

# URBAN DESIGN BRIEF

Proposed Mixed-Density Residential Subdivision  
168 Meadowlily Road South, London

July 04, 2024

Prepared for:  
**Forever Homes Meadowlily Limited Partnership**  
(c/o Jeff Fung, Vice President of Operations)

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# Introduction

## Purpose

Monteith Brown Planning Consultants (MBPC) has been retained by Forever Homes Meadowlily Limited Partnership ("Forever Homes")(c/o Jeff Fung), to prepare this Urban Design Brief in support of applications for an Official Plan Amendment, Zoning By-law Amendment, and Plan of Subdivision to permit a mixed-density residential community on the lands known municipally as 168 Meadowlily Road South ("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.

In brief, the proposed subdivision will feature a dynamic mix of low-, medium-, and high-density residential land uses over 8.30 hectares of land in south-east London, within the Meadowlily neighbourhood, on residentially designated lands 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.

The purpose of this Urban Design Brief is to examine the site and its context within the surrounding neighbourhood, identify key issues and opportunities, and provide guidance on a design solution having regard to the County's and City's planning and design documents.

## Site Description

The subject lands (See **Figure 1**) are located north-east of the Meadowlily Road South and Commissioners Road East intersection, in an established and planned residential and commercial community in the south-easterly portion of the City of 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.

Based on aerial photography (See **Figure 1**) and site reconnaissance, the lands are currently used for field crops (See **Figure 2**), with a stand of mature woodland vegetation (non-designated feature) central 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 1 | Aerial View of Subject Lands & Immediate Land-Use Context**



Source: Lambton County GIS, 2021 imagery

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



Source: Lambton County GIS, 2021 imagery

## Development Vision

The development vision for the proposed new Meadowlily Subdivision is informed by urban design policies in the London Plan, the City of London Placemaking Guidelines, comments from the approval authority through the Proposal Review Meeting, and the integration and compatibility with the surrounding land use context.

The proposed subdivision (See **Figure 3**) contemplates the ultimate development of a new higher-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 recreational amenities associated with Meadowlily Woods, City Wide Sports Park, and ActivityPlex (located in the Summerside Shopping Centre). The contemplated mixed-density community will fill a prominent gap within the Commissioners Road East streetscape where Commissioners Road East intersects with Meadowlily Road South.

The Plan of Subdivision proposes the following 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).

This residential intensification project will bring new life into a vacant site and expand the range of available housing

options in a manner that is complementary to 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. The new neighbourhood also places an emphasis on pedestrian- and cyclist-oriented development, with street-oriented and human-scaled buildings.

Proposed low-rise housing forms (3 storey, clustered townhouses) within the development plan have been sited along Meadowlily Road South, adjacent to established low-density residential uses, to reflect a form that recognizes the existing low-rise residential character of the surrounding Meadowlily community, notably along Meadowlily Road South, and provides a height and intensity buffer to higher-density, more intensive residential development (mid- and high-rise apartments) proposed to be sited on the central and easterly portion of the development lands..

The proposed higher-density, more intensive residential development, providing compact and efficient urban form, is sited on the easterly most portion of the development lands, to allow for an appropriate transition in scale and intensity towards the established, lower-density residential development along Meadowlily Road South. Siting higher-density residential forms abutting Meadowlily Woods ESA (buffer) and City Wide Sports Park also serve as an opportunity for views to the natural heritage system as well as an opportunity for passive pedestrian surveillance for the ESA and Sports Park.

Recognizing the natural heritage lands to the north (Meadowlily Woods ESA), the proposed development also melds the natural heritage system with the proposed built form, through the proposed use of a neutral colour palette

and the use of high-quality natural elements (i.e. wood, stone) for proposed buildings, complemented by anticipated enhanced landscaping opportunities to soften built form and intensity.

The Multi-Use Pathway proposed on the northerly extent of the proposed development is intended to align with the planned Thames Valley Parkway (TVP) multi-use pathway and will 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 also have an opportunity to enjoy various forms of mobility.

Upon completion, the proposed development will be fully integrated into the neighbourhood and facilitate 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.

### Proposed Draft Plan of Subdivision Land-Use Composition

- **Block 1 & 2:** low-rise cluster towns blocks (2.08 hectares), providing 167 units in a mix of three storey towns, standard back-to-back towns, and stacked and back-to-back towns housing forms;
- **Block 3:** one mid-rise, six storey apartment block (1.00 hectares), providing 120 units;
- **Block 4:** one high-rise apartment block (2.57 hectares), proposing two eight storey apartment buildings and two twelve storey apartment buildings attached together by a three-storey podium. A total of 662 units are proposed within the high-rise apartment buildings;

- **Block 5 & 6:** two Parkland and Pathway blocks (0.36 hectares);
- **Block 7 to 13:** seven blocks associated with the new proposed public road, road widenings, and reserves (1.19 hectares); and,
- **Block 14:** one block associated with the ESA and development buffer (1.10 hectares).

### Proposed Development Features

- The proposed higher-density residential uses serve to enhance the Meadowlily Community's capacity to provide a mix of housing supply, to meet the existing and future housing needs of its residents.
- Proposed new Street 'A', which connects to Commissioners Road East to the South and Meadowlily Road South to the west, is proposed to extend through the site in a 'L'-type line. 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.
- Three-storey, reverse fronting towns along the perimeter of Block 1 (front of building facing Street 'A', Meadowlily Road South, and Commissioners Road South), are designed with internal driveways access and reduced yard setbacks to establishing 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.
- Three-storey stacked and back-to back towns proposed for Block 2 are proposed to be 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, screened by built form or anticipated enhanced landscaping.

- 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.
- The Mid-Rise Apartment Building (Block 3) and High-Rise Apartment Buildings (Block 4) proposed as part of the subdivision design are sited on the easterly portion of the development lands, to alleviate height and intensity concerns for low-density housing forms along Meadowlily Road South. In addition, the location of the buildings allows for an appropriate transition in scale and intensity. The location of the buildings also presents opportunity for passive surveillance on the proposed multi-use pathway north of Block 3 & 4, as well as views of the adjacent natural heritage (ESA) feature to the north.
- The use of step-backs and a variety of different materials and articulation will help reduce the overall massing of the buildings and create a pleasant and interesting pedestrian environment while reducing large expanses of blank walls along the public rights-of-way and along the rear portion of the buildings facing the multi-use pathway and City Wide Park. Enhanced landscaping is anticipated to help soften the intensity of the development.
- The design of the apartments and towns will be complementary to the architectural style of the built form established within the surrounding neighbourhood and will have regard the prominent nature heritage system adjacent to the development lands, while introducing some opportunity for contemporary architectural design seen in new

apartment and towns building developments across the City (subject to Site Plan Control)..

- The specific design, articulation, and building materials will be defined at the time of Site Plan Approval. Building materials will, however, consider the use of neutral colour palettes and the use of high-quality natural elements (i.e., wood, stone, glass), where appropriate, in keeping with the recommendations of the Heritage Impact Assessment (MHBC, 2024) completed in support of the proposed development.
- Pedestrian linkages via the internal sidewalk network, as well the planned Thames Valley Parkway (TVP) multi use pathway (Block 5 & 6), will provide residents with direct access to park and recreational opportunities within the Meadowlily community.
- The development contemplates approximate 949 units in total, for an overall net density of 114 units per hectare (u/Ha).



Figure 3 | Rendered Conceptual Development Plan



Source: MBPC (2024)



# Section 1

This section identifies the design principles and objectives of the proposed development, provides an analysis of relevant planning and design documents, and details a spatial analysis of the subject site.

## 1.1 Design Goals and Objectives

The Design goals and objectives of the proposed development include:

- Encouraging a built form consistent with the urban design policies of the London Plan;
- Create a diverse mix and range of residential densities and attractive dwelling units to promote a vibrant and dynamic urban environment;
- Ensure housing options are accessible to various income levels, supporting socio-economic diversity and inclusivity;
- Provide attractive buildings and public spaces for the residents and broader community;
- Minimizing the visual impact of parking on the streetscape, where possible; and,
- Emphasizing softening intensity and scale on existing land uses, through transitioning of built form and enhanced landscaping, where appropriate.

The following performance standards have served to guide and direct the proposed built form and the spatial arrangement of supportive elements such as driveways, parking areas, and amenity spaces within the proposed development blocks:

- Positioning of buildings within the residential blocks proposed with minimum setbacks along the public rights-of-way to establish a consistent street wall and screen views of vehicular parking areas from public streets, wherever possible;
- Driveways and parking spaces will be provided internal to the site, screened from the public rights-of-way via built form or enhanced landscaping, to provide a positive pedestrian-oriented experience;
- 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.
- Taller buildings will front onto higher-order streets and will be sited away from established lower-density residential uses.
- The use of step-backs, a variety of different materials and articulation, and enhanced landscaping, will help reduce the overall massing of the buildings, create a pleasant and interesting pedestrian environment, and soften intensity.
- Pedestrian connections are provided through each block so that access between buildings and parking areas is safe, barrier-free, convenient, and direct;
- Functional and appropriately sized outdoor amenity areas (including balconies and patios) will be incorporated into the site design on a block-by-block basis; and,
- Parking areas will include enhanced setbacks and landscape buffering, including trees and/or other vegetation, where possible.

