June 15, 2026

Planning and Design Report

Proposed Zoning By-law Amendment

Residential Development
1589 Fanshawe Park Road

PREPARED FOR:

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c/o Frank and Kerry Erle

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Introduction

1.1 Purpose

Monteith Brown Planning Consultants Limited ("MB") on behalf of our client, 1433506 Ontario Inc. (c/o Frank and Kerry Erle), is pleased to submit an application to amend the City of London Zoning By-law, as it applies to lands Municipally addressed as 1589 Fanshawe Park Road ("the subject lands") in the City of London, Ontario, which are under our client's ownership.

The proposed development, at full build out, will serve to round out the neighbourhood as a complete community, accommodating a range and mix of housing options and densities.

The intent of this report is to analyze the land use planning merits to determine the appropriateness of the proposed Zoning By-law Amendment ("**ZBA**") to allow the proposed development within the context of the surrounding community and the relevant planning documents including the Provincial Planning Statement ("**PPS**"), the London Plan ("**LP**"), the City of London Zoning By-law No. Z.-1 ("**ZBL**") and the Upper Thames River Conservation Authority ("**UTRCA**") Policies.

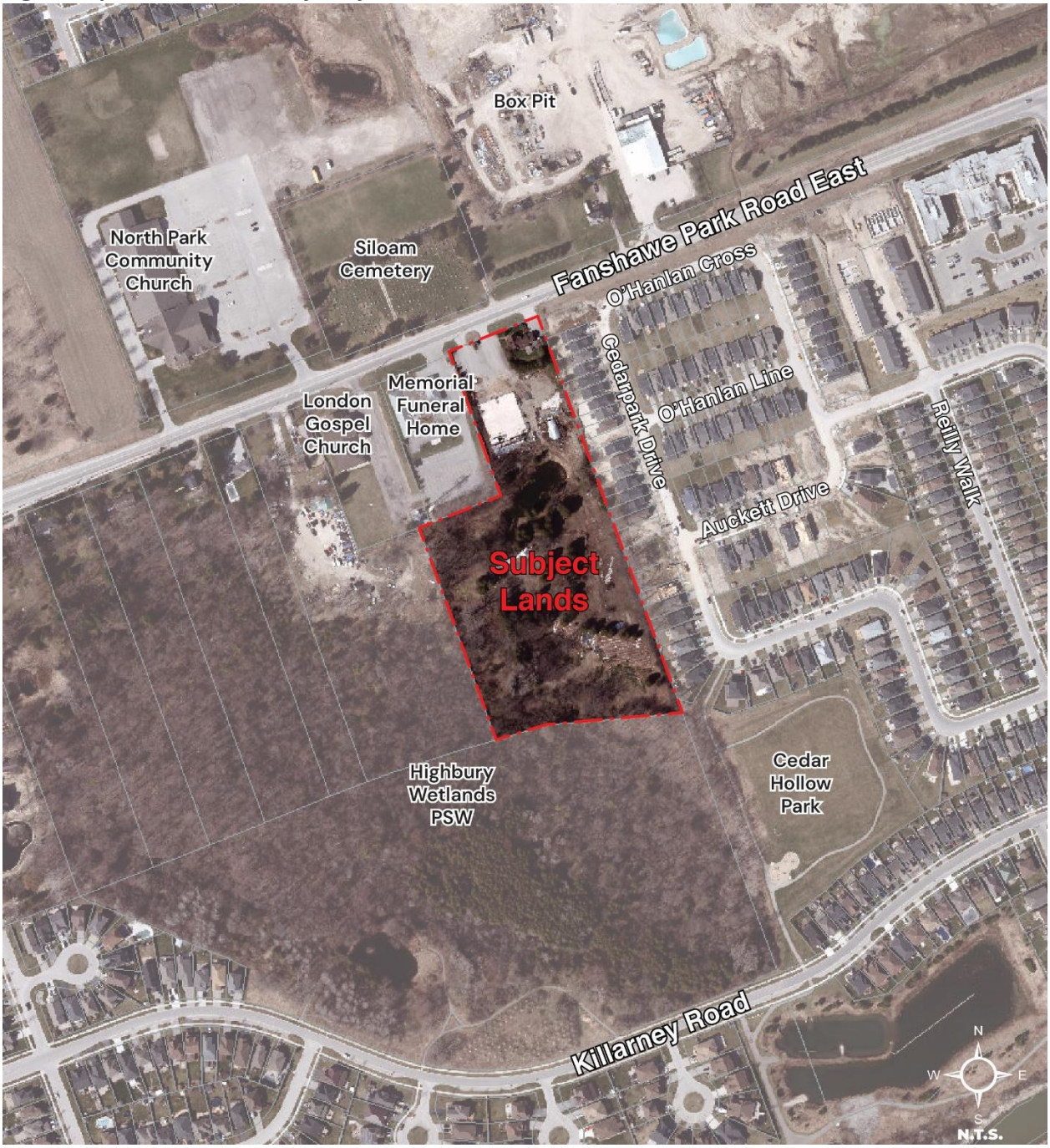
1.2 Site Description

The subject lands are located in the Northeast corner of the City of London, approximately 550 metres east of the intersection of Fanshawe Park Road East and Highbury Avenue North, with a land area of approximately 3.2 Hectares (7.9 acres), and approximately 73 meters of frontage along Fanshawe Park Road East.

The subject lands are currently occupied by a heritage listed building that has been converted for office use, a paved parking lot, and vacant lands that were formerly used as the site of a garden/nursery and Cedarbrook Gardens Golf prior to the nursery use. A dug pond is located towards the centre of the property, while the southern portion of the subject lands consists of woodland vegetation, overgrown from the former Golf Course.

The subject lands are generally flat towards the northern and eastern portions of the property, with minor grade changes associated with drainage features. Towards the southern and western edge, the property drops in elevation towards the Highbury Wetlands Provincially Significant Wetland ("PSW"), which also contains more heavy woodlands than the remainder of the property.

Figure 1 | *Aerial Overview of Subject Lands*



Source: Ministry of Natural Resources Mapping, 2020 Aerial Image, MB 2025

Figure 2 | *Frontage Along Fanshawe Park Road East*
View looking north from Fanshawe Park Road East

Source: Google Street View - Nov. 2022 Image

Figure 3 | *Municipally Owned Block Abutting Eastern Edge of Subject Lands*
View looking west from Aukett Drive

Source: Monteith Brown – May 2024 image

1.3 400 and 800 metre Land Use Context

The land uses directly surrounding the subject lands is described below, with an analysis of the land use within 400 and 800 metres surrounding the subject land being visualized in **Figure 4**, below. This illustrates that the predominant mix of land uses in the vicinity is a mixture of residential and open space land uses.

Directly surrounding the subject lands, the Highbury Wetland abuts the south end of the property, and a newly developed residential subdivision abuts the eastern edge, with a municipally owned block on the eastern side for a potential road connection extending towards the subject lands past residential dwellings from the Auckett and Cedarpark Drive intersection.

A funeral home with a crematorium, church and large single detached residential lot are to the west.

Figure 4 | *800m Land Use Context*

Source: City of London Open Data, MB 2025

<u>North</u>

The subject lands are bound to the north by Fanshawe Park Road East. Beyond the right-of-way is Siloam Cemetery, North Park Community Church and a former gravel pit, known as the "Box Pit". A residential subdivision is found directly adjacent to the west side of the box pit, north of the church and cemetery.

Figure 5 | *Siloam Cemetery directly North of the Subject Lands*
View looking north from Fanshawe Park Road

Source: Google Street View - July. 2023 Image

East

To the east of the subject lands, a residential development has recently been established with relatively small lot sizes. This dense, single detached development directly abuts the eastern edge of the subject lands, with a municipal lot left open, directly adjacent to Aukett Drive for a potential road extension. This residential development also features townhomes, a park, a public school and an assisted living residence.

Figure 6 | *Single Detached Dwellings Direcly Abutting Eastern Edge of Subject Lands*
View looking northwest from Cedarpark Drive near Aukett Drive intersection

Source: Monteith Brown – May 2024 image

South

The subject lands directly abut the Highbury Wetland, a provincially significant wetland approximately 22 acres in size. South of the wetland, a pocket of single detached residential development extends along Killarney Road. Adjacent to this residential development, there is a large stormwater management facility, the "Cedar Hollow SWMF". The Thames River is found to the south of these, within 500 metres south of the subject lands.

West

Single detached Residential lots are found to the west of the subject lands, along with the London Gospel Church and a Funeral Home which provides cremation services. A communication tower is also found to the south on the adjacent church property. The large residential lots feature a large woodland area to the south of the dwellings.

Figure 7 | *Memorial Funeral Home Directly Abutting the Subject Lands*
View looking south from Fanshawe Park Rd E

Source: Google Street View - July. 2023 Image

1.4 Pre-application Consultation

An Initial Proposal Report ("IPR") was prepared and submitted by MB on August 19, 2024 in order to outline the proposed residential development, begin discussions with the City, and identify complete application requirements. The IPR contemplated the preliminary design of a mixed density residential development on the subject lands.

In response to the IPR, the City provided Proposal Comments to be discussed at an IPR review meeting which was held on October 16, 2024. Finalized Proposal Review Meeting comments were provided on October 18, 2024. These finalized comments have been appended to this report in Error! Reference source not found.. Following the IPR review meeting, our client determined that they would like to move forward with the rezoning of the lands for a mixed density residential development, prior to preparing any formal Draft Plan or Site Plan applications. This intention was expressed to the City, in order to obtain a finalized list of

required technical studies to be submitted alongside an application to amend the zoning by-law. A Record of Pre-application consultation was provided for this intention, dated November 12, 2024, and has been included in Appendix A. Requirements for a complete application to amend the zoning by-law were identified as follows:

- Zoning By-law Amendment Application
- Planning Justification Report
- Zoning Data Sheet
- Noise, vibration and Dust Study (to be addressed through holding provision)
- Urban Design Brief
- Traffic Impact Assessment
- Stage 1-2 Archaeological Assessment
- Heritage Impact Assessment
- Focused Environmental Impact Study
- Overall Functional Design Concept Plan
- Preliminary Servicing Report
- Conceptual Stormwater Management Report
- Hydrogeological Study
- Water Balance
- Geotechnical Report

The supporting materials outlined above are all included as part of this complete submission package and the results are summarized in the sections below. Additional materials may subsequently be provided during the detailed design stage.

