

## Report to Planning and Environment Committee

**To:** Chair and Members  
Planning & Environment Committee

**From:** G. Kotsifas P. Eng.,  
Managing Director, Development & Compliance Services and  
Chief Building Official

**Subject:** 2690015 Ontario Inc.  
101 Meadowlily Road South

**Public Participation Meeting on: October 5, 2020**

## Recommendation

That, on the recommendation of the Director, Development Services, the following actions be taken with respect to the application of 2690015 Ontario Inc. relating to the property located at 101 Meadowlily Road South:

- (a) The proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on October 13, 2020 to amend the Official Plan to change the designation of the subject lands **FROM** an Urban Reserve Community Growth designation, **TO** a Low Density Residential designation and Open Space designation;
- (b) The proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on October 13, 2020 to amend The London Plan to change the Place Type on a portion of the subject lands **FROM** a Neighbourhood Place Type, **TO** a Green Space Place Type;

**IT BEING NOTED THAT** the amendments will come into full force and effect concurrently with Map 1 and Map 7 of The London Plan;

- (c) The proposed by-law attached hereto as Appendix "C" **BE INTRODUCED** at the Municipal Council meeting on October 13, 2020 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan as amended in part (a) above, to change the zoning of the subject property **FROM** a Holding Urban Reserve (h-2\*UR1) Zone, **TO** a Residential Special Provision R6 (R6-5(\_)) Zone and Open Space (OS5) Zone;
- (d) The Planning and Environment Committee **REPORT TO** the Approval Authority the issues, if any, raised at the public meeting with respect to the application for Draft Plan of Vacant Land Condominium relating to the property located at 101 Meadowlily Road South; and.
- (e) The Planning and Environment Committee **REPORT TO** the Approval Authority the issues, if any, raised at the public meeting with respect to the Site Plan Approval application relating to the property located at 101 Meadowlily Road South.

## Executive Summary

### Summary of Request

The requested amendment is to permit a vacant land condominium which will include 13 townhomes with 4 dwelling units per building and 37 single detached cluster dwelling units. The development will be serviced by a new private road accessed from Meadowlily Road South and will include 10 visitor parking spaces onsite.

## Purpose and the Effect of Recommended Action

The recommended Official Plan and Zoning By-law amendment will permit a range of low density residential uses which can be implemented through a cluster residential development. This will allow for the development of the proposed vacant land condominium which will include 13 townhomes (52 units) and 37 single detached cluster dwelling units. The development will be serviced by a new private road accessed from Meadowlily Road South and will include 10 visitor parking spaces onsite.

## Rationale of Recommended Action

1. The recommended amendment is consistent with the PPS 2020.
2. The proposed amendment conforms to the in-force policies of the 1989 Official Plan, including but not limited to the Low Density Residential and Open Space policies.
3. The proposed amendment conforms to the in-force policies of The London Plan, including but not limited to the Neighbourhood Place Type and Green Space policies. The recommended amendment facilitates the development of an underutilized property and encourages an appropriate form of development.
4. The subject lands are located in close proximity to arterial roads, surrounding services and access to the Meadowlily Trail which provides pedestrian movements from East London to the City core.
5. The Draft Plan of Vacant Land Condominium application is considered appropriate and in conformity with The London Plan and the (1989) Official Plan as recommended, and is consistent with the Provincial Policy Statement. The proposed residential use is also consistent and permitted under the subject recommended Zoning By-law amendment application. Application for Site Plan Approval has also been reviewed and has advanced to the drawing acceptance stage.

## Analysis

### 1.0 Site at a Glance

#### 1.1 Property Description

The subject site is a large parcel of land which currently has a vacant, single detached dwelling located on it, along with an accessory structure. The site is approximately 5.20 hectares (12.85 acres) in size and irregular in shape with 271 metres of frontage along Meadowlily Road South. To the west of the site is the Highbury Woods followed by Highbury Ave and located to the east is the Meadowlily Woods ESA. North of the site is a private residence along with a large wooded area that is privately owned and protected. This wooded area is an extension of the Highbury Woods. South of the site is a large undeveloped lot.

#### 1.2 Current Planning Information (see more detail in Appendix D)

- (1989) Official Plan Designation – Urban Reserve Community Growth
- The London Plan Place Type – Neighbourhood Place Type
- Existing Zoning – h-2\*UR1

#### 1.3 Site Characteristics

- Current Land Use – vacant
- Frontage – 271 metres (889.1 feet)
- Depth – 183.8 metres (603 feet) south side & 224 metres (744.75 feet) north side
- Area – 5.20 ha (12.85 acres)
- Shape – irregular

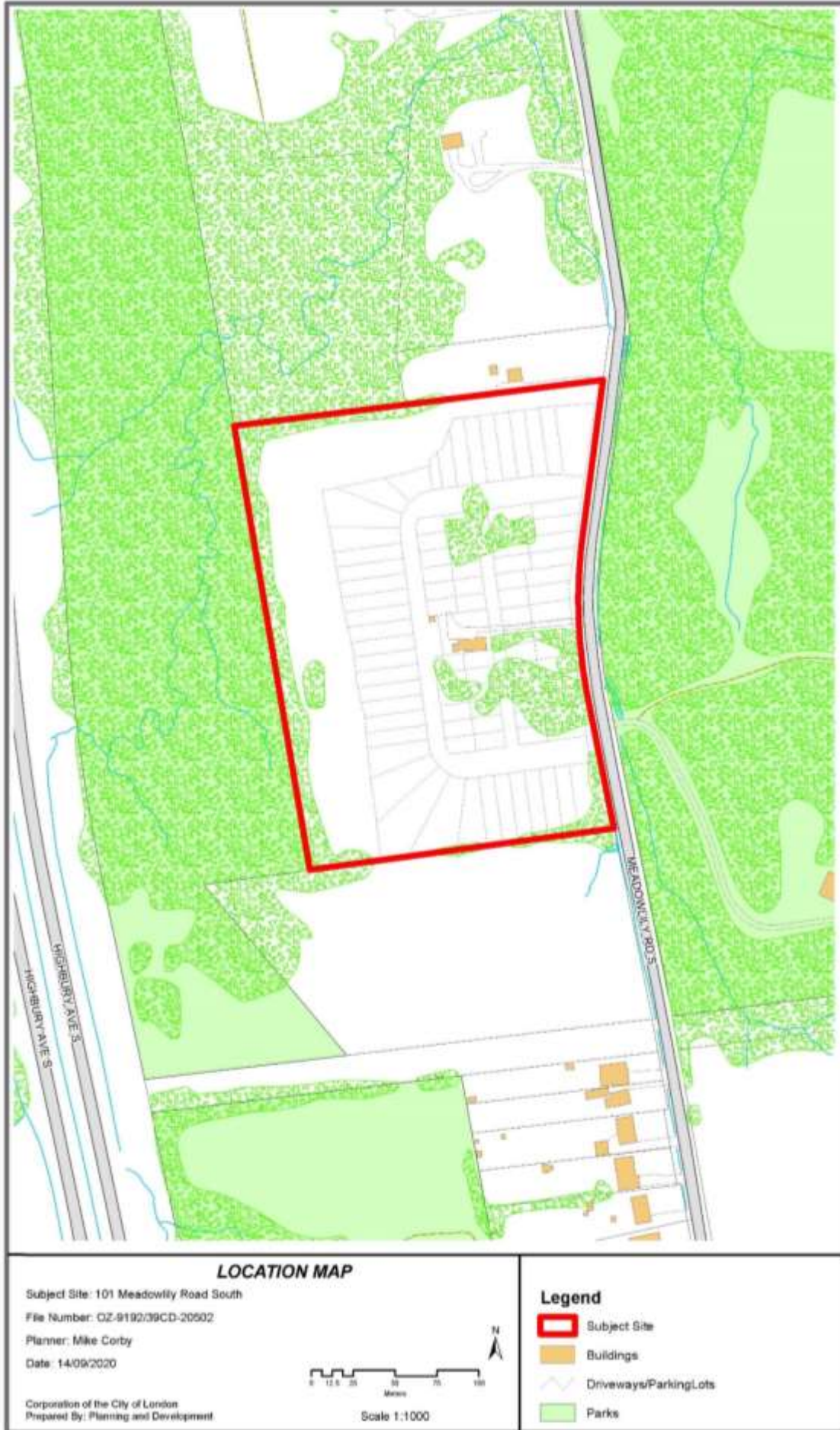
#### 1.4 Surrounding Land Uses

- North – Residential/Woodlot
- East – ESA
- South – Vacant
- West – Woodlot

**1.5 Intensification (89 residential units)**

- The proposed residential units represent intensification outside of the Built-area Boundary
- The proposed residential units are outside of the Primary Transit Area.

**1.6 Location Map**

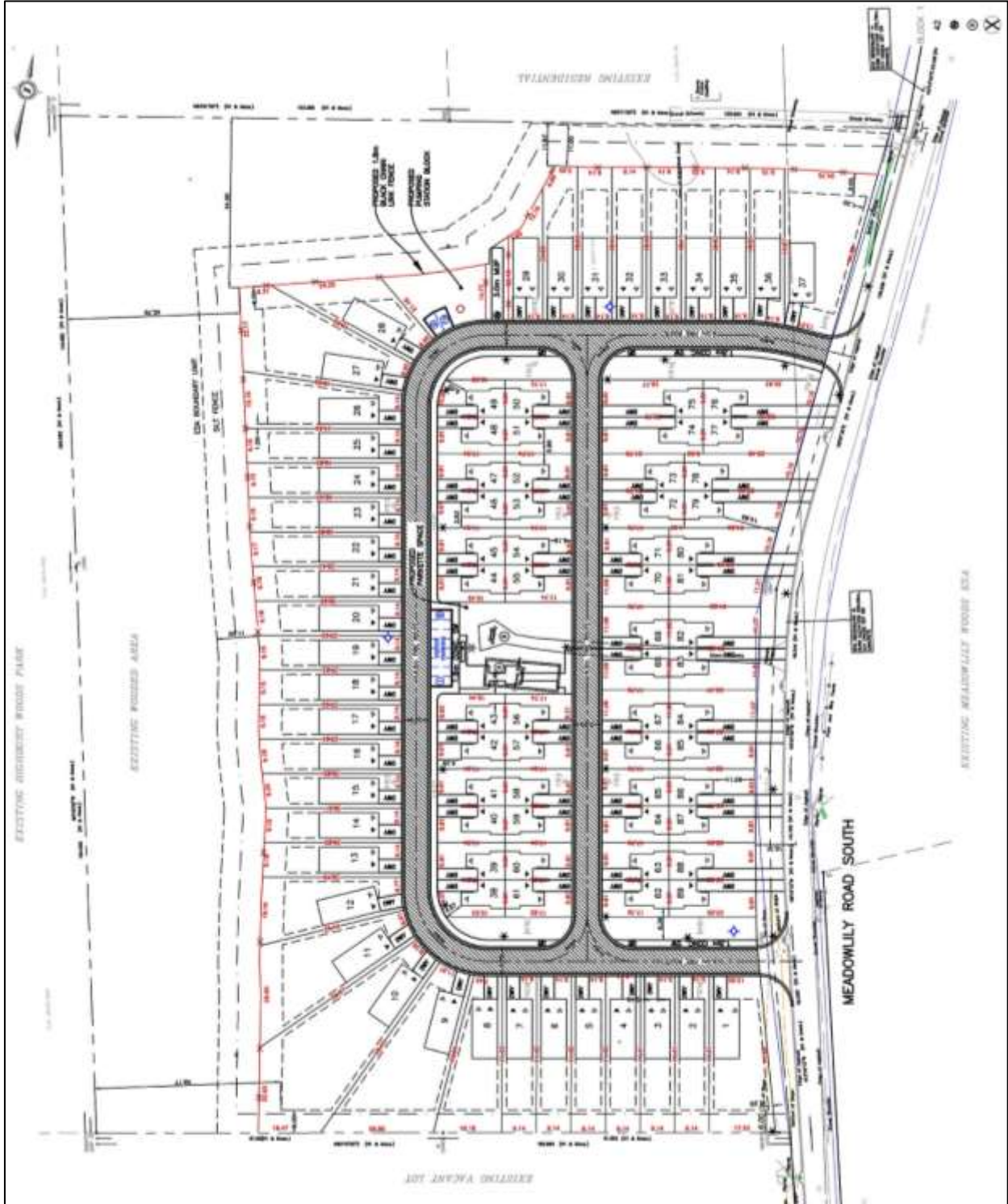




## 2.0 Description of Proposal

### 2.1 Development Proposal

The proposal is for an 89 unit vacant land condominium. The cluster development will include 37 single detached cluster dwelling units along with 13 townhouse dwellings with 4 units per building (52 units). The development will be serviced by a new private road accessed from Meadowlily Road South and will include 10 visitor parking spaces onsite.



## 3.0 Relevant Background

### 3.1 Planning History

On March 17, 2020 an application for a Vacant Land Condominium and Zoning By-law amendment were accepted as a complete application. Development Services also initiated an Official Plan amendment application for the subject site upon receipt of the application. The Official Plan application would amend the existing Urban Reserve Community Growth to Low Density Residential and Open Space. This has been a

standard practice for Development Services and is considered appropriate as the proposed Low Density Residential designation is in keeping with the Neighbourhood Place Type of The London Plan which has been approved by Council and the Province outlining the future planning policies on the site.

### **3.2 Requested Amendment**

The requested amendment is for an Official Plan amendment from an Urban Reserve Community Growth to a Low Density Residential and Open Space designation.

The amendment also includes a Zoning By-law amendment from a Holding Urban Reserve (h-2\*UR1), to a Residential R6 Special Provision (R6-5(\_)) Zone, to allow for the proposed vacant land condominium.

### **3.3 Community Engagement (see more detail in Appendix D)**

Through the public circulation process comments were received by 42 members of the public. Major concerns include the potential increase in traffic along Meadowlily Road South, on street parking and potential safety issues. Concerns were also raised about the potential loss of natural heritage features and impacts on the neighbouring ESA and woodlots as well as potential impact on wildlife in the area. The full spectrum of comments and concerns received by Staff are attached to Appendix "D".

### **3.4 Policy Context (see more detail in Appendix F)**

*Provincial Policy Statement, 2020*

#### **1. Building Strong Healthy Communities:**

The PPS provides direction for land use planning that focuses growth within settlement areas, and encourages an efficient use of land, resources, and public investment in infrastructure. To support this, the PPS defines a number of policies to promote strong, liveable, healthy and resilient communities which are sustained by accommodating an appropriate affordable and market-based range and mix of residential types, employment and institutional uses to meet long-term needs. These policies are set out in Section 1.0, and seek to promote cost-effective development patterns and standards to minimize land consumption and servicing costs. The PPS encourages settlement areas (1.1.3 Settlement Areas) to be the main focus of growth and development and appropriate land use patterns within settlement areas shall be established by providing appropriate densities and mix of land uses that efficiently use land and resources along with the surrounding infrastructure, public service facilities and is transit-supportive, where transit is planned, exists or may be developed (1.1.3.2). New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities (1.1.3.6).

The PPS also promotes an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents (1.4 Housing). It directs planning authorities to permit and facilitate all forms of housing required to meet the social, health and wellbeing requirements of current and future residents, and direct the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs. It encourages densities for new housing which efficiently use land, resources, and the surrounding infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed.

#### **2. Wise Use and Management of Resources:**

The vision defined in the PPS acknowledges that the long-term prosperity, environmental health and social well-being of Ontario depends upon the conservation and protection of our natural heritage and agricultural resources. Section 2.0 of the PPS establishes a number of policies that serve to protect sensitive natural features and

water resources.

Section 2.1 Natural Heritage 2.1.1.: “Natural features and areas shall be protected for the long term”; Section 2.1.8: “Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5, and 2.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions”

### 3. Protecting Public Health and Safety:

The vision defined in the PPS acknowledges that the long-term prosperity, environmental health and social well-being of Ontario depends, in part, on reducing the potential public cost and risk associated with natural or human-made hazards. Accordingly, Section 3.0 of the PPS states a number of policies designed to direct development away from natural and human-made hazards where there is an unacceptable risk (1) to public health or safety or (2) of property damage. The recommended vacant land condominium does not pose any public health and safety concerns, and there are no known human-made hazards.

In accordance with section 3 of the Planning Act, all planning decisions “shall be consistent with” the PPS.

#### *The London Plan*

*The London Plan* is the new Official Plan for the City of London (Council adopted, approved by the Ministry with modifications, and the majority of which is in force and effect). *The London Plan* policies under appeal to the *Local Planning Appeals Tribunal* (Appeal PL170100) and not in force and effect are indicated with an asterisk throughout this report. *The London Plan* policies under appeal are included in this report for informative purposes indicating the intent of City Council, but are not determinative for the purposes of this planning application.

The London Plan includes criteria for evaluating plans of subdivision through policy \*1688 that requires consideration of:

1. Our Strategy
2. Our City
3. City Building policies
4. The policies of the place type in which the proposed subdivision is located
5. Our Tools
6. Relevant Secondary Plans and Specific Policies

This is relevant as The London Plan also requires Vacant Land Condominiums to have the same considerations and requirements for the evaluation of draft plans of subdivision.

#### Neighbourhood Place Type

The subject site is located in an Neighbourhood Plane Type which permits a range of primary and secondary uses that may be allowed based on the street classification the property fronts (\*921\_ Permitted Uses). The subject site is located on a local street which would permit single detached, semi-detached, duplex, converted dwellings, townhouses, secondary suites, home occupations and group homes (\*Table 10). Permitted uses can achieve a height of up to 2.5 storeys when fronting a local street (\*Table 11). Zoning will be applied to ensure an intensity of development that is appropriate to the neighbourhood context, utilizing regulations for such things as height, density, gross floor area, coverage, frontage, minimum parking, setback, and landscaped open space (Intensity, \*935\_). All planning and development applications will conform to the City Design policies of this Plan (Form, \*936\_).

Residential intensification is fundamentally important to achieve the vision and key

directions of The London Plan. Intensification within existing neighbourhoods will be encouraged to help realize our vision for aging in place, diversity of built form, affordability, vibrancy, and the effective use of land in neighbourhoods. However, such intensification must be undertaken well in order to add value to neighbourhoods rather than undermine their character, quality, and sustainability. The following policies are intended to support infill and intensification, while ensuring that proposals are appropriate and a good fit within their receiving neighbourhoods (Residential Intensification in Neighbourhoods, \*937\_).

### Green Space Place Type

The Green Space Place Type is intended to be made up of a system of public parks and recreational areas, private open spaces, and our most cherished natural areas. It encompasses a linear corridor along the Thames River, which represents the natural heritage and recreational spine of our city (757\_). The Green Space Place Type is comprised of public and private lands; flood plain lands; lands susceptible to erosion and unstable slopes; natural heritage features and areas recognized by City Council as having city-wide, regional, or provincial significance; lands that contribute to important ecological functions; and lands containing other natural physical features which are desirable for green space use or preservation in a natural state. Within the place type agriculture, woodlot management, horticulture and urban gardens, conservation, essential public utilities and municipal services, storm water management, and recreational and community facilities are permitted uses (762\_5). The London Plan permits Council to acquire lands to add to the Green Space Place Type for the purposes of adding to the network of publicly-accessible open space, providing protection to lands identified as being susceptible to flooding or erosion; and providing protection to natural heritage areas within the Green Space Place Type (768\_).

### *(1989) Official Plan*

### Low Density Residential

The application is to change the current (1989) Official Plan designation to Low Density Residential. The Low Density Residential designation is intended to accommodate low-rise, low density housing forms which includes single detached; semi-detached; and duplex dwellings. Multiple-attached dwellings, such as row houses or cluster housing may also be permitted subject to the policies of this Plan (3.2.1. Permitted Uses). Development within areas designated Low Density Residential shall have a lowrise, low coverage form that minimizes problems of shadowing, view obstruction and loss of privacy. The development of low density residential uses shall be subject to appropriate site area and frontage requirements in the Zoning By-law. These requirements may vary in areas of new development according to the characteristics of existing or proposed residential uses, and shall result in net densities that range to an approximate upper limit of 30 units per hectare (12 units per acre) (3.2.2. Scale of Development).

Residential Intensification is a means of providing opportunities for the efficient use of land and encouraging compact urban form. Residential Intensification may be permitted in the Low Density Residential designation through an amendment to the Zoning By-law, subject to the following policies and the Planning Impact Analysis policies under Section 3.7. Residential Intensification projects shall use innovative and creative urban design techniques to ensure that character and compatibility with the surrounding neighbourhood are maintained as outlined in policy 3.2.3.3. and 3.2.3.4. (3.2.3. Residential Intensification)

### Urban Reserve Community Growth

The "Urban Reserve - Community Growth" designation is intended to provide a general indication of the mix of urban land uses proposed for the area. These areas will be composed of predominantly residential uses but will include commercial, institutional, and open space uses that are supportive of the community as well as provide

employment opportunities in a community setting. Notwithstanding this general intent, lands within the Urban Reserve designations may be re-designated by Council for any use through the community planning process and resulting amendment to this Plan (9.4.3. Proposals for a Change in Designation).

The preferred approach to planning areas designated "Urban Reserve" is through the Secondary Plan process as described in Section 19.2. Council may, however, review and adopt site specific Official Plan Amendments for lands designated "Urban Reserve" provided it does not negatively affect the community planning process on surrounding lands (9.4.4. Site Specific Amendments)

#### Open Space

The Open Space designation is used in an effort to protect and establish a continuous linear open space network which generally follows the Thames River and its tributaries. It will provide for linkages among open space areas throughout the City and allow for a balanced distribution of locations for both active and passive recreational pursuits. The Space Designation is used to protect natural heritage areas which have been identified, studied and recognized by Council as being of citywide, regional, or provincial significance. Within this designation district, city-wide, and regional parks; and private open space uses such as cemeteries and private golf courses are permitted in the Open Space designation. Agriculture; woodlot management; horticulture; conservation; essential public utilities and municipal services; and recreational and community facilities; may also be permitted (8A.2.2)

### 4.0 Key Issues and Considerations

The report below addresses the relevant planning policies and how they relate to the proposed application in detail. Community concerns will also be addressed through the analysis provided below.

#### 4.1 Issue and Consideration # 1 – PPS, 2020 (PPS)

*Provincial Policy Statement, 2014 (PPS)*

##### Provincial Policy Statement

The recommended Draft Plan is consistent with the PPS 2020, summarized as follows:

1. Building Strong Healthy Communities:

The recommended amendments are consistent with the PPS as it provides alternative land uses within the surrounding context promoting an appropriate range and mix of residential uses. The proposed cluster development promotes a cost-effective development pattern helping reduce servicing cost and land consumption [1.1.1]. The proposed development is within a settlement area helping establish an appropriate land use pattern that contributes to the density and mix of land uses in the area. The vacant land condominium will both benefit and support the existing resources, surrounding infrastructure and public service facilities in the area (1.1.3 Settlement Areas). The subject site is located in close proximity to two community commercial nodes (Shopping Areas) which can provide convenient amenities, employment and shopping destinations. The site is also considered to be transit supportive as it is in close proximity to an arterial road and highway, a major passive recreation trail system along the Thames River Corridor for bikers and pedestrians and two bus routes exists near the intersection of Commissioners Road East and Meadowlily Road South (1.1.3.2) contributing to a healthy, livable and safe community. Although not abutting existing development due to the sites isolated location the proposed development has a compact form and mix of uses that allows for the efficient use of land, infrastructure and public service facilities (1.1.3.6).



The proposed development is also in keeping with the PPS as it contributes to the mix of housing type in the area which is made up of a handful of single detached dwellings on relatively large lots. The proposal provides a density that will help to meet the projected requirements of current and future residents but will remain compatible with the existing land uses in the area while still being significant enough to efficiently use the land, resources and surrounding infrastructure and public service facilities and support the use of active transportation and transit in areas where it exists or is to be developed [1.4.3(d)].

2. Wise Use and Management of Resources:

Based on the accepted EIS, the recommended vacant land condominium and Zoning By-law Amendment are consistent with the Provincial Policy Statement - Section 2.0. The site abuts the Highbury Woods to the west and north and the Meadowlily Woods ESA to the west. Through the review of the EIS, and consultation with Staff a 35 metre buffer is being provided from the existing drip line on the westerly portion of the site. This is a significant buffer ensuring the continued protection of the abutting woodlot. In regards to the existing ESA to the east it is located on the other side of Meadowlily Road South. Given the existing R.O.W., the required land dedication for road widening and proposed setbacks no additional measures will be required as the ESA will be appropriately buffered from future development.

3. Protecting Public Health and Safety:

The recommended Vacant Land Condominium and Zoning Amendment do not pose any public health and safety concerns, and there are no known human-made hazards.

## 4.2 Issue and Consideration # 2 - Use

### *The London Plan*

The subject site is located within a Neighbourhood Place Type and is not subject to any specific policies of the Plan. The proposed cluster residential development is in keeping with the permitted uses of The London Plan as the site is located along a local street which permits cluster residential developments along with the proposed single detached and townhouse dwelling uses (\*921\_ Permitted Uses, \*Table 10).

### *(1989) Official Plan*

The proposed vacant land condominium requires a change in the (1989) Official Plan from the existing Urban Reserve Community Growth designation to Low Density Residential. The Urban Reserve Community Growth designation is essentially used as a placed holder identifying that lands within this designation will be used for a mix of urban land uses in the future. These land uses are predominantly residential in nature but may include commercial, institutional, and open space uses. These lands are most commonly redesignated by Council through the community planning process (Secondary Plan) resulting in an amendment to the (1989) Official Plan (9.4.3. Proposals for a Change in Designation). The (1989) Official Plan also allows for site specific Official Plan Amendments within the designation provided it does not negatively affect the community planning process on surrounding lands (9.4.4. Site Specific Amendments). In the case of the subject site City Staff have initiated the site specific Official Plan amendment to redesignate to Low Density Residential. The proposed change to LDR is considered appropriate for the subject site as it will not negatively affect any potential community planning process on surrounding lands. The site is currently surrounded by natural heritage features which have recently undergone a Conservation Master Plan to ensure their continued protection. Given this recent review and protection on the surrounding lands a larger planning picture like a secondary plan would be unnecessary given the scale of the remaining lands within the URCG

designation. The proposed site specific amendment is the appropriate process to permit the redesignation of these lands and permit potential development.

It is also important to note that the lands within the URCG designation have also recently been reviewed through The London Plan process which identified the subject site and additional lands to the south as a Neighbourhood Place Type. No appeals were made to the Place Type on this site therefore once all appeals have been dealt with the Neighbourhood Place Type, which permits the proposed form of development will be permitted. Therefore, the recommended Low Density Residential designation is in keeping with the vision and policy direction identified within the future Neighbourhood Place Type and is considered appropriate within the surrounding context of the subject site (3.2.1. Permitted Uses).

#### **4.3 Issue and Consideration # 3 - Intensity**

##### *The London Plan*

Within the Neighbourhood Place Type, intensity of development is controlled by regulating the range of permitted uses and heights based on the street classification fronting the subject site. The proposed development is in keeping with the intensity policies of the Plan as the recommended single detached dwellings and townhouse buildings will be 2.5-storeys or less in height and the proposed uses can be accommodated on the site with no need for special provisions. The proposed R6-5 Zone does permit heights of up to 12 metres which could accommodate 3-storeys however, Staff is recommending a special provision to mirror The London Plan which will restrict heights to 2.5 storeys.

##### *(1989) Official Plan*

The LDR policies direct intensity to be controlled by appropriately sized lot areas and frontage requirements of the Zoning By-law. The proposed development is for cluster housing which applies zoning regulations to the whole of the site and not the uses within it. This means the individual "Lots" are actually considered "Units" within the proposed development and are not subject to the typical regulations of the Zoning By-law like lot area and lot frontage. The site is considered a single property when implementing cluster forms of housing therefore the regulations apply to the site as a whole as opposed to the individual uses. The LDR policies do identify that net densities should also be used to control density within the designation. Within the LDR designation net densities can range to an approximate upper limit of 30 units per hectare (12 units per acre) within Low Density Residential neighbourhoods (3.2.2. Scale of Development). The total site area is 5.2ha in size, as a result of the land dedication on the west and northern portions of the site the total developable area is approximately 3.39ha in size. The resulting density based on the development area is 27uph which is in keeping with the policies of the (1989) Official Plan.

#### **4.4 Issue and Consideration # 4 - Form**

##### *The London Plan*

The London Plan requires that all planning and development applications conform to the City Design policies. The proposed development is in keeping with these policies as the site layout is designed in a manner that is in keeping with the planned character of the surrounding lands designated as Neighbourhood (252\_). The planned character is identified through policies in the Neighbourhood Place Type which permits low rise, low density forms of development such as the proposed cluster housing. The site layout has also been designed in a manner which will mitigate impacts on adjacent lands (253\_). A large buffer on the west and northerly portions of the site protect the abutting Woodland and residential uses while the existing R.O.W and required setbacks create appropriate separation between the development and ESA/heritage features to the east. The built form along Meadowlily Road South helps establish an appropriate and consistent street line of buildings creating a positive interface between the built form and public realm (256\_). The proposed development has identified outdoor amenity space

within the townhome developments and a passive recreational trail which will be developed along the westerly and northerly portions of the site (295\_).

The London Plan also provides policies on how residential intensification within neighbourhoods should develop and states that residential intensification is fundamentally important in achieving the vision and key directions of The London Plan. Although the subject site is not surrounded by your typical built up neighbourhood and is considered a greenfield development these policies can act as a guideline when considering how the proposed development fits within its surrounding context. The proposed development is considered in keeping with the intensification policies as it helps implement the vision of the London Plan by providing opportunities to age in place, a diversity of built form, affordability, vibrancy, and the effective use of land in the area (Residential Intensification in Neighbourhoods, \*937\_).