## 1.2 Design Response to Provincial and City Documents

### Provincial Policy Statement (2020)

#### 1.1.1 Healthy, livable, and safe communities are sustained by:

*a) Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term.*

The proposed development adheres to efficient land use patterns by optimizing the use of available development land. By accommodating a mix of residential and recreational uses, adjacent to employment, commercial, institutional, and other uses, the development fosters economic diversity and resilience, contributing to the financial well-being of both the Province and the County.

*b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing, and housing for older persons), employment (including Industrial and commercial), institutional (including places of worship, cemeteries, and long-term care homes), recreation, park and open space, and other uses to meet long-term needs.*

The proposed development features a diverse mix of densities, housing options, and land uses integrated within the same development. As illustrated in the Concept Plan, the development encompasses cluster towns and higher-density apartment buildings, complemented by a parkland and multi-use pathway block.

#### 1.1.3 Settlement Areas

*1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have compact form, mix of uses and densities that allow for the efficient use of land, Infrastructure, and public service facilities.*

The proposed development is located within the City's built-up. The proposed intensification development plan integrates various densities and housing types, promotes compact urban form, and proposes development on existing municipal infrastructure and public service facilities.

#### 1.5.1 Healthy, active communities should be promoted by:

*a) Planning public streets, spaces, and facilities to be safe, meet the needs of pedestrians, foster social interaction, and facilitate active transportation and community connectivity;*

The subject lands are bound by two public streets, maintained year-round, and the layout and configuration of the proposed development has been carefully planned to foster a comfortable pedestrian environment by siting residential forms along the street frontages to create a street edge and sense of enclosure. The proposed towns, providing minimal front yard setbacks, will also contribute to eyes-on-the-street. Sidewalk connections are proposed to provide pedestrian linkages and connectivity within the site and to adjacent lands (i.e., City Wide Sports Park). The location of the development is within walking distance to basic daily amenities, providing future residents the ability to utilize active transportation and establish a connected community.

#### 1.7.1 Long-term economic prosperity should be supported by:

**b) Encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce.**

As previously noted, the development offers a diverse selection of housing forms and densities, to complement the surrounding low-, medium-, and high-density residential uses in the community. Integrating these densities with the surrounding community will help to create a complete, balanced community with a range of housing options.

### City of London Strategic Plan

The 2019-2023 City of London Strategic Plan establishes five strategic areas of focus that set out and guide the City's direction for the future: Strengthening our Community; Building a Sustainable City; Growing our Economy; Creating a Safe London for Women and Girls; and, Leading in Public Service. The proposed development supports the implementation of the Strategic Plan in three of the five areas of focus as described below:

- **Strengthening our Community** – In particular, creating more purpose-built, sustainable, and attainable housing stock in London, and implementing urban design guidelines to ensure that new development fits within and enhances its surrounding community.
- **Building a Sustainable City** – In particular, advancing the growth and development policies of the London Plan to direct growth and intensification to strategic locations.
- **Creating a Safe London for Women and Girls** – In particular, providing for a greater range in housing supply to the community that is more attainable, and

providing more accessible and safer housing options for women and girls.

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

Map '1' of the London Plan identifies that the property is located within the 'Neighbourhoods' Place Type.

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.).

Permitted uses for specific properties within the 'Neighbourhoods' place type typically depends 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.

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 being requested to permit an increase in height for the proposed apartment blocks, to allow for compact urban form and greater mix and type of housing types.

The following City Design Policies also informed the design vision for the Draft Plan of Subdivision lands. A thorough description of the design response to these matters is addressed through Section 2 of this Brief:

### **Character**

- 197\_ *The built form will be designed to have a sense of place and character consistent with the planned vision of the place type, by using such things as topography, street patterns, lotting patterns, streetscapes, public spaces, landscapes, site layout, buildings, materials, and cultural heritage.*
- 198\_ *All proposals for new neighbourhoods will be required to establish a vision to guide planning for their character and sense of place.*
- 199\_ *All planning and development proposals within existing and new neighbourhoods will be required to articulate the neighbourhood's character and demonstrate how the proposal has been designed to fit within that context.*

- 201\_ *New neighbourhoods should be designed with consideration for the character of existing landscapes and topography. The street network and civic infrastructure will be established in consideration of this goal.*
- 202\_ *Buildings and public spaces at key entry points into neighbourhoods will be designed to help establish a neighbourhood's character and identity.*
- 203\_ *Neighbourhoods should be planned to include one or more identifiable and accessible focal points that contributes to the neighbourhood's character and allows for community gathering.*
- 204\_ *Natural heritage is an important contributor to the character of an area and influences the overall street network. Neighbourhoods should be designed to preserve or create views to natural heritage features and landmarks through lotting patterns, street patterns, or building placement.*

### **Street Network**

- 211\_ *The City's street network will be designed to ensure high quality pedestrian environments, maximized convenience for mobility, access to focal points and to support the planning vision for the place type.*
- 212\_ *The configuration of streets planned for new neighbourhoods will be of a grid, or a modified grid, pattern. Cul-de-sacs, dead ends, and other street patterns which inhibit such street networks should be minimized. To ensure connectivity and integration with existing and planned neighbourhoods, new neighbourhood street networks will generally be designed to have connections to existing and future neighbourhoods.*



- 213\_ *Street patterns will be easy and safe to navigate by walking and cycling and will be supportive of transit services.*
- 218\_ *Street networks should be designed to support connections to transit and other neighbourhood amenities within a ten-minute walk.*
- 220\_ *Neighbourhoods should be designed with a diversity of lot sizes to support a range of housing choices, mix of uses, and to accommodate a variety of ages and abilities.*

### **Streetscapes**

- 221\_ *The design of streetscapes will support the planned vision for the place type and will contribute to character and sense of place.*
- 222\_ *The proportion of building and street frontages used for garages and driveways should be minimized to allow for street trees, provide for on-street parking, and support pedestrian and cycling-oriented streetscapes.*
- 223\_ *Street design standards will be adopted to reflect pedestrian, cycling, and transit priorities within neighbourhoods.*
- 228\_ *Neighbourhood streets and all infrastructure will be planned and designed to enhance safety by implementing the principles of Crime Prevention Through Environmental Design, encouraging greater levels of passive surveillance, and providing sidewalks of sufficient width to support planned levels of activity*
- 235\_ *Landscaping should be used to define spaces, highlight prominent features and landmarks, add visual interest, define pedestrian areas, delineate public and private spaces, add comfort, and improve health, and improve the aesthetic quality of neighbourhoods*

### **Public Spaces**

- 244\_ *Public spaces will be located and designed to help establish the character and sense of place of the surrounding area and, where applicable, the positive image of our city.*
- 246\_ *Public spaces should be designed and located as part of, and to support, the active mobility network.*
- 247\_ *Public spaces should be located and designed within neighbourhoods to ensure access, visibility, safety, and connectivity to the adjacent street network. To accomplish these objectives, public spaces within neighbourhoods should have wide exposure to public streets.*

### **Site Layout**

- 252\_ *The site layout of new development should be designed to respond to its context and the existing and planned character of the surrounding area.*
- 253\_ *Site layout should be designed to minimize and mitigate impacts on adjacent properties.*
- 255\_ *Site layout will promote connectivity and safe movement for pedestrians, cyclists, and motorists between, and within, sites.*
- 256\_ *Buildings should be sited so that they maintain and reinforce the prevailing street wall or street line of existing buildings. Where a streetscape has not been built out, buildings should be sited with regard for the planned street wall or street line.*
- 259\_ *Buildings should be sited with minimal setbacks from public rights-of-way and public spaces to create a street wall/edge and establish a sense of enclosure and comfortable pedestrian environment.*
- 260\_ *Projecting garages will be discouraged.*

- 261\_ Buildings at corner sites should be oriented towards the higher-order street classification.
- 268\_ Sites shall be designed to provide a direct, comfortable, and safe connection from the principle building entrance to the public sidewalk.
- 269\_ Buildings should be sited to minimize the visual exposure of parking areas to the street.

## **Parking**

- 272\_ The impact of parking facilities on the public realm will be minimized by strategically locating and screening these parking areas. Surface parking should be located in the rear yard or interior side yard.
- 273\_ Parking structures should be integrated into the design of buildings to ensure the public realm is not negatively affected. Structured parking will be screened.
- 281\_ Large surface parking lots shall be designed with areas dedicated for pedestrian priority to ensure safe pedestrian connectivity throughout the site.

## **Buildings**

- 284\_ All planning and development proposals will be required to demonstrate how the proposed building is designed to support the planned vision of the place type and establishes character and a sense of place for the surrounding area.
- 285\_ To support pedestrian activity and safety, blank walls will not be permitted along the street edge.
- 286\_ Buildings will be designed to achieve scale relationships that are comfortable for pedestrians.
- 287\_ Within the context of the relevant place type policies, the height of buildings should have a

*proportional relationship to the width of the abutting public right-of-way to achieve a sense of enclosure.*

- 295\_ Residential and mixed-use buildings should include outdoor amenity spaces.
- 298\_ Design measures relating to building height, scale, and massing should be used to provide a transition between development of significantly different intensities, considering the existing and planned context.