Development Proposal

2.1 Design Goals and Objectives

A high-level overview of the goals and objectives which have provided the direction for the proposed zoning by-law amendment include:

- Introducing a higher-density of residential development, providing a mix of housing options in the area;
- Remaining Sensitive to the existing character of the neighbourhood;
- Working around the existing cultural heritage on the subject lands;
- Utilizing and enhancing the natural features on the property to provide a quality of life close to nature;
- Promoting and upgrading the City's pedestrian and active trail network.

This development proposal has been carefully designed to reflect and respond to the existing and planned context, contributing to a complete community with a strong sense of place.

2.2 Proposed Development

The proponent is proposing to implement zoning for a future residential development on the subject lands. Select technical studies have been completed to support a conceptual residential development with further refinement to the development plans coming through a more intensive detailed design phase. The subject lands may be subject to Draft Plan of Condominium and will be subject to Site Plan approval for the proposed concept, depending on the ownership structure of the proposed townhomes and apartment building. These applications are not being proposed at this time, and only the zoning for the conceptual built form is being sought.

The proposed concept plan features 60 apartment units within a six-storey apartment building, sited and oriented towards the higher-order road in Fanshawe Park Road East, with a further 176 four-storey townhouse units located internally on the subject lands to provide transition to the single detached dwellings east of the subject lands. The 236 total units will be located within an area zoned for residential development, totaling 1.56 Hectares. This generates a net residential density of 151 units per developable hectare within the residential zoning.

The conceptual built form is proposed to be implemented through a condominium ownership structure, with further details coming during the detailed design phase. As such, a private road is being proposed to traverse the subject lands in a north-south direction, providing access to the private development at two points: Fanshawe Park Road East, and the intersection of Cedar Park Drive and Aukett Drive. A majority of the traffic generated by the development will be travelling through the Fanshawe Park Road access, as the second access point is internal to an existing residential development. As identified in the supporting Traffic Impact Assessment, the access point at Aukett drive will be for emergency access only and may feature a gate to control such use.

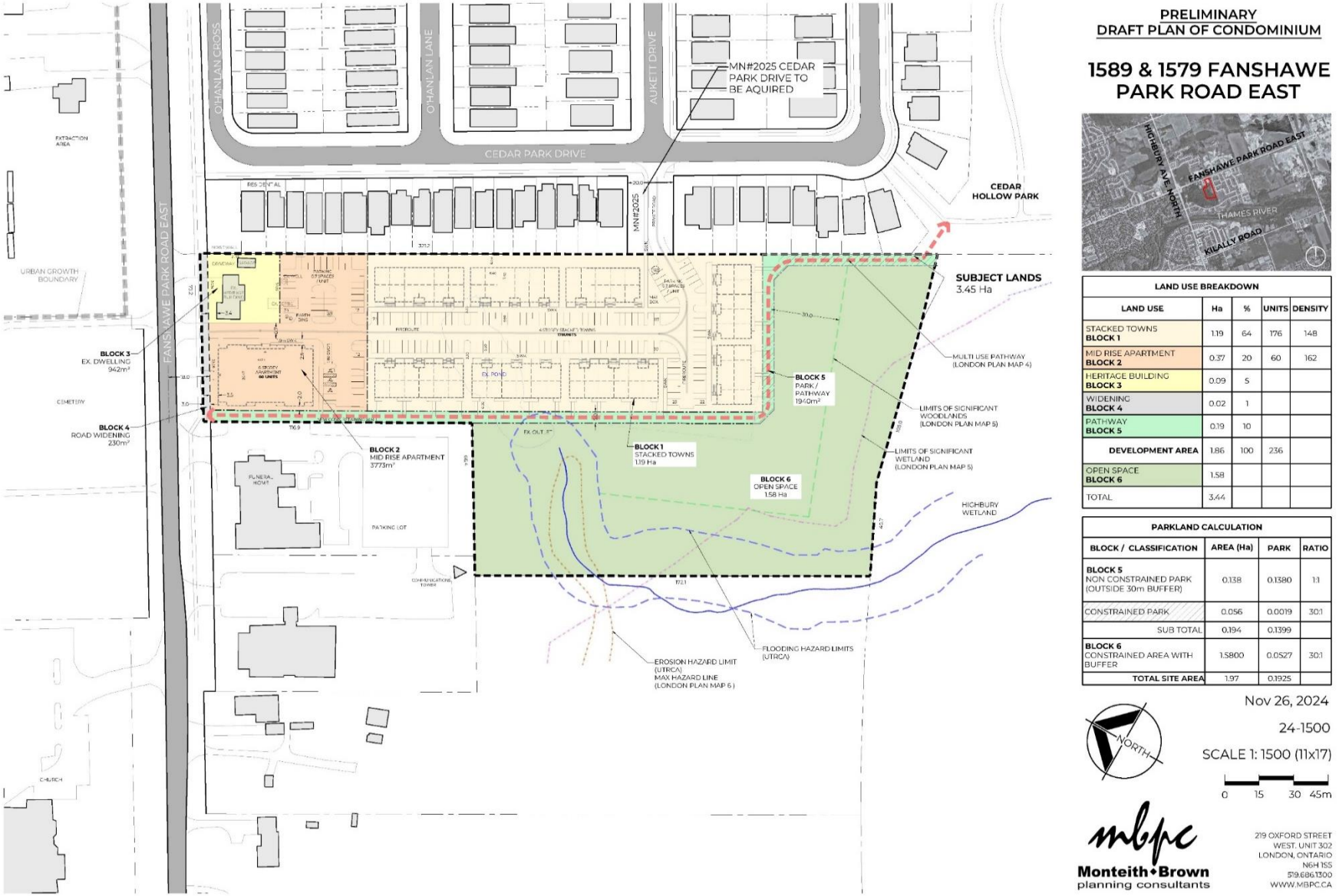
Parking will be provided at a rate of 0.7 parking spaces per unit for both the proposed apartment building and stacked townhouse units, greater than the current zoning by-law regulation of 0.5

per unit for apartment and stacked townhouse units. Applying the 0.7 ratio results in 42 parking spaces, including 3 accessible spaces located in proximity of the apartment building, and 123 parking spaces for the townhouses, with each space near its respective unit. The allocated parking for the apartment building can be unbundled from each unit in order to distribute parking as needed throughout the development.

An existing man-made dug pond on the subject lands is being proposed to be filled in to facilitate the development of the townhouse units. As discussed further in **section 3.5 Scoped Environmental Impact Assessment,** consultation with both the Upper Thames River Conservation Authority ("UTRCA") and City of London has occurred to discuss the implications and requirements regarding natural heritage and environmental studies to support the infilling of the pond. An Environmental Management Plan is recommended to be completed prior to site alteration, ensuring no compensation will be required to implement "no net negative ecological impact", as outlined in the EIS.

The Existing heritage building located on the subject lands is proposed to remain amongst the new residential development and continue its use as existing, currently used as commercial office space.

Figure 8 | *Overall Functional Design Concept*



Source: City of London Open Data, MB 2024

Background and Technical Studies

3.1 Noise, vibration and Dust Study

The noise, vibration and Dust study will be completed at a later stage in the proposed residential development. A holding provision is proposed to be placed on the subject lands through this application to amend the zoning by-law to ensure its completion prior to development.

3.2 Traffic Impact Assessment

RC Spencer was retained to complete a TIA, which was completed in April of 2025, to identify transportation impacts, associated with the proposed residential development on the subject lands. The TIA used recently obtained turning movement counts and applied the best available trip generation and distribution methodologies. The conclusions resulting from a ten-year horizon analysis are as follows:

- The existing signalized intersection of Highbury Avenue North at Fanshawe Park Road East will continue to operate at satisfactory overall levels of service; even though the eastbound and northbound left turns currently experience some delays, the subject development proposal will not increase volumes for these critical turning movements;
- The proposed tee intersection of the site access at Fanshawe Park Road East is anticipated to operate at satisfactory levels of service;
- The existing stop-controlled intersection of Cedarhollow Boulevard at Fanshawe Park Road East will continue to operate at satisfactory levels of service; however, the northbound left turning traffic will experience compounding delays during the critical PM peak hour;
- The proposed tee intersection of the site access at Cedarpark Drive is expected to operate as a gated "emergency" access and should exhibit no operational issues;
- Signalization is not warranted at the site access or at the intersection of Cedarhollow Boulevard at Fanshawe Park Road East; the subject development proposal does not warrant traffic control improvements at any area intersections;
- At the proposed Fanshawe Park Road East site access, a westbound left turn lane (with storage length greater than 25m) is warranted to adequately service the peak hour traffic demand; accordingly, the existing westbound left turn lane (purposed for the westerly adjacent properties) should be extended past the site to accommodate the required storage and taper lengths;
- Detailed design of the Fanshawe Park Road East site access improvements, along with the supplementary line painting, signage, etc., should be prepared by a certified Professional Traffic Operations Engineer (PTOE);
- There is sufficient sight distance for safe egress from the proposed site accesses; visibility is good in each direction, and there are no vertical or horizontal sight line constraints that must be remedied.

With respect to the points listed above, and the findings in the TIA as a whole, the traffic Engineers opined that the proposed residential development will not adversely impact the traffic operations of the area. The introduction of a westbound turning lane along Fanshawe Park Road East for site access was recommended, but no geometric and/or traffic control improvements

are required. Details regarding a proposed turning lane will be considered during the Draft Plan or Site Plan stage of the development.

3.3 Stage 1-2 Archaeological Assessment

As no site disturbances will occur resulting from the proposed zoning by-law amendment, the stage 1-2 Archaeological Assessment will be deferred to the site plan stage of the development. A holding provision will be requested to be placed on the subject lands through this application to amend the zoning by-law to ensure its completion prior to development.

3.4 Heritage Impact Assessment

A Cultural Heritage Evaluation Report was prepared by AECOM in August of 2025 to evaluate the Ontario Farmhouse on the property, which is listed on the City of London's cultural heritage register for it's Gothic Revival architecture.