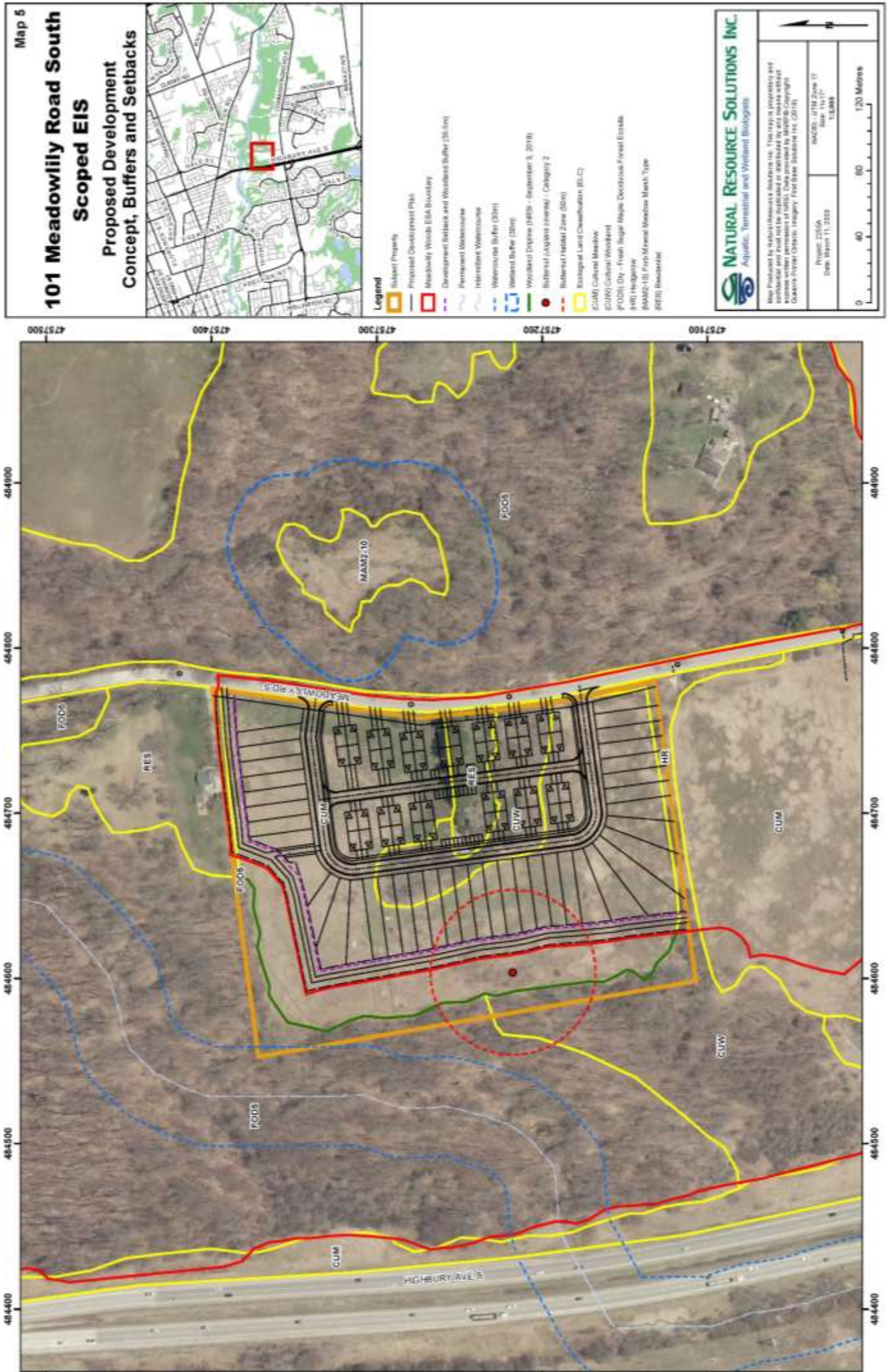
#### *(1989) Official Plan*

The Low Density Residential designation is intended to accommodate low-rise, low density housing forms of development. The proposed vacant land condominium is in keeping with this goal as the proposed uses will not exceed 2.5-storeys in height ensuring that a lowrise, low coverage form of development is achieved minimizing any problems of shadowing, view obstruction and loss of privacy as well as providing compatibility with the surrounding land uses.

Similar to The London Plan the (1989) Official Plan looks at residential intensification as an important means of providing opportunities for the efficient use of land and encouraging compact urban form. Although the policies are not specifically applied to greenfield developments the policies identify that innovative and creative urban design techniques should be used to ensure that character and compatibility with the surrounding neighbourhood are maintained. The proposed site layout and elevations have been reviewed and determined that the proposed use, intensity and form of development are appropriate within its surrounding context (3.2.3. Residential Intensification). Previous analysis of The London Plan form policies outlines how the proposed form of development is appropriate within its surrounding context.

#### **4.5 Issue and Consideration # 5 – Additional Amendments**

The above analysis relates to the developable portion of the property however, additional Official Plan amendments and zoning regulations are required to ensure the continued protection of the abutting natural heritage features. As part of this application an EIS was submitted and the applicant worked with City Staff on achieving appropriate buffers to the abutting lands. As part of this process, the applicant agreed to provide a 35 metre buffer from the drip line of the existing Highbury Woods abutting this site. Within this buffer, an 11 metre portion of land has been identified to accommodate a passive recreational trail (See image below). Overall a total setback of roughly 45 meters (buffer included) from the westerly property line is achieved. The lands within this setback will be dedicated to the City through the site plan approvals process. Additional setbacks also exists along the northern property line where additional woodlands and residential uses exists. As a result of the proposed buffers Staff are recommending that these lands be designated as a Green Space Place Type in The London Plan and Open Space in the (1989) Official Plan. As a result of the recommended redesignation an Open Space (OS5) Zone is being recommended over these lands ensuring that no future development can occur.



Lands west and north of the Development Limit (purple dashed line) shall be dedicated to the City



#### 4.6 Issue and Consideration # 6 – Zoning

The recommended zoning over the subject site is a Residential Special Provision R6 (R6-5(\_)) Zone and an Open Space (OS5) Zone. The Residential R6 Special Provision (R6-5(\_)) Zone is commonly used within Low Density Residential neighbourhoods throughout the City to implement vacant land condominiums. The recommended zoning will ensure that the intensity of development is appropriate within the surrounding context as it provides appropriate height and density regulations which will reduce impacts on the surrounding lands and provide a compatible form of development. Outside of implementing the height regulations of The London Plan no additional special provisions are required as the site is of sufficient size and shape to accommodate the proposed uses. As mentioned in Section 4.5 of the report the OS5 Zone will be used to ensure appropriate buffers are established between land uses and the continued protection of the abutting woodlands is achieved.

The proposed application was originally seeking a reduction in front yard setback which would have permitted the construction of homes on Lot 1 and 37 to be located 1.2 metres away from the lot line which would have resulted in the sides of the future homes encroaching on Meadowlily Road South and Meadowlily ESA. As a result of these concerns and additional design and safety concerns the applicant has withdrawn the requested reduction and will maintain the required 6m front yard setback to address these concerns.

As part of the application the applicant was seeking to remove the existing holding provision (h-2). Through the development review process and review of the EIS, an appropriate development boundary has been established ensuring that no negative impacts will occur on the abutting Natural Heritage Systems. The recommended zoning will ensure that this development limit is maintained and abutting lands are protected. Through the ongoing site plan review process Staff will ensure that an agreement shall be entered into specifying appropriate development conditions. For these reasons Staff feel it is appropriate to remove the existing holding provision.

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

#### 4.7 Issue and Consideration # 7 – Vacant Land Condominium

As part of the overall application a Vacant Land Condominium was submitted. Vacant Land Condominiums are approved by the assigned Approval Authority however, they are required to be reviewed through a public participation meeting before the Planning and Environment Committee (PEC) where any concerns raised through the public participation meeting from both residents and members of Municipal Council for both the Condominium application and site plan application can be discussed and brought to the attention of the Approval Authority for consideration. The full spectrum of concerns have been included in Appendix "D" and a review of the major concerns can be found in Section 4.8. Staff's review of the vacant land condominium is completed below.

#### The London Plan

##### *Our Strategy*

Direction #5 is to *Build a Mixed-use Compact City by managing outward growth by supporting infill and intensification within the Urban Growth Boundary in meaningful ways (59\_8)*. The proposed vacant land condominium is located within the Urban Growth Boundary in an area identified by policy for future growth and development.



The development provides sensitive and integrated land uses creating alternative forms of housing within its surrounding context at a higher density than currently exists.

Direction #7 is to *Build Strong, Healthy and Attractive Neighbourhoods for Everyone* through designing complete neighbourhoods by meeting the needs of people of all ages, incomes and abilities, and allowing for affordability and ageing in place (61\_2). The proposed Vacant Land Condominium and Zoning By-law Amendment will facilitate the development of low rise residential uses, provide alternative dwelling unit types and help create a complete community of residential uses that provides opportunities for ageing in place, affordability and housing choice.

Direction #8 is to *Make Wise Planning Decisions* by ensuring that planning is in accordance with the *Accessibility for Ontarians with Disabilities Act*, so that all of the elements of the City are accessible for everyone (62\_11). The recommended vacant land condominium will include a sidewalk through the site on the proposed private road and an additional public pathway will be included along the westerly and northerly edges of the development seeking to ensure a walkable and connected community that promotes active health and accessibility, as well as providing a dedicated pathway network for even greater pedestrian connections through future developments.

### *Our City*

The London Plan directs infill and intensification to the Primary Transit Area to achieve a target of accommodating 45% of all future residential growth in the Built-Area Boundary (91\*). Additionally, a target of 75% of all intensification is to be achieved in the Primary Transit Area which includes the greatest amount and highest level of transit service in the city (92\_2\*). The subject site sits just outside of the Built-Area Boundary and Primary Transit Area. The Built-Area Boundary is generally located along Highbury Ave South and the Primary Transit Area runs along the rear property line of the subject site.

The development potential for such a site located at the edge of the targeted growth areas is more moderate than lands within the Built-Area Boundary or Primary Transit Area. The range of uses and intensities proposed are appropriate to optimize the site, without resulting in an over-intensification or level of intensity that would be better located in a more central and transit served location.

The Our City policies require that adequate municipal infrastructure services can be supplied prior to any development proceeding (172), and the site has access to future water, and transportation infrastructure that the proposed development can access. Sanitary servicing will be privately owned and maintained by the condominium corporation and stormwater will be contained on site through LID solutions.

### *City Building Policies*

The City Building policies provide the over-arching direction for how the City will grow over the next 20 years. *City Design* ensures that the built form considers elements such as streets, streetscapes, public spaces, landscapes and buildings. City design is about planning the built form to create positive relationships between these elements (\*189\_). City design also helps us to create pedestrian and transit-oriented environments that support our plans for integrating mobility and land use (191\_). The proposed development incorporates these elements by creating appropriate buffering from abutting land uses, creating a public pathway around the development and creating a consistent streetscape along Meadowlily Road South providing for a positive relationship with Meadowlily Road South.

The Our Tools section of The London Plan, Vacant Land Condominiums are considered based on the following (1709):

1. *The same considerations and requirements for the evaluation of draft plans of subdivision shall apply to draft plans of vacant land condominium;*

The proposed draft plan of vacant land condominium has been evaluated with regards to the review criteria for plans of subdivision. The proposed cluster development will have appropriate services. The access and residential uses proposed are appropriate for the site, and there are no natural or human made hazards associated with the site. There are a number of parks and recreational trails in proximity to the site, and existing and future commercial uses proposed in close distance to the proposed condominium. Building elevation plans have been reviewed as part of the site plan submission. The size and style of dwellings are anticipated to contribute to housing choice and meet the community demand for housing type, tenure and affordability. All grading and drainage issues will be addressed by the applicant's consulting engineer to the satisfaction of the City through the accepted engineering and servicing drawings, future Development Agreement and Site Plan Approval process.

- 2. The applicant may be required to provide site development concepts and meet design requirements consistent with the Site Plan Control By-law as part of the consideration of a draft plan of vacant land condominium;*

The draft plan of Vacant Land Condominium is being concurrently considered with an active Site Plan Application. The various requirements of the Site Plan Control By-law will be considered and implemented through a Development Agreement for the lands.

- 3. Proposals for vacant land condominiums which will result in units above or below any other unit will not be supported;*

The proposed townhouse units do not result in unit boundaries below or above other units.

- 4. Only one dwelling will be permitted per unit;*

There is only one townhouse dwelling proposed per unit.

- 5. At the time of registration, structures cannot cross unit boundaries;*

A signed Development Agreement will be required prior to the final approval of the Vacant Land Condominium that will confirm both the location of structures and unit boundaries.

- 6. The registration of a proposed development as more than one vacant land condominium corporation may be permitted if the proposal is supportive of comprehensive development and planning goals. The minimum number of units to be included in each condominium corporation will be adequate to allow for the reasonable independent operation of the condominium corporation.*

The proposed cluster townhouse development is to be developed as one condominium corporation.

The City of London Condominium Guidelines have been considered for the proposed Vacant Land Condominium which is comprised of various units and common elements. The City may require applicants to satisfy reasonable conditions prior to Final Approval and registration of the plan of condominium, as authorized under the provisions of subsection 51(25) of the *Planning Act*. In order to ensure that this Vacant Land Condominium development functions properly, the following may be required as conditions of draft approval:

- That site plan approval has been given and a Development Agreement has been entered into;
- Completion of site works in the common elements and the posting of security in addition to that held under the Development Agreement (if applicable), in the event

these works are not completed prior to registration of the plan of condominium;

- Confirmation of addressing information and door point numbers;
- Payment of outstanding taxes or local improvement charges, if any;
- Provision of servicing easements for utility providers (such as London Hydro, Union Gas, Bell, etc.);
- The maintenance of any stormwater servicing works including on-site works;
- Arrangements be made dealing with rights of access to and use of joint facilities, and responsibility for and distribution of costs for maintenance of joint facilities; and,
- Ensuring that the Condominium Declaration to be registered on title adequately addresses the distribution of responsibilities between the unit owners and the condominium corporation for the maintenance of services, the internal driveway, amenity areas, and any other structures in the common elements.

#### **4.8 Issue and Consideration # 8 – Public Concerns**

Through the public consultation process, several concerns were raised. The main concerns related to traffic, safety, parking and impacts on abutting land uses/natural heritage areas.

##### **Traffic/Parking/Safety:**

Through the development review process Transportation Engineering reviews all development proposals with respect to potential impacts on traffic volumes and pedestrian safety. Through the review of the proposed application the impacts of 89 additional units is considered minimal and Meadowlily Road South right-of-way is able to accommodate the proposed increase in traffic. Due to the small increase in traffic that will be generated no additional studies or reports are required to justify the proposed density of the development in regards to its impacts on traffic.

In regard to safety, a Sight Line Analysis was complete as part of the review process. Through this analysis it was determined that potential trimming or possible removal of trees may be required to ensure safe sight lines are achieved. Transportation will work with forestry to determine which trees would be impacted.

Members of the community also expressed concern about the existing on street parking issues and potential for this development to worsen the issue. The development provides significant parking within itself. Each unit is proposed to have its own garage along with a driveway while 10 additional visitor parking spaces will be provided. Spill over parking onto Meadowlily Road South should not occur as a result of this development.

It should be noted that many of the concerns related to traffic, parking and safety are a result of current conditions and not directly tied to the proposed development although, the community does believe the conditions will worsen. In order to look at potential options to deal with these ongoing issue the community can reach out to the Transportation Division (Traffic Signals and Signage Division) to determine if on street parking is appropriate along this section of Meadowlily Road South. Transportation Staff have also noted that studies have already been completed for Meadowlily Road which have determined that the road does not meet the requirements for Traffic Calming measure. It should also be noted that Council has approved an initiative to reduce speeds on local roads throughout London. Community zones are currently in the test phase and Meadowlily Road South could see a reduction in speed to 40km/hr through this process.

##### **Impacts on Surrounding Features:**

As identified, the subject site abuts the Highbury Woods and Meadowlily ESA. Concerns were raised about the loss of trees and woodlands due to the development and impacts on sensitive features. As identified within Sections 4.1, 4.5 and 4.6 of the report the proposed development is providing a 35m buffer from the existing drip line of the abutting woodlands ensuring its continued protection. Although some trees which surround the existing dwelling on the site will be removed they do not make up part of

any significant natural heritage features.

The Meadowlily ESA to the east is located on the other side of an existing R.O.W which provides a buffer and significant break between land uses. This combined with the required land dedication for road widening along with the recommended setbacks create a significant buffer and separation between land uses resulting in minimal impacts from the proposed development on the abutting ESA.

**Heritage Character:**

Concerns were raised about the proposed buildings and their interface with the rural setting of the area. Staff feel that significant buffering is being provided between the existing R.O.W and proposed development. The applicant is required to provide a road widening dedication of approximately 10.71 metres from centreline, resulting in land dedications of approximately 3.5m to 5m from existing property line. The applicant is identifying an additional setback of approximately 11m setbacks for the proposed townhomes and 6m setbacks for the 2 single detached dwellings. These required setbacks will result in setbacks ranging from 14.5m and 16.5m for the townhomes and 9.5m to 11m for the single detached dwellings providing adequate space to accommodate the recommendations outlined in the submitted HIA. These recommendations include providing additional boulevard landscape planting of trees and shrubs using native species to maintain the rural context of Park Farm, gates of a sympathetic design, material and scale to the rural setting of Park Farm and Meadowlily Rd S. and lighting that controls and prevents lighting bleed and glare onto Park Farm these items will all be reviewed through the site plan approval process.

More information and detail is available in Appendix B and C of this report.

## 5.0 Conclusion

The recommended amendments are consistent with the Provincial Policy Statement, 2020 and conform to the City of London (1989) Official Plan policies and relevant policies of The London Plan. The proposal facilitates the development of an underutilized property and encourages an appropriate form of development. The subject lands are also located in close proximity to arterial roads ensuring easy access to the 401 and other areas and services within the City. The site is situated near two community commercial nodes which will support and benefit from the proposed increase in density in the community and the Meadowlily Trail provides for accessible open space and pedestrian movement from East London to the City core. The application for Approval of Vacant Land Condominium is considered appropriate, consistent with the Provincial Policy Statement, and conforms to The London Plan and the (1989) Official Plan. The proposed vacant land condominium in the form of cluster townhouses and single detached units also complies with the recommended Zoning By-law.

<b>Prepared by:</b>	<b>Michael Corby, MCIP, RPP Senior Planner, Development Services</b>
<b>Recommended by:</b>	<b>Paul Yeoman, RPP, PLE Director, Development Services</b>
<b>Submitted by:</b>	<b>George Kotsifas, P.ENG Managing Director, Development and Compliance Services and Chief building Official</b>
Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Development Services.	

September 28, 2020  
MC/mc

Matt Feldberg, Manager Development Services (Subdivision)  
Lou Pompili, Manager, Development Planning  
Michael Pease, Manager, Development Planning



## Appendix A

Bill No. (number to be inserted by Clerk's Office)  
2020

By-law No. C.P.-1284-  
A by-law to amend the Official Plan for  
the City of London, 1989 relating to 101  
Meadowlily Road South.

The Municipal Council of The Corporation of the City of London enacts as follows:

1. Amendment No. (to be inserted by Clerk's Office) to the Official Plan for the City of London Planning Area – 1989, as contained in the text attached hereto and forming part of this by-law, is adopted.
2. This by-law shall come into effect in accordance with subsection 17(38) of the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on October 13, 2020.

Ed Holder  
Mayor

Catharine Saunders  
City Clerk

First Reading – October 13, 2020  
Second Reading – October 13, 2020  
Third Reading – October 13, 2020

**AMENDMENT NO.**  
**to the**  
**OFFICIAL PLAN FOR THE CITY OF LONDON**

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to change the designation of certain lands described herein from Urban Reserve Community Growth to Low Density Residential and Open Space on Schedule "A", Land Use, to the Official Plan for the City of London.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 101 Meadowlily Road South in the City of London.

C. BASIS OF THE AMENDMENT

The recommended amendment is consistent with the Provincial Policy Statement, 2020, and the Low Density Residential policies of the Official Plan and the Neighbourhood Place Type policies of The London Plan.

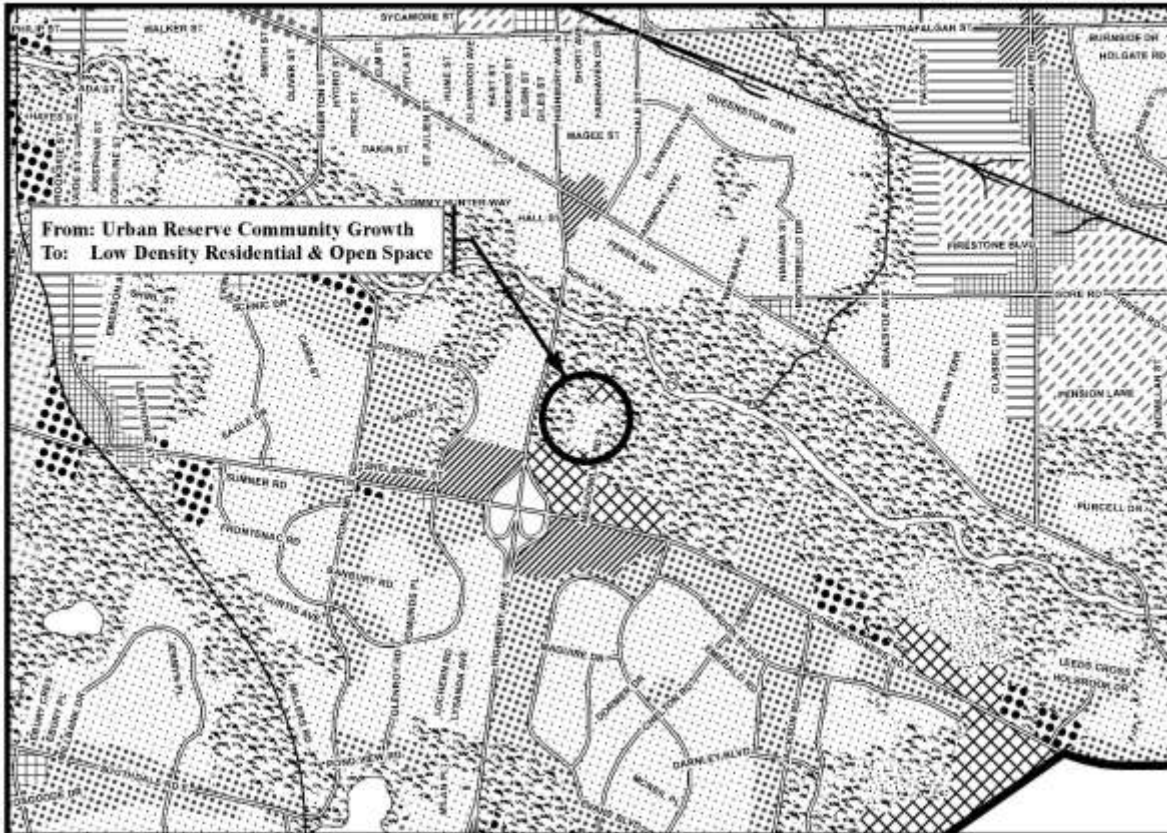
The recommended amendment will facilitate a vacant land condominium consisting of 37 single detached dwellings and 13 townhouse dwellings (52 units) which is compatible with the surrounding land uses while ensuring the continued protection of surrounding landuses.

D. THE AMENDMENT

The Official Plan for the City of London is hereby amended as follows:

Schedule "A", Land Use, to the Official Plan for the City of London Planning Area is amended by designating those lands located at 101 Meadowlily Road South in the City of London, as indicated on "Schedule 1" attached hereto from Urban Reserve Community Growth to Low Density Residential.

AMENDMENT NO:



**Legend**

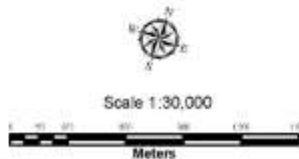
- |   |  |                         |
|---|--|-------------------------|
| Downtown                                      | Multi-Family, Medium Density Residential | Office Business Park    |
| Wonderland Road Community Enterprise Corridor | Low Density Residential                  | General Industrial      |
| Enclosed Regional Commercial Node             | Office Area                              | Light Industrial        |
| New Format Regional Commercial Node           | Office/Residential                       | Commercial Industrial   |
| Community Commercial Node                     | Regional Facility                        | Transitional Industrial |
| Neighbourhood Commercial Node                 | Community Facility                       | Rural Settlement        |
| Main Street Commercial Corridor               | Open Space                               | Environmental Review    |
| Auto-Oriented Commercial Corridor             | Urban Reserve - Community Growth         | Agriculture             |
| Multi-Family, High Density Residential        | Urban Reserve - Industrial Growth        | Urban Growth Boundary   |

This is an excerpt from the Planning Division's working consolidation of Schedule A to the City of London Official Plan, with added notations.

**SCHEDULE I  
 TO  
 OFFICIAL PLAN**

AMENDMENT NO. \_\_\_\_\_

PREPARED BY: Graphics and Information Services

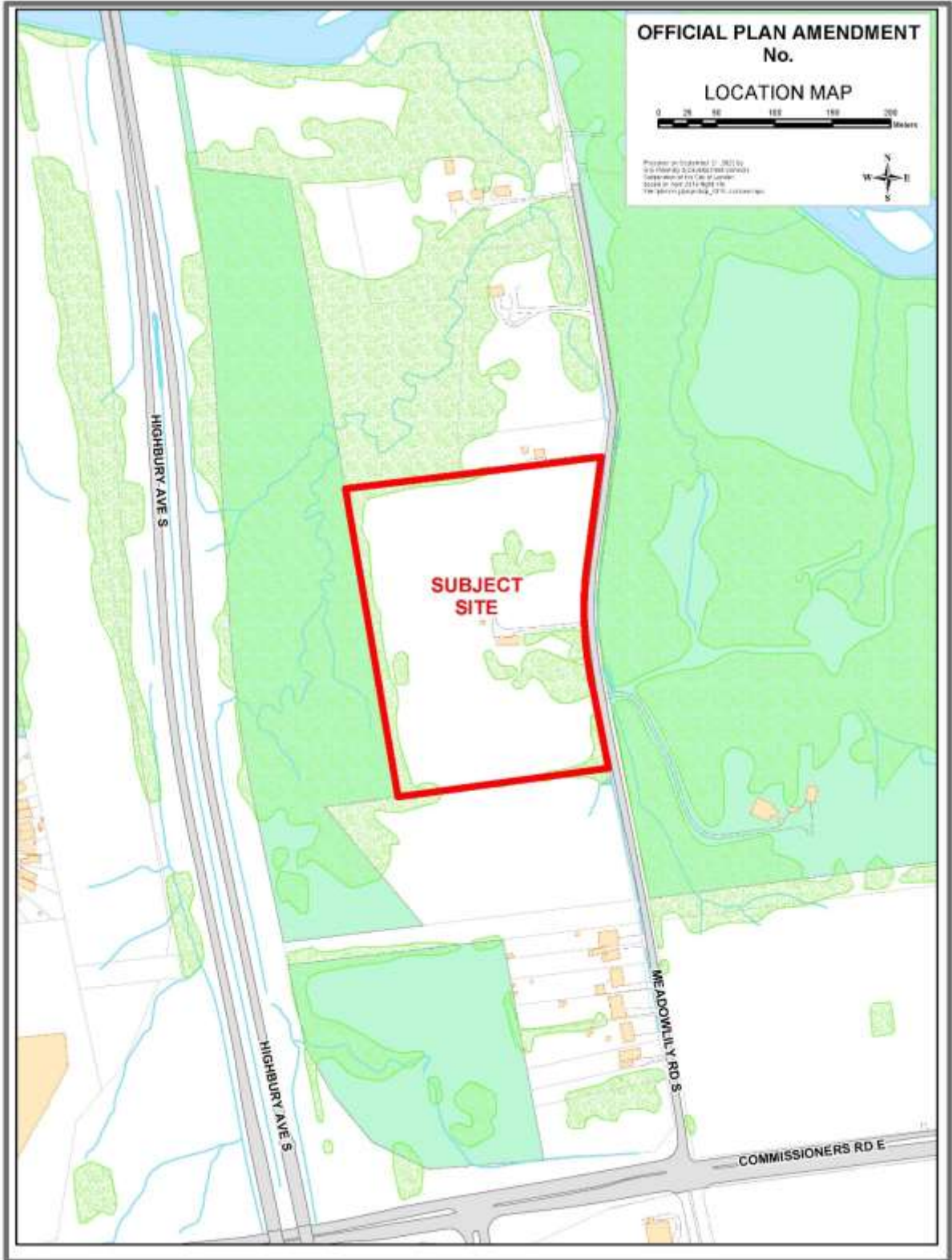


FILE NUMBER: OZ-9192

PLANNER: MC

TECHNICIAN: RC

DATE: 2020/09/21



## Appendix B

Bill No.(number to be inserted by Clerk's Office)  
2020

By-law No. C.P.\_\_\_\_

A by-law to amend The London Plan for  
the City of London, 2016 relating to 101  
Meadowlily Road South.

The Municipal Council of The Corporation of the City of London enacts as  
follows:

1. Amendment No. (to be inserted by Clerk's Office) to The London Plan for  
the City of London Planning Area – 2016, as contained in the text attached hereto and  
forming part of this by-law, is adopted.
2. This by-law shall come into effect in accordance with subsection 17(38) of  
the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on

Ed Holder  
Mayor

Catharine Saunders  
City Clerk

First Reading -  
Second Reading -  
Third Reading -



**AMENDMENT NO.**

**to the**

**OFFICIAL PLAN FOR THE CITY OF LONDON**

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to change the designation of certain lands described herein from Neighbourhood to Greenspace on Map 1, Place Types, to The London Plan for the City of London.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to a portion of lands located at 101 Meadwolily Road South.

