a Transportation Impact Study ('TIS') for the proposed development, which includes an evaluation of 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.

7.1.3 Bicycle and Pedestrian Network

As previously discussed, there is a sidewalk along the south side of Commissioners Road, and a sidewalk along the north portion of Commissioners Road East to the west; however, there is no sidewalk currently abutting the property along the north side of Commissioners Road East nor the east side of Meadowlily Road South.

The Meadowlily Road EA is evaluating improvements to Meadowlily Road South and Commissioners Road East which would see Meadowlily Road South urbanized

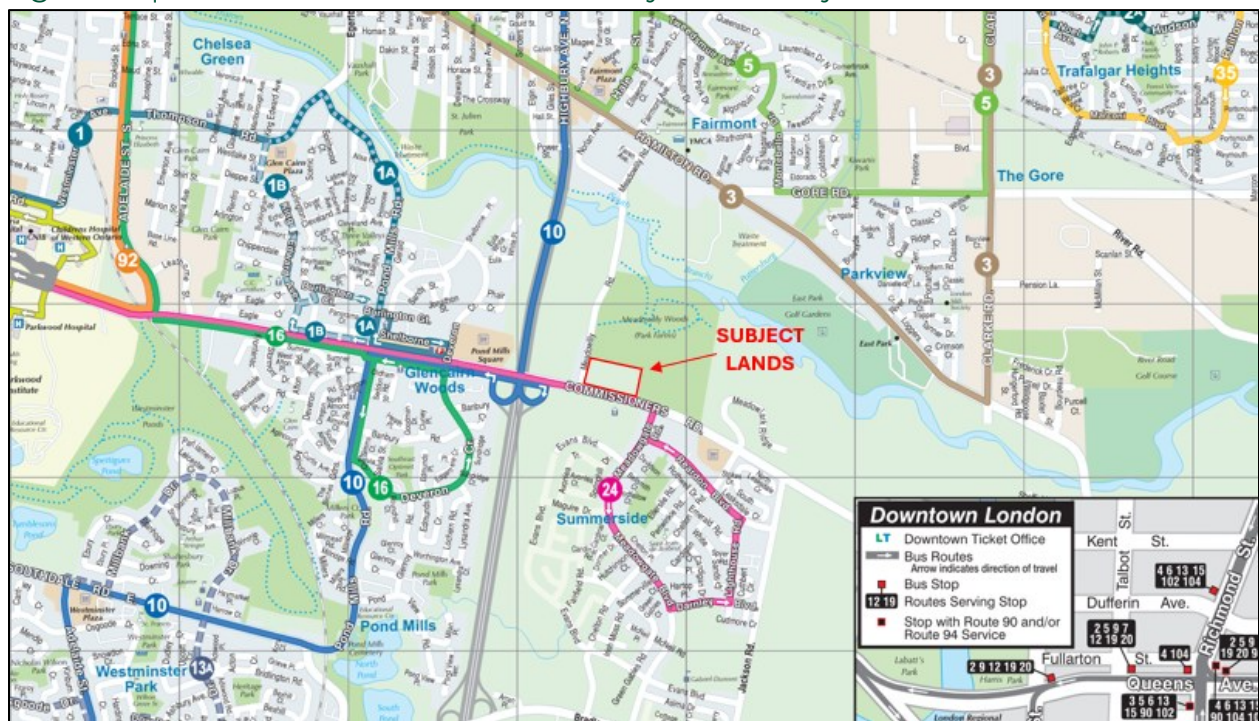
including a sidewalk and multi-use path and Commissioners Road East widened to include bike lanes, multi-use paths and sidewalks.

Commissioners Road East is classified as Walking and Cycling Routes in Map 4 of The London Plan. In addition, the northerly portion of the property (Block 5 & 6) is proposed to private a multi-use pathway, aligning with the planned TVP multi use pathway per Map 4 (Active Mobility Network) of the London Plan and the City of London Cycling Master Plan.

7.1.4 Public Transit

As previously discussed, the proposed development is located less than 50 metres of transit stops for City of London bus route #24 (Talbot Village to Summerside), and less than 300 metres of transit stops for bus route #10 (Natural Science/Masonville to Huron and Baker) (See Figure 25, below).