Based on the evaluation of anticipated impacts of the proposed development on the Gothic Revival Farmhouse, it was determined that the project will not result in direct adverse impacts to the Cultural Heritage of the Subject Property. This conclusion is based on the only feature, the Gothic Revival Farmhouse, contributing to the property's CHVI, will be retained in-situ. However, there is potential for indirect adverse impacts from nearby land disturbance, including new construction, regrading the landscape, and road widening, which could result in mechanical vibrations impacting the farmhouse.

To mitigate the mechanical vibrations during the construction of the proposed development, it is recommended to assess the vibrations and implement a vibration monitoring plan to lessen the vibration impacts on the Gothic Revival Farmhouse. The proposed holding provision to be placed on the subject lands will ensure that construction will not proceed without a vibration assessment.

3.5 Scoped Environmental Impact Assessment

MTE Consultants prepared a Scoped EIS to support the proposed Zoning By-law Amendment to enable future residential development on the lands while demonstrating no net negative impacts to natural heritage features and functions in accordance with the PPS, the LP (consolidated 2025), and City of London Environmental Management Guidelines (2025). The EIS was a requirement of the zoning by-law amendment application as the Subject Lands are within 120 m of a Provincially Significant Wetland (PSW) and Significant Woodland shown on Map 5 of The London Plan, and portions of the lands are within UTRCA regulated areas under Ontario Regulation 41/24.

The Study Area comprises the Subject Lands and adjacent lands within 120 m, situated north of the North Thames River within the Central London Subwatershed. Existing conditions include a vacant commercial building/parking area, a man-made pond with a perched outlet to an intermittent drain, hedgerows, naturalized disturbed meadow, a cultural woodland that now connects to forest, and municipally mapped PSW/Significant Woodland at the south and west

interface. Field work conducted from 2021–2025 included Ecological Land Classification (ELC), Significant Woodland delineation with City staff, one early-season amphibian call survey, and general SAR/SWH habitat assessment; off-property features were assessed from boundaries and via desktop review.

Key Natural Heritage Features and Functions

- Highbury Swamp PSW: Extends onto the southwest edge of the Subject Lands and broadly to the south/west; no on-site wetland communities were delineated beyond the mapped PSW boundary.
- Significant Woodland: Confirmed and expanded through joint staking in 2025 to include succeeding vegetation in former golf course lands where the cultural woodland is now contiguous (gap < 20 m) with the off-site forest.
- Water resources: The property lies mostly within a Significant Groundwater Recharge Area and the Study Area within a Highly Vulnerable Aquifer (score 6).
- Aquatic habitat: The on-site pond is isolated (no permanent surface-water connection) and the drain is Class F (intermittent; no fish habitat); fish habitat under the Fisheries Act is therefore not anticipated on site.
- ELC communities on-site: Fresh-Moist Sugar Maple Deciduous Forest (FOD6 ≈0.15 ha), Fresh-Moist Lowland Deciduous Forest (FOD7 ≈0.26 ha), and Mineral Cultural Woodland (CUW1 ≈0.68 ha).
- Species at Risk (SAR) & SWH: One Black Ash (Endangered) occurs near the southwest limit; potential/assumed habitat for SAR bats and select Special Concern birds (e.g., Eastern Wood-pewee, Wood Thrush) may occur in forested communities and adjacent PSW; several SWH types remain assumed present in adjacent lands due to access and scope constraints.

The ZBA seeks to enable residential development generally concentrated in the northeast portion of the property (illustrated concept: one mid-rise apartment fronting Fanshawe Park Road East and stacked townhouses south of the apartment, along the eastern side of the subject lands), with a park/pathway block buffering the development from the natural area and the balance of the site to be zoned Open Space to retain Significant Woodland and buffers. The existing pond, a portion of disturbed meadow, and some hedgerow trees would be removed within the proposed residential footprint, while the heritage building would be retained. Requirements for compensation for tree loss will be considered during a Tree Preservation Report, to be completed during the Draft Plan or Site Plan stage of the development.

Proposed Buffers, Setbacks, and Design Interface

- PSW: Minimum 55 metre separation is proposed from the residential limit, exceeding the 30 metre minimum buffer recommended in the City's EMGs.
- Significant Woodland: A variable 5–50 metre buffer is proposed from the woodland dripline, with a 5 metre park/pathway block placed at the outer buffer edge to function as a transition zone; areas of reduced buffer apply only to the less-sensitive cultural

woodland (CUW1), while the more sensitive deciduous forest and swamp lie well beyond 20 metres.

- Net natural area outcome: Although ≈0.11 ha of the 20 metre advisory buffer is encroached by the development limit at select locations, an additional ≈0.22 ha of vegetated lands outside the Significant Woodland is to be retained and protected as open space, resulting in a larger protected vegetated area than would occur with a uniform 20 metre buffer alone.

Impact Assessment — Direct Effects

- PSW & Significant Woodland: No direct removal of PSW or Significant Woodland is proposed; woodland and wetland functions are retained.
- SWH & SAR habitat: Removal is limited to disturbed meadow, hedgerow trees, and the isolated pond; potential SWH and SAR habitats are either retained within the protected woodland/PSW or are not sensitive to adjacent residential use given the buffers and retained habitat extent. The Black Ash will be protected with a 30-metre regulated habitat radius, and any potential SAR bat roost trees within the development limit will be addressed by timing windows and, if needed, targeted surveys prior to clearing.
- Fish habitat: Not anticipated on site; therefore, no direct Fisheries Act implications are expected from pond/drain alterations.

Impact Assessment — Indirect Effects and Mitigation

- Hydrology/Water Balance: As a portion of the Subject Lands contributes seasonal runoff/infiltration to the PSW, a post-development, feature-based water balance will be completed at Site Plan stage and integrated with stormwater design to maintain appropriate seasonal runoff/infiltration volumes to the PSW; the development area forms a small share of the PSW catchment (≈1.86 ha of ≈22.56 ha).
- Erosion & Sediment Control (ESC): A detailed ESC Plan will be required (robust fencing, frequent inspection/maintenance, rapid re-vegetation, dust control, stockpile protection, and net-free materials to avoid wildlife entanglement).
- Spills & Site Management: Construction BMPs for fuel handling, invasive-species clean-equipment protocols, and regular housekeeping will be implemented.
- Wildlife Protection: Vegetation removal will occur December 1–March 31 to avoid the SAR bat maternity period and Migratory Birds Convention Act nesting season; if timing cannot be met for isolated trees, pre-clearing nest/bat checks by a qualified professional will be conducted, and the on-site pond will be dewatered/removed outside turtle overwintering with a wildlife salvage plan.
- Public Encroachment: Education ("Living with Natural Areas" brochure), signage/boundary markers at the park/pathway edge, and design measures (transition block) are recommended to discourage informal access and yard waste dumping.
- Lighting/Collisions: Shielded lighting to minimize light trespass and, if an apartment is pursued, bird-friendly glazing to reduce collision risk

Implementation

At detailed design/Site Plan stage, the EIS recommends:

(i) An Environmental Management Plan (EMP) consolidating ecological commitments;
(ii) A Tree Preservation Report and tree protection monitoring;
(iii) A Hydrogeological/Stormwater package with a feature-specific post-development water balance and, if required, PSW monitoring during/post-construction; and
(iv) ESC monitoring and contingency protocols. A UTRCA Section 28 permit will also be required for regulated works.

Conclusions

The Scoped EIS concludes that, with the proposed site-specific buffering strategy, avoidance of direct encroachment on PSW and Significant Woodland, and the recommended water balance, construction-phase controls, timing windows, and post-construction stewardship, the proposed zoning and future development meet the test of no net negative impact on natural heritage features or their ecological functions. The report further indicates an overall improved protection outcome for the natural area edge because additional vegetated lands beyond the standard buffer will be secured as open space, and that an updated EIS is not necessary at Site Plan (to be replaced by an EMP), subject to City and UTRCA review.

3.6 Preliminary Servicing Report (Including Stormwater Management)

MTE Consultants Inc. (MTE) was retained to undertake a Preliminary Servicing Report in support of the proposed ZBA on the subject lands. The 3.45-hectare property is proposed to be developed with a high-density residential community comprising approximately 240 units, including stacked townhouses, a mid-rise apartment building, and the retention of the existing heritage building. Development is limited to approximately 1.84 hectares of the site, with the balance preserved as open space adjacent to an existing woodlot and wetland feature.

Municipal water servicing is available from existing infrastructure along Fanshawe Park Road East, Cedar Park Drive, and Aukett Drive. Given the anticipated unit count, a looped internal watermain system is proposed to provide reliable service and fire protection. The proposed concept conforms to City of London design standards, with detailed hydraulic modeling and final design to be completed at the site plan stage. Adequate water supply capacity has been confirmed for the proposed development.

Sanitary servicing is proposed via connection to the existing 200 mm municipal sanitary sewer on Aukett Drive. Population-based capacity analysis demonstrates that the estimated sanitary load from the proposed development is within the original design capacity of the existing sewer system. As such, sufficient sanitary servicing capacity is available without the need for off-site upgrades, subject to confirmation through detailed design at the site plan stage.

Stormwater management for the site has been designed to maintain pre-development drainage patterns and protect the adjacent woodlot and wetland feature. All post-development runoff will continue to discharge westward, consistent with existing conditions. The proposed

stormwater strategy incorporates a combination of underground infiltration and storage systems, oil-grit separators, and peak flow controls to provide quantity, quality, and water balance management. The system is designed to limit post-development peak flows to at or below pre-development levels for storm events up to the 1:100-year storm.

A feature-based water balance assessment undertaken by MTE 2026 identifies that the proposed development will be able to maintain the annual runoff volume to the adjacent woodlot and wetland at levels consistent with pre-development conditions. This is achieved through on-site infiltration of the first 12.5 mm of runoff from controlled areas, supported by native sandy loam soils. Both runoff quantity and seasonal flow characteristics are therefore preserved, ensuring that no adverse hydrologic impacts are anticipated to the adjacent natural feature.

Enhanced (Level 1) stormwater quality control will be provided through the use of oil-grit separator units prior to infiltration and discharge. In addition, comprehensive erosion and sediment control measures will be implemented during construction to protect downstream features and municipal infrastructure.