C. BASIS OF THE AMENDMENT

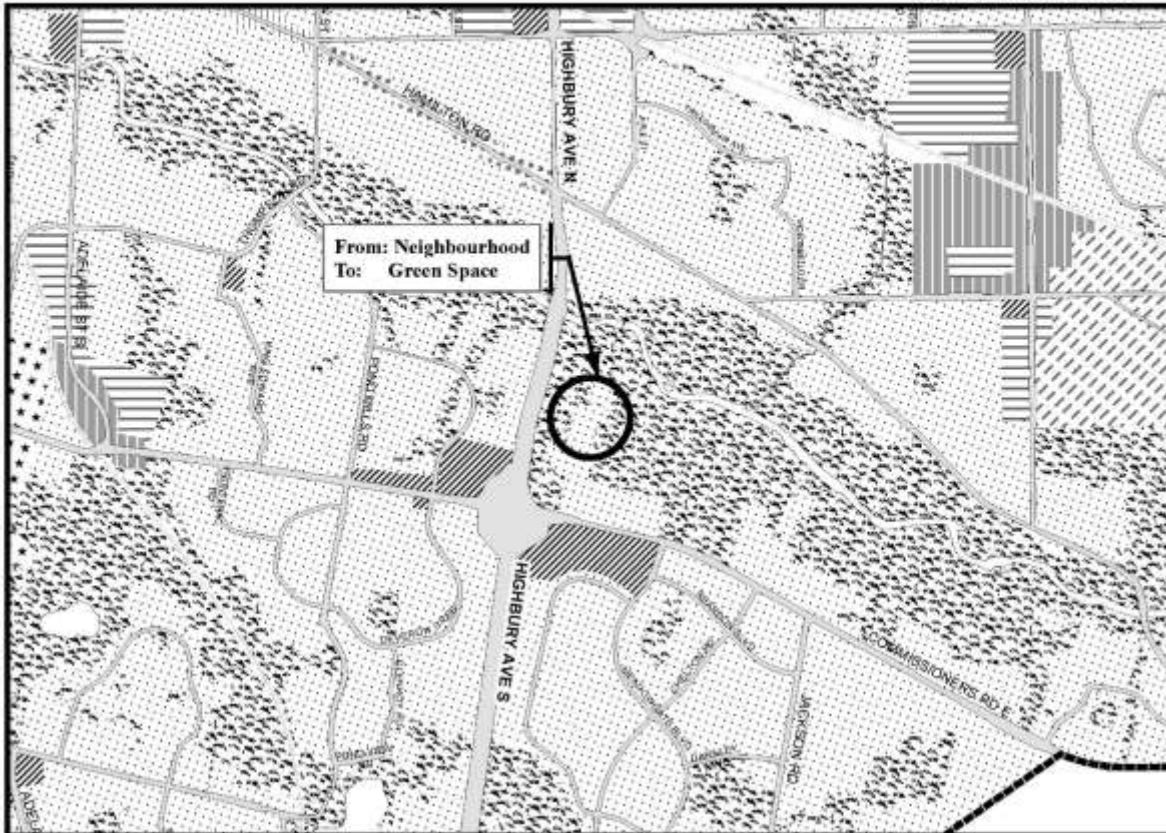
The recommended amendment is consistent with the Provincial Policy Statement, 2020 and Greenspace Place Type of the London Plan. The recommendation ensures the sensitive land uses will be appropriately buffered and protected from future development.

D. THE AMENDMENT

The London Plan (Official Plan) for the City of London is hereby amended as follows:

Map 1, Place Types, to the Official Plan for the City of London Planning Area is amended by designating a portion of lands located at 101 Meadwolily Road South in the City of London, as indicated on "Schedule 1" attached hereto from Neighbourhood to Greenspace.

AMENDMENT NO:



**Legend**

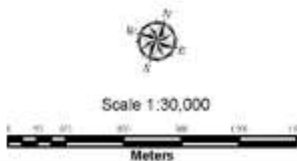
- |                        |                          |   |
|------------------------|--------------------------|---|
| Downtown               | Future Community Growth  | Environmental Review                    |
| Transit Village        | Heavy Industrial         | Farmland                                |
| Shopping Area          | Light Industrial         | Rural Neighbourhood                     |
| Rapid Transit Corridor | Future Industrial Growth | Waste Management Resource Recovery Area |
| Urban Corridor         | Commercial Industrial    | Urban Growth Boundary                   |
| Main Street            | Institutional            |   |
| Neighbourhood          | Green Space              |   |

*This is an excerpt from the Planning Division's working consolidation of Map 1 - Place Types of the London Plan, with added notations. At the time of the printing of this map, the Rapid Transit EA is in progress. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of The London Plan.*

**SCHEDULE 1  
 TO  
 THE LONDON PLAN**

AMENDMENT NO. \_\_\_\_\_

PREPARED BY: Planning Services

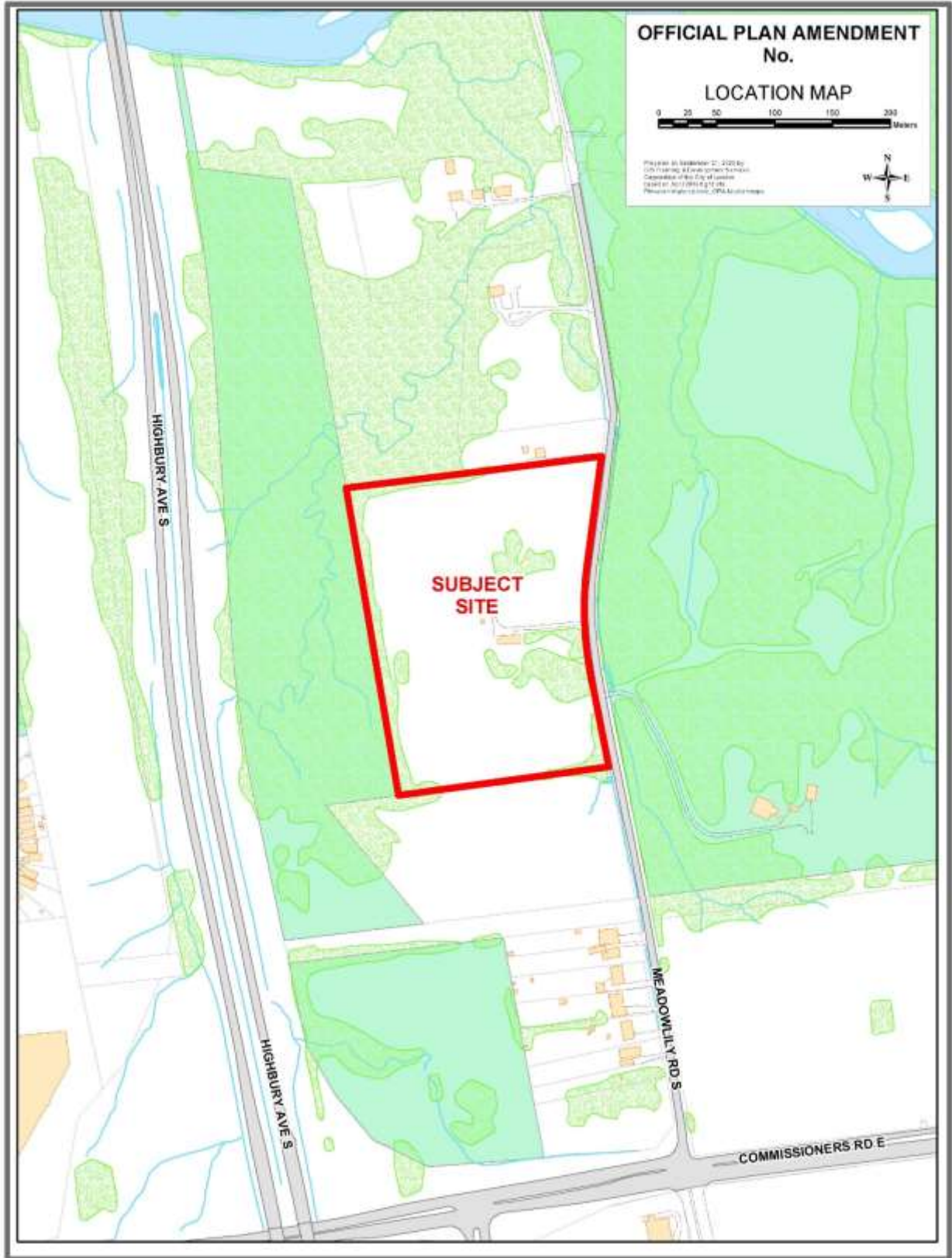


FILE NUMBER: 39CD-20502/OZ-9192

PLANNER: MC

TECHNICIAN: RC

DATE: 9/21/2020



**Appendix C**

Bill No. (number to be inserted by Clerk's Office)  
2020

By-law No. Z.-1-20\_\_\_\_\_

A by-law to amend By-law No. Z.-1 to  
rezone an area of land located at 101  
Meadowlily Road South.

WHEREAS 2690015 Ontario Inc. has applied to rezone an area of land located at 101 Meadowlily Road South, as shown on the map attached to this by-law, as set out below;

AND WHEREAS upon approval of Official Plan Amendment Number (number to be inserted by Clerk's Office) this rezoning will conform to the Official Plan;

THEREFORE the Municipal Council of The Corporation of the City of London enacts as follows:

- 1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 101 Meadowlily Road South, as shown on the attached map comprising part of Key Map No. A.108, from a Holding Urban Reserve (h-2\*UR1) Zone, to a Residential R6 Special Provision (R6-5(\*)) Zone and an Open Space (OS5) Zone.
- 2) Section Number 10.4 of the Residential R6 (R6-5) Zone is amended by adding the following Special Provision:

R6-5(\*)          101 Meadowlily Road South

a) Regulation[s]

i)          Height                                  2.5 storey (maximum)

The inclusion in this By-law of imperial measure along with metric measure is for the purpose of convenience only and the metric measure governs in case of any discrepancy between the two measures.

This By-law shall come into force and be deemed to come into force in accordance with Section 34 of the *Planning Act, R.S.O. 1990, c. P13*, either upon the date of the passage of this by-law or as otherwise provided by the said section.

PASSED in Open Council on October 13, 2020.

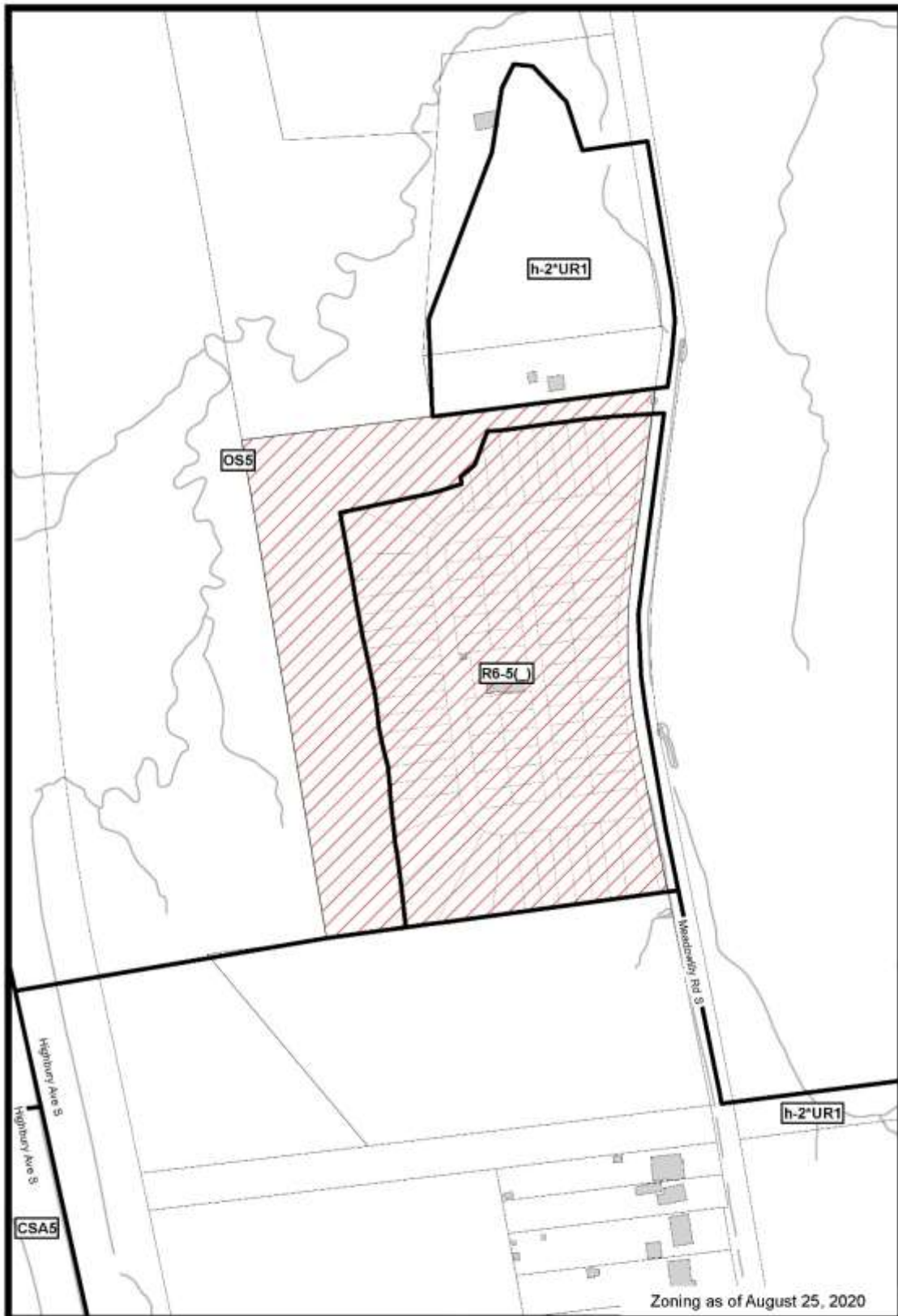
Ed Holder  
Mayor



Catharine Saunders

City Clerk

First Reading – October 13, 2020  
Second Reading – October 13, 2020  
Third Reading – October 13, 2020

AMENDMENT TO SCHEDULE "A" (BY-LAW NO. Z-1)



<p>File Number: OZ-9192/39CD-20502 Planner: MC Date Prepared: 2020/09/14 Technician: RC By-Law No: Z-1-</p>	<p>SUBJECT SITE </p> <p>1:2,500</p> <p>0 12.525 50 75 100 Meters</p> 
---	---

## Appendix D – Public Engagement

### Community Engagement

**Public liaison:** On May 14, 2020, Notice of Application was sent to 8 property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on May 21, 2020. A “Planning Application” sign was also posted on the site.

43 replies were received

**Nature of Liaison: 101 Meadowlily Road South; located east of Highbury Ave South and North of Commissioners Road East between the Highbury Woods and Meadowlily Woods ESA ; approximately 5.17ha** – The proposed Draft Plan of Vacant Land Condominium consists of 13 fourplex dwellings (52 units) and 37 single detached dwellings/lots. Consideration of a proposed draft plan consisting of 89 total units and a common element for private access driveway and servicing to be registered as one Condominium Corporation.

The proposed Vacant Land Condominium also requires an Official Plan amendment and Zoning By-law amendment to facilitate the proposed uses. Possible amendment to the Official Plan **FROM** Urban Reserve Community Growth **TO** Low Density Residential. Possible change to Zoning By-law Z.-1 **FROM** a Holding Urban Reserve (h-2\*UR1) **TO** a Residential R6 Special Provision (R6-5(\_)) Zone to permit the proposed cluster development of fourplex’s and single detached dwellings. Application has also been made for approval for Site Plan Approval, file SPA19-115. File: 39CD-20502, OZ-9192 Planner: Mike Corby (City Hall).

### Responses to Public Liaison Letter and Publication in “The Londoner”

**From:** Tanya Murray  
**Sent:** Friday, May 22, 2020 8:47 PM  
**To:** Corby, Mike <mcorby@London.ca>; van Holst, Michael <mvanholst@london.ca>; Lewis, Shawn <slewis@london.ca>; Helmer, Jesse <jhelmer@london.ca>; Salih, Mo Mohamed <msalih@london.ca>; Cassidy, Maureen <mcassidy@london.ca>; Squire, Phil <psquire@london.ca>; Morgan, Josh <joshmorgan@london.ca>; Lehman, Steve <slehman@london.ca>; Hopkins, Anna <ahopkins@london.ca>; Van Meerbergen, Paul <pvanmeerbergen@london.ca>; Turner, Stephen <sturner@london.ca>; Pelosa, Elizabeth <epelosa@london.ca>; Kayabaga, Arielle <akayabaga@london.ca>; Hillier, Steven <shillier@london.ca>; City of London, Mayor <mayor@london.ca>

**Subject:** [EXTERNAL] File Number: 39CD-20502 / OZ-9192Applicant: 2690015 Ontario Inc.

Regarding 101 Meadowlily Rd.,

I am writing to vehemently express our disgust and displeasure of this application. As well as being possibly devastating to the area surrounding the site both ecologically and environmentally, this type of development is not needed in this area. There are 1000s of units being built and developed on the south and eastern sides in Summerside and along Commissioners Rd East and Hamilton Road. There are no nearby schools to cater to this size of a development, wildlife( coyote, deer, fox) etc will be further displaced to the north into existing areas like Fairmont, the amount of traffic on the small narrow Meadowlily Road, the added noise, garbage and pollution



would be so detrimental to that immediate area. As a lifelong resident just on the Northside of Meadowlily Bridge, we have fought so hard, for so long to preserve, upgrade and help maintain that area for the Environment and Natural aspects that are so badly needed in our City. We are 100 PERCENT AGAINST this Rezoning request and all applications to a development of this nature. This type of huge project slipping through council vote etc. In these times where no neighbourhood or Public face to face meeting or discussions can be held is very inappropriate to say the least. We VOTE NO and hope our Councillor (s) from the surrounding wards will as well.

Tanya & Robert Murray

**From:** Diane Russo  
**Sent:** Sunday, May 24, 2020 7:13 PM  
**To:** Corby, Mike <mcorby@London.ca>  
**Cc:** Gary Smith **Subject:** [EXTERNAL] file #39cd-20502/0z-9192 known as 101 Meadowlily Rd. S. London, Ontario

Hi Mike, I have had the time to view the Planning Justification Report. I would like to draw your attention to section 1.3, Proposed Development

It states " At this time, the applicant is planning to develop the lands for ONLY SINGLE DETACHED AND FOURPLEX DWELLINGS, however, they would like the flexibility should the MARKET CHANGE to develop semi-detached and townhomes as well."

In my opinion, this is granting the applicants an open door to build whatever the "MARKET" dictates. I cannot believe the City of London would ever approved this request. The plan should have included 200 units of which they knew would never be approved, so, it seems to me they are going through the back door to get what they are planning all along. If this issue isn't out of the ordinary, that means that people can submit plans to add a room to the side of their house then change their mind and add 5 rooms instead, which is ridiculous.

The people of Meadowlily Woods cannot capitulate to this proposal plan, given the increased toxic emissions, noise and lights which is detrimental to the wild life, not forgetting the safety of the people who use the road for recreation.

We are responsible for the preservation of this heritage area, making sure future generations have something more than "tar and cement."

I will write again when I read more,

regards, Diane Russo (Brackstone)

**From:** Diane Russo  
**Sent:** Monday, May 25, 2020 4:56 PM  
**To:** Corby, Mike <mcorby@London.ca>  
**Cc:** Gary Smith  
**Subject:** [EXTERNAL] File #39CD-20502/0z-9192, KNOWN AS 101 MEADOWLILY RD.S. LONDON, ONTARIO

Hi Mike, upon viewing the Planning Evaluation, I find the existing that the submitted plan does not sustain healthy, liveable and safety of people, animals, birds or support economic geography.

The neighbourhood of Meadowlily Rd. S. consists of single family dwellings built on large lots, I reiterate if the applicant would build with the compatibility of existing homes, they probably wouldn't meet with such opposition.

In responding to the 2 spaces {driveway and garage} for the single detached units and fourplex units, plus the 14 visitor spaces, it occurred to me that most families have 2-3 cars and use their garages for storage. Visitor spaces of 14 will not accommodate 89 units, you can't rely on the road all the time. People will have to draw straws to see who is coming to dinner on those special occasions. I have owned 2 condos, parking was the biggest problem and created animosity between folks. Very unfortunate situations.

I also noticed the plan looks like the fourplexes driveways enter and exit Meadowlily Rd. Is there suppose to be a road allowance?

People living east of Highbury rarely take the transit, it is the people living in low rentals west of Highbury that use it, so there isn't going to be any change to what exist now. It is very exhausting to ride the transit and it is not reliable.

As for walking up the hill from 101 Meadowlily to wait for a bus, that is absurd especially in the winter. Cars can barely make it.

Children will have quite a distance to travel to school because there aren't any schools in immediate area.

As for regenerating the area, Rona didn't make it as well as Swiss Chalet to name a couple of big players and it wasn't because of any competition either.

I would like to know the names of principles of the holding company 2690015 Ontario Inc. and their addresses for one.

Secondly, I want to know who is paying for the sewage drains and water to service this site.

Thirdly, I want to know the price of these condos and will the corporation allow the units to be rented.

I will write again,

regards, Diane Russo {Brackstone}

**From:** Diane Russo

**Sent:** Saturday, May 23, 2020 11:08 AM

**To:** Corby, Mike <mcorby@London.ca>

**Cc:** Gary Smith

**Subject:** [EXTERNAL] File#39cd-20502/oz-9192 better known as 101 Meadowlily Rd. S.

Hi Mike, my name is Diane Russo of 85 Meadowlily Rd. S., I own the property adjacent to the north of 101 Meadowlily Rd. S. I have viewed the proposal and to my dismay I can not fathom the ignorance of any developer to assume any development proposed as such, to be put forward for approval without careful consideration. This plan is not feasible or conducive to the natural environment surrounding the property. Meadowlily is a natural habitat for numerous species of birds, animals, trees and plants. The wild turkeys and deer roam freely.

Meadowlily Rd.S. is a narrow 2 lane road. Cars are daily parked on the east side of the road from the bridge to the crest of the hill and in good weather are parked further up the road. I have phoned the police traffic control a couple times to get the speed reduce because we are innodated with dog walkers, cyclists, birders, skateboarders, joggers, and families exploring the great natural outdoors. This road does not support any further traffic than this.

I am not against the developer building single family homes on 1/4 acre lots, but not 89 units jammed into the site at 101 Meadowlily Rd. S.

I have viewed the Planning Justification Report and found it to be very amusing to what this developer has been told by the "city staff" and what they can do if the London Plan 2016 is not approved during the appeal process. I quote " In the event that the :London Plan (2016) is not approved during the appeal process, the City of London staff has confirmed that the subject site will be redesignated to support the proposed development through a City-led Official Plan Amendment." I want the London Plan 2016 approved before the "City staff" decides to appease the developer! Who appointed the " City staff" to have such authority without community input?

Meadowlily is one of a few parks left in east London that is used not only for the residents of the east but I have met people from Byron area, Belmont, St. Thomas and especially birders from all over who enjoy walking through the Carolinian forest floors.

A development of this magnitude in relation to the size of the site would destroy all this pleasure people enjoy freely.

Another concern I have is this, because that property is elevated higher than mine, excavating could present a problem to my well and septic system which now works perfectly. The reason I say this is because my in-laws owned the property that the 402 highway was built through. They sold off that part of their land, and by the time the 402 was finished their well was contaminated. Of course the Ministry of Transport paid for purification of their water. I do not want the same thing happening to me and presenting me with a confrontation.

I will write again when I finish reading.

sincerely, Diane Russo (Brackstone)

**From:** Diane Russo  
**Sent:** Tuesday, May 26, 2020 11:37 AM  
**To:** Corby, Mike <mcorby@London.ca>  
**Subject:** Re: [EXTERNAL] File#39cd-20502/oz-9192 better known as 101 Meadowlily Rd. S.

Thank you Mike, the next 3 properties to the north are all downhill from the proposed site. On the property line, there are parts are 1 1/2 feet higher than my property a direct drop. I can't stop thinking about trying to prove what the excavation has done to my property and I know the neighbours to the north of me think the same way. If we were not on well and septic, it wouldn't be an issue of importance.

Could you please compare the Brookside condos to this site. I know there are 84 units on that site but I don't know the size.

Will my concerns be forwarded on to the Planning and Environment Committee for Council or do I have to advise them in writing?

i will write to you on a separate email, you have been very helpful.

regards, Diane Russo (Brackstone)

**From:** Diane Russo  
**Sent:** Wednesday, May 27, 2020 3:46 PM  
**To:** Corby, Mike <mcorby@London.ca>  
**Cc:** Gary Smith  
**Subject:** Re: [EXTERNAL] File#39cd-20502/oz-9192 better known as 101 Meadowlily Rd. S.

Thank you Mike, I wanted to add that Meadowlily is one of the last roads to be ploughed or sanded in the winter. They do not remove the snow only push it to each side. Sometimes, the banks are so high when people visit the woods, the cars are parked so that a single lane is available to drive on. So counting on parking on the road for this proposed plan scrapped.

Also, I would like to add that no one on this road takes the transit, and I believe that most residents east of Highbury are 2 or 3 car families, and drive to work. The location of Summerside and the other new developments are simply too far out not to have their own transportation to work. The time schedule of the transit is not reliable to meet their obligations of employment. Most of the residents either drive to Argyle mall for shopping or White Oaks Mall. Those two amenities offer everything with the residents desire. So scrap the transit money making deal.

Ms. Muir thinks people can walk up the hill to the transit, she shouldn't make such statements unless she has lived down the hill on Meadowlily where the site is located especially in the winter. It is a fair hike up!

regards, Diane Russo (Brackstone)

**From:** Diane Russo  
**Sent:** Thursday, May 28, 2020 12:43 PM  
**To:** Corby, Mike <mcorby@London.ca>  
**Cc:** Gary Smith  
**Subject:** Re: [EXTERNAL] File#39cd-20502/oz-9192 better known as 101 Meadowlily Rd. S.

Mike, I also wanted to add the apartment building built at the corner of Whetter and Westminster Ave. caused the houses adjacent north, have water damage and water in their basements. Michael Van Holst said that he would look after any problems the residents would have and when they phoned him about the water in their basements, he told them to phone city hall. This site of 101 Meadowlily Rds. has water running not too far below the surface.

**From:** Diane Russo  
**Sent:** Sunday, June 7, 2020 12:31 PM  
**To:** Corby, Mike <mcorby@London.ca>; Cassidy, Maureen <mcassidy@london.ca>; Gary Smith  
**Subject:** [EXTERNAL] FILE #39CD-20502/OZ-9192 KNOWN AS 101 MEADOWLILY RD. S.

MEADOWLILY BELONGS TO EVERYONE, IT MEASURES COMPARABLE TO THE SIFTON BOG. OVER 5000, VISITORS OF THIS GEM HAS SIGNED A PETITION TO PROTECT AGAINST THE DESTRUCTION OF IT.

THIS PROPOSED PLAN IS NOT SUSTAINABLE FOR THE LIFE OF ANIMALS, TREES, PLANTS AND PEOPLE. THE TOXIC EMISSIONS, TRAFFIC OF OVER 180 VEHICLES TRAVELLING MEADOWLILY RD WILL CAUSE NOTHING BUT DEATH. I HAVE CONTACTED THE POLICE TRAFFIC CONTROL OVER THE SPEED BEING REDUCED A COUPLE OF TIMES BECAUSE OF CLOSE ACCIDENTS. THIS IS A NARROW 2 LANE ROAD AND WHEN PARKED VEHICLES LINE THE ROAD, IT IS DIFFICULT TO NAVIGATE SAFELY.

SKATEBOARDERS, CYCLISTS, ACTUALLY COME DOWN THE HILL GOING 25 MILES AN HOUR.

THE HERITAGE PROMINENCE OF THE PARK EVOKES POIGNANT MOMENTS IN THE HISTORY OF THOSE BYGONE YEARS. BOTH MY BROTHERS, WHO ARE

84 AND 86, REMEMBER FONDLY THE TIMES SPENT IN THE PARK AND THE BUILDINGS.

THE PROJECTION OF THE TRANSIT GAINING ANY MORE REVENUE IS VERY VAGUE TO SAY THE LEAST. IT IS .4 OF A MILE OR 6 KM TO THE STOP. THE WALK ALSO SPORTS A 45 DEGREE INCLINE. HARDLY ANYONE ON MEADOWLILY RIDES THE TRANSIT. I DOUBT IF MANY EAST OF Highbury USE THE TRANSIT, BECAUSE IT IS TOO FAR OUT FROM THE CITY CORE AND IT IS FASTER TO TAKE YOUR CAR FOR EMPLOYMENT AND SHOPPING.

AS FOR ATTRACTING SUBSTANTIAL COMMERCE, WE HAVE DEVELOPMENTS EASTWARD AND SUCCESSFUL BUSINESSES SUCH AS SWISS CHALET, RONA , ARCHIES, MOVED OUT. THE ONLY REASON FOOD BASICS AND SHOPPERS SURVIVE IS PEOPLE HAVE MEDICINAL NEEDS AND FOOD. ARGYLE AND WHITE OAKS MALLS OFFER EVERYTHING THE RESIDENTS NEED IN ABUNDANCE WITH MANY RETAILERS TO CHOOSE FROM.

89 UNITS WITH 14 VISITORS PARKING????? WHERE ARE THE OTHER VISITORS GOING TO PARK, NOT IN THE UNITS DRIVEWAY.

THE PLANNER MENTIONS 2 CAR PARKING, GARAGE AND LANEWAY. NOT MANY USE GARAGES FOR VEHICLES BUT FOR STORAGE. THE RESIDENTS ARE NOT GOING TO BE USING THE ROAD AS INDICATED FOR 19 METRES.

i HAVE MORE CONCERNS THAT I HAVE EXPRESSED TO MIKE, THEY WILL BE EXPOSTULATED ON IN THE FUTURE REGARDING

THE ACTUAL DEVELOPMENT IF IT GOES THAT FAR.