Figure 25 | Public Transit Routes in Proximity to the Subject Lands



Source: London Transit System Map, 2019

Route #24 runs along Commissioners Road East, with a transit stop at Westmount Shopping Centre, before looping back around at Talbot Village. Route #10 – a city-wide transit route – provides routes to a number of key services, including White Oaks Mall to the south-east, Northland Mall to the north, Masonville Mall and Western University to the north-east, and Westmount Shopping Centre to the west.

These transit routes provide convenient public transit opportunities to key City services and resources, as well as connections to other City-wide transit routes.

7.2 Subdivision Phasing / Staging

The subdivision phasing has not been determined at the time of submission. Development on individual blocks may be controlled through a subsequent Site Plan Approval process.

8. SANITARY SERVICING

8.1 Proposed Sanitary Sewershed

The subject lands have a total area of approximately 8.30 hectares, of which a developable area of approximately 7.18 ha will contribute to the existing and proposed downstream sanitary infrastructure. Based on the proposed concept plan, assumed design populations, and flows, the parcel can be serviced partially by the existing sanitary infrastructure extending from Commissioners Road East, as per the Summerside Subdivision Sanitary Area Plan (File # 24269). The additional sanitary servicing requirements will be in alignment with the ongoing Meadowlily Road Environmental Assessment (EA), being completed by MTE. In both cases this parcel will represent the upstream reach of the proposed sanitary sewer systems (Pottersburg sewershed). It is anticipated that from the EA findings, a gravity sewer will be extended along Meadowlily Road South to provide the additional servicing requirements for the proposed development.

Discharge volumes from the proposed blocks will be confirmed during the site plan application process. The densities for the development are in line with the City of London's Design Specifications and Requirements Manual (DSRM, last updated, March 2024). The total population and sanitary flows for the proposed development have been estimated and summarized below in Table 8.

Table 8 | Summary of Assumed Design Population and Sanitary Flow

Land Use	Area (ha)	Units	Population
Block 1 (Towns)	1.33	72	173
Block 2 (Towns)	0.81	95	228
Towns Subtotal	2.14		401
Block 3 (Apartments)	1.01	120	192
Block 4 (Apartments)	2.53	662	1060
Apartments Subtotal	3.54		1252
Total	5.68		1653

8.2 Sanitary Servicing Strategy

Gravity sanitary sewers will extend from the anticipated connection on Meadowlily Road South along Street 'A'. The sanitary sewer will terminate at the entrance to Block 2 near Commissioners Road. Internal sanitary sewers will service the proposed blocks 1,2,3, and 4 connecting to the local sanitary sewer on Street 'A' and Meadowlily Road South. Based on the preliminary grading design of the site we do not anticipate

concerns servicing the proposed development. After successful installation, the City will assume ownership of the sanitary sewer within the Street 'A' right-of-way.

8.3 Sanitary Outlets

Two (2) outlets are available for the proposed development along Meadowlily Road South. An existing outlet that discharges to the south (Summerside Subdivision) which considered the development of this parcel. The other outlet for the proposed development will be provided through the completion of the Meadowlily Road EA. The EA has considered the proposed development in capacity requirements of the future sewers, forcemain and pump station. Sewage leaving the proposed development will flow either to the existing infrastructure or to a proposed pump station which will convey the sewage, via a forcemain, to the Summerside trunk sanitary sewer that ultimately discharges to the Pottersburg WWTP. Based on the existing and future capacity of the sanitary outlets on Meadowlily Road South a phased approach for developing the site has been detailed in the Functional Servicing Report, prepared by Dillon Consulting Limited (Dillon).

9. WATER SERVICING

9.1 Water Servicing Strategy

The development will be serviced by connecting to the existing 400 mm watermain on Commissioners Road East. A 300 mm watermain is proposed to service the development. The proposed watermain will be installed along Street 'A' and Meadowlily Road South, connecting to the existing watermain on Commissioners Road East at two locations. Based on the water design flows and peaking factors outlined in the City's design standards, the projected water demands for the subject site at full build out are approximated as follows:

- Average Day Domestic: 4.9 litres per second (L/s)
- Max Day Domestic: 17.1 L/s
- Peak Hour Domestic: 38.1 L/s
- Fire Flow: All hydrants exceed the minimum 150 L/s

The full Functional Servicing Report providing more detail regarding the water servicing strategy is submitted as part of the complete application submission package.

9.2 Existing Water Network

The development will connect to the existing 400 mm diameter high pressure watermain on the South Side of Commissioners Road East. This connection will be made at the Meadowlily Road South and Street 'A' intersections along Commissioners Road East. A closed loop system will be created by connecting the proposed watermain at these locations.