## **City of London Placemaking Guidelines**

Adopted in November 2007, the purpose of the City of London Placemaking Guidelines is to provide developers, builders, consultants, and municipal staff with guidelines for the “development of outstanding communities that offer a distinct character, a strong sense of community and a context for healthy lifestyles and a high quality of life”.

The Guidelines present a number of design principles to create high quality, livable communities. The entire document has been reviewed in detail and the following principles are identified as being especially pertinent to the proposed development:

### **Integrate the Elements of the Community**

- *Identify key streetscapes and coordinate the conceptual design and location of landscaping and built forms.*

### **Design for Recognizable Relationships Amongst Community Elements**

- *The design and siting of houses should respect the traditional visual and functional relationship between the house and the streetscape.*

### **Establish Identifiable Community Boundaries.**

- *Entry points to neighbourhoods and communities should be framed by buildings and architecture to establish focal points and views.*
- *Design entries into neighbourhoods to show enhanced views of the neighbourhood. Where possible allow for multiple views into the neighbourhood from surrounding major roads.*
- *Buildings should be located close to the street and should be architecturally articulated to provide an appropriate level of detail that will visually animate the streetscape.*
- *Use identifiable features such as decorative pavement treatments, intense landscaping features, widened sidewalks to promote the character of a neighbourhood.*
- *Avoid placing unattractive and uninviting features, blank building walls, low quality fencing, noise walls and infrastructure such as pumphouses at the entries to neighbourhoods.*

### **Establish A Common Design Connection Between All Elements Of The Community Through Architectural And Landscape Design**

- *In the design of streetscapes, utilize common design features on street lighting, street furniture, street signage, public fencing, bicycle racks, garbage*

*receptacles, community-mailboxes, roundabout landscaping, planters, intersection pavement treatments, decorative walls to contribute to the overall design concept.*

- *Pay specific attention to architecture and landscaping at visually prominent locations such as corner lots, “T” junctions and lots facing or backing onto public spaces and gateway streets throughout the community. The design and landscaping of these highly visible locations should promote the image of the community by providing an appropriate level of detail.*

### **Identify a Consistent Approach to Architectural Design to Support the Character of the Community**

- *Design buildings to be individually and collectively supportive of the overall design concept.*
- *Identify the desired range of architectural characteristics that will be used to express each style.*
- *Employ exterior building materials and colours that are stylistically appropriate.*
- *Avoid architectural designs that are ubiquitous and non-descript because they do not contribute to a sense of place.*
- *Avoid excessive repetition and monotony, or widespread “sameness” throughout the community by providing a complementary variety of building forms, heights, building materials and colours.*
- *Seek out design elements that support the design theme, the use of architectural styles that are authentic to the London area is encouraged.*

### **Provide a Mix of Complementary Residential Densities**

- *Larger communities and neighbourhoods should offer low, medium, and high density residential housing that produces the critical mass needed to support local amenities. This mix of housing types also ensures a community can adapt to new trends in community development.*
- *Avoid large or unnecessary setbacks which prevent higher density uses from being successfully integrating into streetscapes.*
- *Avoid large tracts of low density housing that can create a homogeneous landscape.*
- *Where appropriate design for the mutually compatible integration of low, medium, and high density residential uses through the effective use of:*
  - *Site Planning*
  - *Building Massing and Orientation*
  - *Architectural and Landscape Design*
  - *Visual Impact Analysis*

### **Provide a Variety of Complementary Building Scales**

- *Within the various residential densities there should also be a variety of compatible building scales.*
- *Use cornice lines, step-backs, and other architectural design techniques to effectively integrate large buildings into the streetscape and community.*

### **Promote a Range of Housing Opportunities and Choices**

- *A mix of housing opportunities can accommodate the changing lifestyles of an aging population while allowing neighbours to continue to live in the community.*

### **Design for Pleasant Walking Environments**

- *Encourage a variety of building forms, architectural styles, public infrastructure, street furniture and lighting.*
- *Use landscaping strategically to enhance the pedestrian environment.*
- *Design pedestrian environments that provide a sense of safety and separation from automobile traffic.*
- *Orient buildings, their massing, architectural elements, and habitable areas so that they promote an eyes-on-the-street approach to streetscapes and public spaces.*
- *Improve the pedestrian's perception of the streetscape by reducing the visual impact of garages through the elimination of garage projections.*

### **Design for Convenient Pedestrian Access to Services and Facilities**

- *Include walkway and bike path connections throughout the neighbourhood.*

The proposed residential development will contribute to the provision of a mix of densities for the Meadowlily Community, expanding the range of housing types available to suit the changing needs of its residents. Buildings are anticipated to be sited close to the new proposed Street 'A', central to the subdivision, to serve as a gateway into the community, and will include an interplay of materials and architectural treatment and articulation, adding visual interest at the streetscape level, promote 'eyes on the street', and define the pedestrian realm.

The strategic siting of higher-density residential buildings away from established low-density residential uses, will allow



for appropriate transitioning of built form, complemented by enhanced landscaping to soften intensity at the pedestrian level. Further, the use of step-backs and a variety of different materials and articulation, will help reduce the overall massing of the buildings and create a pleasant and interesting pedestrian environment while reducing large expanses of blank walls. Some variation in built form will also alleviate monotony or excessive “sameness” along the streetscape.

The policy directions identified above have been considered and effectively integrated in the proposed design of the site as articulated in the following sections of this Brief.

### 1.3 Spatial Analysis

#### Regional Context

A regional analysis of key land uses and key community amenities was conducted around the subject site at a 400-metre and 800-metre radii (5-minute and 10-minute walking distance, respectively), as illustrated in **Figure 6**.

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 (See **Figure 4**), all within a 400-metre radius of the site.

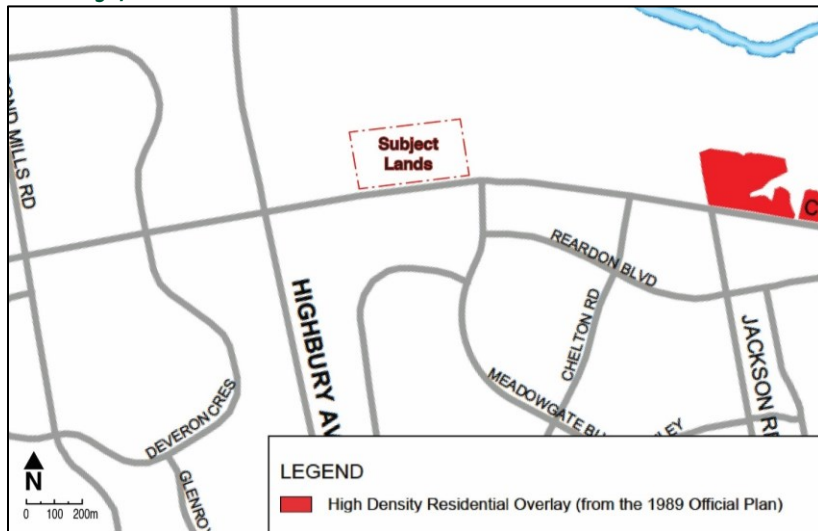
**Figure 4 | View Looking North-West on Meadowlily Road South, Towards Established Low-Density Single Detached Dwellings**



*Source: MBPC, Captured November 2023*

The 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 5**). The properties delineated as part of the ‘High-Density Residential Overlay’ have not been developed yet.

**Figure 5 | 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.

The subject lands are adequately serviced by a number of Parks and Recreational facilities within 800 metres of the property, 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 Naiomi-Almeida Park to the west. Meadowlily Woods ESA occupies a majority of the lands north of the subject property.

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.