In summary:

- A looped site watermain will provide water servicing for the site.
- The existing sanitary sewer on Aukett Drive will provide sanitary servicing for the site.
- A portion of the site drainage will be infiltrated with an underground infiltration/storage system. The remainder of the site drainage will be controlled and discharged to the adjacent woodlot/wetland to mimic the pre-development site condition.
- The site will maintain the water balance to the adjacent woodlot/wetland.
- The flows discharging to the adjacent woodlot/wetland will be controlled to below the pre-development levels for all storms upto the 1:100-year event. Storage will occur in underground infiltration/storage system.
- Level 1 (enhanced) stormwater quality control will be provided.
- Adequate sediment and erosion control will be provided prior to construction.
- Detailed engineering design including water, sanitary and stormwater modelling will be completed during the future stage plan stage of the process.

As such, the Preliminary Servicing Report demonstrates that the proposed development can be adequately serviced by existing and proposed municipal infrastructure. Water, sanitary, and stormwater systems are appropriately sized, environmentally responsible, and consistent with City of London standards and policies. Detailed engineering design and final servicing calculations will be completed at the site plan approval stage.

3.7 Geotechnical Report

A preliminary Geotechnical Report was prepared by MTE in June of 2025 to assess the subsurface soil and groundwater conditions at the site and to provide preliminary geotechnical engineering recommendations pertaining to the site including; site preparation, site servicing, foundations and basements, slab-on-grade construction, pavement design, subdrainage, and hydraulic conductivity of native soils.

The major recommendation provided within the preliminary Geotechincal Report is to continue to have the geotechnical consultant provide input into the final design of the site. The refinement of plans will continue to have geotechnical input through the Site Plan process at the next stage of development.

3.8 Hydrogeological and Water Balance

A desktop feature-based water balance was completed by MTE Consultants Inc. in January of 2026 for the pre-development (existing) condition of the property at 1589 Fanshawe Park Road East, London, Ontario, as part of a hydrogeological investigation for a proposed development. The analysis focuses on a Provincially Significant Wetland (PSW) known as the Highbury Swamp, which occupies a portion of the southwest corner of the subject lands. The purpose of the assessment was to develop preliminary estimates of runoff and infiltration contributions to the wetland feature in support of site design. The on-site portion of the wetland is currently instrumented with a nested piezometer and staff gauge to monitor groundwater and surface water levels and assess their interaction.

The water balance was completed using the Thornthwaite and Mather (1957) methodology, in which monthly precipitation is apportioned to evapotranspiration, runoff, infiltration, and changes in groundwater storage, with long-term storage change assumed to be negligible. Water surplus (precipitation minus evapotranspiration) was allocated between infiltration and runoff using infiltration factors derived from the MECP Stormwater Management Planning and Design Manual (2003), based on land use, soil type, ground cover, and topography. Climate inputs were derived from Canadian Climate Normals (1990–2020) for the London Climate Station, which indicate an average annual precipitation of 961.6 mm.

Pre-development drainage to the wetland feature originates from multiple sub-catchment areas, delineated using City of London topographic data and characterized using aerial imagery and Ontario Geological Survey surficial geology mapping. Thirteen sub-catchments were identified, encompassing land uses including mature forest, pasture and shrubs, and urban lawn, underlain by fine sandy loam and silt loam soils, with individual areas ranging from 0.03 ha to 13.75 ha. Based on site topography, all sub-catchments were classified as “hilly” for runoff estimation purposes. For the water balance analysis, sub-catchments with similar land use and soil characteristics were grouped and assigned soil moisture retention capacities and runoff factors.

Based on these findings, the recommendation provided in the Water Balance Memo for post-development stormwater management measures maintain pre-development infiltration and runoff contributions to the wetland feature, to the extent feasible, by replicating the existing water balance distribution. Continued monitoring of the existing piezometers and staff gauge is also recommended during construction and post-build-out to document seasonal groundwater and surface water fluctuations and to confirm the effectiveness of the stormwater design.

Planning Framework & Analysis

The following section will provide an overview and analysis of the existing planning framework, identify the key policies and by-laws that relate to the subject lands, and discuss the ZBA being proposed.

4.1 Provincial Planning Statement 2024

The PPS is a policy statement issued under the authority of section 3 of the Planning Act which applies to all decisions in respect of the exercise of any authority that affects a planning matter made on or after October 20, 2024. The PPS is intended "to be read in its entirety," and decision-makers must balance a range of policy directives when deciding whether a planning proposal is consistent with the PPS rather than prioritizing one set of policies over another (PPS, Chapter 1).

The overall vision of the PPS is helping the province reach it's goal of building 1.5 million homes by 2031, while increasing the mix of housing options (PPS Chapter 1). Specifically, on housing, the PPS states that planning shall permit and facilitate all types of residential intensification (PPS 2.2.1.2). The proposed residential development utilizes a parcel of land that currently only contains a heritage building used for commercial uses and achieves a greater residential density which efficiently uses land, resources and infrastructure.

Specifically, on housing, the PPS states that planning authorities shall permit and facilitate all types of residential intensification (PPS 2.2.1.2). The proposed residential redevelopment is on a vacant parcel of residentially designated land, within an existing residentially developed area, fitting the PPS definition of intensification, which states (PPS s. 8):

> "*Intensification: means the development of a property, site or area at a higher density than currently exists through:*
>
> *a) redevelopment, including the reuse of brownfield sites and underutilized shopping malls and plazas;*
>
> *b) the development of vacant and/or underutilized lots within previously developed areas;"*

The subject lands are located within the City of London's Settlement Area. Policy 2.3.1 of the PPS states "*Settlement areas shall be the focus of growth and development.*" Further stating that "*Planning Authorities shall support general intensification and redevelopment to support the achievement of complete communities...*" where complete communities include a full range of housing options. The inclusion of two higher-density built forms enhances the existing neighbourhood fabric by diversifying housing opportunities while complementing the surrounding community.

On Energy Conservation, Air Quality and Climate Change, the PPS directs planning authorities to support the achievement of compact, transit supportive complete communities (PPS 2.9.1). The proposed ZBA will permit a compact and efficient built form that optimizes land use in an area well served by public and active transportation, contributing to the advancement of a complete community and a reduction in greenhouse gas emissions.

On transportation systems, the PPS provides direction that transportation systems should be provided which are safe and appropriate to address projected needs, using existing and planned infrastructure (PPS 3.2). The Transportation Impact Assessment completed alongside this report and discussed in **section 3.2 Traffic Impact Assessment**, stated that the proposed residential development will not adversely impact the traffic operations of the area

The PPS provides policy on servicing, stating that municipal sewage and water services are the preferred form of servicing for settlement areas (PPS 3.6.2). The proposed development will be serviced with municipal sewage, water, and stormwater services, which are discussed in more detail in Section **3.6 Preliminary Servicing Report**. The preliminary servicing report concluded that the proposed development can be adequately serviced by existing and proposed municipal infrastructure.

The subject lands contain a building which is listed on the City of London's Register of Cultural Heritage Resources. The PPS states that planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property unless the heritage attributes of the *protected heritage property* will be conserved (PPS 4.6.3). While the subject lands are not a *protected heritage property* as per the PPS definition, the Heritage building on the property is proposed to remain, and a Heritage Impact Assessment has been prepared to outline the effects of the development on the resource. This assessment is further discussed in Section **3.4 Heritage Impact Assessment**. In addition, on archaeology, the PPS states that planning authorities shall not permit development on areas of archaeological potential unless the significant archaeological resources are conserved (PPS 4.6.2). The proposed holding provision on the subject lands will ensure an archaeological assessment will be undertaken before site alterations are made.

The PPS states that Natural features shall be protected for the long term (PPS 4.1.1) and that development shall not be permitted in significant wetlands (PPS 4.1.4). Further, development shall not be permitted on *adjacent lands* to the *natural heritage feature* unless the ecological function has been evaluated and it has been demonstrated that no *negative impacts* on the natural feature or their *ecological function* (PPS 4.1.8). The Scoped EIS prepared and discussed further in **section 3.5 Scoped Environmental Impact Assessment** concludes that, with the proposed site-specific buffering strategy, avoidance of direct encroachment on PSW and Significant Woodland, and the recommended water balance, construction-phase controls, timing windows, and post-construction stewardship, the proposed zoning and future development meet the test of no net negative impact on natural heritage features or their ecological functions.

For lands abutting or adjacent to lands affected by former mineral aggregate operations may only be permitted if rehabilitation or other measures to address and mitigate known or suspected hazards have been completed (PPS 5.3.1). While the subject lands abut an area designated as an 'Extractive Industrial Area' on Map 6 - Hazards and Natural Resources of the LP, the area is now developed with residential land uses. In addition, a mineral aggregate operation known as the Box-pit is across Fanshawe Park Road to the north of the subject lands. Residential land uses have been developed closer to the operation than the subject lands, and a holding provision requiring a noise study prior to development on the subject lands is being proposed to ensure Public Health and Safety is maintained.

The proposed ZBA to allow future residential development on the subject lands is consistent with the objectives of the PPS, as it represents residential intensification within an existing settlement area, introduces higher-density built forms that expand housing choice, and makes efficient use of land, infrastructure, and services. The proposal supports compact, transit-supportive development that contributes to energy conservation, climate change mitigation, and reduced greenhouse gas emissions, while relying on existing municipal transportation, water, sanitary, and stormwater infrastructure, all of which have been confirmed as adequate through supporting technical studies. The development also responds to PPS policies related to cultural heritage, archaeology, and natural heritage by retaining the listed heritage building, requiring appropriate archaeological investigation prior to site alteration, and demonstrating through a focused Environmental Impact Assessment that the proposal will result in no negative impacts to adjacent wetlands, woodlands, or their ecological functions. Collectively, the proposed Zoning By-law Amendment aligns with and is consistent with the PPS by facilitating intensification, supporting complete communities, and ensuring the protection of environmental and cultural resources.

Considering the analysis of the proposed residential development on the subject lands against the PPS in its entirety, the proposed use and density is consistent with the PPS.