Capacity in the watermains has not been identified as an issue based on the initial calculations completed and will be examined further during detailed design.

10. STORMWATER MANAGEMENT (SWM)

10.1 Stormwater Assumptions

The proposed development is located within the South Thames River subwatershed. The existing storm sewers on Meadowlily Road South currently discharge into the South Branch of the Thames River. These storm sewers were constructed in 2018 but did not include the entirety of the site or consider that these lands would be developed. Only 2.20 ha of the 8.30 ha development site was allocated to the existing sewers on Meadowlily Road South and a run-off coefficient of 0.30 was used. The development site is located near the top end of the existing storm sewer system. The existing storm sewers on Commissioners Road East have also not included the subject site in the storm sewer design.

The general topography of the site falls from the south to the north. Approximately 0.17 ha of the site drains to eastward towards the City-Wide Sports Park, with the remainder of the site draining toward the Meadowlily ESA as shallow surface flow. Further information on the existing drainage conditions and soils and groundwater can be found in the Stormwater Management Report completed by Dillon (2024) and submitted in conjunction with this report.

10.2 Proposed Strategy for Stormwater

A storm sewer will be designed along Street 'A' of the proposed development to service all the blocks. Sizing of the storm sewer will be confirmed during detailed design. The proposed storm sewer along Street 'A' will connect to the existing sewer on Meadowlily Road South, which will convey the site runoff to the Thames River. Improvements to the sections of the existing sewer on Meadowlily Road South may be required to lower the depth of the upstream sewers.

In general, the stormwater on the site will be controlled in quality and quantity to maintain existing flows off-site. This will be achieved with a combination of on-site controls for the blocks and Low Impact Development (LID) systems within the Street 'A' right-of-way. Flows along Street 'A' will be directed to boulevard LIDs before filtering into the proposed catch basins and storm sewers. The overland flow route is anticipated to be along the Street 'A' right-of-way with the boulevard LIDs serving as part of the system. The Stormwater Management Report submitted in conjunction with this application provides further detail on calculations for quantity and quality control for the proposed features. The design will be completed to meet water quality requirements and provide an acceptable water balance for the site. Associated modeling and reporting related to the stormwater management facilities will be completed during detailed design and as part of the site plan application process for each block.

11. TRANSPORTATION

11.1 Transportation Impact Assessment (Dillon, 2024)

Dillon Consulting Limited (“Dillon”) was retained to complete a TIA to identify transportation impacts, or lack thereof, associated with the proposed residential development on the subject lands.

Traffic analysis for the weekday AM and PM peak hours for three different horizon years were reviewed based on the anticipated construction phasing. At full build-out the proposed development is projected to generate 402 total trips during the weekday AM peak hour and 451 total trips in the PM peak hour.

A road widening was recommended along Commissioners Road East from Meadowlily Road South to Meadowgate Boulevard in order to balance the cross-section provided in the eastbound direction. This was due to planning levels of roadways which identify the typical capacity of arterial lanes as approximately 850 vehicles per hour per lane. This will allow for the roadway to sustain anticipated traffic levels, with and without site traffic.

Additional measures were identified to mitigate capacity constraints at locations outlined in the TIA, including:

- At Highbury Avenue and Commissioners Road East (East Ramp terminal), an additional northbound left-turn lane was recommended as well as increasing the green time for the eastbound and westbound approaches;
- At Meadowlily Road South and Commissioners Road East, the removal of the double northbound left-turn lane was recommended, as well as increasing the eastbound left turn storage to 55 metres. An additional westbound through lane was recommended (as a result of the proposed westbound road widening);
- At Meadowgate Boulevard and Commissioners Road East, modifications to the signal timing plan to increase the eastbound and westbound green time were proposed; and,
- At Street ‘A’ and Commissioners Road East, an additional westbound through lane was recommended (as a result of the proposed westbound road widening).

At the other study area intersections, traffic operations are generally anticipated to be reasonable under the existing traffic control and lane configuration, and no traffic mitigation is recommended.

The proposed access points for the development adhere to the spacing requirements and when considering the mitigated results, the anticipated 95th percentile queues can be accommodated. The internal roadways within the site are sufficiently wide

enough to allow movement of emergency and waste collection vehicles. The parking provided exceeds the zoning requirements. Based on field observations there are no concerns with the sightlines along Meadowlily Road South and Street 'A' given a 50 km/h design speed is used.