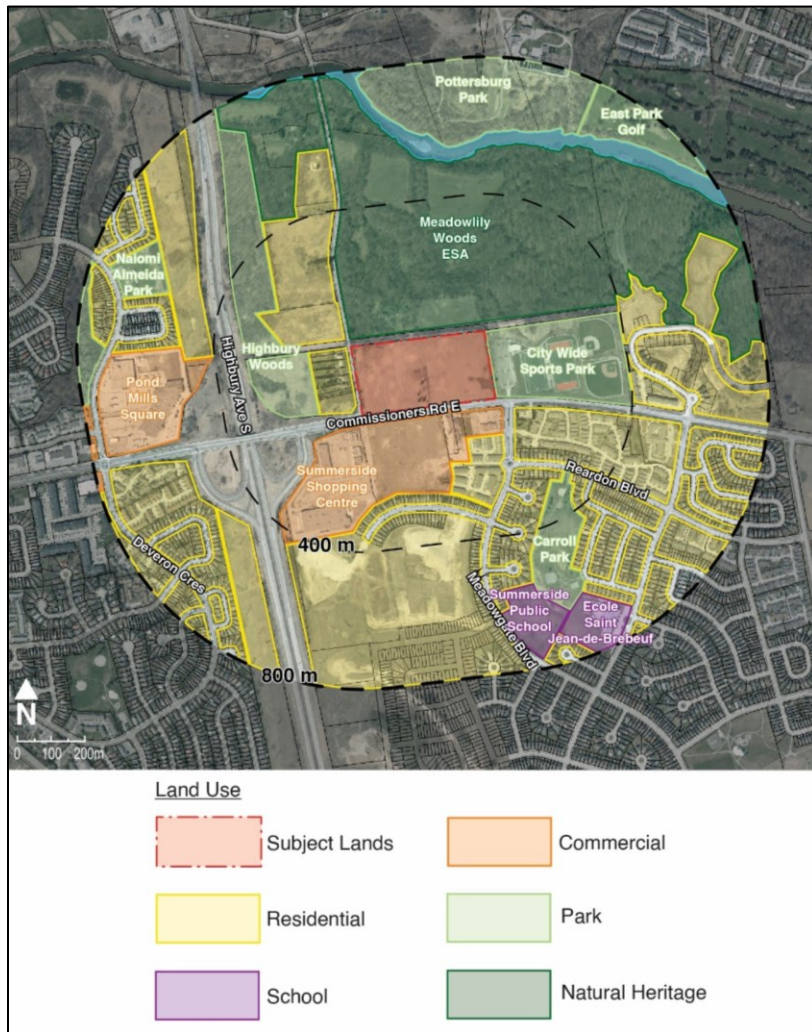
The site is also well-served by public transit, as the subject lands are located less than 50 metres of transit stops for City of London bus route #24 (Talbot Village to Summerside), and less than 300 metres of transit stops for bus route #10 (Natural Science/Masonville to Huron and Baker), providing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

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

The examination of the subject site's regional context provided above indicates that the property is positioned along a Civic Boulevard (and Neighbourhood Street), abutting an expansive Urban Park (City Wide Sports Park), Natural Heritage System (Meadowlily Woods ESA), and Commercial Plaza (Summerside Shopping Centre). The subject lands are also in proximity to a key soft services and amenities, in an established and up-and-coming residential and commercial area, adequately serviced by public transit. This confirms that the subject lands present an opportunity, through intensification and re-development opportunities on vacant residentially designated lands, for a mix of medium- and high-density residential uses, which will serve as an extension and

rounding out of existing development within the surrounding neighbourhood.

**Figure 6 | 400m and 800m Spatial Analysis of the Subject Lands**



Source: MBPC, 2024

## Site-Specific Spatial Analysis & Surrounding Land Uses

This section discusses the subject lands’ relationship with the surrounding land uses, as well as transportation routes for vehicles and transit and walkability in the immediate area.

### Surrounding Land Uses

The subject lands front directly onto Commissioners Road East to the south, and Meadowlily Road South to the west; 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).

More specifically, the lands to the **north** are associated with the Meadowlily Woods ESA (See **Figure 7**), as well 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. An Environmental Impact Study (“EIS”) & Subject Lands Status Report (“SLSR”), as well as a Heritage Impact Assessment (“HIA”), have been prepared in support of the proposed development, to ensure no adverse impacts on the natural heritage and cultural heritage resources to the north. An appropriate ESA buffer area (Block 14 on the Draft Plan) has also been incorporated into the Subdivision Design, to allow appropriate protection from development.

The lands to the **east** are home to City Wide Sports Park (See **Figure 8**), an 8.85 hectare (21.88 acre) outdoor sports facility which provides two combined football and soccer fields, two baseball diamonds, washrooms, a large surface parking area,



and a community garden. A stormwater management area is also provided in the north-westerly portion of the sports park.

**Figure 7 | Meadowlily Woods ESA**



Source: Terence Chen (google images), 2019

**Figure 8 | City Wide Sports Park**



Source: Luke Durda - Alamy (google images), 2020

The lands to the **south** are predominantly occupied by commercial and institutional uses. 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. A large vacant block, designated for commercial use, is also located immediately south of the subject lands. At the intersection of Commissioners Road East and Meadowgate Boulevard, another convenience commercial plaza, as well as Summerside Community Church, can be found (See **Figure 9**).

**Figure 9 | View Looking South from Commissioners Road East, towards Summerside Community Church and Convenience Commercial Plaza**



Source: MBPC, Captured November 2023

The Summerside Subdivision, largely comprised of low- and medium-density residential uses, in the form of single-detached dwellings, semi-detached dwellings and townhouse dwellings, is located further south of the subject lands. The Subdivision is also home to a number of low-rise



apartment buildings (up to 5 storeys), currently under construction, further south along Bradley Avenue.

The lands to the **west** are comprised of established low-density single detached dwellings along Meadowlily Road South (See **Figure 10**). The vacant parcel, in the north-westerly quadrant of the intersection of Commissioners Road East and Meadowlily Road South, has a planning application (OZ-9417 – status unknown) for a three (3) storey, 21-unit cluster townhouse development with reduced front and side yard setbacks. Similarly, lands to the north-west (101 Meadowlily Road South) are currently under construction for an 89-unit, townhouse, and single detached dwelling development. The proposed and under construction developments along Meadowlily Road South are consistent with what is proposed for Block 1 of the Draft Plan of Subdivision for the subject lands.

**Figure 10 | View Looking North-West from Meadowlily Road South, towards Single-Detached Dwellings**



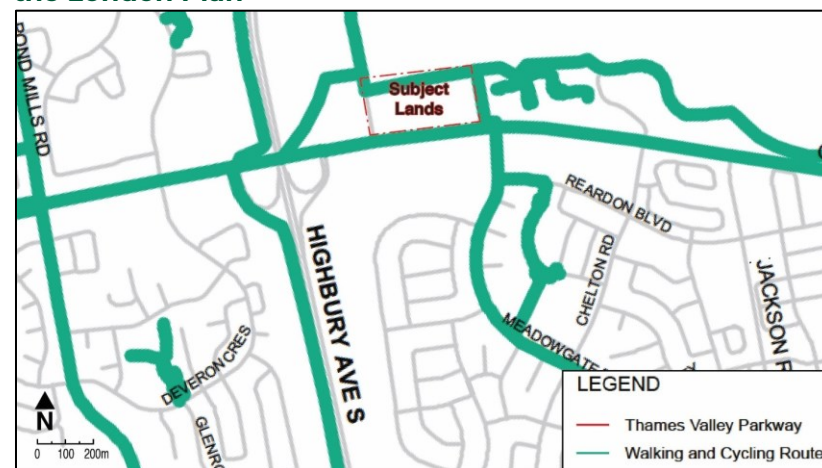
Source: MBPC, Captured November 2023

## Bicycle & Pedestrian Network

There is currently 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.

**Figure 11 | Excerpt from 'Map 4 – Active Mobility Network, the London Plan**



Source: London Plan

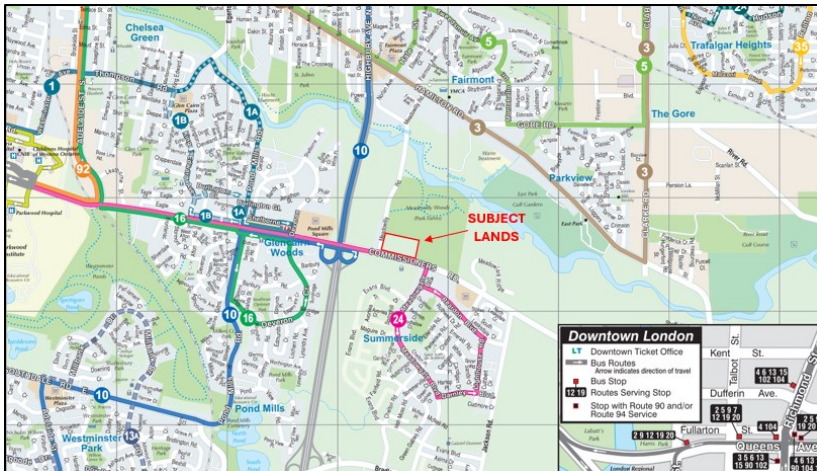
Commissioners Road East is classified as Walking and Cycling Routes in Map 4 of The London Plan (See **Figure 11**, above). In addition, the northerly portion of the property (Block 5 & 6) is proposed to private a multi-use pathway, aligning with the planned TVP multi use pathway per Map 4 (Active Mobility

Network) of the London Plan and the City of London Cycling Master Plan.

### Public Transit

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 12**).

**Figure 12 | 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.

# Section 2

## 2.1 Conceptual Design

This section presents the preferred conceptual design of the proposed development and will identify key design considerations supplemented by conceptual massing drawings, shadow study, circulation plan, and precedent building design figures.

### Site Design

The proposed Draft Plan of Subdivision design was shaped by the existing site context and surrounding land uses, analysis and findings of required technical studies, policies and regulations of the London Plan, City Placemaking Guidelines, and the City's Zoning By-law, and comments provided from the approval authority as part of the Proposal Review Meeting.

The proposed subdivision will feature a dynamic mix of residential densities and housing types; specifically, a mix of low-rise, mid-rise, and high-rise built forms, concentrated along the Commissioners Road East and Meadowlily Road South rights-of-way. It is intended that, at full build out, the subdivision seamlessly integrate with the surrounding Meadowlily community, and form part of a complete community.