SINCERELY, DIANE RUSSO

**From:** Diane Russo

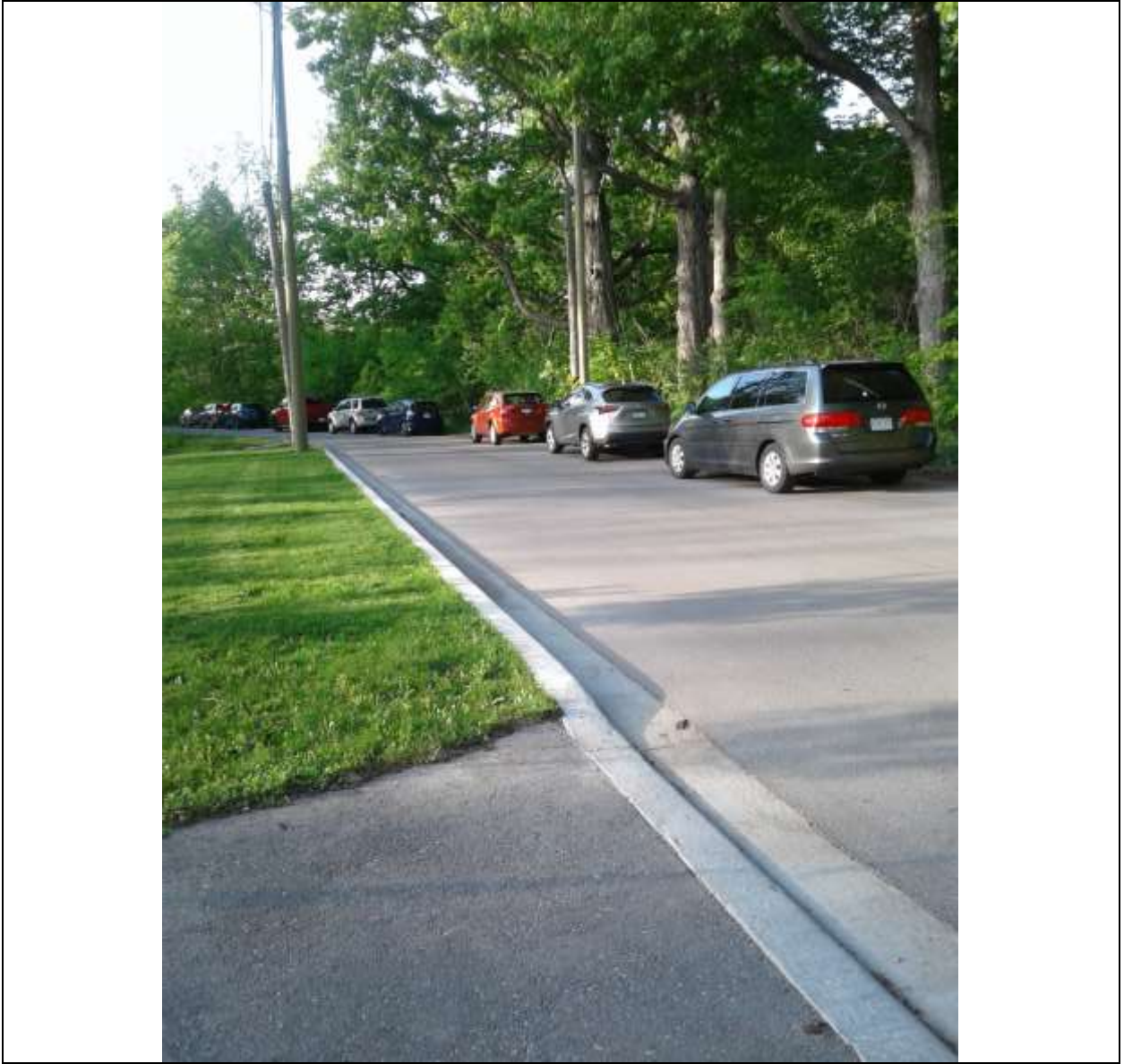
**Sent:** Sunday, June 7, 2020 3:01 PM

**To:** Corby, Mike <mcorby@London.ca>; Cassidy, Maureen <mcassidy@london.ca>; Gary Smith

**Subject:** [EXTERNAL] Re: FILE #39CD-20502/OZ-9192 KNOWN AS 101 MEADOWLILY RD. S.

Here a couple of pictures showing the parking on Meadowlily Rd. both ways from my driveway. I also have approximately 30 vehicles turning around in my driveway...20200607 1 is in front of the proposed plan site, 101 Meadowlily Rd. S.

thanks, Diane







**From:** Diane Russo

**Sent:** Wednesday, June 10, 2020 9:32 AM

**To:** Corby, Mike <mcorby@London.ca>; Cassidy, Maureen <mcassidy@london.ca>; Hillier, Steven <shillier@london.ca>; Gary Smith

**Subject:** [EXTERNAL] File #396D-20502/OZ-9192 KNOW AS 101 MEADOWLILY RD.S. LONDON, ONTARIO

Hi Mike, in regards to the parking problem and the pictures I sent to you, I wish to assure you as in a previous email, this parking problem has been an issue since 2008 when I started coming here. I also told you that I had contacted the traffic control about reducing the speed limit, last year and the year before when we were not plagued with covid-19. The road is lined up spring, summer, and fall every weekend. In the winter, not so much due to the weather and road conditions. People are well aware of the steep icy hill, Adding a road inside the development isn't suffice. We are talking about the safety out on Meadowlily Rd. and adding more vehicle traffic to it is simply not feasible, or to be entertained regarding human life. If you have ever lost a child, you would know what devastation it brings to the family, the neighbours of the scene, and the child's friends. My sister lost her 15 year son while biking, a car hit him. She said it is the worst pain and you never get

over it. Let that not happen to one of these kids biking, rollerblading, cycling, walking or jogging.

There are now over 8600 signatures on a petition to stop this development, that has to speak volumes to you.

People know this area more than the developers and the city should take heed. Remember " there is wisdom in the counsel of many."

my best regards,

Diane Russo

**From:** Diane Russo

**Sent:** Thursday, June 11, 2020 3:25 PM

**To:** Corby, Mike <mcorby@London.ca>; Cassidy, Maureen <mcassidy@london.ca>; Gary Smith; Hillier, Steven <shillier@london.ca>; Hiesamkadri@gmail.com; Holder, Ed <edholder@london.ca>

**Subject:** [EXTERNAL] File #39CD-20502/OZ-9192 Known as 101 Meadowlily Rd. S. London, Ontario

There was an accident yesterday on Meadowlily and this is what will happened over and over again if this narrow road isn't dealt with.. As I

stated in previous emails, this road will not accommodate any additional traffic as it is and I don't know why this issue is has not been addressed

I do not relish the thought of a pumping station courting my property or bedroom window, nor the noise this complex is going to emit.

There are numerous irregularities with this plan as submitted, and inflated projections of what will never materialize There has to be public interjection and transparency. Until this meeting is held, no decisions should be made about any zoning changes to appease the developer.

Previous emails sent to Mike Corby have stressed concerns and I have been assured by Mike that they will be included in his report to the planning committee.

regards,

Diane Russo

**From:** Raymond Day

**Sent:** Sunday, May 24, 2020 8:10 PM

**To:** Corby, Mike <mcorby@London.ca>; Gary Smith

**Subject:** [EXTERNAL] Planned condo & townhouse project on Meadowlily Woods in the East end of London On.

Dear, Mr. Corby.

I'm distraught to see the plan for a multiunit housing project on Meadowlily Woods Road. This saddens my heart and I'm sure many people who grew up and have the fondness of memories of great adventures enjoyed as children. I would like to see this area protected for our children and grandchildren. There are some great stories to be told of this area, from the native American village There is an aqueduct that produces freshwater streams, that you can still drink ice cold water from. The Carolinian forest creates a fantasy land for all who walk the scenic paths winding through a priceless part of our city.

It would be a shame to see such an area of the quiet sanctuary of an Eden, where one can escape to when the pressures of everyday living become too much to handle. Having the opportunity for our children and grandchildren to search and learn about the rare and beautiful animal reptile and flora is well worth protecting the area. I would suggest you and your family take the time to venture through this diverse area. Then you will understand why it is worth fighting for. Please leave the Meadowlily Woods as they were from time immortal.  
Thank You for your time. and (Please Stay Safe) at this time crisis.

Raymond, J. Day  
62 Rectory St. London On.

**From:** S. Foskett  
**Sent:** Saturday, May 23, 2020 4:57 PM  
**To:** Development Services <[DevelopmentServices@london.ca](mailto:DevelopmentServices@london.ca)>  
**Subject:** [EXTERNAL] 39CD-20502 / OZ-9192 101 Meadowlily Rd S

I would hate for this development to go through....Meadowlily Rd S is a nice peaceful area in the midst of London where many people walk and bike for exercise. Please do not ruin a wonderful area of the city!

**From:** Bruce Richardson  
**Sent:** Monday, May 25, 2020 8:59 PM  
**To:** Corby, Mike <[mcorby@London.ca](mailto:mcorby@London.ca)>  
**Subject:** [EXTERNAL] 101 meadowlily Rd S

Good morning Mike  
My family has been on Meadowlily Rd S for over 50 yrs.  
We donated 15 acres of our land to create the Meadowlily Nature Preserve with Thames Talbot Land Trust.  
We live on Meadowlily Rd S and have been watching this proposal for development  
We are extremely concerned about a number of factors pertaining to development of the meadowlily ESA area.  
Traffic, density, loss of natural habitat etc not to mention legal issues with both the developer and the city if something affects our wells...  
Can you please keep us posted on any news regarding this proposal  
The traffic here is already a huge problem with people visiting Meadowlily Woods Park This proposal seems like way too many units for the area  
-seems like a better plan would be a dozen big houses instead of 100 condos  
Would really like to have a short chat with you when you have time.  
I have already been approached by the media and would like to get some feedback from your perspective before I discuss with them

Thank you  
Bruce Richardson  
[25 Meadowlily Rd S](#)

**From:** michelle krascek  
**Sent:** Sunday, May 24, 2020 4:33 PM  
**To:** Corby, Mike <[mcorby@London.ca](mailto:mcorby@London.ca)>  
**Subject:** [EXTERNAL] Meadowlily

Do not tear up more Nature to put bloody houses in! If anything put more of that crap on Commissioners...  
London = 'The Forest City'  
Stop tearing it up!!!

55 McNay street  
N5Y1K8

**From:** Yvette Daigle  
**Sent:** Saturday, May 23, 2020 3:32 PM  
**To:** Corby, Mike <[mcorby@London.ca](mailto:mcorby@London.ca)>  
**Subject:** [EXTERNAL] Development application for 101 Meadowlily Road South

According to the most recent Londoner a development application has been filed for 101 Meadowlily Road South.

There is no normal setback from the side of Meadowlily Road South! This would be devastating to the ESA and the Meadowlily woods area.

Please do not go forward with approving this application.

910 Notre Dame Dr

Yvette Daigle

**From:** Dennis Weir  
**Sent:** Saturday, May 23, 2020 11:25 PM  
**To:** Corby, Mike <[mcorby@London.ca](mailto:mcorby@London.ca)>

It is hope that you will deny this development, please! I visit Meadowlilly Drive S every other day. A travesty if this development takes place in one of the last wildlife reserves within the city.

Dennis Weir  
305-620 Springbank Drive, London, ON N6K 4V8

**From:** Dennis Bryson  
**Sent:** Tuesday, May 26, 2020 4:24 PM  
**To:** Corby, Mike <[mcorby@London.ca](mailto:mcorby@London.ca)>  
**Subject:** Re: [EXTERNAL] Meadowlily Development

It would destroy a really beautiful part of the city for the local area if it goes through regardless of what is being retained there.

If you are in any way able to prevent this, please do so. The value of the area isn't worth this development.

-Dennis Bryson

**From:** Elizabeth Collingwood  
**Sent:** Saturday, May 23, 2020 11:44 AM  
**To:** Corby, Mike <[mcorby@London.ca](mailto:mcorby@London.ca)>  
**Subject:** [EXTERNAL] Meadowlily Woods

Hello,

I have just seen the proposal for 101 Meadowlily Road South and I am very concerned about the impact on the ESA. London needs its green spaces and this one, in particular, is much loved by Londoners. Please reject this application. There are many places for infill in the city - this is NOT one of them!

Meadowlily is a favourite summer destination for us. My boys have learned a lot about the natural world there. The surrounding habitat allows the area to thrive. Please save our green spaces!



Thank you,  
Elizabeth Collingwood  
45 Evergreen Ave

**From:** Tiffany Little  
**Sent:** Wednesday, May 27, 2020 11:35 AM  
**To:** Corby, Mike <mcorby@London.ca>  
**Subject:** [EXTERNAL] 101 Meadowlily Road South

Hello,

I am writing to you in regards to the land application for meadowlily. There are many locations that can be used in London which would be a better choice than there. Ones where you're not effecting peoples enjoyment or wildlife habitats. I am a photographer and Meadowlily is one of my prime spots to go to for portraits and for nature. I even enjoy taking walks without the camera once in a while because it is so relaxing there. Just the thought of part it it being removed makes me sad. I also know many others who enjoy the area as well. The nature spots and trails are one of the many reasons why London is such a great place. I love it here because of those alone. By taking part of it away, you are stripping away the potential London has.

Now onto wildlife, they have very limited space now because of us all. Coyotes are spotted in cities now searching for food because their homes were destroyed and that can pose a risk. This happened in the Burlington/Oakville area years ago. There was development in the area where they use to reside and suddenly there was spottings all over the city. One almost got to my dog while he was in the backyard. How would you like it if someone came and destroyed your home to put theirs there and there was less and less places to go? It costs nothing to be kind to nature. We share the planet, we don't own it. An area that is more of an open field could be beneficial for you as you maybe able to build a few more homes there or extra amenities without having to destroy any habitats or disturb anyone in the area.

I already find Meadowlily road to be congested because of hikers parking along the sides, there are also many bikers who would be more at risk of getting hit if there is more traffic going through there. That would be a potential turn off for me if I was looking for a home because not everyone follows the rules and parks where they shouldn't (I actually get real annoyed with this) and I'd have to deal with trying to get in and out. The home designs look great but they'd just look out of place in that kind of area.

I do hope you reconsider your decision to build there and take a look at other locations around the city that would be more suitable.

Thank you for taking the time to read this,

Tiffany Little

**From:** Cara Elliott  
**Sent:** Wednesday, May 27, 2020 12:15 PM  
**To:** Corby, Mike <mcorby@London.ca>  
**Cc:** Lindsay.Mathysen  
**Subject:** [EXTERNAL] Meadow Lily Woods Development

Dear Mike Colby,

Thank you very much for your attention to this email.

I have just learned that plans have been submitted to develop a section of Meadow Lily Woods that is currently not a part of the Thames Talbot Land Trust through this article:

<https://www.cbc.ca/news/canada/london/meadowlily-development-1.5585328>

Meadow Lily Woods is currently home to 33 at risk species, I feel like it would not be in the best interest for conserving this precious environmentally significant area if the land were to be developed.

Personally I think London should focus more on Infill and not contribute to urban sprawl. East London has many vacant decrepit properties that would benefit greatly from development as they have not been looked at for years. For example, McCormick's, the St. Joseph's Mental Health Care Hospital and St. Roberts Catholic Elementary School to name a few.

These abandon places attract vandals and pose a safety risk to people who live in those areas. I think it would benefit our city more if developers were to work on and/or refurbish those properties, with respect to the city's heritage, instead of ripping up more Carolinian forest.

Let us not forget what happened to The Cedars, where the building was left abandoned for so long that a fire eventually took it caused by "unknown" reasons in July of 2018. McCormick's is still a burnt out shell from a fire in November of that same year and is quite the eyesore.

I have CC'd MP Lindsay Mathysen on this as well.

Thank you again so much for your time and I hope you will consider rejecting the proposal for the development of Meadow Lily Woods.  
Have a wonderful day!

Best Regards,  
Cara Elliott

**From:** Nicole Sullivan

**Sent:** Wednesday, May 27, 2020 12:56 PM

**To:** Corby, Mike <mcorby@London.ca>; Development Services <DevelopmentServices@london.ca>; City of London, Mayor <mayor@london.ca>; van Holst, Michael <mvanholst@london.ca>; Lewis, Shawn <slewis@london.ca>; Salih, Mo Mohamed <msalih@london.ca>; Helmer, Jesse <jhelmer@london.ca>; Cassidy, Maureen <mcassidy@london.ca>; Squire, Phil <psquire@london.ca>; Morgan, Josh <joshmorgan@london.ca>; Lehman, Steve <slehman@london.ca>; Hopkins, Anna <ahopkins@london.ca>; Van Meerbergen, Paul <pvanmeerbergen@london.ca>; Turner, Stephen <sturner@london.ca>; Pelozo, Elizabeth <epelozo@london.ca>; Kayabaga, Arielle <akayabaga@london.ca>; Hillier, Steven <shillier@london.ca>

**Subject:** [EXTERNAL] Meadowlily Development

Hello London City Councillors and Mayor,

I am emailing in today to voice my displeasure for a potential build in Meadowlily. My family and I go to Meadowlily every week to enjoy a walk with our dog along the river. The news of a potential development has made us all incredibly unhappy.

I think if COVID-19 has taught us anything is it is that we do not have enough green spaces in our cities, or green spaces for people to go for a walk for free. Toronto is a great example of what happens when you have very little green spaces and too many condos and apartments.

Building near Meadowlily will be detrimental to the environmentally sensitive area. The amount of vehicle traffic increase alone will severely affect the natural environment and species at risk in the area. Not to mention the size of the vehicle equipment that will have to trample through the area. It is completely disheartening to think that such an amazing area that's had so much work done to preserve the



ecological system in there has the potential to be destroyed by a developer who isn't watching trends about vacancies that will be happening because of COVID.

There needs to be green space in a city for people to go to. Instead, why not preserve the nature and ecological system and never allow development on the land? Include it as one of the many Green Initiatives this city should be implementing.

Please allow the nature of Meadowlily to remain and change the status of the land to never allow development to take place in the future.

Thank you,

Nicole Sullivan

43 Baffin Pl

London ON,

N5V 1E8

---

**From:** Nate Zrini

**Sent:** Thursday, May 28, 2020 2:52 PM

**To:** Corby, Mike <mcorby@London.ca>

**Subject:** [EXTERNAL] 101 Meadowlily Road South

Hello Mike,

I no longer live in London, But I grew up in this area (Meadowlily) / Pond Mills

I now work as a Landscape Arch. Intern at MHBC in Kitchener.

I have no horse in this, but I thought it might be worth an email at least as I've seen friends from back home post on social media about this development application.

I would encourage the city to tell the developer to create pollinator gardens (more so than the usual standard residential landscape) throughout the development. Maybe a sort of test case where the Owner / condo corp / maintenance company / home owners who eventually move into this community makes it part of there long term vision to promote the health of the bee population. With its proximity to the bee Rescue. I would encourage the applicant to higher an LA and come up with a plan that can make everyone happy, or at least try to.

Thanks for your time.

Regards

Nathan Zrini

---

**From:** sullivan k sullivan k

**Sent:** Wednesday, May 27, 2020 3:53 PM

**To:** City of London, Mayor <mayor@london.ca>; Lewis, Shawn <slewis@london.ca>; Hillier, Steven <shillier@london.ca>; Corby, Mike <mcorby@London.ca>; Planning <Planning@london.ca>; infoline <infoline@thamesriver.on.ca>

**Subject:** [EXTERNAL] 101 Meadowlily development proposal - vote NO

Hello,

I was dismayed to read the CBC article "Meadowlily residents square off against condo plan in the 'jewel of east London'" article this morning. Please vote NO to this development proposal. Meadowlily is a beautiful green space and an environmental

significant area that should be protected. There are so few green spaces in London, and COVID-19 has definitely shown us that more are needed.

Following are my questions:

- When will a public meeting be held to discuss this?
- What is the recommendation from the Upper Thames River Conservation Authority? AND can I get a copy of the report.
- What is the impact of 89 new condo units? Traffic? A new pumping station?
- What is London City's Climate Change Action plan?
  - How does a continued development of new green spaces fit in with a fight against climate change?
  - Why is the protection of existing environmental significant areas not a priority?
  - Why is London not prioritizing the development of abandoned lots within the city limits instead of new green spaces?
- London is the 'Forest City'. Why is London not expanding green space and existing ESA?
  - Why was 101 Meadowlily not annexed with Meadowlily Nature Preserve or Highbury Woods Park?

Thank you for your attention to this matter.

Kathy Sullivan, 43 Baffin Place, London, ON, N5V 1E8

---

**From:** Grace Smith  
**Sent:** Thursday, May 28, 2020 10:48 PM  
**To:** Corby, Mike <[mcorby@London.ca](mailto:mcorby@London.ca)>  
**Subject:** [EXTERNAL] 101 Meadowlily Rd. S.

Hi Mike,

Just a quick note to express my concern over the proposed development at 101 Meadowlily Rd. S.

Obviously, the proposed development is completely out of character with the rural, single detached home nature of the area.

Furthermore, the current cottage on the property certainly merits a proper heritage study. Previous work (see Tausky, 2011) clearly shows the cottage dates back to early pioneer settlement in London/Westminster Township.

Please try to keep the historic landscape of Meadowlily Rd. S. intact, it matters so much to so many Londoners.

Thank you,

Grace Smith, MA, MLIS

60 Tamarack Cres. London, ON, N6K 3J7.

---

**From:** Kendra Aronson  
**Sent:** Thursday, May 28, 2020 11:07 PM  
**To:** Corby, Mike <[mcorby@London.ca](mailto:mcorby@London.ca)>  
**Subject:** [EXTERNAL] Meadowlily

Kendra Devos

Hello Mr. Corby;  
I wanted to write to express my concern with the proposed development on Meadowlily Road. I don't support this proposal as a life long London resident, local business owner, and frequent hiker in the beautiful Meadowlily Woods. I would be so saddened to see this historically and environmentally significant permanently disrupted by such a development. The construction and increase in traffic would be terribly disruptive for residents, wildlife and visitors.  
We have such a lovely gem of a protected area, it's not worth changing for any development. Please reconsider.

Kendra DeVos

22 Silverdale Place, London Ont  
N5Z 4A7

---

**From:** L Vassos  
**Sent:** Saturday, May 30, 2020 7:16 AM  
**To:** Corby, Mike <[mcorby@London.ca](mailto:mcorby@London.ca)>  
**Subject:** [EXTERNAL] Meadowlilly Preservation

Dear Sir,

I was born and raised in Fairmont subdivision in East London.

I am a lifetime London resident and I regularly enjoy all the natural habitats our city has to offer.

In my mind, I believe to some extent, that this proposed residential development would not be given a second thought, by City Hall, if it was to be located on the edge of natural habitat in more affluent areas of the city.

Should someone sell their property at the edge of Gibbons Park or Medway Conservation area it is highly unlikely the city would entertain a request such as the one bordering Meadowlilly.

I ask the city to do the right thing and support East London in the protection of their natural area.

Please dont let this go forward.

Lorrie Vassos

---

**From:** Bev Badalato  
**Sent:** Tuesday, June 2, 2020 11:31 AM  
**To:** Corby, Mike <[mcorby@London.ca](mailto:mcorby@London.ca)>  
**Subject:** [EXTERNAL] Re: Proposed Meadowlily Development

Dear Mr Corby: We are very concerned about this proposed Meadowlily development on Meadowlily Rd. I can't believe the City of London would even consider this. We live in Summerside across the street from Meadowlily and we have a new development of Condos crammed in together like sardines behind us on Meadowgate Blvd.

The Meadowlily area is very pristine, peaceful place with wonderful wildlife which will be destroyed with a housing development. This very upsetting for everyone that I have talked with in the area. The people in this area and around the city come to Meadowlily for hiking and just enjoying the piece and quiet.  
We need to keep our treasured areas of the city the way they are and not give in to these big developers.

We tried to sign the petition on facebook, but couldn't get through, so this is our protest.

We hope you consider the destruction of this beautiful area if condos are constructed there. There is plenty of space to develop land east of that area.

Thank you  
Bev Badalato and area residents.  
My address is 1438 Evans Blvd. Thanks

EMAIL FROM: KEITH E. RISLER  
5-192 Elmwood Ave / London, ON N6C 1K2

10 June 2020

EMAIL TO: [pec@london.ca](mailto:pec@london.ca)  
Councillor Maureen Cassidy, Chair  
and Members  
Planning and Environment Committee  
City of London

Dear Councillor Cassidy and Committee Members:

RE: Proposed Development File: 39CD-20502 & OZ-9192 - Applicant: 2690015  
Ontario Inc.

This letter concerns London City "Draft Plan of Vacant Land Condominium, Official Plan and Zoning By-law Amendments" at 101 Meadowlily Rd S, which is proposed to include "13 fourplex's and 37 single detached dwellings."

As a London citizen, I write to register my objection to the proposed development as noted above. According to the documentation on the London City website, the project involves "89 units total...All units will be served from a new private road accessed from Meadowlily Road South."

Having reviewed the set of documents on the site, I note that the "Planning Justification Report" leans repeatedly on Provincial Policy Statement references for supporting justification. Yet in its conclusion the "Planning Justification Report" admits that:

*"The proposed development is not consistent with the Urban Reserve policies of the City of London Official Plan (1989), however the City has indicated that they will initiate an Official Plan Amendment to redesignate the property as Low Density Residential. The proposed development is consistent with the Low Density Residential policies of the City of London Official Plan (1989), as outlined in Section 3.0 of this report."*

It would appear that the project's greenlighting is in reality dependent upon City approval. An approval London should weigh carefully in context.

As to the critical issue of "PPS Consistency," I remind the Planning and Environment Committee that the PPS includes defining main text requiring that all PPS policies be evaluated as a whole--neither in isolation, NOR in exclusion. The PPS as constituted is focused on a compact, densely populated urban landscape settled WITHIN urban boundaries; but, the PPS also contains environmental policies in addition to policies that on the surface provide de facto cover for developments. Such environmental policies affect the Meadowlily Woods Environmentally Significant Area.

The Meadowlily Woods nature area, a London ESA, is very close to this proposed development on Meadowlily Road South. The set-in-the past spacious quiet road (Meadowlily Road S) buffering this preserve would be affected adversely by gassy,

noisy extra traffic, acknowledged or not.

Moreover, the development itself is physically out of character with properties already on the street and out-of-context from the spacious Meadowlily landscape.

If we consider the PPS in this context, as a whole, one could hardly imagine that dropping dense development in close proximity to a spaced natural experience is the "whole context" intent of the PPS.

The character of the landscape, which Friends of Meadowlily Woods worked to preserve years ago in blocking a Wal-Mart development, would in my opinion be altered to the disadvantage of the spacious environmental context which is Meadowlily Woods. And which I suggest is the import of the PPS when it suggests examining all of the PPS policies in context.

I had the opportunity to study urban history in University. Great cities are a function of great environments, not simply unleashed development.

For these reasons I am opposed to this development.

Sincerely,

KEITH E. RISLER  
5-192 Elmwood Ave E / London, ON N6C 1K2

---

**From:** Gary Smith

**Sent:** Thursday, June 11, 2020 1:07 PM

**To:** Saunders, Cathy <csaunder@london.ca>; City of London, Mayor <mayor@london.ca>; van Holst, Michael <mvanholst@london.ca>; Salih, Mo Mohamed <msalih@london.ca>; Helmer, Jesse <jhelmer@london.ca>; Cassidy, Maureen <mcassidy@london.ca>; Squire, Phil <psquire@london.ca>; Morgan, Josh <joshmorgan@london.ca>; Shawn Lewis <slawis@london.ca>; Lehman, Steve <slehman@london.ca>; Peloza, Elizabeth <epeloza@london.ca>; Hillier, Steven <shillier@london.ca>; Van Meerbergen, Paul <pvanmeerbergen@london.ca>; Kayabaga, Arielle <akayabaga@london.ca>; Yeoman, Paul <pyeoman@london.ca>; Pompili, Lou <LPompili@London.ca>; Kotsifas, George <gkotsifa@London.ca>; Corby, Mike <mcorby@London.ca>; Lysynski, Heather <hlysynsk@London.ca>

**Subject:** [EXTERNAL] Development at 101 Meadowlily Road South, Reference 39CD-20502

Mr. Mayor and Council Members,

Please note the Letter from Friends of Meadowlily Woods Community Association attached to this email.

Thanks

Gary Smith  
President, Friends of Meadowlily Woods Community Association  
141 Meadowlily Road South  
London, ON N6M 1C3

**City Clerk's Office**  
**Attn: Cathy Saunders**  
Mayor and City Council, City of London  
London City Hall  
300 Dufferin Street  
London, Ontario

Thursday, June 11, 2020

RE: Development Application for 101 Meadowlily Road South  
39CD-20502

Mayor Holder and Members of London City Council,

We, the members of the Friends of Meadowlily Woods Community Association, would like to request an opportunity to express our concerns and opposition regarding a development application for 101 Meadowlily Road South, Reference Number, 39CD-20502. We have looked over and read the documents and files attached to this application and as a community association we have a number of issues with this plan. We would like to have a chance to address this issue in a public meeting of the Planning Committee in whatever form that is taking in the present environment of our city government. We feel strongly that this needs to go through the usual public process related to official plan amendments and zoning changes. We feel both are necessary here in this case.

This plan according to the site plan that is attached to this file indicates a very high intensification of traffic and an environmental impact on the Meadowlily Area, which is of great concern to us.

We ask that this matter be brought before a meeting of the Planning Committee with the regular public process and that our concerns and issues with the plan be addressed. We ask also that this letter be added to the communications attached to this file henceforth.