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

11.1.1 Public Transit

As previously discussed, the subject lands serviced by bus route #24 (Talbot Village to Summerside), and bus route #10 (Natural Science/Masonville to Huron and Baker). These transit routes provide convenient public transit opportunities to key City services and resources, as well as connections to other City-wide bus routes.

11.2 Internal Roadworks

The proposed development includes one new public road (Street 'A') which will connect Meadowlily Road South to Commissioners Road East through the subdivision. The right-of-way will be 20m wide and will provide clear ingress and egress for future residents. The intersection at Meadowlily Road South will allow full movement and the intersection, the intersection at Commissioners Road East will restrict egress to right turn only (Street 'A' to Commissioners Road East). Six private accesses will be created through the site plan approval process for the four individual development blocks. All of these will allow full movement.

11.3 External Roadworks

The external roads fronting the property are Meadowlily Road South and Commissioners Road East. Meadowlily Road South is classified as a neighbourhood street with a single lane of traffic travelling both north and south. Commissioners Road East is classified as a civic boulevard and changes from a five-lane road with two turning lanes (west bound left and east bound right) at Meadowlily Road South to a four-lane road with two turning lanes (east bound left and right) at Meadowgate Boulevard. Road widening blocks and daylight triangles have been included for future road widenings on Meadowlily Road South and Commissioners Road East.

The Meadowlily Road EA is evaluating improvements to Meadowlily Road South which will be considered during the detailed design and connection of Street 'A'. Median improvements on Commissioners Road East at the Street 'A' intersection are anticipated to construct the left turn egress requirements for the development. Widening Commissioners Road East to have two westbound through lanes was also identified in the TIA as recommended from Street 'A' to Meadowlily Road South.

11.4 Bicycle and Pedestrian Considerations

As previously discussed, an extension of the Thames Valley Parkway (TVP) along Meadowlily Road South to the City-Wide Sports Park is proposed as part of the improvements in the Meadowlily Road EA. As shown in the conceptual development plan, a multi-use pathway is proposed along the north boundary of the development to connect Meadowlily Road South to the City-Wide Sports Park; this has also been considered for the potential future forcemain alignment. Sidewalks are proposed on both sides of Street 'A' in accordance with City standards and are also considered throughout the concept blocks to provide connectivity. A shared pathway within Block 4 provides an internal connection of Street 'A' and the multi-use pathway.

No specific cycling facilities are proposed because of the multi-use pathway contemplated in the London Plan and City of London Cycling Master Plan, forming part of the Draft Plan as Block 5 & 6. Further, the Meadowlily Road EA is evaluating improvements to Meadowlily Road South and Commissioners Road East which would see Meadowlily Road South urbanized including a sidewalk and multi-use path and Commissioners Road East widened to include bike lanes, multi-use paths and sidewalks.

The proximity of a public transit route on Commissioners Road East may eliminate the necessity of public transit on Street 'A'; this decision is at the discretion to the London Transit Commission.

12. NATURAL HERITAGE / PARKS

12.1 Natural Heritage System

As previously discussed, the northerly portion of the subject lands are located within an area regulated by the Upper Thames River Conservation Authority (UTRCA) and as previously noted in Section 3 of this report, the subject lands are located adjacent to the Meadowlily Woods ESA, which is delineated as an Environmentally Significant Area on Map 5 of the London Plan. A summary of the findings and recommendations of the required EIS & SLSR is discussed in Section 6.1 of this report.

12.2 Parks & Open Space

City staff, at the IPR Review Meeting, advised that parkland dedication for the proposed development is required, and is expected to be calculated at 5% of the tableland. City staff also advised that buffer lands associated with the Thames Valley Parkway (“TVP”) would be accepted as parkland dedication using an open space rate of 1:30 as per CP-25 Bylaw. Further, parkland dedication may be considered to acquire the Meadowlily ESA lands at a hazard land rate of 1:45 as per CP-25 By-law.

Blocks 5 & 6 on the Draft Plan (0.36 hectares) associated with the parkland and pathway, are proposed to be dedicated to the City. These Blocks provide 5% of the total site area for parkland dedication. It is anticipated that the details of the parkland dedication, including required cash-in-lieu, will be finalized through the Draft Plan Approval process.