Proposed new Street 'A', which connects to Commissioners Road East to the South and 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). As previously mentioned, full access to Meadowlily Road South will be provided, while a left turn egress restriction is required on Commissioners Road East, for safe traffic movement.

The location of each development block has been carefully considered with regard for the surrounding established land use context. Specifically, Low-Rise Cluster Towns have been proposed along the westerly portion of the subdivision lands, adjacent to Meadowlily Road South, to reflect similar low-rise heights 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. The mid-rise and high-rise developments have been sited on the easterly portion of the site, adjacent to the Sports Park, Commissioners Road East, and the Multi-Use Pathway, to locate higher-intensity development away from sensitive residential land uses and to allow for an appropriate transition in scale and intensity as you move westerly towards the established low-rise form along Meadowlily Road South. The location of the building also presents opportunity for passive surveillance on the proposed multi-use pathway, as well as views of the adjacent natural heritage (ESA) feature to the north.

The proposed development includes the provision of a Public Parkland and Multi-Use Pathway Block in the north-westerly and northerly portion of the site, respectively. 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.

The planned TVP multi-use pathway, internal sidewalk network along new Street 'A' and within individual development blocks, and the existing sidewalk along the north portion of Commissioners Road East, further create pedestrian connectivity and mobility opportunities to the surrounding community.

Block 5 on the Draft Plan (0.36 hectares), associated with the parkland and pathway, is proposed to be dedicated to the City. The Block provides 5% of the total site area for parkland dedication.

Block 14 in the Draft Plan is intended 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.

### **Built Form**

Proposed residential buildings will generally be oriented toward the street frontage to screen vehicular parking from views from the street and create an attractive and consistent street wall along high-traffic roads. More specifically, the proposed development will encourage reverse fronting developments with internal driveways, and/or reduced yard setbacks along public rights-of-way, to establish 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.

For higher-density, mid-rise and high-rise apartment buildings proposed, built form elements such as the use of step-backs, variety of different materials and enhanced articulation, will help reduce the overall massing of the buildings and create a pleasant and interesting pedestrian environment while reducing large expanses of blank walls. Enhanced site landscaping along the public street frontages, side yards, and internal to the site, refined through the Site Plan Approval process, is further anticipated to help soften the higher-intensity residential uses proposed.

The mid-rise and high-rise residential apartment buildings proposed are intended to complement the existing housing supply in the surrounding area, while bringing greater mix and range of housing types to the Meadowlily Community, in proximity to lands historically designated for high-density residential uses (900 metres east of the subject lands).

Majority of the parking accommodation for the proposed towns and apartment buildings is provided either internal to the site, screened away from the public interface via built form or enhanced landscaping, or provided underground, to promote an attractive public realm at the pedestrian scale. Detailed landscaping will also be provided throughout the site to establish a unified network of vegetation cover, subject to Site Plan Control.

### **Massing and Articulation**

The proposed residential development carefully considers the site constraints and existing built form on and surrounding the property, while also having regard for intensity, form, and scale.

Notably, the proposed three (3) storey clustered towns in Block 1 are proposed along the street frontages, with

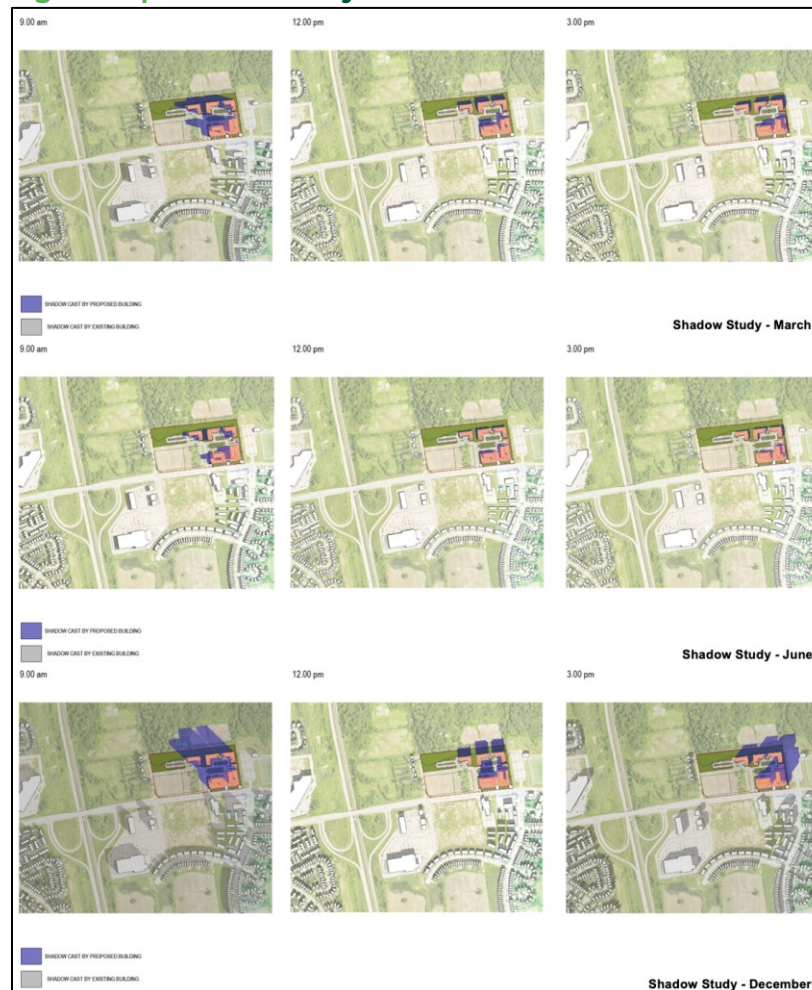


minimum setbacks, to create a uniform street edge and positive pedestrian environment. The intended use of variety of different materials and articulation will help reduce the overall massing of the towns and create a pleasant and interesting pedestrian environment while reducing large expanses of blank walls along the streets and internal to the site. The location of Block 1, as well as the Parkland Block (Block 5) and ESA buffer Block (Block 14) directly north of Block 1, are intended to provide a height and intensity buffer between the higher density uses in the easterly portion of the subdivision lands, and the low-density residential uses along Meadowlily Road South.

The mid-rise, 6 storey and high-rise 8 storey and 12 storey apartment buildings (Block 3 and 4 on the Draft Plan) has been sited on the easterly portion of the site, to provide for a suitable transition down in scale and density as you move towards the cluster towns and the low-density residential uses along Meadowlily Road South. The proposed apartment buildings are planned to incorporate step-backs and the use of different materials and articulation, to alleviate intensity and reduce visual impact. Enhanced landscaping, refined at the time of Site Plan Control, will also aid in softening the intensity for the higher-density development blocks.

In addition, the shadow study completed by Zedd (See **Figure 13**) 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.

**Figure 13 | Shadow Study**



Source: Zedd, 2024

### Character, Image & Architectural Treatment

The site and building design has been carefully developed to complement the immediate surrounding neighbourhood in terms of scale, built form, and aesthetic style, while also bringing new housing forms – to broaden the range of

options in the neighbourhood – and new contemporary design approach seen in new town and apartment building designs in the City.

The surrounding community is predominantly characterized by established low-density residential along Meadowlily Road South, expansive commercial plazas with low-rise commercial buildings set back from the public street with parking in front to the south, natural heritage lands to the north, and a Sports Park to the east. The Summerside Subdivision, existing and planned south of the Summerside Shopping Centre, presents a mix of traditional and contemporary single-detached, semi-detached, and townhouse housing forms. Some contemporary low-rise apartment buildings are also currently under construction further south in the Summerside Subdivision (along Bradley Avenue).

In keeping with the London Plan policies, the City Placemaking Guidelines, and current development practices, it is anticipated that the proposed development will support the creation of an active street frontage along Commissioners Road East, Meadowlily Road South, and the new Street 'A', with minimal setbacks to establish a positive pedestrian-oriented experience, with complementary mix of building materials and colours to avoid monotony and create a sense of place within the Meadowlily neighbourhood.

Specific details regarding architectural treatment will be provided through Site Plan Approval. However, in keeping with the recommendations set out in the Heritage Impact Assessment (MHBC, 2024), new construction will be developed to respect the natural, rural environment that is characterizes the area including a neutral colour palette and the use of high-quality natural elements (i.e. wood, stone).