4.2 The London Plan

The LP is the City of London's Official Plan and was approved by the Minister of Municipal Affairs and Housing on December 28, 2016. It's policies and directions help to shape Land Use Planning decisions within the City of London.

A key theme within the LP is the need to accommodate growth through more compact and efficient urban development, rather than outward expansion. The Our Challenges section identifies the forecast growth of 77,000 new residents by 2035, combined with rising housing costs and affordability pressures, as a defining issue for the city. It highlights that compact development can significantly reduce infrastructure costs while supporting environmental and fiscal sustainability. This section further underscores climate change, infrastructure funding gaps, and the need to reduce greenhouse gas emissions as major city-building challenges, linking land-use decisions directly to these outcomes

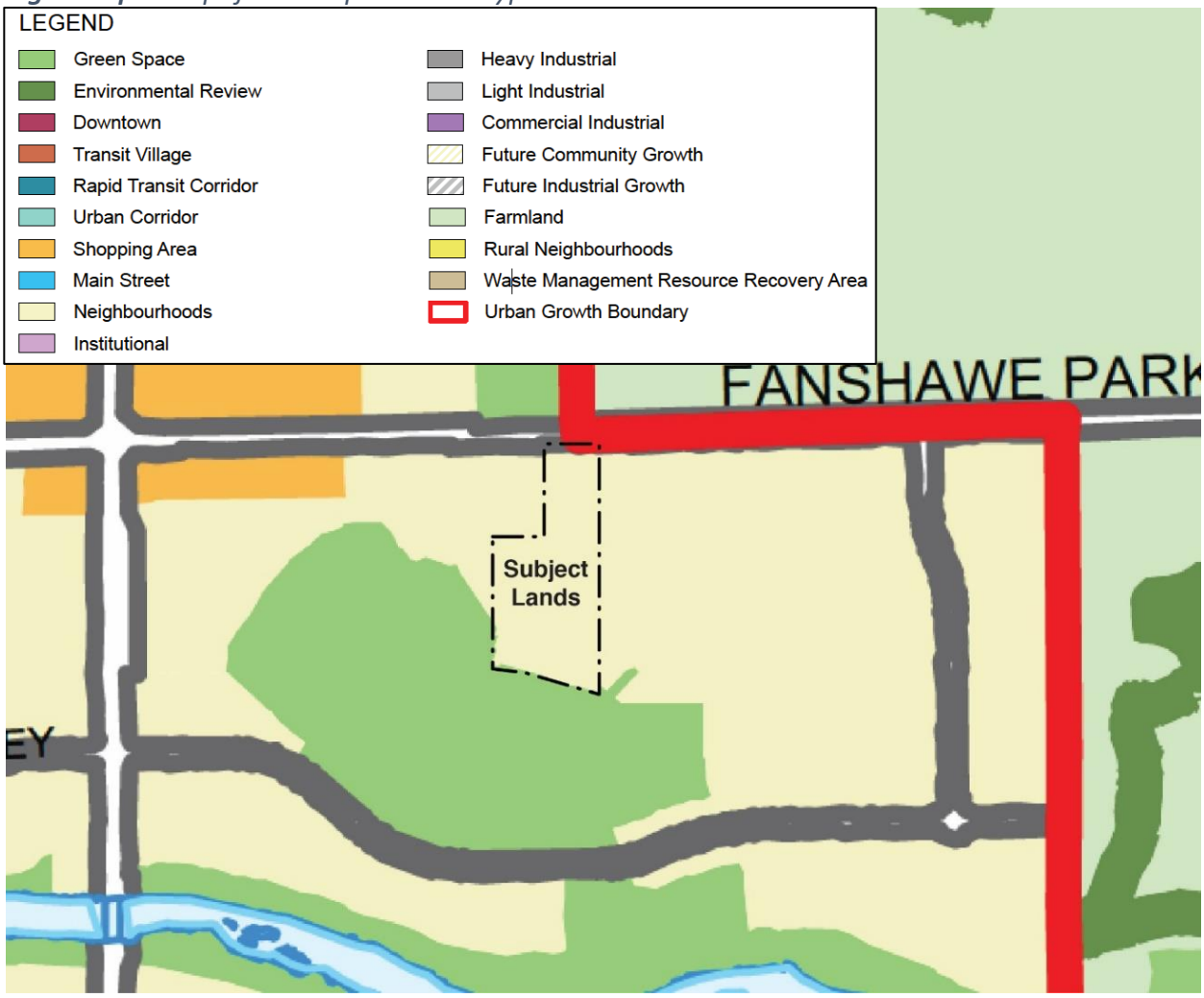
The Our Strategy section reinforces the required planning response to these challenges through Direction #5: Build a Mixed-Use Compact City, which promotes infill, intensification, and a variety of housing forms—including apartments and townhouses—to meet the needs of different household sizes, incomes, and life stages; Direction #4: Become One of the Greenest Cities in Canada; and Direction #8: Make Wise Planning Decisions, emphasizing sustainable development practices, efficient infrastructure use, low-impact design, and long-term resilience.

The proposed ZBA supports the creation of a complete and sustainable residential community by permitting a range of unit sizes and tenures that respond to diverse household needs while promoting long-term housing choices. The concept emphasizes pedestrian-oriented design, shared open spaces, and high-quality public realm features that encourage social interaction and

community cohesion. Built form and site design will be refined at site plan stage, remaining sensitive to the surrounding neighbourhood context, while strengthening connectivity within and beyond the site. By concentrating growth on lands where municipal services and infrastructure already exist, the development advances efficient land use and reduces per-unit infrastructure and energy demands relative to lower-density housing forms. The proposal also presents meaningful opportunities to incorporate green infrastructure, active transportation connections, and sustainable building practices, supporting broader environmental and climate-resilience objectives.

The subject lands are located inside, but adjacent to, the northeast corner of the 'Urban Growth Boundary' and are designated as 'Neighbourhoods' on Map 1 – Place Types of the London Plan. Map 3 – Transportation designates the subject lands as having frontage along a 'Civic Boulevard' (Fanshawe Park Rd E), while the internal connections of Aukett and Cedarpark Drive are 'Neighbourhood Streets' as they are not illustrated on Map 3 (LP 1781_).

Figure 9 | *Excerpt from Map 1 - Place Types*



Source: The London Plan

Permitted uses within the 'Neighbourhoods' Place Type depend on the street classification onto which the property has frontage, but are primarily residential, ranging from single detached dwellings to low-rise apartments and emergency care establishments (LP, Table 10). Secondary uses are also permitted and depend upon the classification of an intersecting street.

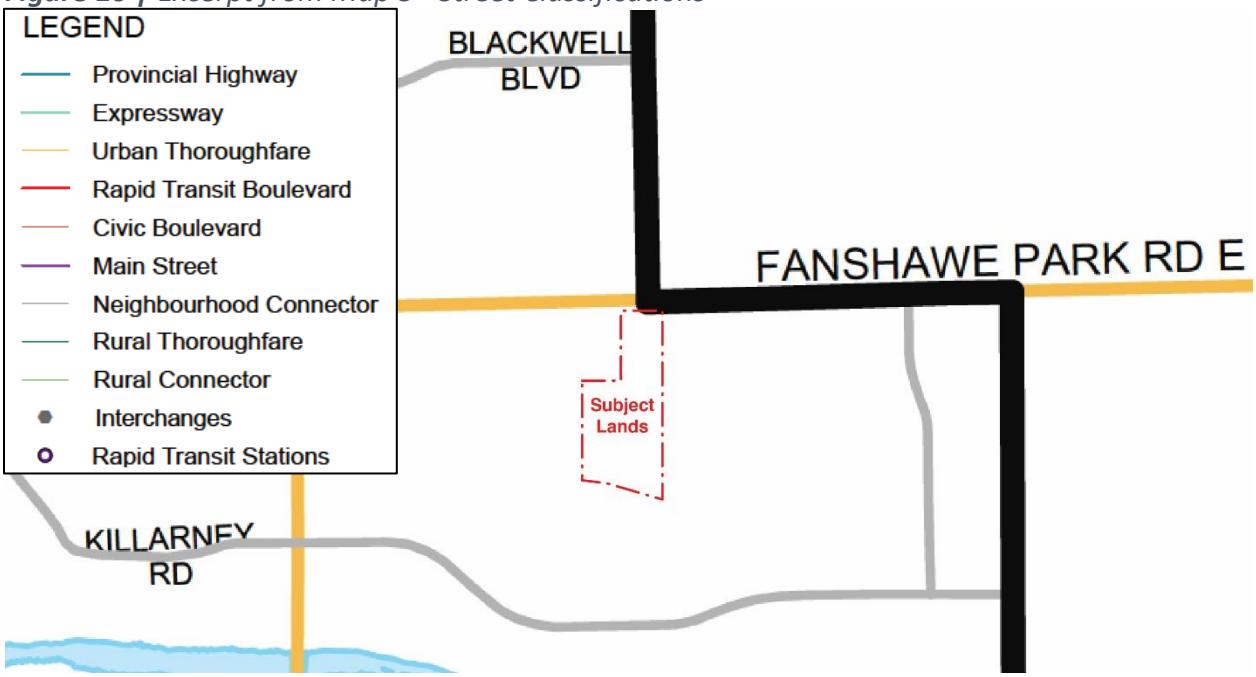
The London Plan does not contain a defined height for low-rise apartments; however the London Plan does regulate heights, listing heights between 2 and 6 storeys as the permitted range for 'Neighbourhood' designated properties with frontage along an 'Urban Thoroughfare' (LP, Table 11). The Proposed development includes a 6-storey apartment building along with 4-storey townhouse units, which are permitted uses and heights within the Neighbourhood and Urban Thoroughfare designations affecting the Subject Lands.

Guidelines are provided on intensity and form for new development in the 'Neighbourhoods' Place Type, of which the proposed development consider (LP 935_ & 936_). Specifically, it is stated that zoning will be applied to ensure an intensity of development is appropriate to the neighbourhood context and all development applications will conform with the City Design Policies of the London Plan. The proposed zoning by-law amendment will implement provisions to ensure the future residential development of the subject lands is appropriate for the neighbourhood context. The City Deign Policies will further be evaluated within **Section 5.0** Urban Design of this report.