Respectfully Submitted,

Gary Smith  
Friends of Meadowlily Woods Community Association  
141 Meadowlily Road, South  
London, ON N6M 1C3

**From:** Gary Smith

**Sent:** Friday, June 12, 2020 2:24 PM

**To:** PEC <pec@london.ca>; Lysynski, Heather <hlysynsk@London.ca>; Cassidy, Maureen <mcassidy@london.ca>; City of London, Mayor <mayor@london.ca>; van Holst, Michael <mvanholst@london.ca>; Lehman, Steve <slehman@london.ca>; Turner, Stephen <sturner@london.ca>; Hillier, Steven <shillier@london.ca>; Corby, Mike <mcorby@London.ca>; Squire, Phil <psquire@london.ca>; Kayabaga, Arielle <akayabaga@london.ca>; Shawn Lewis <slawis@london.ca>; Salih, Mo Mohamed <msalih@london.ca>; Helmer, Jesse <jhelmer@london.ca>; Morgan, Josh <joshmorgan@london.ca>; Hopkins, Anna <ahopkins@london.ca>; Van Meerbergen, Paul <pvanmeerbergen@london.ca>; Peloza, Elizabeth <epeloza@london.ca>

**Subject:** [EXTERNAL] Development Application, 101 Meadowlily Road South 39CD-20502 OZ-9192

Chairperson Maureen Cassidy and Members of the Planning and Environment Committee,

Please receive this letter from the Friends of Meadowlily Woods Community Association regarding the above named application and file.

Thank You,

Gary Smith

President, Friends of Meadowlily Woods Community Association  
141 Meadowlily Road South  
London, ON N6M 1C3



**City Clerk's Office**  
**Attn: Heather Lysinski**  
Planning and Environment Committee  
London City Hall  
300 Dufferin Street  
London, Ontario

Monday June 8, 2020

Members of London Planning and Environment Committee,

We, the members of the Friends of Meadowlily Woods Community Association, would like to give feedback regarding the development application, 39CD-20502; OZ9192, for a lot in our neighbourhood otherwise known by the address, 101 Meadowlily Road South. We have numerous concerns and issues with this plan that we would like to put forward to the Planning and Environment Committee and members of council.

The first area of concern is with regard to the issue of safety, traffic and Meadowlily Road South itself. Our road is more like a rather narrow small country road and we like it that way. With the applicant/owner wanting to build 37 small houses and 13 four-plexes to a rather small lot, that means in all likelihood our traffic would increase more than ten-fold (present population about 36 people to an estimate of about 200-60 people) and that poses a threat to the safety of the people who need to get past that area and to the people who are past that area and need to get to jobs and services out to Commissioners Road and beyond. There are already a lot of people who walk our hill as individuals, groups and families with small children that would be put at risk due to this vast increase in traffic. There are accidents on our road like it is and this increased volume will mean that will only get worse. We have a lot of seniors here as well as families with young children who are concerned about this issue.

This area's main feature is Meadowlily Woods Environmentally Significant Area, which is just across the street from this site. When the new Conservation Master Plan for Meadowlily Woods goes into effect, which will make this site a direct and immediate neighbour of a significant London environmental resource! It is likely that the environmental impact of the construction, building and operation of all of these buildings will produce water issues, noise and light that will disturb wildlife and nesting birds in the area of this site. The creek that is very close to this lot empties into the south branch of the Thames River and there are likely several species of concern that might be negatively affected by this change. There are bat colonies that are located just to the west and south of this site whose habitat and nesting areas have been disturbed already. We believe the environmental impact will be considerably negative when we ought to be respecting and preserving habitat and natural spaces.

In comparison to the other houses and homes in our area, the scope and design of this plan is in direct conflict with the normal setbacks, buffers and arrangements that give our neighbourhood its natural and environmental feel. We object to such a plan that places homes and condos so close to the road for visually intruding with our landscape. It is too dense and compact a plan and will likely affect negatively the value of our homes and properties. In one part of the site plan, it seems as if there is barely room to park all of the resident's vehicles not to mention their guests without overwhelming the street parking in the area. We think that the scale and intensity of the plan ought to be a good bit less by at least half or more. Many people on the road would be okay if a small number of single-family dwellings were built there. At one point we were assured by members of the city's planning staff that was all that would be built here.

At one point there were members of our community that tried to acquire land here and were told by members of the planning staff that due to the environmental constraints of the area, that building would only be allowed on the "foot print" of the prior existing buildings here. What happened to that idea? Why is this proponent allowed such an intense increase in occupancy and volume? We would like to know?

The next part of the study documents with which we have concerns and issues are the servicing of these houses and condos with water and especially sanitary sewers. It is not entirely clear from the wording of the documents concerning this issue if the proponent is going to bear the cost of such an expensive option of pumping the waste from down the hill of Meadowlily Road to up and over to the Summerside sewer system! Given the state of London's municipal financial situation, it ought to be the proponent and developer to bear this expense. What is also not clear is what sort of digging and tearing up of our road might be involved in all of this when most of the road has just been recently rebuilt to deal with servicing storm water runoff in our area. It seems like a very difficult set of disruptions to put our neighbourhood through given that this is an entirely rebuilt road as of 2018-19. What happens if this system breaks down and causes damage to adjacent properties and residents' homes?

There is also the issue of the heritage impact study attached to this application dated December of 2019. It seems to be a very good study of the history and heritage of Park Farm Heritage Farmstead across the street from the site in question but the conclusion this heritage asset will be entirely unaffected by such a large development we seriously doubt on the basis of the comments about traffic and degree of intensity this plan entails. It seems little more than a rework of the Goldhor Associates study done for the Meadowlily Secondary Plan in 2011. Who paid for this? What concerns us **more** is that in spite of the fact that the consultant notes the work of Nancy Tausky on Park Farm, he seems to gloss over all too easily on the study that she did for the same heritage study for the Meadowlily Secondary Plan (Reference: Goldhor Associates ***Archaeological and Built Heritage Background Assessment: Meadowlily Area Plan***, Draft April 2010, pages 25-27 of that study) on the property at 101 Meadowlily Road South—the real site in question in this application. In that study, which we will attach a copy of those findings to this letter to Planning Committee and to the mayor and city council, a considerable case is made that this site might very well contain some evidence with regard to the early settlement and pioneer history of our area. There is a great deal of attention given to the issue of Park Farm, but 101 Meadowlily Road South receives very little consideration at all. This seems narrow and inadequate for an area steeped in history and heritage.

We ask that this matter be rejected because of these various shortcomings or that this plan be downsized to be more in proportion to the neighbourhood and community around it.

Respectfully Submitted,

Gary Smith  
Friends of Meadowlily Woods Community Association  
141 Meadowlily Road, South  
London, ON N6M 1C3

From the Nancy Tausky Heritage Study for the Meadowlily Secondary Plan, 2011

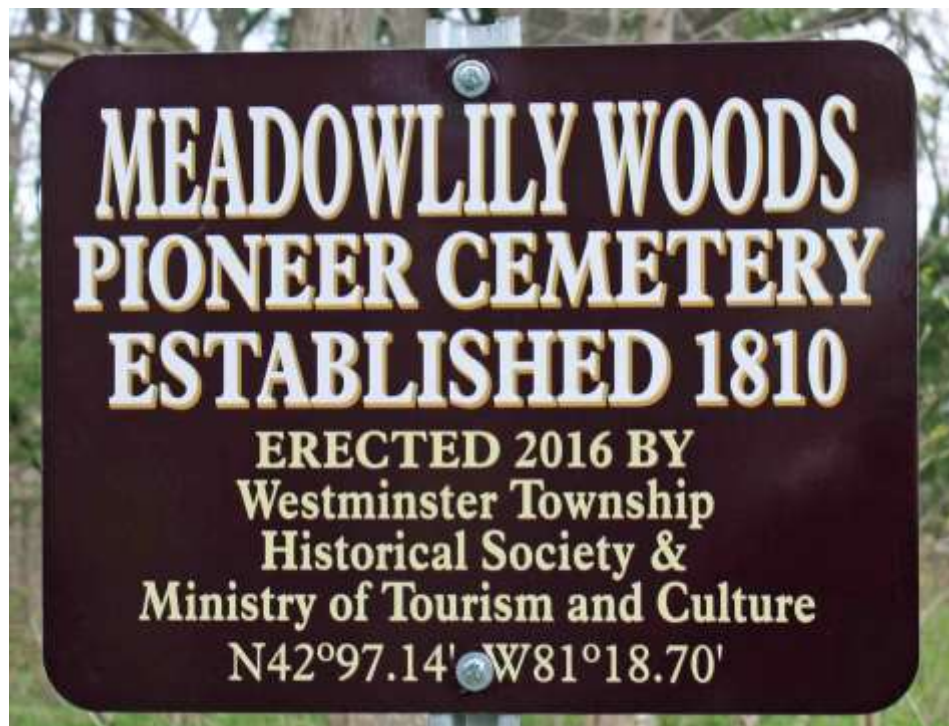
Several descendents of William and Hannah Sumner, from Massachusetts and Connecticut respectively, moved to Westminster in the early part of the nineteenth century and settled along Commissioners Road. A grandson, Abel Beardslee Sumner, gained the patent to Broken Front Lots 14 and 15 in 1825. The legal history of Lot 14, Concession 1 is complicated by the fact that, as was often the case, the paper trail lagged behind the actual course of settlement. Already in 1817, Abel B. Sumner was given power of attorney, enabling him to sell the lot, by Herman Landon, Jr., a resident of the Johnstown District who had been granted the crown patent as the son of a loyalist. Landon did not actually claim his patent until 1835, so the property was not legally sold to Abel's brother, William Augustus Sumner, until 1836, two years after he claimed the patent to Lot 15, Concession 1. It appears likely, however, that William had by then been living on Lot 14, north of Commissioners

Road, for some time. The archaeological excavation at site AfHh-92 uncovered a root cellar and artifacts dating from the decades about 1820 to 1840.

The archaeologist in charge of the excavation, Robert Pearce, concluded that the site had been the home of William A. Sumner until he sold the property to William W. Gray in 1841. Charred bricks indicated that the building burned, probably around that time. The 1851/52 Census report shows William resident in a log cabin on Lot 15, Concession 1 (Land Records, Westminster Township, Abstracts, Lots 14, 15, BF and Con 1, instr. 6274; Museum of Ontario Archaeology 1993; Census report 1851/1852; Grainger 2006: 599, 600).

Samuel Lockhart Sumner, a second cousin of Able and William, gained the patent to Broken Front, Lot 16 in 1828. The patent for Lot 16, Concession 1 went to his brother Thomas Hunt Sumner in 1840, and the lot was sold to Samuel Lockhart in 1842 Land Records, Westminster Township, Abstracts, BF and Con.1, Lot 16). Samuel also owned property on Lot 17, and the 1851/52 Census report shows him resident in a one-storey log house on Lot 17, Concession 1. By the time he died in 1874, however, the family homestead seems to have been relocated on Broken Front, Lot 16. He bequeathed 10 acres, "with the buildings thereon," to his wife Keziah (Instr. 8539). All or part of the house at 101 Meadowlily Road South was probably part of Keziah's inheritance (plate 1). A field investigation, which was not possible during the course of this study, is necessary to confirm the date of the building at 101 Meadowlily Road. Details evident from the road, especially those in the back wing of the house, appear consistent with a date circa 1965.

Between 1839 and 1850 Samuel L. Sumner sold over 18 acres in the northeast corner of BF Lot 16 to Samuel W. Soule, variously described as a cordwainer, shoemaker, and yeoman; in 1851, Soule also over 11 acres in the northwest corner of BF Lot 15. In 1851, Samuel Soule was living in a log house on BF lot 16. (Land Records, Westminster Township, BF Lots 15, 16, Abstracts, instrs. 1425, 1486, 1487, 502; Census report 1851. 1852). The property stayed in the Soule family until 1916, when Riley Soule's executors sold their lands to Frank E. Sage and Silverwoods Ltd. The indenture recording the sale calls attention to "several graves" on the northeastern five acres of BF Lot 15, with the rather curious proviso, "These are not to be disturbed by the parties of the second part, their heirs, successors or assigns, but they are not to be responsible for the protection or maintenance of such graves" (instr. 27244; see Figure 2).



From: Gary Smith  
Sent: Thursday, September 3, 2020 10:15 PM  
To: 101 Meadowlily Road <101meadowlilyroad@gmail.com>; Corby, Mike <mcorby@London.ca>; Cassidy, Maureen <mcassidy@london.ca>; PEC <pec@london.ca>; Lysynski, Heather <hlysynsk@London.ca>; Hopkins, Anna <ahopkins@london.ca>; Helmer, Jesse <jhelmer@london.ca>; Turner, Stephen <sturner@london.ca>; Kayabaga, Arielle <akayabaga@london.ca>; Lewis, Shawn <slewis@london.ca>; Peloza, Elizabeth <epeloza@london.ca>; Hillier, Steven <shillier@london.ca>  
Subject: [EXTERNAL] OZ-9192, Alternate Public Meeting, 101 Meadowlily Road South

To all concerned parties to this Development Application,

I tried to get into the Zoom meeting this evening and I guess for technical reasons I was unable to connect.

In lieu of being able to be a part of this virtual meeting, I am attaching this letter that I wrote for the meeting and ask that it be forwarded as a part of this documents related to this file and that it be included in the documents for the upcoming public meeting for this File OZ-9192.

Thank you,

Gary Smith  
141 Meadowlily Road South  
London, ON N6M 1C3

### **Public Meeting, Thursday, September 3, 2020, 101 Meadowlily Rd S**

**At the outset of my remarks** I'd like to thank the conveners of this meeting & the applicant for this opportunity to address concerns and issues with this plan. It is good to have the time & space to have these discussions. Our area, our neighbourhood & our environmentally significant area of Meadowlily Woods is of extreme importance to our community & we do wish to protect & preserve its unique character & landscape. While this application is not within the ESA it is more or less encompassed on two sides by this significant natural area. The setting & context here does set the tone for most of the properties that are on Meadowlily Road South as a whole. The context & scope of the neighbourhood & the houses and properties in this community is spacious, rural in character & many people have developed their lands and properties with that in mind. Most of them are treed lots with considerable attention paid to respecting the Carolinian species that make up a lot of the Meadowlily landscape. The setbacks from the road, which are between 25-61 metres from the side of the road making for an open & green vista from the time one turns on to our road down to the Thames River. My community and my neighbours respect this and value this about our area. That is our context & our landscape as we see it.

Now I will set a contrast and describe the difference and the difficulty we have with the Planning Application, OZ-9192, 101 Meadowlily Road South: the first thing of concern and incompatibility with the context and setting I've laid out is that this plan while it might meet the minimum requirement of a certain interpretation of the policies of the Official Plan, it does not show any of the following in our opinion, quoting from the section of the London Plan for the requirements of all development applications: Paragraph 1577: " it will need to be shown that the proposal is sensitive to, and compatible with, its context. It should be recognized that the context consists of existing development as well as the planning policy goals for the site and surrounding area." It goes on to say that the following issues include such things as:

1. Consistency with the Provincial Policy Statement and in accordance with all applicable legislation.
2. Conformity with the Our City, Our Strategy, City Building, and Environmental policies of this Plan.

3. Conformity with the policies of the place type in which they are located.
4. Consideration of applicable guideline documents that apply to the subject lands.

We find that this plan is inconsistent with the Provincial Policy Statement's natural heritage components and standards from Page 40 of the policy under: "Heritage attributes: means the principal features or elements that contribute to a protected heritage property's cultural heritage value or interest, and may include the property's built or manufactured elements, as well as natural landforms, vegetation, water features, and its visual setting (including significant views or vistas to or from a protected heritage property)." We find that the density and volume of this proposal violates what we see as the natural and cultural heritage value of our neighbourhood and community. It does impose too much on the views and vistas of our road and natural landscape of Meadowlily Road South. The size, scope and intensity of this proposal are inconsistent with and insensitive to this setting, context and landscape.

Also with regard to the section on Cultural Heritage Landscapes on the same page of the Provincial Policy Statement: "means a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Aboriginal community. The area may involve features such as structures, spaces, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. Examples may include, but are not limited to, heritage conservation districts designated under the Ontario Heritage Act; villages, parks, gardens, battlefields, mainstreets and neighbourhoods, cemeteries, trailways, viewsheds, natural areas and industrial complexes of heritage significance; and areas recognized by federal or international designation authorities." (Page 40). The Architectural Conservancy of Ontario recognized this value in 2013 by awarding its first provincial cultural heritage landscape award to Friends of Meadowlily Woods at its annual meeting in November in Toronto of that same. I would also remind this forum and the Planning Committee of the City of London that we applied to be designated as a Cultural Heritage Landscape in the early fall of that year and was approved in principle but never recognized or finalized.

The Natural Heritage section of the **Provincial Policy Statement** suggests on **Pages 22-23** that significant natural features like valley lands, upland forests, significant wetlands and water resources fall within the protections of this policy! See in particular on Page 22, "The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features." Meadowlily area is identified in many studies and documents as being a provincially significant wetland and in the area of this proposal it seems likely that due to the creek and areas around it, this part of Meadowlily is a groundwater recharge zone and disturbance of this feature could have negative impacts on the natural habitats of this part of Meadowlily or perhaps disturb the wells and groundwater resources of the adjacent properties: 85, 65 and 25 Meadowlily Road South, See Paragraphs of the London Plan: 475h, 1301-3, 1318, 1331, 1347.1, 1362-64, 1555 and Table 12. We find that the hydrology study attached to this report does not adequately address these impacts to our area.

The Environmental Impact Study seems to be a bit too quick and easy about the impact on the site with regard to significant birds and other plants and features in terms of mitigation actions that would be more thorough and intensive in providing habitat and protection for these species: Eastern Meadowlark, barn swallow, butternut and the bat study seems inadequate to the potential for important nesting areas being disturbed there. The Conservation Master Plan for this area goes into considerable detail about protecting a vulnerable species of bat for our immediate area, 4.4.3, Page 37. The study seems too rushed and incomplete to deal with these concerns: How many site visits were conducted and for how many seasons? It seems that there ought to be more discussion with the northern neighbour to this property on the part of the Thames-Talbot Nature Reserve and a review of the plan by the Upper Thames Conservation Authority and the Environmental And Ecological Advisory Committee ought to be consulted. Given the proximity of this to the Thames River and the

impacts this might have on runoff and potential for direct or inadvertent pollution from such an intense and drastic change in surface coverage, paving materials and disturbance underground with foundations and digging for new buildings of this size and scope, more depth and scope ought to be taken.

In this regard we believe that the rural, green and spacious views and vistas of Meadowlily Road South and the environs of Meadowlily Woods Environmentally Significant Area and its surrounds ought to be protected and respected more or less as they are. It is an important part of our neighbourhood and community to retain its present conditions. The aerial views of this property at 101 Meadowlily from Google Earth or the city's vegetation views shows that this property is already covered with 40-50% forest, hedgerows and valuable large and mature trees of an indigenous nature that perhaps should have been recommended to be added to the Environmentally Significant Area as a whole. The environmental policies of conservation master plans and the policies of the enhancement of ESAs suggests this as a normal course of treating and dealing with such areas so close to the **Green Space Type** (Paragraphs 757-74, especially Paragraphs 767-68 and 773) in the London Plan and open space and natural areas and corridors in the Official Plan.

The large number of mature trees on the property and especially the large row right in the centre of the site are viewed by us as a significant environmental feature and ought to be treated as distinctive trees within a tree protection zone, which Meadowlily area is. Under Paragraph 1578, Section 6, Item K: "Loss of trees and canopy cover." The loss of these trees and the large hedgerows and corridors of this site are a valuable part of the Meadowlily landscape and ought to be maintained and protected. We object to the removal of such a large environmental feature. Section M of the same Paragraph (1578) says, "Impact on natural heritage features and areas." We see these trees as an important part of the natural components of Meadowlily Road South and our neighbourhood.

There are a host of other issues with this application as well: Given a front length in about 271 meters or so, think about the houses at the top of the hill from 171-135 Meadowlily Road South, given the size and proportion of these houses and lots, the proponent could build 8-10 single family dwellings in a similar manner and show respect for the community and the neighbours that will be a part of this area for years to come. That would show some sensitivity to the present situation and circumstances on our road.

Also the Heritage Study for the application seems inadequate in terms of attention to detail around the pioneers and settlers that established this area not to mention the likelihood of First Nations' material that would likely be a part of looking deeper into that lot's history. One former neighbour says that there were likely longhouses on that site years ago. The Sumner Family has an extensive history in this area and it noted in the two-volume history of the **Delaware-Westminster Township** books (2006), especially Volume Two, Together in History, Pages 599-601. It is suggested that one of the ancestors of that family might have been the first settler on 101 Meadowlily Road! More attention needs to be given to the west side of the road not the east at Park Farm, which has numerous studies done.

We also object to the size and scale of this proposal of 84 condo units on the basis that this would constitute in all likelihood somewhere between 168-280 new residents on Meadowlily Road South with a commiserate amounts of vehicles given this population increase of between 336-560 vehicles on this road, which is much more like a rural or country road not designed or adequate to such a huge volume and increase in traffic and decrease in safety for cyclists and walkers who use this road for recreation and exercise. See Paragraph 1578 of the London Plan again for this, especially Page 410. The increase exceeds normal conditions and space requirements. In that regard it seems the project needs to be scaled back in order to provide enough on site parking for that many vehicles and drivers. The visual impact of this plan has already been commented on above and the reduction of views of the Meadowlily area would be negatively affected by such an intensive plan.



Also under Paragraph 1578 it says in Section 7: That issues regarding Items C, D, F, G and J: Neighbourhood character, Streetscape character, height, density, massing, placement of building and setback and step-back (Page 410) from the road and closeness to the other property to the north or future development to the south are not consistent with or compatible with the context and landscape of Meadowlily Road South as a whole. These properties have a deeper setback, more open space and lawns that comprise the character and green space of this neighbourhood. The whole project ought to be scaled down to be more sensitive and consistent with the rest of the neighbourhood and landscape.

Intensification portions of the London Plan also involve the same balance and proviso as the part we quoted above: Paragraph 939: "All are important to realize our goals of purposeful, sensitive, and compatible intensification within our neighbourhoods:" And Paragraph 83: "As directed by the policies of this Plan, intensification will be permitted only in appropriate locations and in a way that is **sensitive to existing neighbourhoods and represents a good fit.**" This also applies to Paragraph 953: "The City Design policies of this Plan will apply to all intensification proposals. In addition, the following design policies will apply: 1. A Planning and Design Report, as described in the Our Tools part of this Plan, shall be submitted for all intensification proposals. This report will clearly demonstrate that the proposed intensification project is **sensitive to, compatible with, and a good fit within the existing surrounding neighbourhood.**" We do not feel that the current design this is a good fit and it is not appropriate to the site and context of the Meadowlily Area. We do not support this plan for our neighbourhood or community.

**From:** Jennifer Grainger

**Sent:** Thursday, June 11, 2020 7:00 PM

**To:** Corby, Mike <mcorby@London.ca>

**Cc:** "shillier@london.ca"@pps.reinject; Lysynski, Heather <hlysynsk@London.ca>; "csaunder@london.ca"@pps.reinject; "mcassidy@london.ca"@pps.reinject; "jhelmer@london.ca"@pps.reinject; "akayabaga@london.ca"@pps.reinject; Hopkins, Anna <ahopkins@london.ca>; Turner, Stephen <sturner@london.ca>

**Subject:** [EXTERNAL] Letter regarding Meadowlily Planning Application

Dear Mr. Corby, Ms. Lysinski, Ms. Saunders, and Councilors:

Please find attached a letter from ACO London regarding the proposed developed at 101 Meadowlily Rd. S.

Jenny Grainger  
President, ACO London

June 12, 2020

Mike Corby, Development Services, City of London

Steven Hillier, Ward Councillor – shillier@london.ca

Members of Planning & Environment Committee:

Maureen Cassidy (Chair) – mcassidy@london.ca

Jesse Helmer – jhelmer@london.ca

Arielle Kayabaga – akayabaga@london.ca

Anna Hopkins – ahopkins@london.ca

Stephen Turner – sturner@london.ca

**Re File: 39CD-20502 & OZ-9192, Draft Plan of Vacant Land Condominium, 101 Meadowlily Rd. S.**

Dear Mr. Corby and Councillors:

On behalf of ACO London, I write with concern over the proposed zoning by-law amendment to allow 52 condominium townhouses and 37 single detached dwellings at 101 Meadowlily Road South.

The proposal to place an urban/suburban townhouse/subdivision development squarely in the middle of one of the last remaining rural landscapes in the city is, in our opinion, the antithesis of urban intensification and the London Plan's emphasis on growing our city inward and upward. The development is proposed for a parcel of land

that is bounded on three sides by protected land: the Meadowlily Woods Environmentally Significant Area to the east, the Meadowlily Nature Preserve (owned by the Thames Talbot Land Trust, donated to the TTLT by Carol and Rick Richardson in 2002) to the north, and the city-owned Highbury Woods Park to the west. We believe that the proposed development is incongruous with the surrounding rural landscape and its heritage attributes. According to pages 58 and 59 of Heritage Impact Assessment prepared by Thor Dingman:

- “The HIA has identified two areas of potential impact from the proposed subdivision; 1. impacts that effect the heritage attributes of the cottage’s rural setting inscribed within the property; 2. impacts that effect the context surrounding Park Farm within a historic landscape. As the designation by-law states, the context of the house is crucial for maintaining a sense of the original setting, and the original farm site contributes to the verisimilitude of a historic landscape.
- The proposed development creates a new urban street edge condition with minimal setback. This new street edge is without precedent along Meadowlily Road.
- Impacts to the surrounding context of Park Farm as a historic landscape are primarily experienced when moving through the viewshed along Meadowlily Road South. The proposed medium density townhouses and detached housing frontages, set closely to the road, introduces a stark and sudden transition between urban settlement and Park Farm across the road. This has a potential negative impact on authenticity of Park Farm as part of a historic rural landscape. With the edges of the development left unbuffered, the isolation of Park Farm is emphasised and this further disconnects it from the context of a historic landscape.”

The relatively small area bounded by Highbury Road South, Commissioners Road, Hamilton Road, and the eastern boundaries of Park Farm and Meadowlily Woods is extraordinarily rich in natural and heritage resources. In addition to the three above-mentioned natural areas, it contains a small bee and duck sanctuary at 25 Meadowlily Road South, the ruins of the Meadowlily Mill (the most well-preserved ruins in the city of an early London mill) and two properties designated under Part IV of the Ontario Heritage Act: Park Farm (the “cottage” referred to in the HIA excerpt above) and the 1910 Meadowlily Bridge. The rural landscapes around the designated properties are important in retaining an historic sense of place appropriate to the heritage sites – with open fields, woodlots, farmsteads and the narrow, uncurbed Meadowlily Road. The latter is strongly reminiscent of the historic pathways that have led to the bridge and the mill since at least 1851 and probably since the 1820s. Although Meadowlily Road has been paved and widened at various points in its history, it remains relatively narrow and its borders retain the embankments, ditches, and vegetation characteristic of a minor country road. This quality is important as part of the overall character of the area.

For any potential rezoning of and development at 101 Meadowlily Road South, we recommend the following:

1. A lower density development that is in keeping with the rural character of the area, and that is consistent with the core principles of the London Plan.
2. Instead of hard-edged urban styles such as those illustrated in the HIA, an effort should be made to provide more imaginative styles evocative of traditional styles. These could, and should, be clustered in ways that would leave visual spaces at intervals between them, providing hints, at least, of rural space.
3. A single access point to Meadowlily Road for the subdivision, instead of the fourteen driveways and two streets included in the current proposal (see page 44 of the HIA). The access point should be at the far south end of the subdivision property.
4. Keeping the soft shoulders and rural laneway feel of Meadowlily Road.
5. A large buffer zone between the development and the Park Farm buildings. Because the Park Farm buildings are so close to the southern border of the

original Park Farm property, any high-density development or development impinging on the property line would seriously affect their character.

6. Increase the setback from Meadowlily Road and hide the development behind a barrier of large trees, both evergreen and deciduous and shrubs to provide a visual, sound, and light buffer between the development, the road, and Park Farm.

- 7.

Sincerely,

Jennifer Grainger

President, Architectural Conservancy Ontario – London Region

Copy: Cathy Saunders, City Clerk ([csaunder@london.ca](mailto:csaunder@london.ca))

Heather Lysinski, Secretary, PEC ([hlysinsk@london.ca](mailto:hlysinsk@london.ca))

---

**From:** Daria Koscinski

**Sent:** Friday, June 12, 2020 3:00 PM

**To:** Corby, Mike <[mcorby@London.ca](mailto:mcorby@London.ca)>

**Subject:** [EXTERNAL] 101 Meadowlily Rd proposed development

Hello Mike,

Please find attached comments from Thames Talbot Land Trust about the proposed development at 101 Meadowlily Rd.

Thank you very much.

Daria

Daria Koscinski

Acting Executive Director

Thames Talbot Land Trust

Mike Corby

Senior Planner

Development Services, City of London

300 Dufferin St.

London ON N6A 4L9

RE: Proposed Development at 101 Meadowlily Road, File 39CD-20502 & OZ-9192

Dear Mr. Corby,

Thank you for the opportunity to comment on the development proposed for 101 Meadowlily Road South. Thames Talbot Land Trust owns a 5.9 ha portion of the Meadowlily Woods Environmentally Significant Area (ESA), immediately adjacent to the proposed development. Our comments on the development proposal will focus on potential impacts to the ESA, and most especially on the TTLT nature reserve. TTLT's Meadowlily Nature Preserve is a certified Ecological Gift through the federal government and TTLT has a strong obligation to ensure that the natural features that are part of this Ecological Gift remain in excellent condition. Any changes in surrounding land uses that might have negative environmental impacts on TTLT's nature reserve are of great concern to us.

We have reviewed the Environmental Impact Study (December 2019) that was prepared by Natural Resource Solutions Inc and posted on the City of London website.

Buffers are an important consideration for development adjacent to an ESA. In this case, we note that the effect of the proposed buffer will be enhanced by the additional 11m setback from the ESA boundary. We support the use of fencing without gates at the rear of the building lots. Will the ESA Boundary be fenced?

Following are some comments in response to issues identified in EIS Table 7 Impact Assessment and Net Effects.

Land Use Impacts LU4, LU5 – Drainage is a key issue for this development. The unnamed creek is already subject to surges in heavy rainfall events. There must be no increase in post-construction flows as a result of this development. TTLT has experienced serious erosion issues at the Meadowlily Nature Preserve in the last 5 years. Heavy water flows were diverted onto TTLT's property from the road, causing erosion along the trail and the creek. The issue was finally resolved in 2019. Given the elevation differences and the history of water control issues we are concerned about further drainage problems. We look forward to the opportunity to review the promised Stormwater Management Plan.