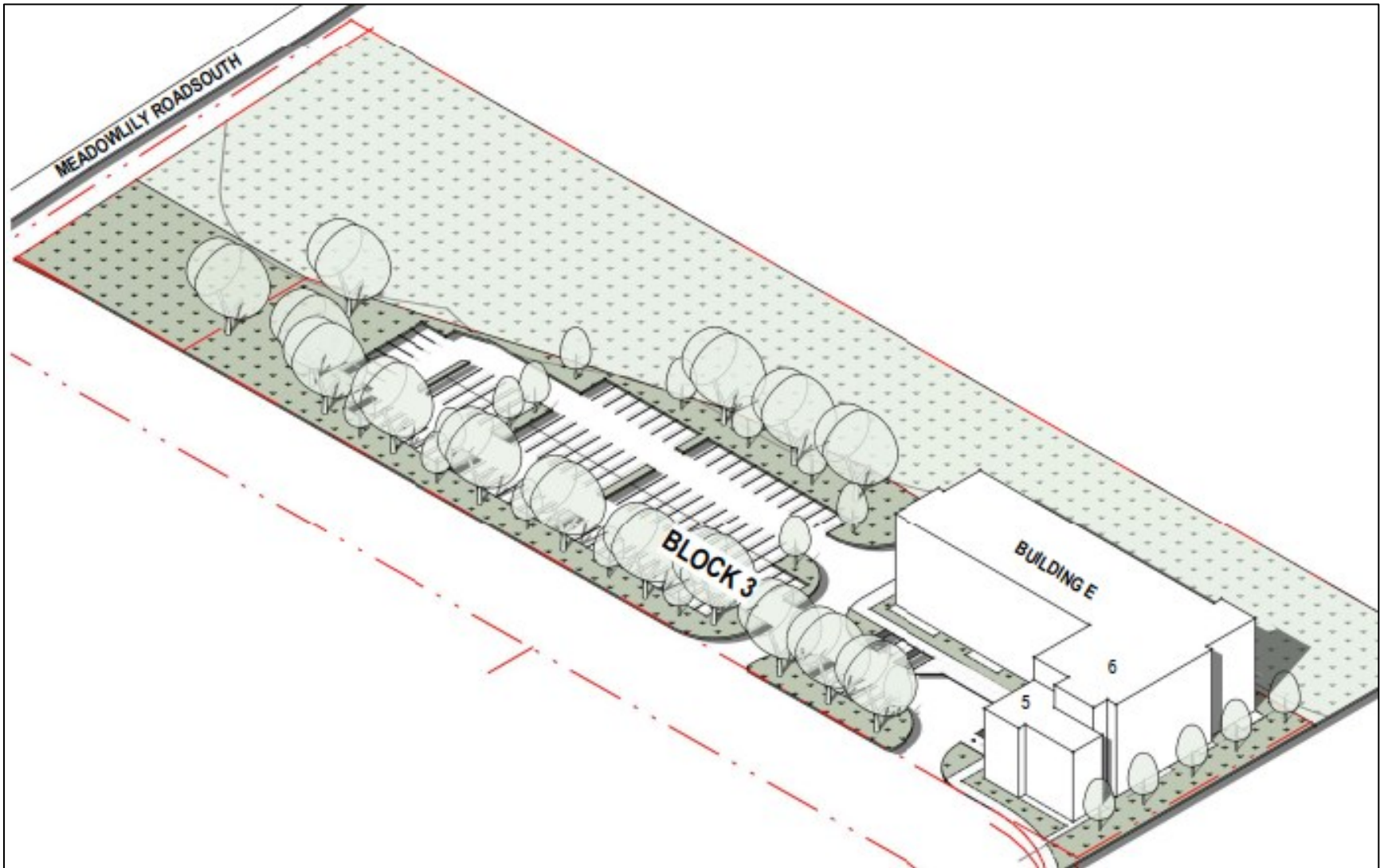
Enhanced landscaping planned along the perimeter of the site, as well as internal to the site, contributes to a unified network of vegetation cover seen in the surrounding neighbourhood.

As previously discussed, the siting of the proposed mid-rise and high-rise apartment buildings on the easterly portion of the development lands provides an appropriate transition in scale to the three-storey towns proposed along the street frontages, and further transitioning into the lower-density single-detached dwellings fronting Meadowlily Road South.

By melding the built form and architectural style of the surrounding neighbourhood with medium- and high-density, compact site design, the proposed development will enshrine good urban principles such as the maintenance of a continuous, architecturally detailed street edge, sensitive building massing by locating the higher-intensity buildings on the easterly portion of the property to create a transition in built form, providing opportunities for public amenity through the proposed parkland and multi-use pathway on the northerly portion of the site, and opportunities for private amenity space via private parkettes and private building balconies, patios, or terraces, promote a sense of passive surveillance and emphasis on pedestrian permeability at the site and neighbourhood level.

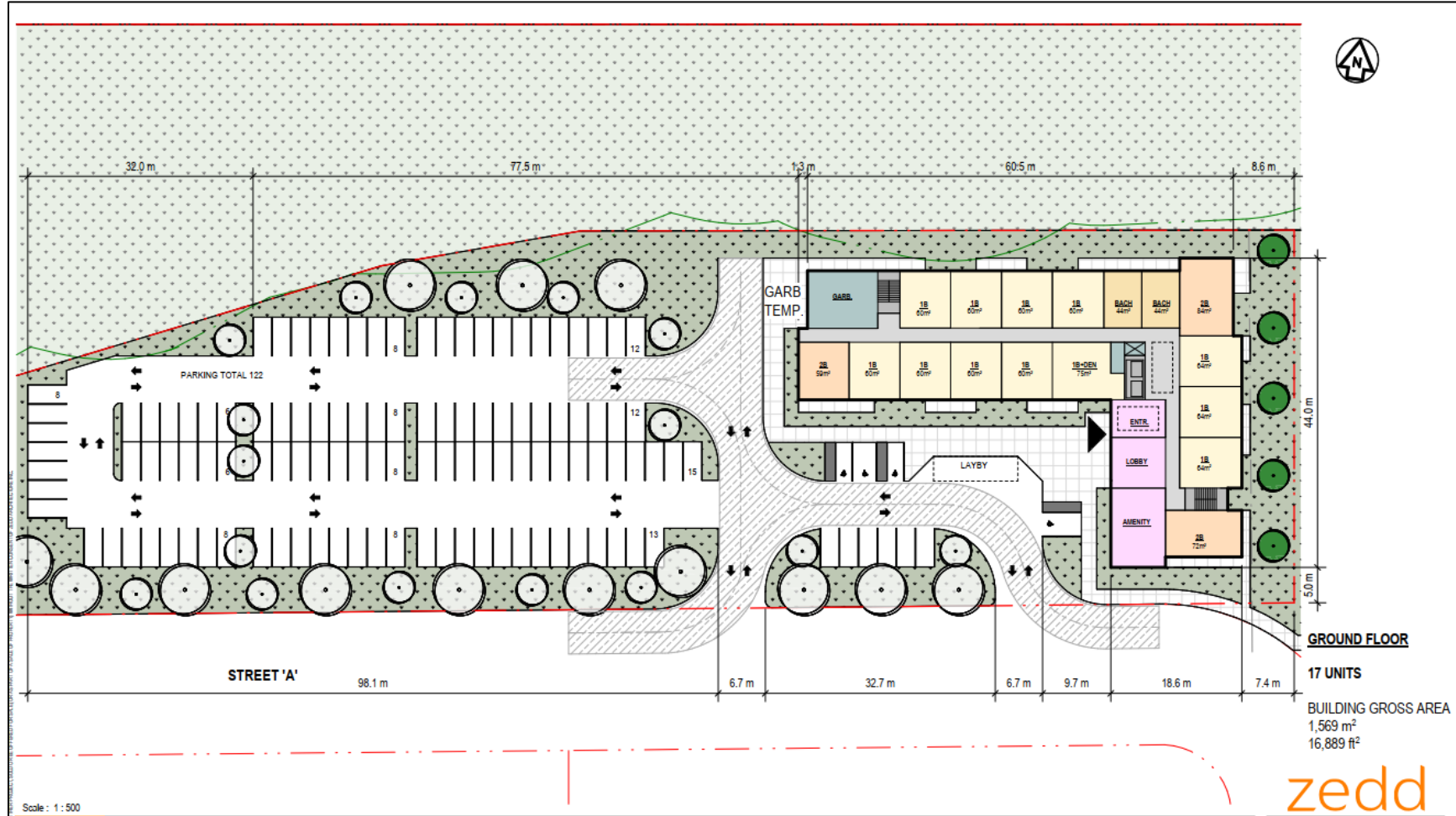
Proposed Massing and conceptual Site Plans for Block 3 and 4, as well as example built form product that may inform built form design at the time of Site Plan Approval, are provided as **Figure 14 to Figure 19**, below.