Residential intensification, which is described as the development of a property at higher residential density than currently exists, is encouraged by the London Plan as fundamentally important to achieving the vision and key directions of the plan (LP 937_ & 938_). On residential intensification, the London Plan states that compatibility and fit will be evaluated from a form perspective, and the intensity of the proposed development will be appropriate for the lot, considering design elements (LP 953). The proposed zoning by-law amendment will implement provisions to ensure the future residential development of the subject lands is compatible and fits within the existing context of the neighbourhood.

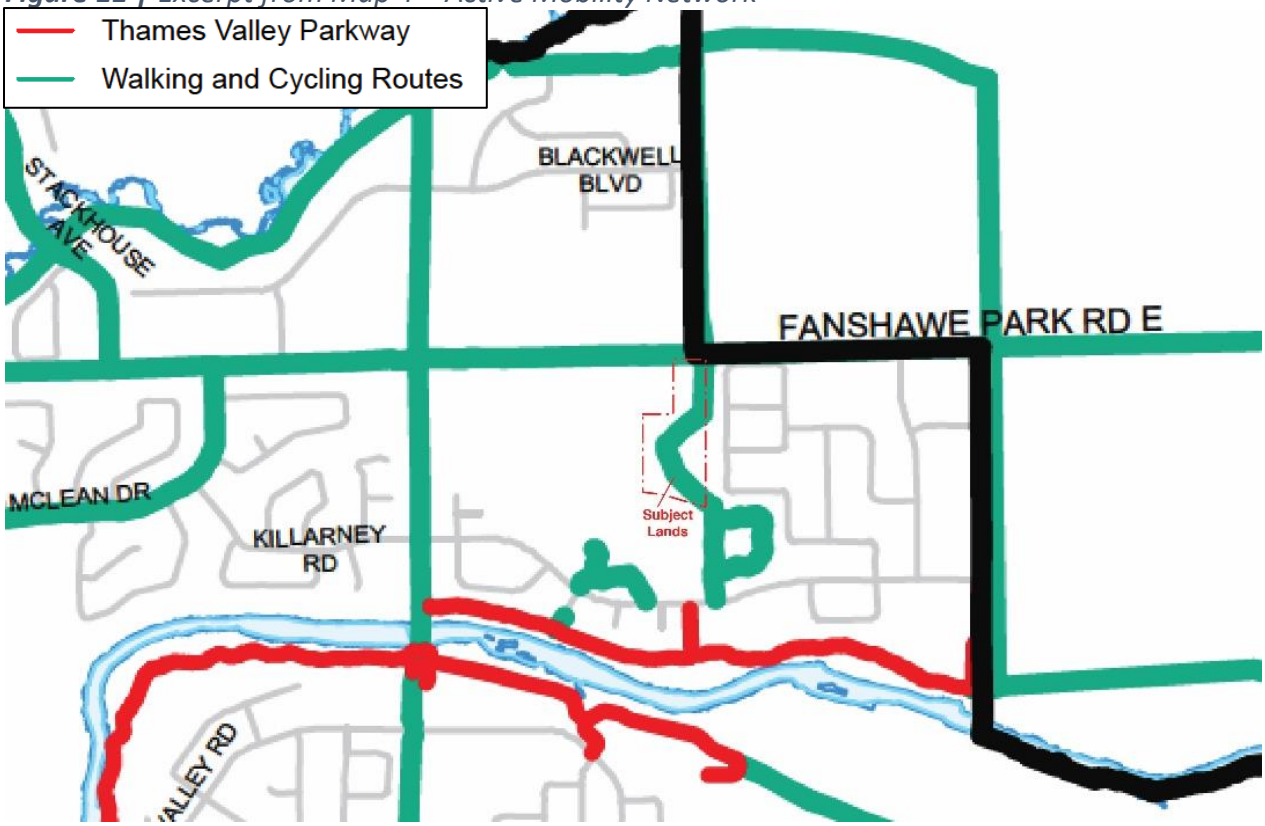
The London Plan illustrates an active transportation route on Fanshawe Park Road, in front of the subject lands, and further considers a walking and cycling route on the subject lands, as seen on Map 4 – Active Mobility Network. The proposed development concept features a park/pathway block along the western edge of the subject lands that traverses north-south, creating a pedestrian connection from Fanshawe Park Rd E to the existing residential development east and south of the subject lands. This further connects to Cedar Hollow Park and the Cedar Hollow walking trail, a part of the Thames Valley Parkway. The proposed zoning by-law amendment provides this connection by implementing the zoning of the trail block as open space, establishing the future development of the subject lands a pedestrian friendly development and helping the City realize it's active mobility network vision.

Figure 10 | *Excerpt from Map 3 - Street Classifications*



Source: The London Plan

Figure 11 | *Excerpt from Map 4 – Active Mobility Network*



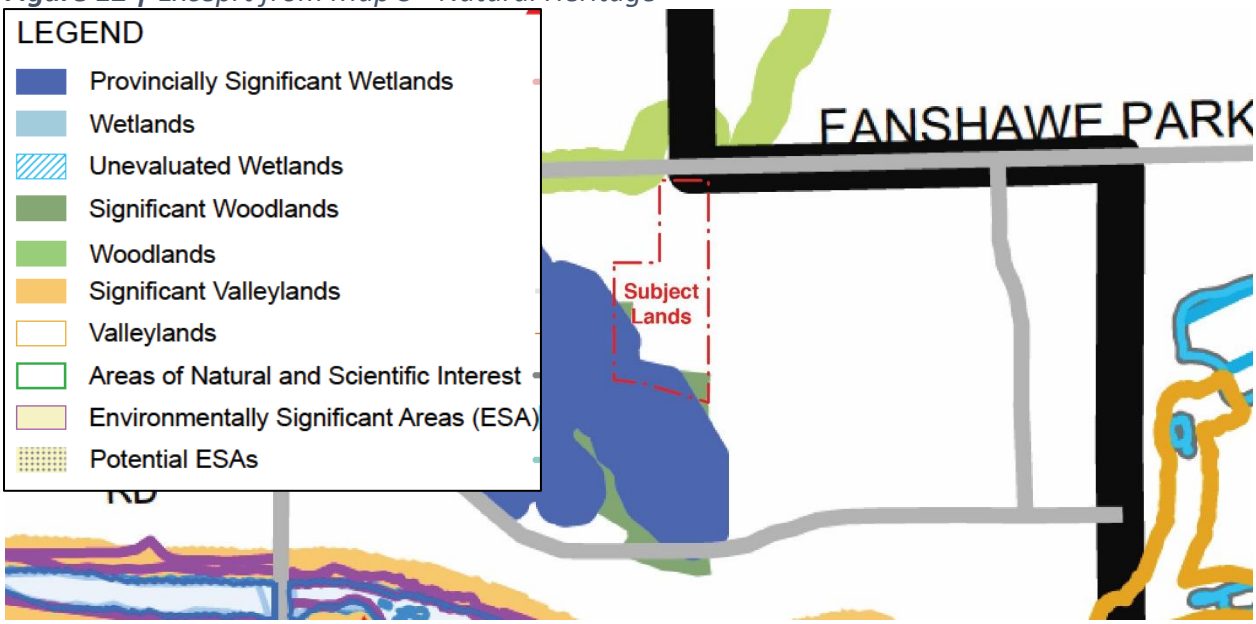
Source: The London Plan

The London Plan identifies a portion of the subject lands at the south limit as being in a 'Provincially Significant Wetland' and 'Significant Woodlands' on Map 5 – Natural Heritage. Along

with the policies of the London Plan, Wetlands and their surrounding areas of interference are also subject to regulation under the Conservation Authorities Act (LP 1336_). Development and site alteration on adjacent lands to natural heritage features is not permitted without the appropriate studies demonstrating no negative impact on the natural heritage features or their ecological function (LP 1393_). As outlined in Table 13 of the London Plan, adjacent lands to Provincially Significant Wetlands and Significant Woodlands is 120 metres.

The Pre-consultation meeting on October 16, 2024, included members from the City's Environmental Planning Department as well as from the UTRCA and discussed the natural heritage feature and proposed buffer. As a result, a focused EIS was identified as being required for the demonstration of no negative impact, and they identification of appropriate buffering. The results of this EIS is further discussed within Section **3.5 Scoped Environmental Impact Assessment** of this report.

Figure 12 | *Exceprt from Map 5 - Natural Heritage*

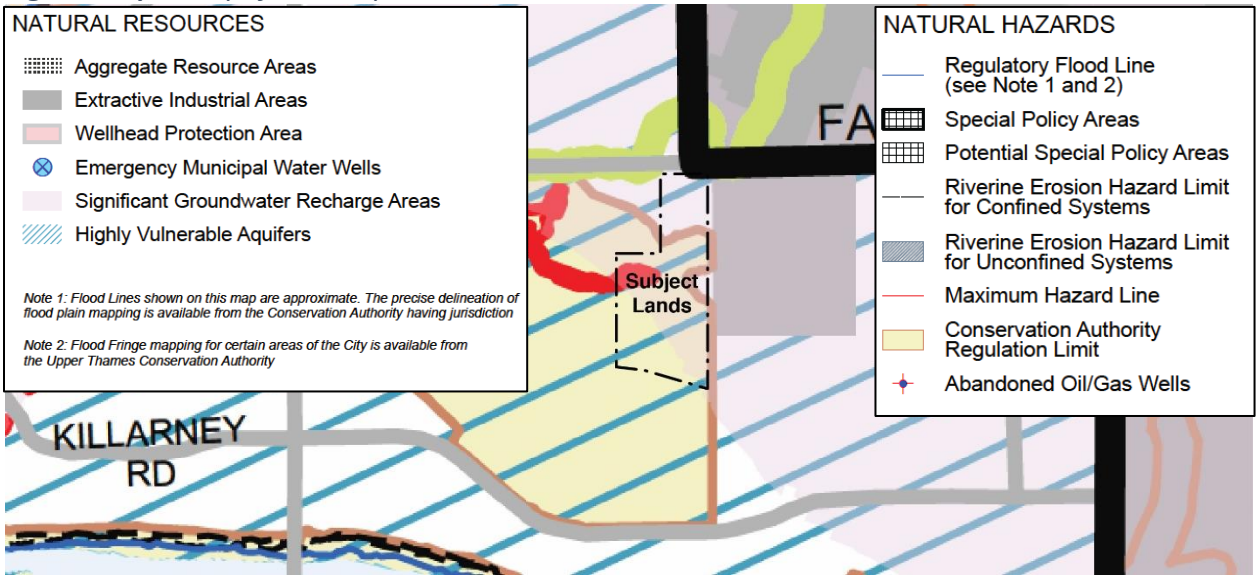


Source: The London Plan

As shown on the London Plan's Map 6 – Hazards and Natural Resources, the subject lands are in a 'Highly Vulnerable Aquifer' and mostly in a 'Significant Groundwater Recharge Area' and 'Conservation Authority Regulation Limit'. Highly Vulnerable Aquifers and Groundwater Recharge Areas are generally required to be protected and the hydrological function maintained (LP 1362_). For areas identified as significant groundwater recharge areas or highly vulnerable aquifers, a hydrological study may be required to determine the potential impacts of the proposed development on the quality and quantity of the groundwater resource as part of a planning or building permit application (LP 1552_).