Construction Impacts CO1 – Appropriate erosion and sediment control measures are very important. We agree with the consultant that an Erosion and Sediment Control (ESC) plan must be prepared. Even more important than a good plan, is the diligent monitoring of site conditions throughout the construction period. In many cases, erosion control measures are neglected, then fail, causing sedimentation. As the owner of a portion of the ESA located "downstream" of the proposed development, Thames Talbot Land Trust is very concerned about the potential impacts of sedimentation.

Construction Impacts CO4 – There must be no damage to retained trees. We support the use of tree protection fencing prior to any grading on site.

Stormwater Management Development Impacts – SWM1 through 7. As noted above, TTLT is very concerned about drainage issues. Please provide a copy of the Stormwater Management Plan when it becomes available.

Land Use Management Impacts LM2, LM6 – We are not convinced that risk associated with Yard Waste Disposal is Low. Fencing the back of the residential lots is a good starting point, but there is still risk associated with the pathway between houses, connecting the residential street to the multi-use pathway. TTLT members are familiar with similar situations, where determined homeowners have deposited wheelbarrow loads of yard materials in an ESA at the end of a pathway. These typically include invasive plant species (e.g. periwinkle, English Ivy), which then become established in natural areas that are designated to protect native plants and wildlife. Will fencing be provided along the ESA boundary? Signage indicating the ESA, TTLT property and "No dumping" should also be considered.

Land Use Management Impacts LM 3 – We support the use of native species for all plantings associated with this development.

Land Use Management Impacts LM 4 – Domestic Pets. We are not convinced that the risk associated with domestic pets will be Low. In addition to the limitation in ESAs, municipal by-laws also require dogs to be kept on leash throughout the city. Despite these requirements, many residents allow their dogs to run off-leash in the ESA. Outdoor cats will have serious impacts on wildlife. Brochures are helpful, but much stronger action will be required in order to reduce this impact. We appreciate the City of London taking the time to consider the potential environmental impacts of the proposed increased population density, water management and road traffic in this environmentally sensitive area. The City of London is very proud of its Environmentally Significant Areas and recognizes them as "an integral part of London's Natural Heritage System". We recognize the City of London's commitment and leadership in protecting its ESAs. We look forward to reviewing further documentation for this proposal.  
Sincerely, Daria Koscinski Acting Executive Director Thames Talbot Land Trust

From: Nancy Tausky  
Sent: Friday, June 12, 2020 11:47 PM  
To: Corby, Mike <mcorby@London.ca>  
Subject: [EXTERNAL] 101 Meadowlily Road South

June 11, 2020

Mike Corby, Development Services, City of London  
Steven Hillier, Ward Councillor

Members of Planning and Environment Committee:

Councillor Stephen Turner, Chair  
Councillor Maureen Cassidy  
Councillor Jesse Helmer  
Councillor Anna Hopkins  
Councillor Phil Squire

**Re File: 39CD–20502 & OZ–9192, Draft Plan of Vacant Land Condominium, 101 Meadowlily Rd. S.**

Dear Mr. Corby and Councillors:

I am writing to protest the proposed development at 101 Meadowlily Rd. S. I am convinced that, ideally, the land south of the Thames River, north of Commissioners Road, and west of Meadowlily Road should retain the rural quality it presently possesses. Should that not be possible, I want to advocate for a development with less density, greater buffering from Meadowlily Road, and building styles with a more rural character.

In the interests of full disclosure, I should point out my long familiarity with the landscapes and built features in the Meadowlily neighbourhood, at well as a certain circularity in the thinking that led to this letter. I was the historical and architectural consultant for the *Historical Assessment of the Homestead at Park Farm* produced by Ron Koudys Landscape Architect Inc. in 1993, and my firm researched and wrote the part of the Cultural Heritage Assessment for the Meadowlily Area Plan submitted by Golder Associates in 2010. Large sections of both of these reports are appropriately reproduced in the *Heritage Impact Assessment* produced by Thor Dingman for the proposed development at 101 Meadowlily Road. In turn, my recommendations here are strongly influenced by his suggestions for mediation, though mine sometimes elaborate on his in order to give his idea a stronger implementation. I do not find the correlations in our thinking strange, since we both bring expert knowledge, experience, and integrity to the process. What does strike me as odd is that, having dutifully obtained Mr. Dingman's report, 2690015 Ontario Inc. has so far chosen not to incorporate any of Dingman's suggested measures for mediation. To so thoroughly dismiss heritage concerns within the Meadowlily neighbourhood is remarkably insensitive, and also opposed to important planning policies.

The relatively small area bounded by Highbury Rd. S., Commissioners Rd., Hamilton Road, and the eastern boundaries of Park Farm and Meadowlily Woods is extraordinarily rich in natural and heritage resources: it contains a large Environmentally Significant Area (the Meadowlily section of the non-profit Thames Talbot Land Trust Nature Preserve west of Meadowlily Rd. and the City-owned Meadowlily Woods to the east); the ruins of the Meadowlily Mill, the most well-preserved ruins in the city of an early London mill; and two sites designated under the *Ontario Heritage Act*, Park Farm and the Meadowlily Bridge. The *Provincial Policy Statement*, the *Ontario Heritage Act*, and the *London Official Plan* all have statements to the general effect that "Planning authorities shall not permit *development and site alteration on adjacent lands to protected heritage property*

except where the proposed *development* and *site alteration* has been evaluated and it has been demonstrated that the *heritage attributes* of the *protected heritage property* will be *conserved*" (PPP, 2020, 2.6.3). The designating by-law for Park Farm notes that "The context of the 1848 house is crucial for maintaining a sense of the original rural context" (By-law L.S.P.-3253-58).

Most of the land west of Meadowlily Road consists of open fields, farmsteads and the narrow, uncurbed Meadowlily Road. The latter is strongly reminiscent of the historic pathways that led to a bridge to the mill since at least 1851 and probably since the 1820s. It is also part of the landscape that made the cottage at Park Farm a rare exemplar of contemporary theories regarding the "Picturesque": "The designated 1848 Regency cottage is beautifully placed atop a knoll with views facing down slope, and across meadows to the northwest....The selection of the picturesque building site, together with the noble proportions and orientation of the cottage, make Park Farm one of the finest examples of a Regency villa in London" (Thor Dingman, Heritage Impact Assessment, 101 Meadowlily Development, 58). Mr. Dingman points out in his report that "Meadowlily Road South is a dead-end street. It is quiet and rural in character and is a popular walking and bicycling route" (HIA, 34). Surely the crowding, traffic, and light pollution of an explicitly urban development should ideally be avoided within this enclave, popular with City and neighbourhood residents alike.

Should a residential development be allowed here, I would like to see it substantially redesigned to meld less intrusively with its immediate surroundings:

1. The only entrance to the subdivision should be from Meadowlily Road at the far south end of the subdivision property. This could alleviate the need for any road widening, moving, and lighting further north.
2. The number of units should be substantially reduced so that no buildings are closer to Meadowlily Road than the easternmost north-south road in the conceptual plan.
3. A mixture of large trees and shrubs should be planted between Meadowlily Road and the housing development as a buffer between the development, the road, and Park Farm, muting the visual, sound, and light effects of the urban neighbourhood.
4. Instead of hard-edged urban styles such as those illustrated in the proposed plans, an effort should be made to provide more imaginative styles evocative of traditional rural building types. Abstracted versions of simple houses and barns, for example, have been appearing in both local and international design journals. These could, and should, also be clustered in ways that would leave visual spaces at intervals between them, providing hints, at least, of rural space.
5. North of the entrance to the development, Meadowlily Road should retain its narrow width and soft shoulders.
6. Entry gates should not overshadow those of Park Farm, almost directly across the road.
7. The only fence along the road should be the buffer of trees and shrubs.
8. Use lighting with minimal glare and bleed.
9. Incorporate storm water infrastructure into the landscape in ways that make it appear as natural as possible.



I realize that both the City and the Province favour greater urban intensification, and, in general, I approve this movement. For all the reasons mentioned above, however, I would very much like to see the City exercise whatever powers in may have to exclude or reduce proposed development west of Meadowlily Road.

Thank you for reading my awkwardly long letter and for giving thoughtful consideration to my recommendations.

Sincerely,

Nancy Z. Tausky

---

**From:** susan high

**Sent:** Friday, June 12, 2020 12:36 PM

**To:** PEC <[pec@london.ca](mailto:pec@london.ca)>

**Subject:** [EXTERNAL] 101 Meadowlily OZ-9192

Maureen Cassidy and Planning Committee,

I am a 19 year resident of Meadowliy Road South and have many concerns with the most recent application at 101 Meadowlily Road South. File # 39CD-20502+OZ-91

I believe that 13 fourplex dwellings (52 units) and 37 single detached dwellings/lots are going into too small a space. The traffic coming up and down the road will be too much. This is a narrow road and can be difficult with the traffic flow now. There are children (that are residents and also visitors) playing. The cyclists, skateboarders, and people walking with and without their dogs up and down this road. We have people that use Meadowlily Road during the week as a training for competitons.

The children on this road are bused to School, as Summerside does not have Public or High School (French Immersion and Catholic Schools) with Thames Valley District School Board.

The Noise Pollution will effect the Wildlife and nesting birds negatively.

The Light Pollution will also effect the wildlife and birds negatively.

I am opposed to this development. It seems that during Covid-19 someone is trying to force this issue at a bad time.. After all we are still in a state of emergency

I ask that this committee reject the application or profoundly downsize the number of buildings.

Respectfully

Susan Smith

141 Meadowlily Road South

London, Ontario N6M 1C3

---

**From:** Viki

**Sent:** Monday, June 15, 2020 10:45 AM

**To:** Corby, Mike <[mcorby@London.ca](mailto:mcorby@London.ca)>

**Cc:** Hillier, Steven <[shillier@london.ca](mailto:shillier@london.ca)>

**Subject:** [EXTERNAL] Planning Application- 101 Meadowlily Road South

Please accept our attached comments regarding the planning application for 101 Meadowlily Rd. S  
File 39CD-20502 & OZ-9192

Viki and Del Massey

June 12, 2020  
Mr. Mike Corby  
Development Services, City of London,  
300 Dufferin Avenue, 6th Floor, London  
ON PO BOX 5035 N6A 4L9  
Re: File: 39CD-20502 / OZ-9192

Dear Mr. Corby,

As London residents, we have the privilege and pleasure of walking, almost daily and year-round, along Meadowlily Road South to access the multi-use pathway and nature trails of the Meadowlily Woods. This area is a hidden jewel increasingly being discovered by other residents of the City of London, and now by builders wishing to develop the land for residential use. We would like to express our concerns with the proposed development at 101 Meadowlily Road, under the following headings and offer recommendations for the land use:

- Safety
- Setting
- Environmental Sensitive Area

### **Safety**

We are concerned for the safety of citizens using Meadowlily Rd. S. whether it be as an access point to the Meadowlily trails or to the proposed development. We have noted increased traffic; foot traffic (walkers, runners); wheeled traffic (cyclist, in-line skaters); and motorized vehicular traffic on Meadowlily Rd. S.

The number of vehicles parked at the bottom of the hill on Meadowlily Rd. S. far exceed the 5 allotted parking spots and vehicles now park on the side of the road extending up the hill. In addition, there are usually a number of vehicles parked outside of the Park Farm gates. The parked cars lead to obstruction of the road. We have observed many pedestrians and cyclists using either side of the road, which leads to chaotic and unsafe conditions. Increased vehicle traffic is inevitable and this environment is conducive to the occurrence of accidents.

The proposed subdivision includes road access into the development just past a curve in Meadowlily Rd. S. which creates a "blind spot" for all manor of traffic coming down the hill or exiting from the proposed development, thus Increasing the potential for accidents.

All types of traffic will likely continue to increase with the additional housing developments in Summerside and along the Commissioners Road corridor. The Planning Justification Report submitted by Dillon Consulting under the headings "Energy Conservation, Air Quality and Climate Change" and "Transportation System" indicates that the "proposed development encourages the use of public transportation and transit access to the subject site, as well as the surrounding area" and "It also improves the mix of housing types along in the Meadowlily Road South area to shorten commute journeys and decrease transportation congestion".

We disagree with these statements. Meadowlily Rd. S. is a "dead-end" road and is not a bus route. In order to access the city's transportation system, residents will have to walk at least a kilometer up a steep hill, on a road that does not have a sidewalk, to reach Commissioners Rd where the buses run.

We have observed in our subdivision of Summerside that most households have two vehicles and both are used to drive to work. We surmise that this will likely hold true

for the proposed development. A development of 89 houses, with the majority of residents driving two cars will contribute to significant traffic congestion along Meadowlily Rd. S., particularly at peak “rush” hours. In addition, as there are no amenities within walking distance, residents will have to drive to reach all destinations outside of the area. As Meadowlily Rd. S. is a dead-end road, there is only “one way in and one way out” to and from Commissioners Rd.

These factors will contribute to increased traffic congestion with the potential to affect the public’s road safety.

### **Setting**

We agree with the Heritage Impact Assessment conducted by Thor Dingman, B. Architectural Sc. Inc. in that the architecture/design of the proposed development is more suited to an urban development plan. One has only to see the recent installment of three- story townhouses in the Vibe subdivision at 2070 Meadowgate Blvd. to envision the type of buildings being proposed for the 101 Meadowlily site. The proposed development includes very little green space. We feel that these plans are not in keeping with a rural setting.

The proposed development shows narrow driveways and garages that will accommodate only smaller vehicles. This is similar to the Vibe subdivision at 2070 Meadowgate Blvd. We have observed that the lack of available parking leads to street parking. This has the potential for further congestion on Meadowlily Rd. S.

### **Environmental Sensitive Area (ESA)**

We are particularly interested in and concerned about the impact of the proposed development on this designated environmentally sensitive area.

We understand that an Environmental Impact Study (EIS) has been submitted as part of the development application. Although the proposed development remains outside of the current and proposed ESA boundaries, destruction of the established meadows will have a direct impact on animal habitat and plant species.

Meadowlily Woods is identified by the Ministry of Natural Resources of containing both Provincially Significant Wetlands and Habitat for Endangered Species. According to previously conducted studies (referenced in <https://www.meadowlilywoods.ca/> ) this protected area contains endangered plant species and plant species at risk.

Meadowlily Woods houses many local species of birds and is an important layover for migratory birds. The Draft Natural Heritage Study 2011 indicated that Meadowlily Woods contains 16 species in the Partners in Flight Ontario Plan and 37 species listed Conservation Priority for Middlesex County.

In addition, the woods and meadows support 18 different mammal species, many reptile and amphibian species, and 26 varieties of butterflies.

### **Recommendations**

With so much housing development in Summerside and along the Commissioners Rd corridor, we feel that the Meadowlily area should be preserved as a natural environment and that this application for housing development (file number 39CD-20502 / OZ-9192) should be turned down by the City of London Planning Department. The City of London has an opportunity to promote environmental stewardship in maintaining this important ecologically balanced environment.

We recommend that this site be developed as a conservation area. The only building that should be undertaken is that of a nature and educational center to highlight this environmental and heritage rich area.

**IF** the planning department approves development on this site, we suggest that consideration be given to the setting:

- Conduct an environmental impact study related to destruction of the meadows at the site of the proposed development

- • Observe and consider the foot and vehicular traffic patterns and introduce methods to create a safe environment for all
- • Lower the density of the housing
- • Provide adequate set back from Meadowlily Rd. and include plantings (e.g. natural tree species to the area) to create a buffer from the road
- • Include more greenspace and plantings (e.g. natural tree species to the area) within the subdivision
- • Architecture- Housing design to include:
  - o Only one- and two-story dwellings
  - o Natural materials- stone, wood
  - o Variation of the facades (not all the same “cookie cutter”)- suggest modelling on historic farm houses

### Conclusion

The Meadowlily woods area offers residents of London a tranquil environment for recreational use in an environmentally sensitive area. The introduction of a subdivision development will negatively impact the natural and rural setting, the established meadows, and the environmentally sensitive area. This area has road access from Meadowlily Rd. S., which is becoming increasingly busy with all manners of traffic. The increase vehicular traffic that will be introduced with this development raises the concern for public safety.

For the reasons stated above, we do not support this application for development of 101 Meadowlily Rd. S.

Thankyou for the opportunity to provide our input and for your consideration of our concerns and recommendations.

Regards,  
Viki and Del Massey  
207-2025 Meadowgate Blvd.  
London, ON N6M 1K9

From: Joanne Sanborn  
Sent: Thursday, June 18, 2020 6:42 PM  
To: Corby, Mike <[mcorby@London.ca](mailto:mcorby@London.ca)>  
Subject: [EXTERNAL] re: 101 Meadowlily Developments

Hi Mr. Corby,

As a regular patron of the Meadowlily area I would like to voice my concerns about the proposal for development in this very important nature reserve. Not only is it of value to the community that engages in it, but more importantly, to the variety of wildlife that is abundant in the forests and meadows, as well as the diverse variety of trees that make up a percentage of London's tree canopy.

798 Hamilton Rd

From: Diane Drouillard  
Sent: Wednesday, June 24, 2020 9:17 AM  
To: Development Services <[DevelopmentServices@london.ca](mailto:DevelopmentServices@london.ca)>  
Subject: [EXTERNAL] Meadowlilly

Please, this area is a gem for walkers, bikers, runners, birders and those who are trying to take care of their mental and physical health.

We claim to be the Forest City.

We do not need to pollute this beautiful area with a subdivision or mall or whatever is being proposed.

Please reconsider,  
Diane Drouillard

**From:** Michelle Kocins  
**Sent:** Thursday, June 25, 2020 4:40 PM  
**To:** Corby, Mike <mcorby@London.ca>  
**Subject:** [EXTERNAL] Meadowlily

Hello Mike,

I recently took a visit to Meadowlily Woods after a few years and was disappointed to see that the city wanted to develop houses there. Not only will it be wildly detrimental to the environment, I believe it will destroy one of the most beautiful areas in London with traffic and people.

I would propose that you take this to the city hall and reconsider this decision. Please protect East London.

Let me know what I can do.

Michelle Kocins

**From:** Melanie Oudshoorn  
**Sent:** Thursday, July 2, 2020 9:54 AM  
**To:** Cassidy, Maureen <mcassidy@london.ca>; hlysink@london.ca; Hillier, Steven <shillier@london.ca>; Corby, Mike <mcorby@London.ca>  
**Subject:** [EXTERNAL] No Development in Meadowlily Woods!

Good morning,

I'm writing today to add my name to the growing list of outraged residents and environmentalists in defense of Meadowlily Woods and the proposed development that frankly, I'm appalled that London would even consider. There are so many already vacant spaces available for development - I don't understand why the city would allow the destruction of an **environmentally significant area** when right across the road there's a huge vacant Rona that could be torn down for condos instead (services are already there too) leaving Meadowlily intact and there for further enjoyment.

This is a serious degradation and inappropriate development and must be stopped. London is rapidly removing the 'forest' from our city! The destruction of Indigenous white cedars at this location listed by London as a **tree protection zone** is horrifying - yet this development of concrete is being allowed? I can't even fathom.

I was part of the fight to help conserve the woodlot & reservoir behind the Costco at Wellington & 401. The reservoir was drained and the woodlot that I thought was protected was ripped out to make room for another strip mall we don't need and an Ikea which never came to fruition. I seriously hope that the city was at least compensated for that failed venture being as the woodlot is now long gone and apparently for nothing.

Please help save Meadowlily Woods from development!! We need to protect our woodlands and save the developing for areas where it makes sense to develop - like the old Rona space on Commissioners. So many people love the quiet, serene nature of Meadowlily Woods - let's keep it that way. Thank you for your time and consideration and hopefully your voices to defend Meadowlily.

Best Regards,

Melanie Oudshoorn  
989 Dearness Dr

**From:** Arla  
**Sent:** Wednesday, July 8, 2020 3:14 PM

**To:** Corby, Mike <mcorby@London.ca>; Development Services <DevelopmentServices@london.ca>  
**Subject:** [EXTERNAL] 101 Meadowlily Road South

As a long time resident of this area who has appreciated the natural beauty of the neighbourhood and uses the Thames Valley Parkway and Meadowlily Road on an almost daily basis, I am totally opposed to the development being proposed on Meadowlily Road. This multi-unit building would increase traffic on Meadowlily Road detracting from the appeal this area has for local residents both along Meadowlily Road and the adjoining Thames Valley Parkway. Considering how close this development is to an ESA is another reason I am totally opposed to this development. We really do need to stop encroaching on natural habitats and protected areas in this City.

Regards,  
Arla Longhurst  
354 Jonathan Street, London, Ontario

**From:** Shayla Jackson  
**Sent:** Tuesday, July 21, 2020 7:41 PM  
**To:** Corby, Mike <mcorby@London.ca>  
**Subject:** [EXTERNAL] Development of 101 Meadowlily Rd S

Mike Corby,

I request that you reconsider your draft plan for the development of 101 Meadowlily Road South. The construction of 89 units will have drastic and lasting impacts on the real estate value of present lots, the success of local small businesses and the conservation of the natural environment.

The present residences of Meadowlily Road South have been long withstanding and many of them would qualify for heritage status. The Meadowlily area is rich with cultural history, such as the nearby remains of the Meadowlily Mill, destroyed by fire several times in the late 1800s. These buildings have stood on their uncommonly large lots in the quiet and naturalized area for many years. This community represents a rare gem of cottage-country living within the London real estate community, and the value of these homes is sure to drop with condominium development.

The naturalized state of Meadowlily Road South is also important for The Meadowlily Farm, a small business that also operates as a rescue for both ducks, and bees which rely on local wildflowers to produce their honey, which is sold at the farm. Many of these wildflowers prefer open fields (Eastman, 2014), such as the one targeted in your draft plan, over wetlands or woodlands, and so their needs cannot adequately be met by the wooded areas of the Meadowlily forest.

These open fields are also important for larger animals, such as deer and small rodents that also rely upon local wildflowers and other plants for food, as well as their predators, like raptors and coyotes. Many people believe that the destruction of suitable habitat will deter coyotes from inhabiting the city, but in fact this is only likely to drive coyotes out of forests and into more urban areas, since coyotes will enter human spaces when naturalized areas become unavailable (Tigas, Van Vuren, & Sauvajot, 2002). Such coyotes, that become habituated to the presence of humans, and their garbage as a food source, can become dangerous (Bounds & Shaw, 1994).

The construction of a condominium as well as a new road into the Meadowlily area will undoubtedly increase the human impact on one of the few remaining naturalized areas of London (note that paved bike paths do not substitute naturalized areas!). The



noise of the construction, as well as the subsequent vehicular traffic is sure to cause noise that will distress the native wildlife as well as current homeowners and nature enthusiasts. The increased foot traffic into conserved areas will also lead to increased pressure on this sensitive ecosystem, through trampled vegetation, distressed wildlife and litter. Garbage localized to the condominium is also likely to draw in animals such as raccoons and coyotes, which will undoubtedly lead to an increase in potentially dangerous human-animal conflicts.

For these reasons, I strongly urge you to consider the impact of condominium development in the quiet Meadowlily community.

Sincerely,

Shayla Jackson

My address is 46 Rockwyn Cres., London, ON.

---

**From:** Rebecca Thompson  
**Sent:** Wednesday, August 12, 2020 8:55 PM  
**To:** Smith, Craig <[crsmith@London.ca](mailto:crsmith@London.ca)>; Development Services <[DevelopmentServices@london.ca](mailto:DevelopmentServices@london.ca)>  
**Subject:** [EXTERNAL] Amendments to Implement the Meadowlily Woods ESA/CMP

To Whom it may concern,

I am reaching out to learn more about the proposed zoning changes to the Meadowlily Woods ESA and to provide my feedback. The zoning changes to open space and residential area will severely degrade the protection that is currently covering this wonderful space. London as the "Forest City" should be striving to protect all of our undeveloped areas that are left. Any reduction in the size of this glorious park is unacceptable.

It is an also absolute disgrace that the city only requires notice to be posted for properties within 120m. These changes would affect the entire city as there are people from all across the city that consider this land a special place that needs to be protected. Any developer who should instead be encouraged to build on land that has been previously developed and is now unused. There is no need to ruin this virgin space.

I would like to submit a new proposal to prevent any zoning change to the Meadowlily Woods ESA.

Regards,  
Rebecca Thompson  
City of London resident and friend of Meadowlily Woods  
--  
Rebecca Thompson RM  
Thames Valley Midwives

---

**From:** Elisa Wood  
**Sent:** Thursday, August 13, 2020 8:09 AM  
**To:** Development Services <[DevelopmentServices@london.ca](mailto:DevelopmentServices@london.ca)>  
**Subject:** [EXTERNAL] Meadowlilly

Good morning,

I am emailing to express my concern about the open area plan of Meadowlily. This is such a special place in the city. I think this would be a terrible decision and am completely against it. There are so many open areas in the city and the forests are

getting smaller and smaller. Please reconsider this and the effects it will have on the community as well as the habitats.

Thank you.  
Elizabeth

**From:** malcolm scott  
**Sent:** Friday, August 14, 2020 3:51 PM  
**To:** Development Services <[DevelopmentServices@london.ca](mailto:DevelopmentServices@london.ca)>; Kayabaga, Arielle <[akayabaga@london.ca](mailto:akayabaga@london.ca)>  
**Subject:** [EXTERNAL] Meadowlily ESA

Dear Ms. Kayabaga and the London Planning Department.

As my Ward Councillor (#13), I wish to register my opposition to the proposed changes to the Official Plan and Zoning, and any and all proposed development on this London treasure.

Please keep me apprised of any developments.

regards,

Malcolm Scott

**From:** Amanda B  
**Sent:** Tuesday, August 18, 2020 12:24 PM  
**To:** Development Services <[DevelopmentServices@london.ca](mailto:DevelopmentServices@london.ca)>  
**Subject:** [EXTERNAL] OZ-9245 Meadowlily

I am e-mailing with my disapproval about the proposed planning application at 101 Meadowlily File OZ-9345. London is supposed to be a 'Forest City' why on earth would you touch the precious environmentally significant areas? London does not need to destroy these forested areas and take away more animals homes to build more condos.... There is plenty of development going on all over the city! Better consideration needs to go into where development of more homes/condo's etc. get built. PLEASE save whatever forests and environmentally significant areas we have left, as well as plant more trees!!!!

Sincerely, a concerned born and raised resident of London for 26 years. Amanda Baxted

**From:** Christel Mikelic  
**Sent:** Monday, August 24, 2020 11:51 AM  
**To:** Corby, Mike <[mcorby@London.ca](mailto:mcorby@London.ca)>  
**Subject:** [EXTERNAL] Very concerned about Medowlily Rd. Building permit

Hello Mike Corby

I'm a very concerned citizen about the possibility of building 37 or more units on Meadowlily Rd. South. This is one of the most beautiful natural areas in London. Building that many units there will be devastating to the ESA and the Meadowlily Woods area. Right now it has exceptional flora and fauna and is home to a wide variety of birds and butterflies. Many Londoners use the area for hiking, biking, bird watching and enjoying some natural space.

Having so many cars and people bringing traffic and pollution to the area will negatively impact Londoners and this natural area.

Please let me know when this will be discussed at city hall.

London is a beautiful city but we are destroying so many areas with clear cutting to build high density housing in certain areas. There are many areas in London where building high density houses is appropriate but not on Meadowlily Rd. South beside such a significant natural area.

Christel Mikelic

414 Millbank Dr.  
London

**From:** ron hicks  
**Sent:** Monday, August 31, 2020 10:10 PM  
**To:** Corby, Mike <mcorby@London.ca>  
**Subject:** [EXTERNAL] 101 Meadowlily Road S.

Dear Mike,

I talked to you a couple of weeks ago about my concerns about the proposed land use changes at 101 Meadowlily Road South here in London. I walk frequently in the Meadowlily woods, and it is a really wonderful environmental area. It is so nice to have parkland here right in the middle of London.

I wish to register my feelings on this matter. We currently have a lot of development going on in London. I do not feel it is necessary to disturb such a natural environment which provides so much pleasure and recreation for so many people. The size of the development would require full services like hydro, a pumping station etc. and the creation would cause quite an impact. I am sure once everything begins it would tie things up in that area for quite some time.

As you are aware , many visitors park on the east side of the road, and many times there are quite a few cars parked along there, The property development would add to the congestion quite a bit, I would imagine.

It was interesting to me that the Meadowlily Honey producer donated 15 acres to Land Trust. He has been there for quite some time , and appreciates the need for an environmentally "safe " environment for now and into the future.

I appreciate the need for increased development in a city, however I more strongly feel that we need to preserve lots more green space, for now and into the future. I therefore wish to register this as my opposition to this plan.

Sincerely

Ron Hicks (resident of London of about 49 years)  
22 St. Clair Place  
London, Ontario,  
N6J 2H3

**From:** Lorissa Elson  
**Sent:** Tuesday, September 15, 2020 6:42 PM  
**To:** Development Services <DevelopmentServices@london.ca>  
**Subject:** [EXTERNAL] Meadowlily conservation area rezoning

Hello,

I am writing because I just learned of the proposed zoning change intended for Meadowlily conservation area. This is unacceptable. We are the forest city for a reason, and if anything, we should be preserving these areas and creating more areas of edible, sustainable greenery. My son's past daycare provider is one of many who take their children there for education and exercise and experience. I myself hike the many off-paths at least once per week for mental health maintenance. This is a beloved area of East London, and it is utterly horrifying that this is even being considered.