Figure 14 | Proposed Massing for Block 3 (Mid-Rise Apartment)



Source: Zedd, 2024

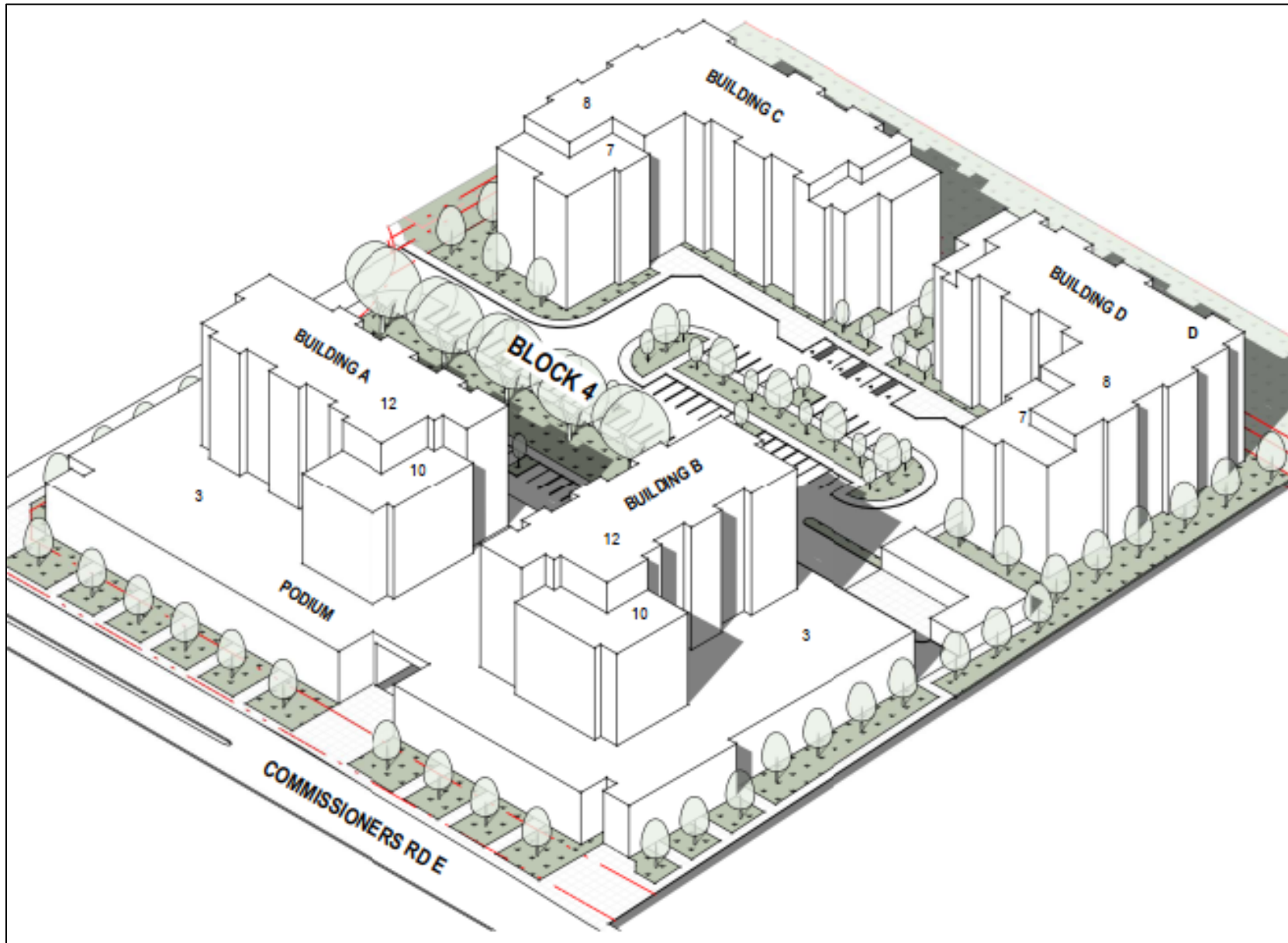
Figure 15 | Conceptual Site Plan (Ground Floor) for Block 3 (Mid-Rise Apartment)



Source: Zedd, 2024



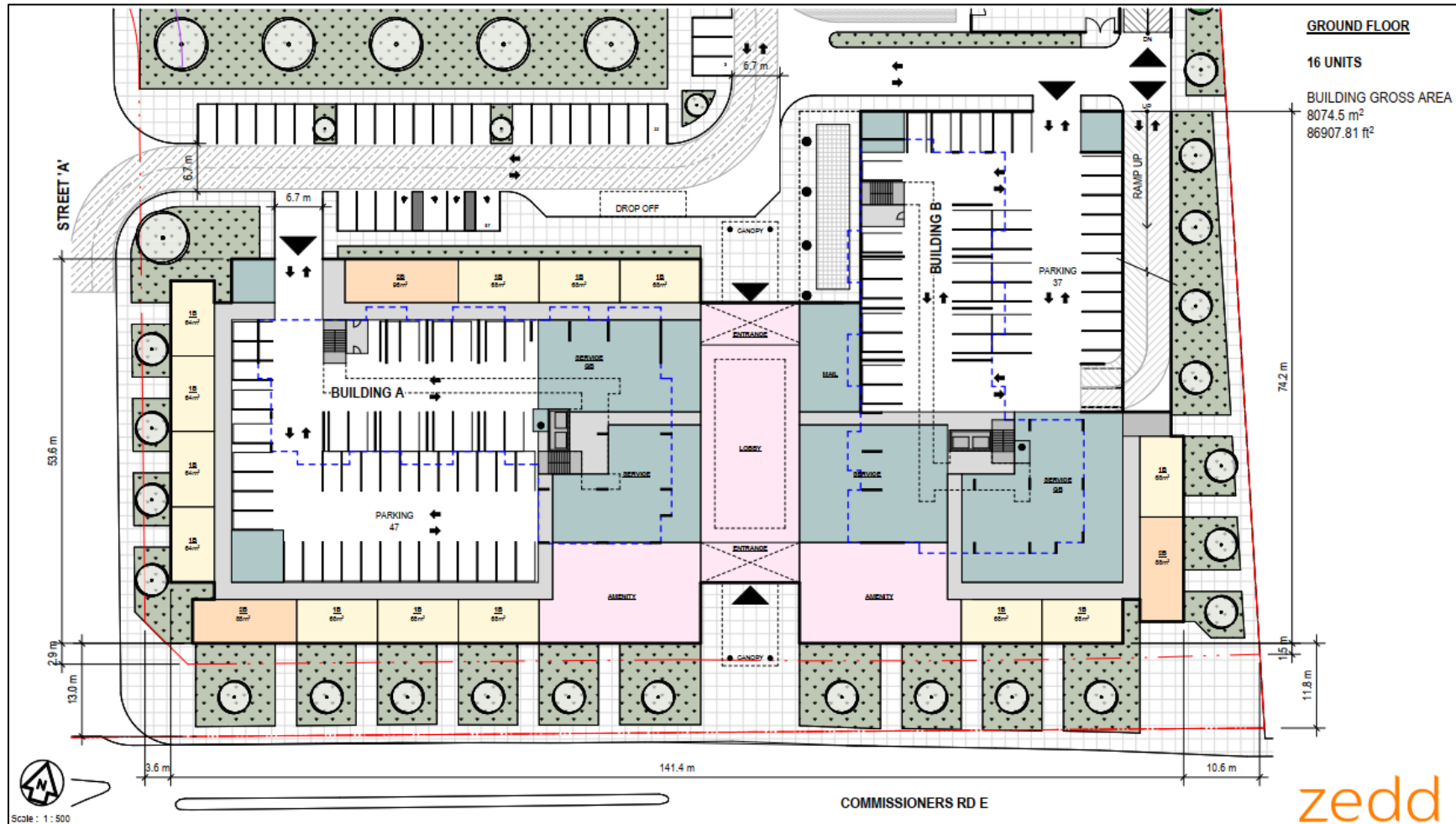
Figure 16 | Proposed Massing for Block 4 (High-Rise Apartment)