A hydrogeological assessment and water balance were completed and discussed in Section **3.8 Hydrogeological and Water Balance**, satisfying the London Plan policies above.

Figure 13 | *Excerpt from Map 6 - Hazards and Natural Resources*



Source: The London Plan

Further on Map 6, the subject lands are directly adjacent to an area identified as 'Extractive Industrial Areas'; however, that area has been recently developed into a residential subdivision. An area illustrated as 'Extractive Industrial Areas' is also found across Fanshawe Park Rd E, to the northeast of the subject lands. After pre-consultation with the City of London, it was determined that a noise and vibration study related to the impacts of this area could be deferred to subsequent stages of development. A holding provision may be placed on the subject lands through this zoning by-law amendment to address such study.

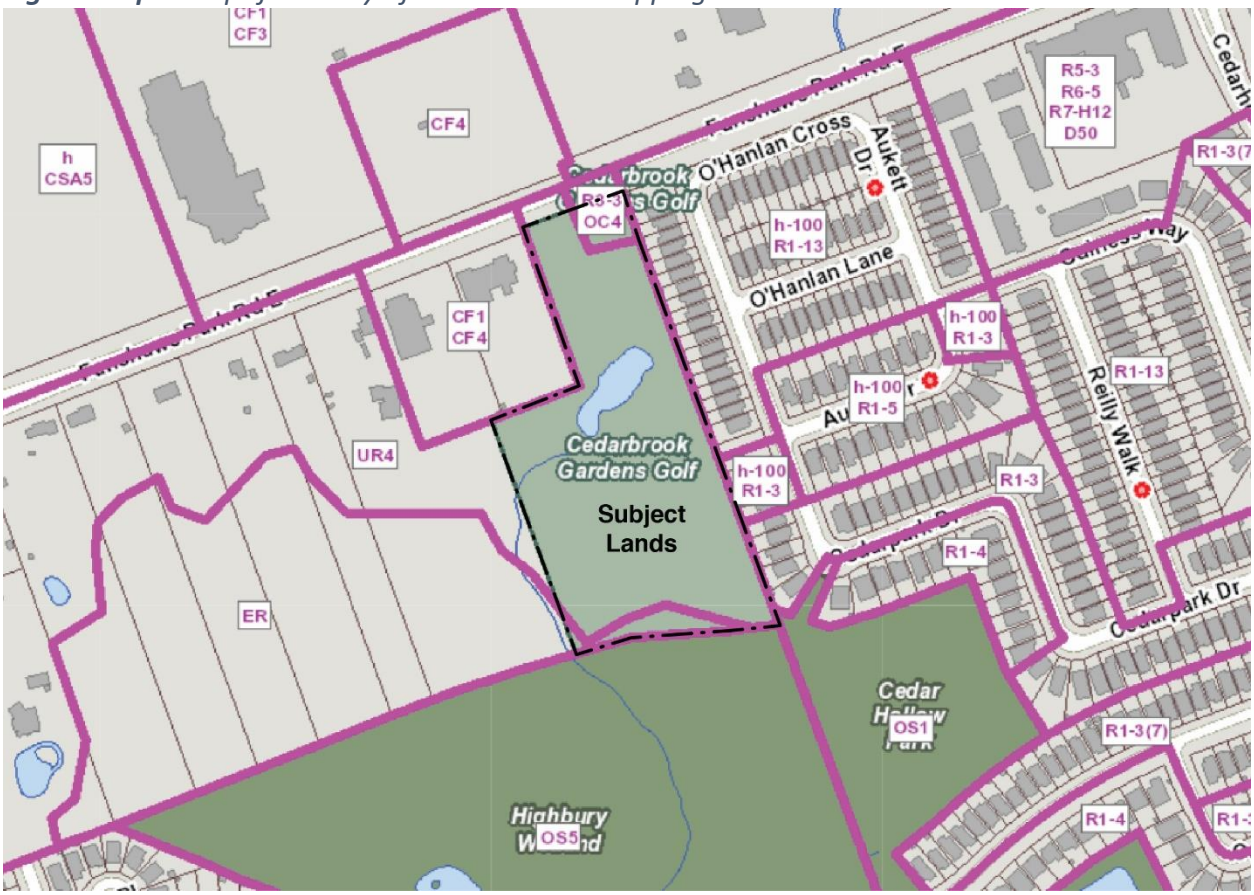
An amendment to the London Plan will not be required to permit the proposed development, as the land uses proposed in the concept conform to the 'Neighbourhood' Place Type that is shown on Map 1, along with the street classification fronting the subject lands. Further, considering the London Plan in its entirety, the proposed zoning by-law amendment conforms to the London Plan.

4.3 City of London Zoning By-law

The subject lands are predominantly zoned as 'Urban Reserve 4 (UR4)', with the northeast corner zoned as 'Residential (R3-3)' and 'Office Conversion (OC4)' and the southern edge of the lot being zoned 'Environmental Review (ER)' in the ZBL.

The general 'Urban Reserve' zone is intended to protect large tracts of land from premature subdivision and development and provide for future comprehensive development (ZBL 49.1). The 'UR4' zone is applied to areas that have not completed the Community Plan process and is intended for residential development over the long term (ZBL 49.1). The proposed zoning by-law amendment will rezone the subject lands for future residential development, while the technical studies completed as part of the application package serve as part of the community planning process.

Figure 14 | *Excerpt from City of London Zone Mapping*



Source: The London Plan

The 'ER' zone is applied to environmental review areas of the official plan in which the lands are intended to remain in natural condition until their significance is determined through more detailed environmental studies (ZBL 37.1). The focused EIS submitted alongside this application, as discussed in section **3.5 Scoped Environmental Impact Assessment**, has evaluated the significance of the area, and provide appropriate buffering and mitigation methods to help ensure the ecological function the feature is preserved, with the proposed residential development on the subject lands.

The ZBL provides several residential zones for various built forms. Importantly, the R6-5 zone permits stacked townhouse dwellings as well as apartment buildings. This is the zoning sought after for the subject lands, so that flexibility in the design of the subject lands is maintained for future stages of development. The following zone table outlines how the proposed development concept fits within the regulations of the R6-5 zone:

Table 1 | *Residential (R6-5) Zone Provisions*

Provision	Required	Proposed
Lot Area (min.)	850 m^2	34,400 m^2
Lot Frontage (min.)	10 m	73.2 m

Front Yard depth (min.)	8.0 m (from Arterial)	***3.5 m***
Interior Side Yard Depth (min.) and Rear Yard Depth (min.)	0.4 m per 1.0 m of main building height or fraction thereof, but in no case less than 3 m when the wall of a unit contains no windows to habitable rooms or 6 m when the wall of a unit contains windows to habitable rooms. (6m)	***2.0 m***
Landscpaed Open Space (min.)	30%	Greater than 30%
Lot Coverage (max.)	45%	Less than 45%
Height (max.)	12.0 m	***20 m***
Density (max.)	35 units per hectare	***151 units per hectare***

notes deficiency from standard zoning by-law requirement, and necessity for special provision

It is important to note that the 2.0m interior yard setback is measured from a potential walkway through the site, which adds another 5.0m from the actual property boundary along the western edge of the subject lands, creating a total setback of 7.0m from the conceptual apartment building to the current lot line. During the site plan stage of the development, considerations will be given to the creation of this walkway as a separate property in discussion with the City.

In further considerations of the walkway, section 4.20 of the ZBL states: "*Nothing in this By-law shall apply to prevent or otherwise restrict the use of any land for a public park, a public street, a bicycle pathway, or a public memorial such as a monument, cenotaph or fountain."*

As such, the proposed zoning boundary within the ZBA will recognize the developable and environmental areas of the subject lands, establishing regulations for the built form to be imposed at the Site Plan stage of the development.

Section 4.19 of the zoning by-law contains regulations for parking. Both Stacked townhouses and apartment-built forms are prescribed 0.5 parking spaces per unit. The proposed concept plan illustrates a total of 236 units across the property, requiring 118 parking spaces. The concept further illustrates a total of 165 parking spaces, providing a ratio of 0.7 across the property, satisfying the current zoning by-law minimum standard.

Urban Design

The London Plan provides several City Design policies to consider for the proposed development. With respect to the City Design section of The London Plan, the following policies are of particular relevance to the proposed development:

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 such as topography, street patterns, lotting patterns, streetscapes, public spaces, landscapes, Site layout, buildings, materials and cultural heritage.

199_ All planning and development proposals within existing and new neighbourhoods will be required to articulate the neighbourhood's character and demonstrate how the proposal has been designed to ft within that context. The Our Tools chapter and the Residential Intensifcation policies in the Neighbourhoods Place Type chapter of this Plan provide further guidance for such proposals.

204_ Natural heritage is an important contributor to the character of an area and infuences 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.

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.

254_Site layout, and the corresponding building design, should respond to the topography of a site.

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…

259_Buildings should be sited with minimal setbacks from public streets and public spaces to create an inviting, active and comfortable pedestrian environment.