Thank you for taking the time to read my email.  
Sincerely,

Lorissa Elson, a resident of Fairmont subdivision

From: G Graham

Sent: Wednesday, September 9, 2020 10:23 AM

To: Development Services <DevelopmentServices@london.ca>

Cc: van Holst, Michael <mvanholst@london.ca>; Smith, Craig <crsmith@London.ca>; Hillier, Steven <shillier@london.ca>

Subject: [EXTERNAL] Meadowlily Woods Notice Of Application

This entire area should be designated Environmental Significant Area and protected against any development. There were hundreds of barn swallows in the area until the work started on the highbury bridge. The shelters provided are inadequate and the swallows did not use them but left the nesting area. We have also seen red headed woodpeckers that have been recently moved to the "endangered" list in Canada. destroying their habitat will result in fines. There is an Osprey nesting there and a Bald Eagle. The city does not need this area for development; there is plenty of land in annexed areas that have not even been touched. Preserve this area in its natural state and keep access to the trails limited to hikers. The stretch of field along Highbury from Commissioners Road to the river on the east side has thousands of butterflies. Although from the road it just looks like any old field. There are flowers planted to attract butterflies as well as milkweed for Monarchs which I'm sure you know are declining. Please do not destroy this area, perhaps all of you should take a walk someday I'm sure if you look around you will see more animals, birds and butterflies than you could have imagined.

Sincerely Gil Graham

From: elizabeth hicks

Sent: Saturday, September 12, 2020 10:59 AM

To: Corby, Mike <mcorby@London.ca>

Cc: Hillier, Steven <shillier@london.ca>

Subject: [EXTERNAL] Concern regarding draft plan of Vacant Land Condominium at 101 Meadowlily Road South, London, Ontario

Good morning Mr Corby,

I have been motivated to contact you with my concerns about the proposed Draft Plan of Vacant Land Condominium, Official Plan and Zoning By-law Amendments ( File: 39CD-20502 and OZ-9192 Applicant: 2690015 Ontario Inc.) for the property at 101 Meadowlily Road South. Over the past year my husband and I have been exploring the nature preserves and parklands of London while the COVID-19 impacted travel plans. We have been delighted at the foresight of our City Planners in ensuring that many fragile and unique environmentally sensitive areas such as the area on both sides of the river in the area of Meadowlily Nature Trail have been protected from residential and industrial development. We feel that one of the attractions of our city is the attention to maintaining access to tracts of natural lands along the river and within residential subdivisions. Some are recreational spaces while others maintain the health of biodiversity of plant and animal species.

Of particular concern to me is the tract of land from the river to Commissioners Road and from Meadowlily Road S. to Highbury Avenue. I know that the present use of the the land, with several homes, meadows, agricultural land and forest is maintaining a safe buffer to the intense development that is happening on the South side of Commissioners (Summerside) and is appropriate for the preservation of the eco-sensitive preserve. However the proposal for a new development of the land at 101 Meadowlily to include 89 units as well as the infrastructure to support this project will surely impact the health of Meadowlily Nature Preserve.

With this in mind I am speaking up against the approval of the application for this intense development. My preference is to leave the vacant land in tact to ensure the

continued naturalization of this space. Please do add my concerns to those of others who have spoken up against the approval of the application for the Zoning By-law Amendments.

Elizabeth R. Hicks,  
22 St. Clair Place, London, Ontario, N6J 2H3

**From:** Bill

**Sent:** Friday, September 18, 2020 8:59 AM

**To:** Corby, Mike <mcorby@London.ca>; Development Services <DevelopmentServices@london.ca>; Hillier, Steven <shillier@london.ca>

**Cc:** Jacky Ellis; Lucy Ellis

**Subject:** [EXTERNAL] File 39CD-20502 / OZ-9192

Mr. Corby

We would like to make our opinion known to you and that it would be placed on record for public consultation to the proposed Zoning amendments to the File related to, 101 Meadowlily Road South London, Ontario.

We are opposed to any changes to the already established Zoning designation(s) and By-laws associated with this parcel of land.

Given the long standing use of this area, the surrounding Environmentally protected areas and the intention to provide, promote and preserve this unique ecological area, any changes to introduce increased density development, would not be prudent.

Our family has used this area for three generations. There is plenty of development going on all around these protected lands and thus it is crucial that what remains currently, is protected and celebrated for all residents of London now and for our futures.

There is plenty of land available for developers elsewhere and to take aim at this particular parcel of acreage, is not only irresponsible by the developer, but distasteful.

Respectfully we submit our resolute opposition to the application file 39CD-20502/Z-9192

We ask that you would by return email acknowledge that our opposition has been noted and placed on the public record and will be included in the Public meeting slated for October 5th this year.

Regards

Bill & Lucy Ellis  
Jaclyn Ellis

414 Chippendale Cr.. London, ON, N5Z3G3

**From:** Sally Evans

**Sent:** Sunday, September 20, 2020 7:51 PM

**To:** Corby, Mike <mcorby@London.ca>

**Subject:** [EXTERNAL] Meadow lily woods

Hello there, I'm writing to add my support to the saving of meadow lily woods. It's a special area. So much of London's green space is being taken for new builds as it is. Let's keep these special areas for our children and their children to enjoy!

Regards, Sally Evans.

From: Carol Richardson  
Sent: Monday, September 21, 2020 3:46 PM  
To: Corby, Mike <mcorby@London.ca>  
Cc: Hillier, Steven <shillier@london.ca>  
Subject: [EXTERNAL] 39CD/20502, OZ-9192

Good afternoon,

I am writing to ask that the change in zoning for the above development Not be approved as requested by this Application..

Other than the fact that the proposed development is high density with 89 units proposed in a semi-rural area, (89 cars plus per day), with adverse effects on the designated natural areas, I would like to focus on the transportation effect.

I often visit Meadowlily Rd. South and I am a member of Friends of Meadowlily Woods.

Meadowlily Rd. Has evolved into a major north - south transportation corridor, using the pedestrian Meadowlily Bridge. Pedestrians and cyclists use this access from the subdivisions on Commissioners Rd. E. To Hamilton Rd. Schools, services, and Community locations (YMCA) and downtown jobs and services.

The road is quite narrow with no sidewalks.

I have also seen parking along the East side of the road by people accessing the ESA, the Nature Preserve, and the dog park on Meadowlily Rd. N. Some pedestrians are pushing baby strollers, and occasionally skateboarders use the hill from South to North. This road, although narrow, and with a visual challenge from the bend in the road, is quite a busy transportation corridor for non-vehicular traffic. Surely adding even more driveways would not be a good idea. And the number of units (89) seems excessive and Will create a fairly dangerous vehicular load on this narrow road. Are there any guidelines for width of road and number of driveways and cars?

Please consider a zoning change which would restrict the number of units much below the number requested.

Also there is a tremendous spring runoff. Will the developer be required to 1)install and 2) maintain - a pumping station to deal with this Major runoff, so that it doesn't deteriorate the Meadowlily Nature Preserve at the bottom of the hill?

Does the developer pay to extend the city water or is this taxpayer-funded?

Will the road need to be dug up once again to extend the gas line; and if so, will the gas company be responsible to restore any digging back to its original condition?

Thank you for considering my submission. Please register my name and email for any future city communications regarding the Meadowlily area.

Sincerely Carol Richardson.  
1200 Riverside Dr., Unit 2,  
London, Ontario, N6H 5C6.



## **Agency/Departmental Comments**

### **Enbridge Gas – April 16, 2020**

Thank you for your correspondence with regards to draft plan of approval for the above noted project. It is Enbridge Gas Inc.'s request that as a condition of final approval that the owner/developer provide to Union the necessary easements and/or agreements required by Union for the provision of gas services for this project, in a form satisfactory to Enbridge.

### **Bell – April 17, 2020**

We have reviewed the circulation regarding the above noted application.

The following paragraph is to be included as a condition of approval:

“The Owner shall indicate in the Agreement, in words satisfactory to Bell Canada, that it will grant to Bell Canada any easements that may be required, which may include a blanket easement, for communication/telecommunication infrastructure. In the event of any conflict with existing Bell Canada facilities or easements, the Owner shall be responsible for the relocation of such facilities or easements”.

We hereby advise the Developer to contact Bell Canada during detailed design to confirm the provision of communication/telecommunication infrastructure needed to service the development.

As you may be aware, Bell Canada is Ontario's principal telecommunications infrastructure provider, developing and maintaining an essential public service. It is incumbent upon the Municipality and the Developer to ensure that the development is serviced with communication/telecommunication infrastructure. In fact, the 2014 Provincial Policy Statement (PPS) requires the development of coordinated, efficient and cost-effective infrastructure, including telecommunications systems (Section 1.6.1).

The Developer is hereby advised that prior to commencing any work, the Developer must confirm that sufficient wire-line communication/telecommunication infrastructure is available. In the event that such infrastructure is unavailable, the Developer shall be required to pay for the connection to and/or extension of the existing communication/telecommunication infrastructure.

If the Developer elects not to pay for the above noted connection, then the Developer will be required to demonstrate to the satisfaction of the Municipality that sufficient alternative communication/telecommunication will be provided to enable, at a minimum, the effective delivery of communication/telecommunication services for emergency management services (i.e., 911 Emergency Services).

WSP operates Bell Canada's development tracking system, which includes the intake and processing of municipal circulations. Please note, however, that all responses to circulations and other requests, such as requests for clearance, come directly from Bell Canada, and not from WSP. WSP is not responsible for the provision of comments or other responses.

### **London Hydro – April 30, 2020**

Servicing the above proposal should present no foreseeable problems. Any new and/or relocation of existing infrastructure will be at the applicant's expense, maintaining save clearances from L.H. infrastructure is mandatory. A blanket easement will be required. Note: Transformation lead times are minimum 16 weeks. Contact Engineering Dept. to confirm requirements & availability.

London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. However, London Hydro will require a blanket easement.

## **Heritage – May 5, 2020**

### **1. Overview**

101 Meadowlily Road South (subject property) is a 5.2ha property located on the west side of Meadowlily Road South, across the road from Park Farm and Meadowlily Woods ESA – and backing Highbury Woods. The subject property is adjacent to 120 Meadowlily Rd S – a Regency cottage built in 1848 known as Park Farm – which is designated under Part IV of the Ontario Heritage Act. Park Farm is a municipally owned property and contained within the Meadowlily Woods ESA – also designated under Part IV of the Ontario Heritage Act.

Thor Dingman prepared a heritage impact assessment (HIA – December 13, 2019) – on behalf of 2690015 Ontario Inc.– as part of a site plan application for a residential development, plan of condominium. The primary purpose of the HIA is to assess the impacts of the proposed land development on the cultural heritage value and attributes of adjacent significant heritage properties and surrounding context (i.e. Park Farm and Meadowlily Woods ESA), and to make recommendations to mitigate any adverse impacts that may arise.

### **2. Assessment of Impact – Comments + Summary**

Development Services heritage planning staff has reviewed the heritage impact assessment (HIA) and appreciates the completeness and thoroughness with which the HIA has been prepared, as well as the analysis undertaken that directly addresses impacts and mitigative measures. Staff particularly notes and supports the following assessment summary points:

- There will be no potential impact of the proposed development on the heritage designated building itself (Park Farm) at 120 Meadowlily Rd S.
- The rural setting and panoramic view of Park Farm, however could be impacted by the proposed development configuration which introduces a “stark and sudden contrast between the historic rural setting of Park Farm and the proposed urban settlement across at 101 Meadowlily Road Rd S.” (HIA, p47)
- Further potential negative impacts have been identified relating to the existing mature rural setting and roadscape viewshed which are also potentially impacted by the proposed development, creating a new urban street edge condition with a minimal setback. This new street edge is without precedent along Meadowlily Road.
  - Impacts to the surrounding context of Park Farm as a historic landscape are primarily experienced when moving through the viewshed along Meadowlily Road South. The proposed medium density townhouses and detached housing frontages, set closely to the road, introduces a stark and sudden transition between urban settlement and Park Farm across the road. This has a potential negative impact on authenticity of Park Farm as part of a historic rural landscape. With the edges of the development left unbuffered, the isolation of Park Farm is emphasized and this further disconnects it from the context of a historic landscape. (HIA, p59)
- Buffering of the development edge will help to mitigate impacts by softening the visual contrast between old and new, and between rural and urban. Further, a suggested native tree buffer will contribute to maintaining the rural context of Park Farm and the true nature of its historic landscape. (HIA, p59)

### **3. Conclusions + Recommendations**

Heritage staff encourages the applicant to consider many of the mitigative measures that have been suggested in the HIA to create a development that is more compatible within a rural setting [Fig 1]. Primary approaches suggest buffering of the development edge to mitigate impacts by softening the visual contrast between old new, and between rural and

urban. A combination of landscape buffering and berming along Meadowlily Rd may also be appropriate. More specific measures relate to the following (HIA, pp47-55):

**Buffering** – Methods should be employed to reduce the visual impact of the proposed development from the cottage. Buffering methods may include boulevard landscape planting of trees and shrubs using native species on the west side of Meadowlily Rd.

**Setbacks** – Provide adequate townhouse setbacks and road widening to allow for effective buffering on the west side of Meadowlily Rd.

**Gates** – The proposed subdivision gates should be of a sympathetic design, material and scale to the rural setting of Park Farm and Meadowlily Rd. Large walls and massive gate posts are not appropriate. Refer to the scale of the existing gate posts to Park Farm. Do not copy the existing gate design but, re-interpret in a complimentary, rather than a strongly contrasting style.

**Lighting** – Provide lighting design that controls and prevents lighting bleed and glare onto Park Farm.

**Attenuation** – Methods to attenuate sound from the proposed development through landscape planting and buffering should be developed. However, attenuation wall barriers should not be employed.

**Fencing and Walling** - Large precast concrete walls that are typical of contemporary residential subdivision entry ways are not appropriate for this location.

Finally Development Services heritage planning staff encourages consideration of building design refinements including articulated massing and rooflines and different eave heights to de-emphasise the dense urban character of the repeated 4-unit townhouse block. (HIA, p59)

### **Archaeological**

This memo is to confirm that I have reviewed the following and find the report's (analysis, conclusions and recommendations) to be sufficient to fulfill the archaeological assessment conditions for the site plan application (SPC19-161):

- Lincoln Environmental Consulting Corp. *Stage 1-2 Archaeological Assessment of 101 Meadowlily Road* [...] London, Ontario (P344-0326-2019), July 2019.

Please note that the executive summary of the archaeological assessment states that “[n]o archaeological resources were identified during the Stage 2 archaeological assessment of the study area, and as such no further archaeological assessment of the property is recommended.” (p2)

An Ontario Ministry of Tourism, Culture and Sport (MTCS) archaeological assessment compliance letter has also been received.

Archaeological conditions for site plan approval can be considered satisfied for this application.

### **UTRCA – May 13, 2020**

The UTRCA has undertaken a preliminary review of the EIS and Stormwater Management (SWM) Report prepared for this submission. We offer the following comments:

EIS: The UTRCA has deferred detailed review of this document to the City of London, however a high-level review was undertaken to ensure consistency with UTRCA policies. Based on this review, the UTRCA has no comments on the EIS. Please ensure the proposed pathway is kept as close as possible to the outer edge of the ESA buffer.

SWM: The UTRCA has deferred detailed review of this document to the City of London, however a high-level review was undertaken to ensure consistency with UTRCA policies.

- a) The report lacks details relating to outlet locations and connections to adjacent natural hazard/natural heritage features. Further information will be required at detailed design to address this information.
- b) The report provides high-level comments relating to temporary and permanent Sediment and Erosion Control (SEC) measures. Further information will be required at detailed design to address this information.

## **SUMMARY & RECOMMENDATION**

The subject lands are regulated by the UTRCA and a Section 28 permit will be required prior to development or site alteration occurring on the subject lands. Please include the following information in the conditions of draft plan approval:

1. A Section 28 permit application will be required;
2. Grading Plans submitted to the satisfaction of the UTRCA;
4. Sediment and Erosion Control Plans submitted to the satisfaction of the UTRCA;
3. Stormwater Management Plans submitted to the satisfaction of the UTRCA;
5. Homeowner's Information Package for living next to an ESA, submitted to satisfaction of the UTRCA; and,
4. That prior to final approval, the City has been advised in writing, that conditions requiring UTRCA satisfaction have been satisfied.

### **Development Engineering (ZBA comments) – May 8, 2020**

The City of London's Environmental and Engineering Services Department offers the following comments with respect to the aforementioned pre-application:

#### **Comments for the re-zoning:**

1. Currently there is no municipal sanitary and no municipal watermain available for the site. We are recommending a holding provision until adequate municipal servicing is available (h-17).
2. The applicant will need to undertake a sight line analysis ensuring desirable decision sight distance is available in accordance with City standards (this has not been addressed and was a comment made at IPR and SPC) A holding Provision may be required to address this serious safety concern.
3. The Consulting Engineer is to confirm and ensure that proposed development is not to exceed the maximum density of 236 people, otherwise the consultant engineer will be required to contact SED for further discussion.
4. Apply h-183 to the site for the completion of the hydrogeological report.

**The following items are to be considered for the site plan application stage along with the 1<sup>st</sup> submission comments provided for SP19-115:**

#### ***Transportation:***

- A road widening dedication of 10.0m from centre line will be required along Meadowlily Road South
- Provide a TMP for any work in the City ROW
- Provide Engineering Plans showing existing infrastructure, including utility boxes/poles, light standards, fire hydrants, etc.
- Ensure 1.5m clearance between utilities and proposed accesses
- Show on Site Plans dimensions for accesses to Meadowlily, including radii 6.0m (min.), width 6.0m (min), clear throat 6.0m (min.)

#### ***Water:***

- Water servicing is to be in accordance with the accepted site plan application configuration. Please note that the current site plan has not been accepted by Water Engineering, we are awaiting further site plan application submission(s) from the applicant and will provide comments once received.

- It is our understanding that the development will be encompassed under a single condominium or owner to avoid the creation of a regulated drinking water system.

**Wastewater:**

- Comments from 1<sup>st</sup> submission site plan (SP19-115) to be addressed.

**Stormwater:**

- Comments from 1<sup>st</sup> submission site plan (SP19-115) to be addressed.

**Development Engineering (VLC comments) – May 15, 2020**

See the conditions below for the condo application.

**Condition 1:**

Following a determination by the Ministry of the Environment, Conservation and Parks (MOECP) that the water service for this site is a regulated drinking water system, then the Owner(s) shall be required to meet the regulations under the Safe Drinking Water Act and the associated regulation O. Reg. 170/03.

**Condition 2:**

Following an order by the MOECP to the City of London requiring operation and/or maintenance of the water system, the owner, and all future owners, shall agree to pay the City of London all costs, on a cost recovery basis, plus any applicable administration charges for the following works and activities:

- Establishment of an agreement satisfactory to the City to undertake the ongoing maintenance and operation of the private water system;
- Regular sampling and testing of the drinking water system;
- Any and all engineering studies and/or analysis required to assess the current condition, design, and/or construction of the existing water system at the time of the order; and
- Any and all repairs, improvements or upgrades of the water system to meet the standards in effect at the time of the order, which are considered by the City to be required for the safe and continued operation of the water system.

**Condition 3:**

Environmental Compliance Approvals: The Owner and his/her professional engineer shall confirm and apply to the Ministry of the Environment, Conservation and Parks (MOECP) for an Environmental Compliance Approval (ECA) as required. The Owner's professional engineer shall ensure that no works subject to MOECP approval are constructed prior to an ECA being granted by the MOECP. The Owner's professional engineer shall ensure that works are constructed in accordance with accepted servicing plans (File # SPA19-115). If MOECP review requires any changes, the Owner's professional engineer shall consult with the City as Site Plan amendment may be required. Amendments to accepted servicing plans shall be to the satisfaction of the City Engineer and at no cost to the City.

**Condition 4:**

The Owner acknowledges that the subject lands are part of a Site Plan application which is being reviewed or has been accepted under the Site Plan Approvals Process (File # SPA19-115) and that the Owner agrees that the development of this site under Approval of Draft Plan of Vacant Land Condominium shall comply with all final approved Site Plan conditions and approved engineering drawings for the current development application. Therefore, any conditions identified in the Development Agreement

registered on title and any Private Permanent System(s) (PPS) that includes storm/drainage, Low Impact Development (LID) and SWM servicing works must be maintained and operated by the Owner in accordance with current applicable law.

Condition 5:

The Owner acknowledges that there is no municipal sanitary sewer available to serve the site. It is hereby recognized that the municipal sanitary sewer available to this development is the existing 200mm diameter sanitary sewer on Meadowlilly Road at Commissioners Road. It is further recognized that the elevation of this development is too low to be serviced by gravity to the existing Meadowlilly Road sewer. Therefore, the Developer/Owner hereby covenants and agrees to construct, at no cost to the City, a private sanitary pumping facility and private forcemain to serve this development, outletting to the existing Meadowlilly Road sewer.

Condition 6:

The pumping facility and forcemain is to be a private facility and infrastructure, maintained in perpetuity by the owner of the development and at no cost to the City. This requirement is also to be registered separately on the land in this development served by the private pumping facility and private forcemain. The design of the pumping facility and forcemain is to be in accordance with the Ontario Building Code and specifications of the Ministry of the Environment Conservation and Parks (MECP) and the City Engineer. The private sanitary pump station and the private sanitary forcemain design shall be included with the site plans and drawings to the satisfaction of the City Engineer.

Condition 7:

It is further recognized that the proposed maximum population of 273 people and peak flow generated which results in a peak flow of 3.5l/s and the resultant pump rate is never to be exceeded as a result of future owner maintenance and/or pump replacement and shall not exceed what is shown on the accepted site plan drawings for this development.

Condition 9:

The Owner shall confirm with the MECP for the need for a private ECA for their private forcemain.

Condition 10:

The Owner shall be responsible for the maintenance and operation of the private sanitary pump station and the private sanitary forcemain.

Condition 11:

The Owner be responsible for appropriate applicable permits, drawings, and pay the applicable fees (ie Permit of Approved Work, Plumbing permit etc) whenever work or maintenance to their private forcemain takes place in the municipal right of way, namely Meadowlilly Road. Should the Owner require the City to perform emergency repair to their private sanitary forcemain on behalf of the Owner, the Owner shall make all necessary arrangements with the City to this effect, all at the Owner's cost. In this regard, the City shall provide invoices to the Owner for reimbursement of all costs; and the City will assume no responsibility or liability for the maintenance and operation of the private sanitary pump station and the private sanitary forcemain.

Condition 12:

The Owner shall provide adequate water servicing to the private sanitary pump station for maintenance purposes. The Owner shall provide backflow prevention on the water service.

**Condition 13:**

In the event that basement(s) are planned for the site, the Owner is advised to provide basement flooding protection from any possible backflow in the sanitary system.

**Condition 14:**

The Owner shall retain a licenced contractor and operator with emergency contact information that is readily available to handle the private PS and FM emergencies.

**Condition 15:**

It is recommended that the owner undertake annual forcemain inspections to ensure normal functioning and to identify potential problems including the municipal maintenance hole on Meadowilly Road that the private forcemain is connected to, all at no cost to the City.

**Condition 16:**

And that the owner is to ensure that the private forcemain cleaning and maintenance is followed to remove solids and grease build up and minimize corrosion due to a possible high concentration of sulfides that may cause possible corrosion damage. Frequent cleaning and maintenance of force mains is required to remove solids and grease buildup and minimize corrosion due to the high concentration of sulfides and to minimize damage to the municipal maintenance hole on Meadowilly Road that the private forcemain is connected to, all at no cost to the City.

**Parks Planning May 25, 2020**

Parks Planning and Design staff have reviewed the submitted Zoning By-law amendment application and notes the following:

- Parkland dedication will be calculated at 5% of the total site area and may be satisfied through the dedication of natural heritage lands and/or a cash-in-lieu payment at the time of site plan (building permit) pursuant to the values in By-law CP-9.
- Natural Heritage boundaries and buffers will be set through the completion of an approved EIS. The EIS is to justify the inclusion of the multi-use pathway within the ecological buffer.
- If the applicant is unable to receive approval for the inclusion of the pathway within the buffer, a multi-use pathway block will be provided outside of the buffer.
- A portion of lots 27 and 30 should be redlined to improve the radius for the construction of a multi-use pathway.
- Parks staff wishes to have discussions with the applicant upon the completion of the approved EIS.

**Ecology – June 12, 2020**

Development Services (DS) has reviewed the Environmental Impact Study (EIS) completed by NRSI Inc. received by DS January 10<sup>th</sup>, 2020. From our review, NRSI have provided a comprehensive EIS that has done an overall good job in adhering to the EMG documents. While DS is accepting of the proposed development limit, there are a few outstanding issues that must be addressed in the Final EIS for it to be accepted by DS. The following comments must be addressed in order to be compliant with the City's Environmental Management Guidelines (EMG), London Plan policies, and the Provincial Policy Statement (PPS 2014). Detailed comments on the EIS are presented below.

**Detailed Comments on the EIS**



1. Section 6.0 Recommended Buffers and Setbacks – DS appreciates the proactive discussions with NRSI and the proponent on the overall setbacks and direction of the EIS that was being considered. Under this section, NRSI indicates that the buffer calculation provided in Appendix I is excessive for woodlands (35m) as the City's minimum setback is 10m. Please note that this is the minimum setback and this does not factor in the sensitivity of the feature and its functions, which the buffer calculation provides some additional context and direct for. For reference, the PPS (2014) through the Natural Heritage Reference Manual (2010) specifically identifies that woodland buffers in the range of 30m are appropriate. The mantle setback to the dripline is 25m and is consistent with this, and is a more appropriate buffer to the woodland including its sensitivities and functions. The additional buffer/ setback from this of 11m is sufficient to provide some additional protection as described by NRSI and contain the pathway block at the outer edge. The overall setback to the ESA dripline for this development is approximately 35m which is consistent with the buffer calculation and is supported by DS as being consistent with the application of the EMG document. This should be better described in this section that the EIS is meeting the intent of the buffer setbacks and incorporates consideration of the buffer calculations and feature/functions. **Action: Review and update section accordingly.**
2. Section 7.3 Evaluations of the Potential Effects, Mitigation and Net Effects – Table 7, while comprehensive in the number of factors that are considered and evaluated, it does not accurately reflect the net impacts or identify factors associated with the development that would reduce the potential impact. Some examples include but not limited to CO2, identified buffers protect rooting zone (as per NHRM 2010), CO6, similar comment that large buffers/setback to feature. PA2, pathway system to direct people to stay on trails and not create their own, impacts are not 'none' however, there is always some impact when people go off trail. PA3, the impact is not 'none', as further development increases in the area, the number of people increase providing a cumulative effect of increased density of structures and people in the vicinity. The increase of people in this development will have some impact on the ESA. LM2, large buffers help absorb some of these potential impacts, fences reduce this impact as well as a pathway block located adjacent to the rear lot lines as this discourages dumping as the people responsible cannot simply dump it over their fence. LM4, impacts are potentially mod-high, outdoor cats have been well documented to kill a substantial amount of birds and other wildlife, this is not reflected in this analysis. The larger buffers will help to mitigate some of this impact, however outdoor cats can have a large roaming range. LM5/LM6, another impact not considered is that of bird strikes on residential homes. This impact can be mod-high especially for migratory species. This issue is not addressed. There is no summary paragraph of the net effects table, and after review and revision of the analysis the table must be looked at as a whole and not simply individual net impacts. **Action: Review and revise this section and table accordingly.**
3. Section 8.0 Environmental Monitoring – This should identify the broad requirements and time commitment of the monitoring plan. **Action: Update section accordingly.**
4. Section 9.0 Summary – This section should highlight an environmental management plan including the overall buffers, setbacks and pathway. Include other mitigations and protections that will form part of the recommendations section. **Action: Revise section accordingly.**
5. Section 9.1 Summary of Recommendations – This section requires further detail as these are the components that are carried forward through detail design and engineering drawings to ensure compliance with the EMG, the protections, mitigation measures, restoration, and monitoring requirements are adhered to throughout the approval and implementation process. **Action: Review and update section accordingly.**
6. Map 1 and Map 2 Study Area – Remove the MNRF Wooded Area layer from the

maps, this layer is not helpful in this context and it appears to not incorporate all of the wooded areas that are present throughout the ESA. **Action: update all maps accordingly.**

7. Map 4 and 5 Proposed Development Concept, Buffers and Setbacks – These figures do not accurately reflect the overall protection of the feature and its functions and do not reflect the buffer calculations provided. The 10m woodland buffer should be removed as this is not being used and does not represent the development limit. The technical buffer to the woodland dripline is 24.5m, which is the outer edge of the mantle, with the additional buffer/setback of 11m that contains the pathway block. The overall setback in meters to the dripline of the ESA is also not identified. **Action: Update these maps and any other relevant maps.**

### **Ecology (in response to update EIS) – September 9, 2020**

I have reviewed the updated EIS and comment response table. NRSI has done an overall good job on addressing my main concerns and that has been reflected in both the text and the figures.

My only comment is with regards to the LA DWG, this is not what I was expecting and is not a restoration plan. While I assume Bruce is going to be responsible for restoration works in the pathway block, no restoration plan is shown for the rest of the buffer to the woodland. While I do not expect a full restoration plan as the overall buffer/setback is quite large and the area is already naturalized, some enhancement were to be provided (i.e. additional native pollinator friendly hand spread seeding and pollinator friendly plantings), for example enhance Monarch habitat since a majority of the old field which was identified as SWH for Monarch will be lost and will now be concentrated in the buffers. So some enhancements and plantings were always required and that is not reflected in the drawing provided. I do not see any enhancements in the drawing provided. I also note on the drawing that a clump of trees is slated to remain in the buffer, are these native species or non-native? An invasive species management plan for the mantle should be provided if NRSI identified invasive species in this area (i.e. buckthorn) that should be controlled before they can establish a large presence.

### **Urban Design - May 19, 2020**

I have reviewed the submitted materials for the subdivision application at the above noted address and provide the following comments:

- Provide for an increased exterior side yard setback for lots 1 and 37, adjacent to Meadowlily Road, in order for the future single family homes to be located in line with the proposed four-plexes and create a consistent street line.
- Provide for direction to site plan in the staff recommendation to ensure that any proposed units built along the Meadowlily Road frontage are oriented to the street.