13. FINANCIAL IMPLICATIONS

13.1 Summary of Revenues

It is expected that 167 townhomes and 782 apartment units will be constructed as part of this development. Based on the current project expectations and Development Charges rate effective January 1, 2024, the proposed development will generate the following approximate revenues:

- **CSRF:** \$27,321,283.87

13.2 Summary of Cost-Shareable Works

A preliminary cost estimate for the implementation of LID systems on the site has been prepared using the City's Summary of DC Claims from the City Services Reserve Fund worksheet. It is anticipated that the LIDs will be used within the proposed right-of-way and consist of infiltration galleries. The total claimable work estimate is:

- **Claimable Work:** \$105,570.00

The final measurement of LID systems implemented on site and the associated claimable work will be confirmed through the detailed design.

13.3 Cost-Shareable Works & DC Revenue Estimate Worksheet

The DC Revenue Estimate and IRP Claimable Works Worksheets has been submitted as part of the complete application submission package.

14. MISCELLANEOUS

14.1 Proximity to Provincial/Federal Interest

The subject lands are approximately 200 metres from the Highbury Avenue South interchange entrance, and approximately 3.8 kilometres north of the Highway 401 interchange entrance. The London International Airport is approximately 13 metres north-east of the subject lands. There are no railway corridors within a 1.5 km radius of the subject lands.

15. CONCLUSION

Based on the above analysis, the proposed Draft Plan of Subdivision, Official Plan Amendment, and Zoning By-law Amendment applications have regard for Section 2 of the *Planning Act*, appropriately 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 digitally to the City of London:

- One (1) copy of the Covering Letter;
- One (1) copy of the Authorization as Agent Letter;
- One (1) copy of the Draft Plan of Subdivision Application Form;
- One (1) copy of an Official Plan and Zoning By-law Amendment Application;
- One (1) copy of an Official Plan Amendment sketch;
- One (1) copy of a Zoning By-law Amendment sketch;
- One (1) copy of the Draft Plan of Subdivision (PDF and CAD format);
- One (1) copy of the Simplified Subdivision Plan (PDF and JPEG format);
- One (1) copy of the Record of Consultation, dated May 23, 2023;
- One (1) copy of the Urban Design Brief (MBPC, 2024);
- One (1) copy of the Shadow Study (Zedd, 2024);
- One (1) copy of the Heritage Impact Assessment (MHBC, 2024);
- One (1) copy of the Subject Lands Status Report and Environmental Impact Study (NRSI, 2024);
- One (1) copy of the Environmental Assessment Opinion Letter (Dillon, 2024);
- One (1) copy of the Hydrogeological Report (EXP, 2024);
- One (1) copy of the Slope Stability Assessment (EXP, 2024);
- One (1) copy of the Functional Servicing Report (Dillon, 2024);
- One (1) copy of the Stormwater Management Report (Dillon, 2024);
- One (1) copy of the Geotechnical Report (EXP, 2024);
- One (1) copy of the Traffic Impact Assessment (Dillon, 2024);
- One (1) copy of the Initial Proposal Report Claimable Works & DC Revenue Estimate Worksheet (Dillon, 2024); and,
- One (1) copy of the Summary of DC Claims from the City Services Reserve Fund (CSRF) (Dillon, 2024).

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

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 CONSULTANTS LTD.

16. BIBLIOGRAPHY / DOCUMENTS LIST

- *City of London, London Plan (2016)*
- *City of London, Placemaking Guidelines (2007)*
- *City of London, Zoning By-law Z.-1 (1993)*
- *Dillon Consulting, Environmental Assessment Opinion Letter (2024)*
- *Dillon Consulting, Functional Servicing Report (2024)*
- *Dillon Consulting, Stormwater Management Report (2024)*
- *Dillon Consulting, Traffic Impact Assessment (2024)*
- *EXP, Geotechnical Report (2024)*
- *EXP, Hydrogeological Report (2024)*
- *EXP, Slope Stability Assessment (2024)*
- *MBPC, Urban Design Brief (2024)*
- *MHBC, Heritage Impact Assessment – 168 Meadowlily Road South City of London, Ontario (2024)*
- *NRSI, Subject Lands Status Report and Environmental Impact Study (2024)*
- *Province of Ontario, Planning Act R.S.O 1990, c. P.13*
- *Province of Ontario, Provincial Policy Statement (2020)*
- *Zedd Architecture, Shadow Study (2024)*