268_ Sites should be desgind to provide a direct comfortable and safe connection from the principal building entrance to the public sidewalk

270_ The location, confguration, and size of parking areas will be designed to support the planned vision of the place type and enhance the experience of pedestrians, transit-users, cyclists, and drivers.

278_ Surface parking located in highly-visible areas should be screened by low walls and landscape treatments.

291_Principal building entrances and transparent windows should be located to face the public right of way and public spaces, to reinforce the public realm, establish an active frontage and provide for convienient pedestrian access.

295_Residential and mixed-use buidlings 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 signif cantly diferent intensities, considering the existing and planned context.

Site Design and Orientation

The proposed six-storey apartment is strategically positioned with its main façade fronting onto Fanshawe Park Road, establishing a strong and active street edge. The placement creates street wall with minimal setbacks from the public streets, creating a direct and safe connection from the principal building entrance to the public sidewalk. A landscaped frontage and clear pedestrian pathway, traversing the site, contribute to an accessible and welcoming public realm. The building orientation and entrance locations support intuitive pedestrian circulation and promote connectivity within the broader neighbourhood. The proposed development respects the natural heritage feature to the southwest, creating an opportunity for views of the feature.

Built Form and Massing

The apartment building's massing is maximized to create opportunity for higher residential density along a major transportation corridor, while the proposed townhouses provide a transition in heights that is sensitive to the existing residential development to the east. These features work together to create a balanced, human-scaled appearance that is inviting to pedestrians and creates intersting views responding to the topography of the site.

Articulation and Modulation

Variation in materials, textures, and colours defines the architectural expression of the building. The integration of glass balconies on the townhouses and recessed window groupings on the apartment introduces further modulation and dimension. These design elements work together to create a dynamic façade that avoids monotony and contributes positively to the streetscape character. The proposed apartment will have active entrances facing the public realm to ensure a pedestrian friendly street wall.

Character and Image

The development presents a modern and refined architectural identity. High-quality materials and clean lines reflect contemporary urban design principles, while the warm tones and textured finishes create a sense of comfort and familiarity. The building is designed to contribute to the evolving image of the area, complementing the scale and character of surrounding developments. Retaining the existing heritage building will provide the development a focal

point that is sensitive to the existing built environment, and the townhouses on the southern portion help to transition the development to the existing residential neighbourhood to the east.

Conclusion

In summary, the proposed development demonstrates a well-considered site and building design that aligns with the intended urban character of the area. Through appropriate siting, massing, and high-quality architectural treatment, the building enhances the streetscape, supports active transportation, and contributes to a cohesive and livable urban environment.

Figure 15 through **Figure 18** provide renderings of the proposed building design from various perspectives.

Figure 15 | *Aerial Rendering of the Proposed Development*
View looking southeast from the northwest corner

Source: Nicholson Sheffield Architects, 2025

Figure 16 | *Rendering of the Proposed Townhouses Internal to development*
Looking towards the apartment in the northwest corner from the centre of the subject lands

Source: Nicholson Sheffield Architects, 2025

Figure 17 | *Rendering of the Proposed Apartment*
View looking southwest from Fanshawe Park Road East

Source: Nicholson Sheffield Architects, 2025

Figure 18 | *Rendering of the Proposed Townhouses from Outside Development*
View looking southwest from existing residential neighbourhood along cedar park drive

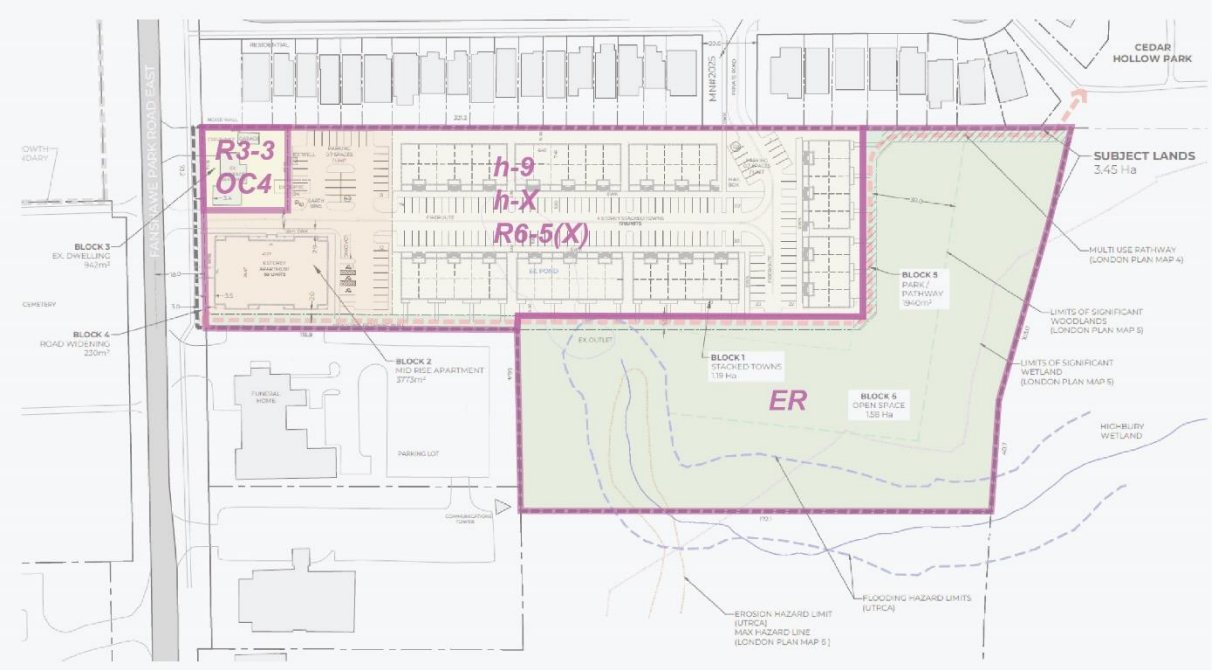
Source: Nicholson Sheffield Architects, 2025

Proposed Planning Applications

6.1 Zoning By-law Amendment

The proposed zoning by-law amendment is to rezone the subject lands from 'UR4' to a residential zone which allows residential townhouse and apartment use (R6-5), while the 'R3-3' and 'OC4' zones on the subject lands are proposed to remain unchanged. As a result of the environmental work on the subject lands, the 'ER' zone will be extended as well. Further, two 'holding provisions (h-9, h-X)' are proposed to ensure certain technical studies will be completed prior to development.

Figure 19 | *Proposed Zoning on the Subject Lands*



Source: MB, 2025

That the following be added to section 10.4e) of the zoning by-law:

Residential 6-5(X) 1589 Fanshawe Park Road

a) Regulations

i)	Front Yard Depth (minimum)	3.5m
ii)	Interior Side Yard Depth (minimum)	2.0m
iii)	Height (maximum)	20.0m
iv)	Density (maximum)	70 units per hectare

Holding Zone:

To ensure a Stage 1-2 Archaeological Assessment is undertaken prior to any soil disturbance, as well as Noise and Vibration Assessments conducted prior to any building permits issued, the following Holding Zones be added:

h-9

The proponent shall retain a consultant archaeologist, licensed by the Ministry of Citizenship and Multiculturalism (MCM) under the provisions of the Ontario Heritage Act (R.S.O. 1990 as amended) to carry out a Stage 1 (or Stage 1-2) archaeological assessment of the entire property. Development or property alteration shall only be permitted on the subject property containing archaeological resources or areas of archaeological potential if the archaeological resources have been conserved by removal and documentation, or by site preservation (Stages 3 and 4). The archaeological assessment must be completed in accordance with the most current Standards and Guidelines for Consulting Archaeologists. Engagement with the appropriate First Nations shall be completed consistent with the policies of The London Plan. All archaeological assessment reports, in both hard copy format and digitally in Portable Document Format (PDF), will be submitted to the City of London once MCM has accepted them into the Public Registry. Significant archaeological resources will be incorporated into the proposed development through either in situ preservation or interpretation where feasible, or may be commemorated and interpreted on site. No demolition, new exterior construction, grading, or any other activity where soil disturbance will occur or might be reasonably anticipated shall take place on the subject property prior to the City of London receiving the MCM compliance letter indicating that all archaeological licensing and reporting requirements have been satisfied.

Permitted Interim Uses: uses within the existing building where no soil disturbance takes place.

h-XX

To ensure that development is not adversely impacted by noise, a Noise Study shall be undertaken and an agreement shall be registered on title to ensure any attenuation measures are incorporated into the design of the development and any warning clauses are included in tenancy agreements, as recommended by the Noise Study, to the satisfaction of the City Engineer. Further, to ensure that development will not have negative impacts on cultural heritage resources on, and adjacent to the subject property, and to ensure the long-term conservation of these resources, A Vibration Study – from a professional engineer – to determine the levels of vibration that are acceptable to avoid negative impacts during construction, and establish benchmark levels, and include the development of an inspection, monitoring and implementation plan, along with proposed mitigation measures - shall be prepared and accepted to the satisfaction of the City of London, prior to the removal of the h-XX holding symbol.

Closing

Based on the above analysis, the proposed development, and associated Zoning By-law Amendment application is consistent with the Provincial Planning Statement, are in conformity with both the current and adopted City of London Official Plan, maintains the general intent and purpose of the City of London Zoning By-law No. Z.-1, and represents good land use planning.

The following materials have been submitted to the City of London Planning Department along with this report in support of an application to amend the Zoning By-law:

- One (1) copy of a Covering Letter for the Application;
- One (1) copy of a Zoning By-law Amendment Application form;
- One (1) copy of this Planning and Design Report;
- One (1) copy of a Conceptual Development Plan;
- One (1) copy of a Traffic Impact Assessment;
- One (1) copy of a Heritage Impact Assessment;
- One (1) copy of a Focused Environmental Impact Assessment;
- One (1) copy of a Hydrogeological and Water Balance Report;
- One (1) copy of a Preliminary Servicing and Stormwater Management Report;
- One (1) copy of a Preliminary Geotechnical Report;
- One (1) copy of an Architectural Design Package;
- One (1) copy of a Zoning Data Sheet;
- One (1) copy of an Authorization as Agent form.

The application fees will be submitted directly to the Municipality under separate cover by our client.

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

Respectfully Submitted,

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