Source: Zedd, 2024

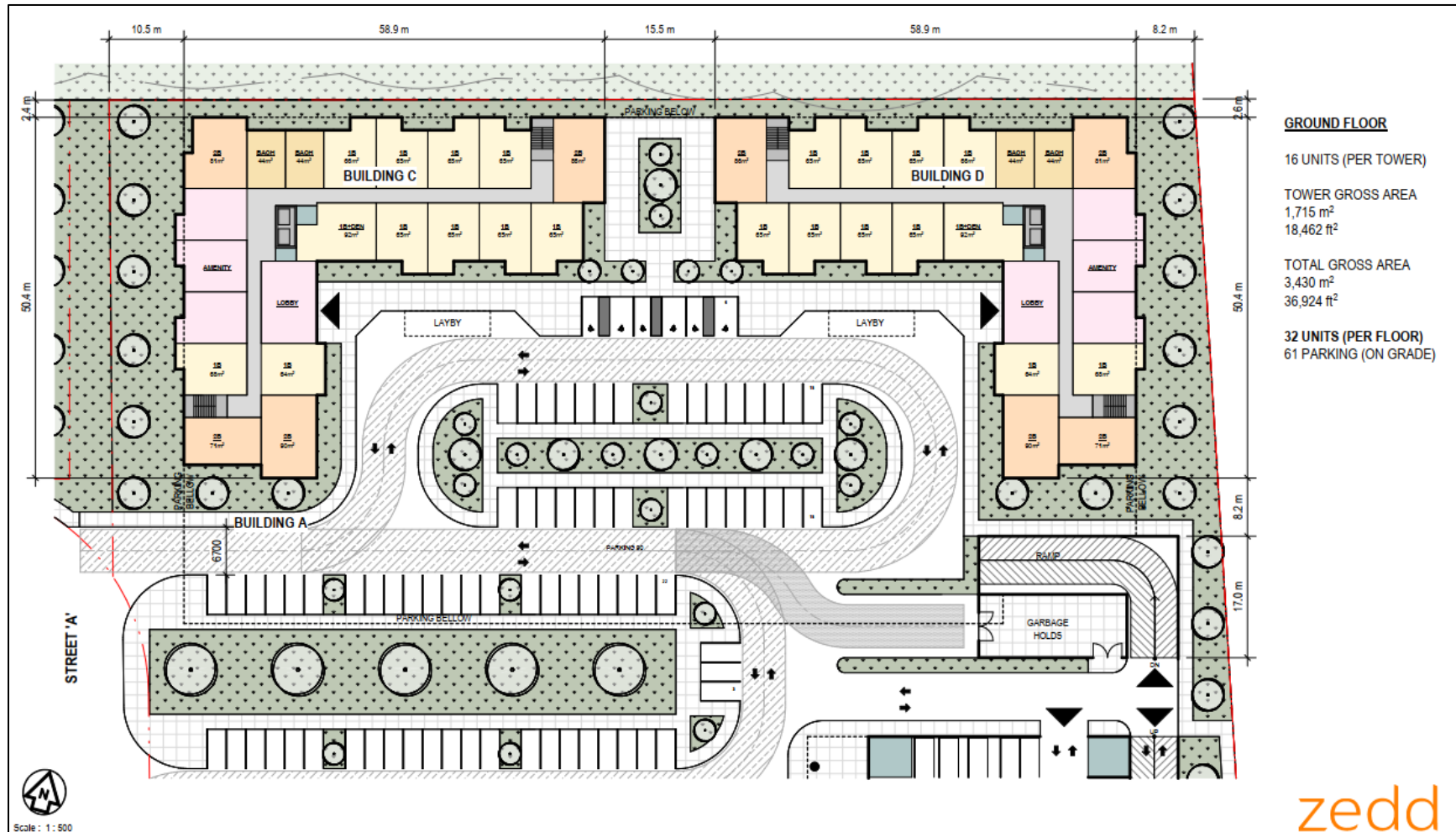


**Figure 17 | Conceptual Site Plan (Ground Floor – Building ‘A’ and ‘B’) for Block 4 (High-Rise Apartment)**



Source: Zedd, 2024

**Figure 18 | Conceptual Site Plan (Ground Floor – Building ‘C’ and ‘D’) for Block 4 (High-Rise Apartment)**



**Figure 19 | Example Towns, Mid-Rise and High-Rise Built Form Product**



Source: Google Maps – Street View (Figure 1 & 2); Zedd (Image 3-6)

## Open Space

As previously mentioned, Block 5 & 6 on the Draft Plan are proposed for a public park 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 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.

Opportunities for enhanced landscaping along the public street frontages will help foster a positive pedestrian experience and soften intensity from the proposed residential built form. Enhanced landscaping along pedestrian pathways will promote opportunities for canopy cover.

In addition, individual development blocks may include private outdoor amenity areas, refined through the Site Plan Approval process.

## Signage

Signage for the Site has not been determined. It is anticipated that building numbering and street identification may be

provided at the main entrance location on new proposed Street 'A' for each development block.

For any internal fire routes, a 3 m high aluminum 'no parking on fire route' signage with a plate dimension of 30 cm x 45 cm may be proposed. However, these details will be provided at the time of Site Plan Control and will be in keeping with the regulations under the City of London's Site Plan Control By-law - C.P.-1455-541.

## Lighting

Lighting for the proposed development to be determined at the time of Site Plan Control. However, there is opportunity to employ full cut-off LED lamps, with no up-light component, thereby limiting glare. Lighting proposed for the subject lands will be in keeping with the regulations under the City of London's Site Plan Control By-law - C.P.-1455-541.

## Servicing

Vehicular access is available at two points for the proposed new Street 'A': full access to Meadowlily Road South, and a left turn egress restriction (left and right in, right out) on Commissioners Road East.

Proposed new Street 'A' within the subdivision will incorporate sidewalks on both sides of the public road, with private sidewalk connections internal to the site for individual development blocks. The planned multi-use pathway running east-west along the northerly portion of the property will provide residents with direct access to the Sports Park and recreational opportunities within the Meadowlily community. Pedestrian connections to the nearby soft services and amenity areas will be emphasized through the design of the subdivision.



Both Commissioners Road East and the planned TVP multi-use pathway are classified as Walking and Cycling Routes in Map 4 of The London Plan and may be featured as an active mobility route through the subdivision.

London Transit operates two routes within walking distance of the subdivision: Bus Route #24 (Talbot Village to Summerside) and 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.

Parking, drop-off, loading, service, garbage, and utility areas will be located towards the interior of the site and screened from view wherever possible. These matters will be further determined at the time of Site Plan Control for individual development blocks.

### Sustainable Techniques

Some of the sustainability techniques used in the proposed development include:

- Medium- and high-density, compact site design is exemplary of a development pattern that efficiently utilizes the subject lands and existing City infrastructure to meet the housing needs of the Meadowlily community, and London as a whole;
- Increased use of glazing may be utilized to improve availability of natural light and ventilation internally;
- Opportunities for long-term and short-term bicycle parking spaces on site to promote active transportation;

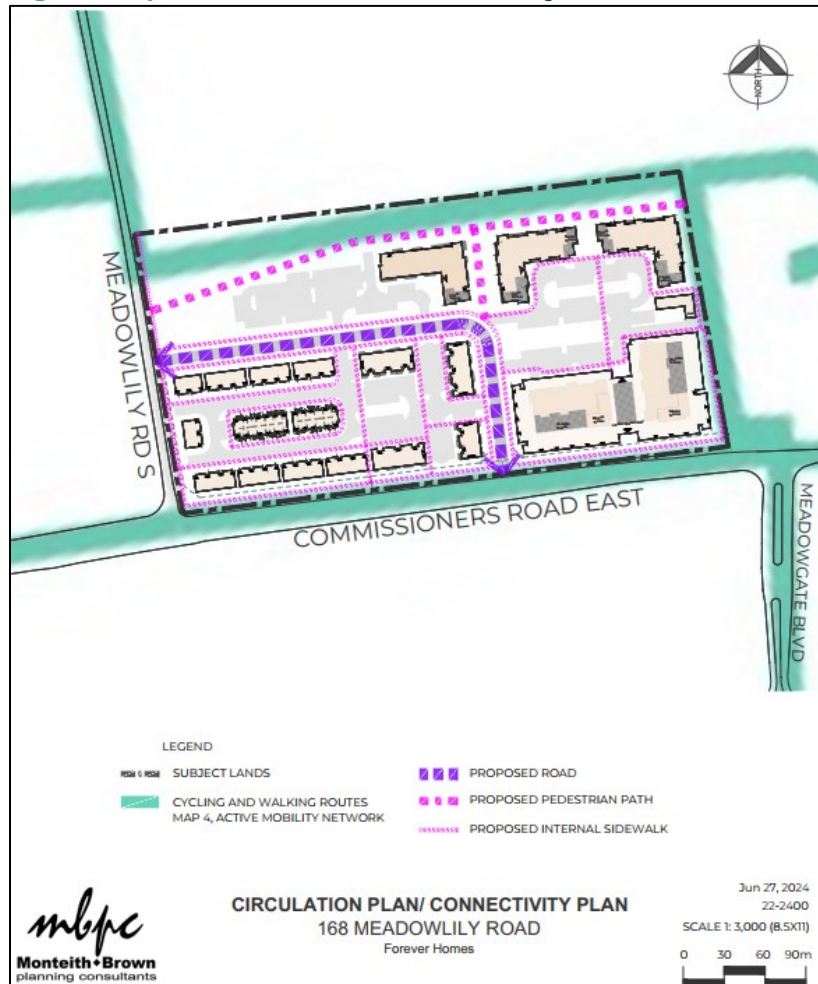
- The provision of ample landscaping throughout the subject lands offsets the urban heat island effect created by the required paved parking area;
- The potential for use of full cut-off LED lighting minimizes energy consumption; and,
- The inclusion of an ESA buffer block for the protection of the existing Natural Heritage System, as well as the incorporation of native plants into landscaping features for future residential developments, as part of Site Plan Approval.

### Vehicle and Pedestrian Circulation

A circulation plan, illustrating planned vehicle and pedestrian circulation throughout the planned subdivision, is provided as **Figure 20** on the next page.



**Figure 20 | Circulation and Connectivity Plan**



Source: MBPC, 2024

## 2.2 Conclusion

In conclusion, this Urban Design Brief supports the proposed mixed-density residential development on the subject lands, which involves applications to amend the Official Plan and Zoning By-law, as well as a Plan of Subdivision application, for the subject lands at 168 Meadowlily Road South in London, Ontario.

The proposed development aims to introduce a mix of new housing forms and densities, and creating a vibrant and sustainable residential intensification project that enriches the Meadowlily community while respecting its established residential and commercial environment.

Spatially, the subject lands enjoy proximity to essential amenities, services, and attractions; the development will also serve as an extension of the existing development in the Meadowlily community, contributing to the area's liveliness and functionality.

The proposed development aligns with key urban design principles outlined in provincial, county, and municipal planning documents, emphasizing the creation of vibrant public spaces, efficient land use, and architectural integrity. Moreover, the project integrates seamlessly with existing pedestrian and cycling networks, promoting active transportation and community connectivity.

In conclusion, the proposed development is an excellent example of a new neighbourhood integrated with the existing land-use context and offering a wide range of housing options within a rapidly-developing area of London.