## Appendix E – Policy Context

The following policy and regulatory documents were considered in their entirety as part of the evaluation of this requested land use change. The most relevant policies, by-laws, and legislation are identified as follows:

### Provincial Policy Statement, 2014

- Section 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns
- 1.1.3 Settlement Areas
- 1.1.3.2
- 1.1.3.6
- 1.4 Housing
- 2.0, 2.1.1, 2.1.8, 2.1.4, 2.1.5, 2.1.6
- 3.0

In accordance with section 3 of the Planning Act, all planning decisions 'shall be consistent with' the PPS.

### City of London Official Plan

3.2. Low Density Residential  
3.2.1. Permitted Uses  
3.2.2 Scale of Development  
3.2.3. Residential Intensification  
9.4. Urban Reserve  
9.4.4. Site Specific Amendments  
8A.2. Open Space

### The London Plan

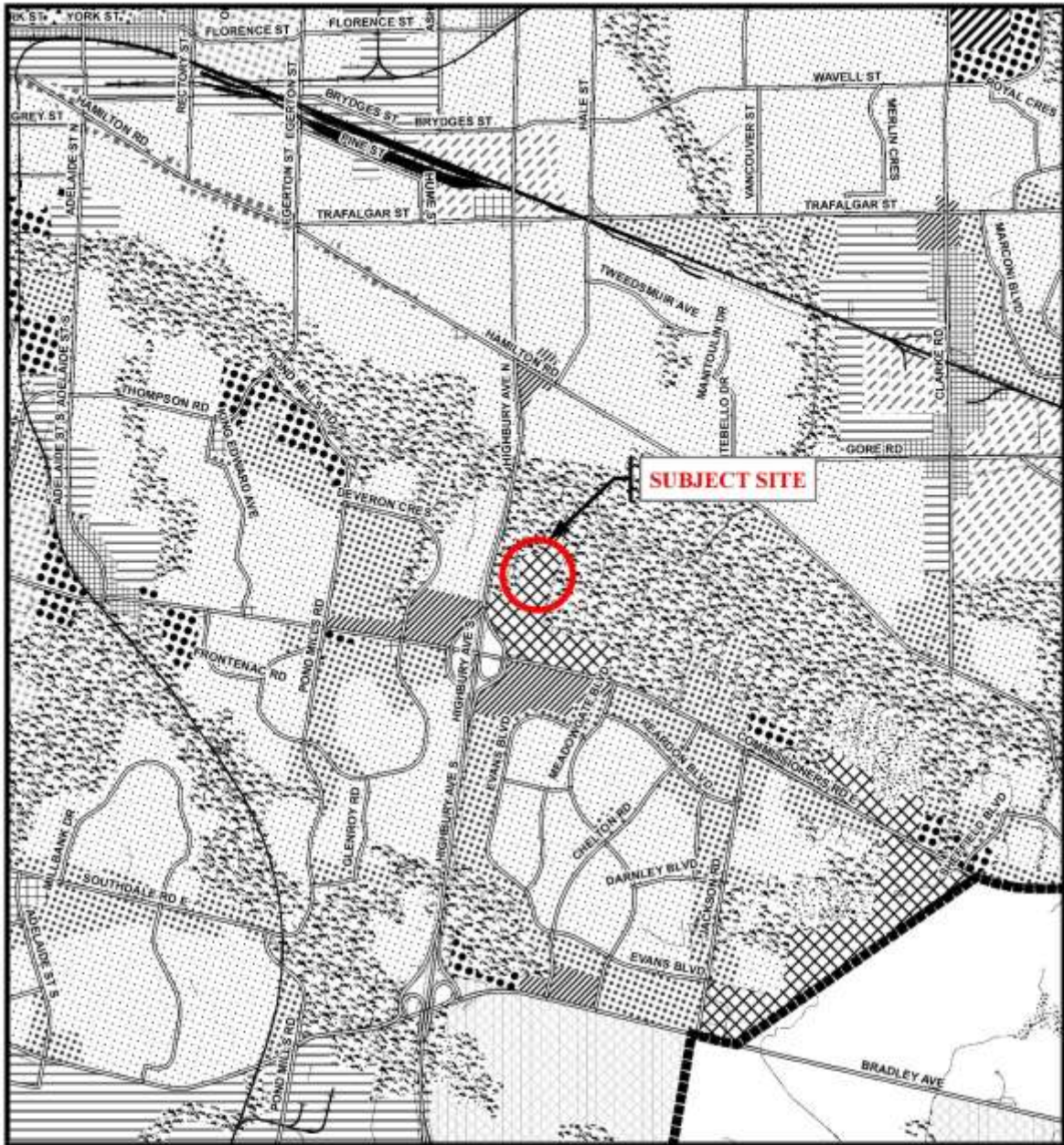
59\_, 61\_, 62\_, 91\_, 92\_2, 172\_, \*189\_, 191\_ 252\_, 253\_, 256\_, 295\_, 757, 762\_5,  
768\_, \*921\_, \*935\_, \*936\_, \*937\_, \*1688\_

### Z.-1 Zoning By-law

### Site Plan Control Area By-law

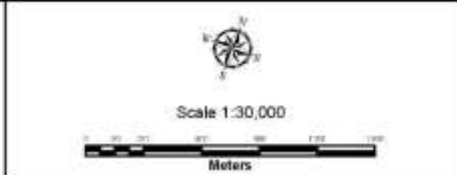
**Appendix F – Relevant Background**

**Additional Maps**



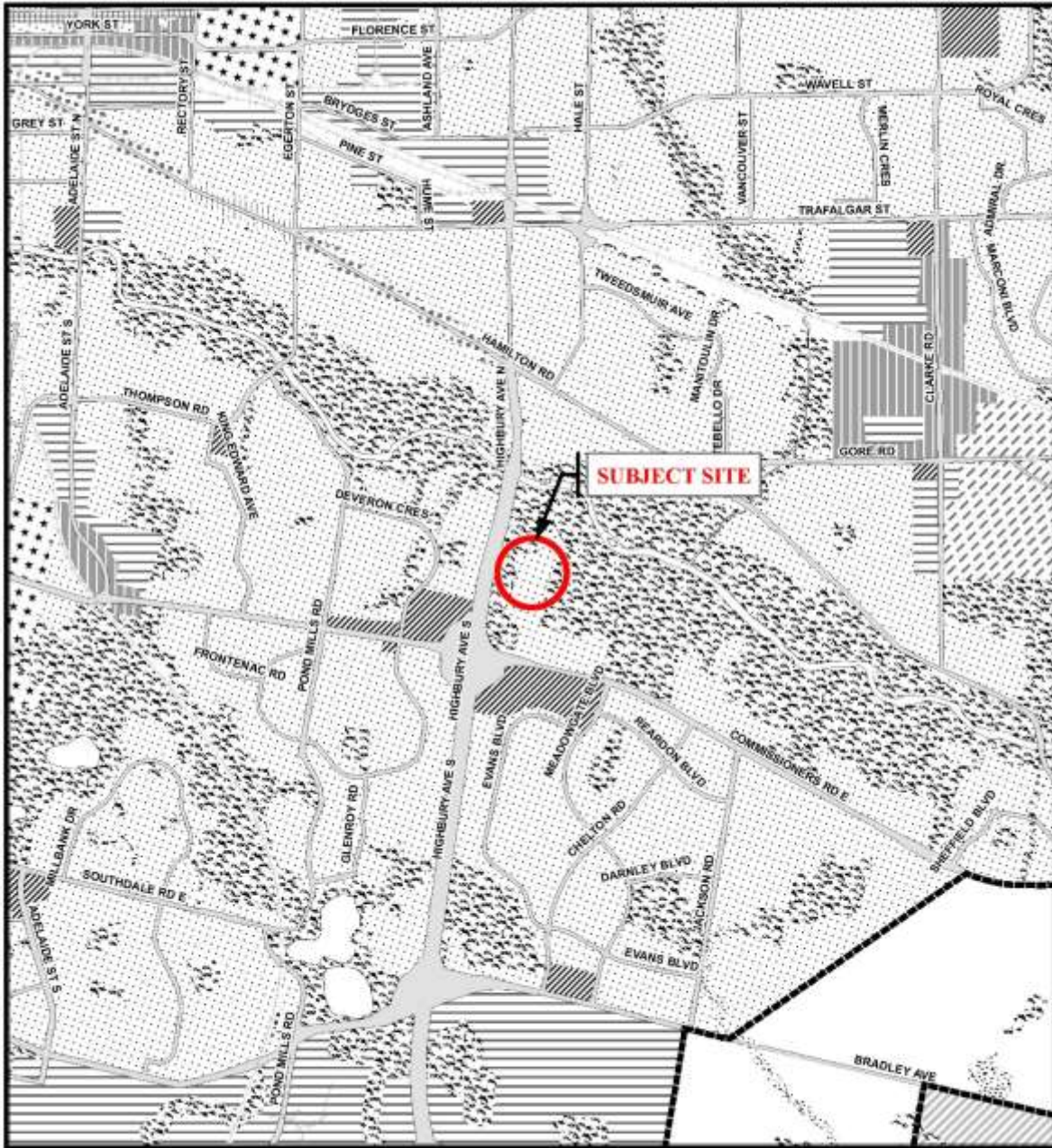
Legend	
	Downtown
	Enclosed Regional Commercial Node
	New Format Regional Commercial Node
	Community Commercial Node
	Neighbourhood Commercial Node
	Main Street Commercial Corridor
	Auto-Oriented Commercial Corridor
	Multi-Family, High Density Residential
	Multi-Family, Medium Density Residential
	Low Density Residential
	Office Area
	Office/Residential
	Office Business Park
	General Industrial
	Light Industrial
	Regional Facility
	Community Facility
	Open Space
	Urban Reserve - Community Growth
	Urban Reserve - Industrial Growth
	Rural Settlement
	Environmental Review
	Agriculture
	Urban Growth Boundary

**CITY OF LONDON**  
 Department of  
 Planning and Development  
 OFFICIAL PLAN SCHEDULE A  
 - LANDUSE -  
 PREPARED BY: Graphics and Information Services



FILE NUMBER: OZ-9192  
 PLANNER: MC  
 TECHNICIAN: RC  
 DATE: 2020/09/14





**Legend**

- |                        |                          |   |
|------------------------|--------------------------|---|
| Downtown               | Future Community Growth  | Environmental Review                    |
| Transit Village        | Heavy Industrial         | Farmland                                |
| Shopping Area          | Light Industrial         | Rural Neighbourhood                     |
| Rapid Transit Corridor | Future Industrial Growth | Waste Management Resource Recovery Area |
| Urban Corridor         | Commercial Industrial    | Urban Growth Boundary                   |
| Main Street            | Institutional            |   |
| Neighbourhood          | Green Space              |   |

*This is an excerpt from the Planning Division's working consolidation of Map 1 - Place Types of the London Plan, with added notations.*

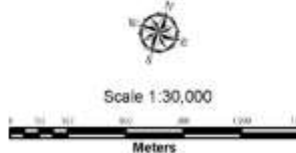
*At the time of the printing of this map, the Rapid Transit EA is in progress. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of The London Plan.*

**CITY OF LONDON**

Planning Services /  
 Development Services

**LONDON PLAN MAP 1  
 - PLACE TYPES -**

PREPARED BY: Planning Services

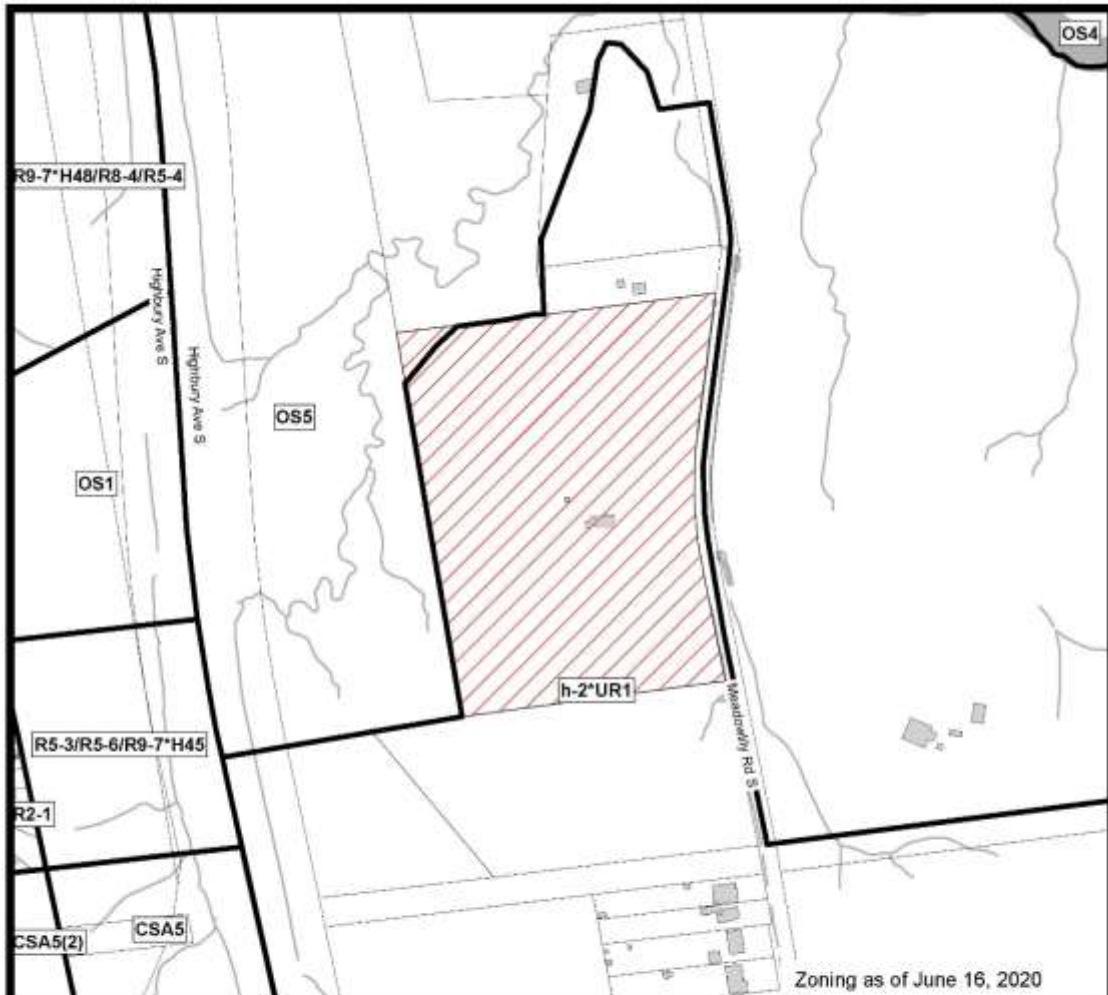


**File Number:** OZ-9192

**Planner:** MC

**Technician:** RC

**Date:** September 14, 2020



**COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:**

1) **LEGEND FOR ZONING BY-LAW Z-1**

- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li>R1 - SINGLE DETACHED DWELLINGS</li> <li>R2 - SINGLE AND TWO UNIT DWELLINGS</li> <li>R3 - SINGLE TO FOUR UNIT DWELLINGS</li> <li>R4 - STREET TOWNHOUSE</li> <li>R5 - CLUSTER TOWNHOUSE</li> <li>R6 - CLUSTER HOUSING ALL FORMS</li> <li>R7 - SENIOR'S HOUSING</li> <li>R8 - MEDIUM DENSITY/LOW RISE APTS.</li> <li>R9 - MEDIUM TO HIGH DENSITY APTS.</li> <li>R10 - HIGH DENSITY APARTMENTS</li> <li>R11 - LODGING HOUSE</li> <br/> <li>DA - DOWNTOWN AREA</li> <li>RSA - REGIONAL SHOPPING AREA</li> <li>CSA - COMMUNITY SHOPPING AREA</li> <li>NBA - NEIGHBOURHOOD SHOPPING AREA</li> <li>BDC - BUSINESS DISTRICT COMMERCIAL</li> <li>AC - ARTERIAL COMMERCIAL</li> <li>HS - HIGHWAY SERVICE COMMERCIAL</li> <li>RSC - RESTRICTED SERVICE COMMERCIAL</li> <li>CC - CONVENIENCE COMMERCIAL</li> <li>SS - AUTOMOBILE SERVICE STATION</li> <li>ASA - ASSOCIATED SHOPPING AREA COMMERCIAL</li> <br/> <li>OR - OFFICE/RESIDENTIAL</li> <li>OC - OFFICE CONVERSION</li> <li>RO - RESTRICTED OFFICE</li> <li>OF - OFFICE</li> </ul> | <ul style="list-style-type: none"> <li>RF - REGIONAL FACILITY</li> <li>CF - COMMUNITY FACILITY</li> <li>NF - NEIGHBOURHOOD FACILITY</li> <li>HER - HERITAGE</li> <li>DC - DAY CARE</li> <br/> <li>OS - OPEN SPACE</li> <li>CR - COMMERCIAL RECREATION</li> <li>ER - ENVIRONMENTAL REVIEW</li> <br/> <li>OB - OFFICE BUSINESS PARK</li> <li>LI - LIGHT INDUSTRIAL</li> <li>GI - GENERAL INDUSTRIAL</li> <li>HI - HEAVY INDUSTRIAL</li> <li>EX - RESOURCE EXTRACTIVE</li> <li>UR - URBAN RESERVE</li> <br/> <li>AG - AGRICULTURAL</li> <li>AGC - AGRICULTURAL COMMERCIAL</li> <li>RRC - RURAL SETTLEMENT COMMERCIAL</li> <li>TGS - TEMPORARY GARDEN SUITE</li> <li>RT - RAIL TRANSPORTATION</li> <br/> <li>"H" - HOLDING SYMBOL</li> <li>"D" - DENSITY SYMBOL</li> <li>"H" - HEIGHT SYMBOL</li> <li>"B" - BONUS SYMBOL</li> <li>"T" - TEMPORARY USE SYMBOL</li> </ul> |
|--|---|

**CITY OF LONDON**

PLANNING SERVICES / DEVELOPMENT SERVICES

**ZONING  
 BY-LAW NO. Z-1  
 SCHEDULE A**



THIS MAP IS AN UNOFFICIAL EXTRACT FROM THE ZONING BY-LAW WITH ADDED NOTATIONS

FILE NO:

OZ-9192/39CD-20502 MC

MAP PREPARED:

2020/09/14 rc

1:4,000

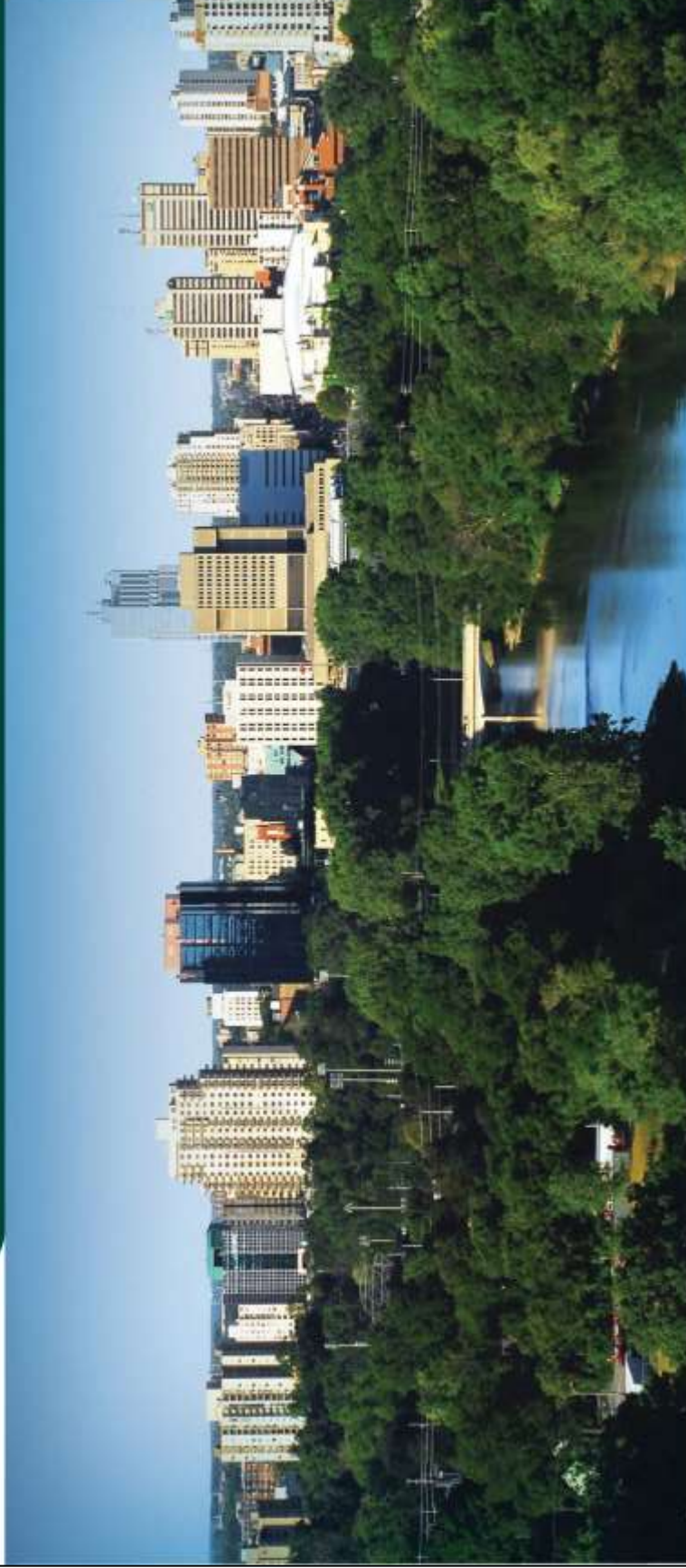
0 20 40 80 120 160 Meters



Appendix G – Presentation Material



# 39CD-20502/OZ-9192: 101 Meadowlily Road South



Planning and Environment Committee  
October 5, 2020



# Subject Site



London  
CANADA

- Located NE of Highbury Ave S and Commissioners Road E
- Located between the Highbury Woods and Meadowlily Woods ESA





London  
CANADA

# Nature of Application

- City Initiated Official Plan Amendment to change from:
  - Urban Reserve Community Growth TO Low Density Residential
- Zoning Amendment and Vacant Land Condominium Application to permit:
  - An 89 unit, cluster residential development
  - 37 single detached dwelling units
  - 13 townhomes (4 units per building)



# Policy Snap Shot – The London Plan



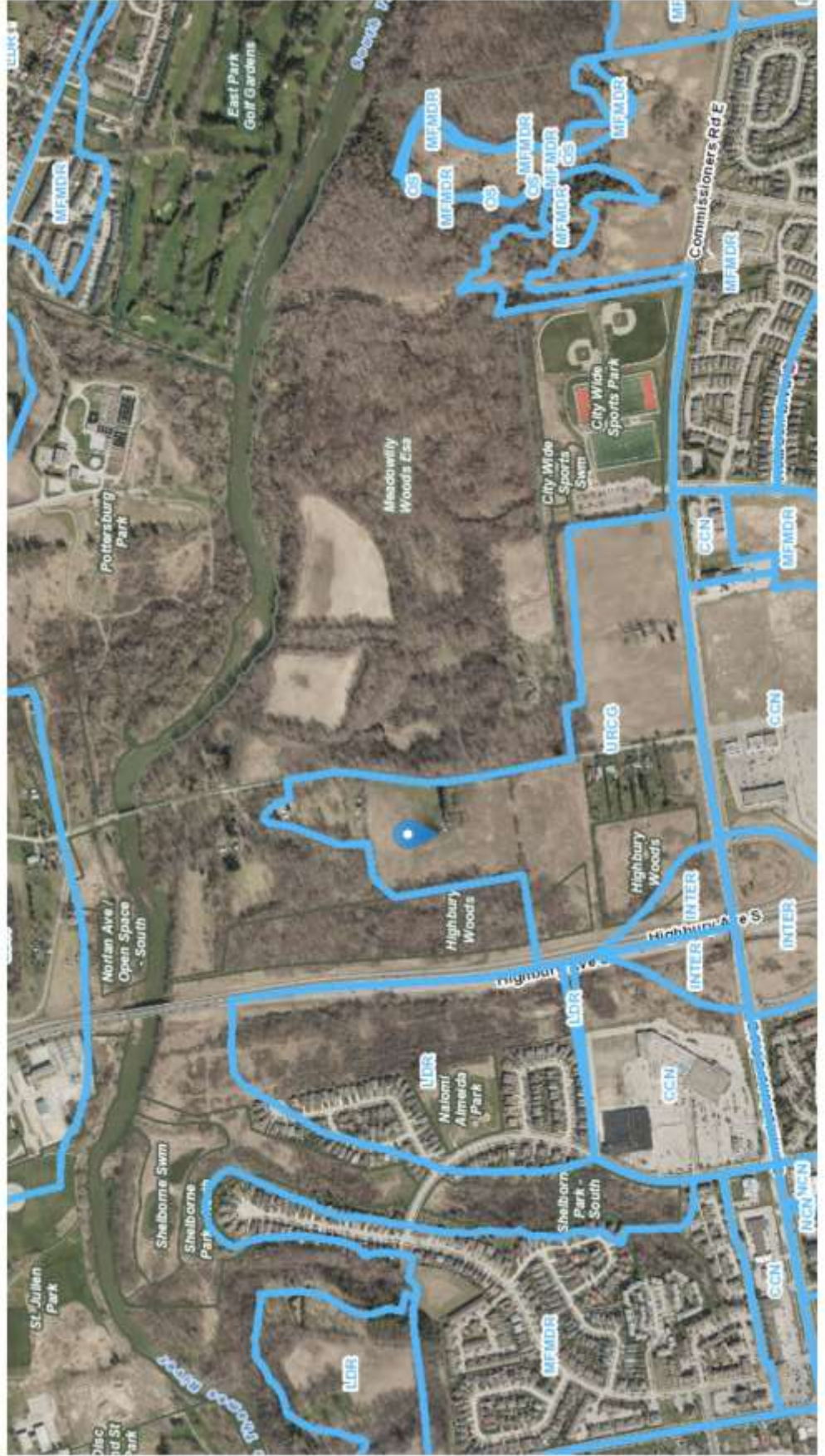
London  
CANADA



# Policy Snap Shot – 1989 Official Plan

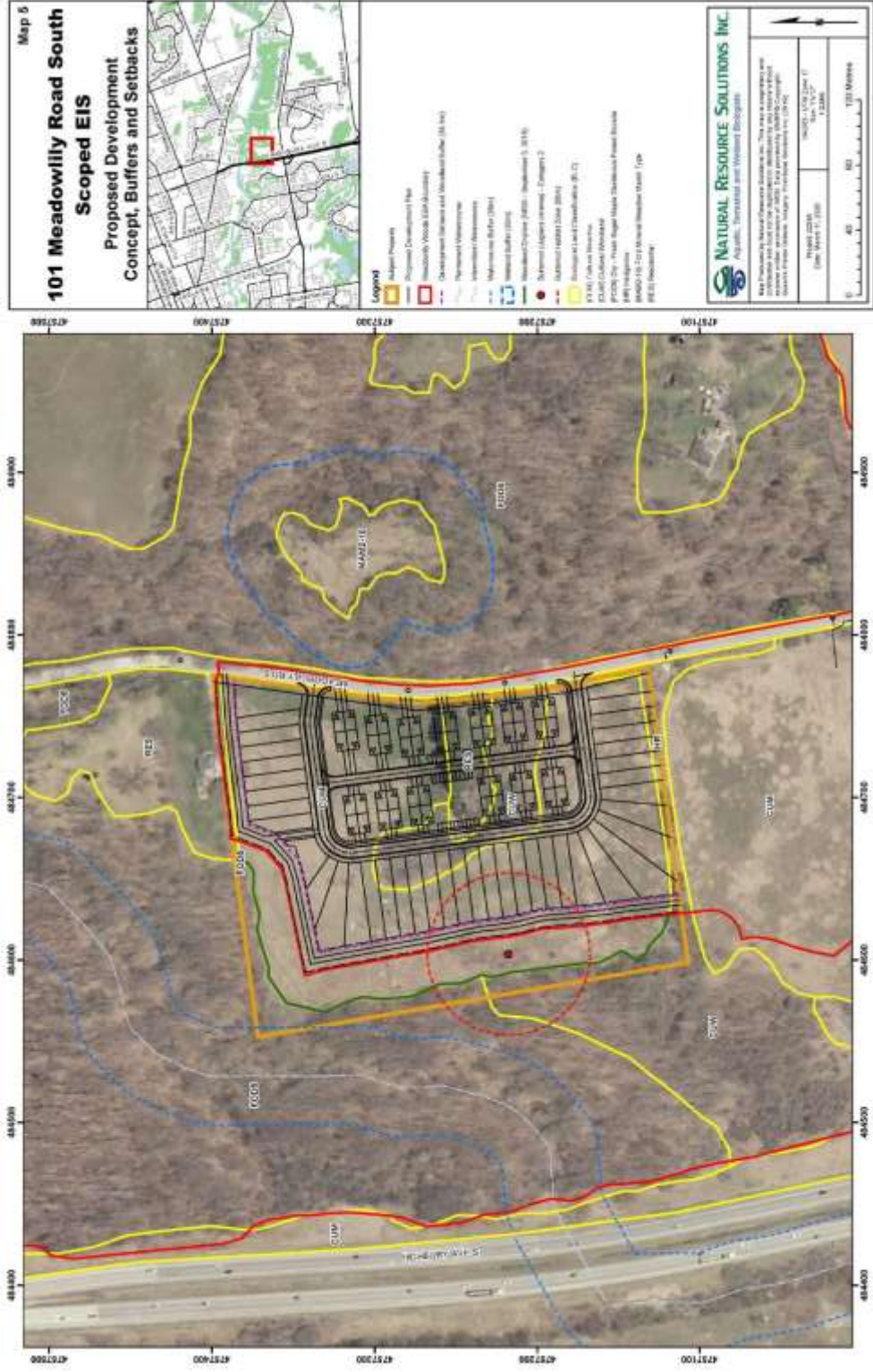


London  
CANADA

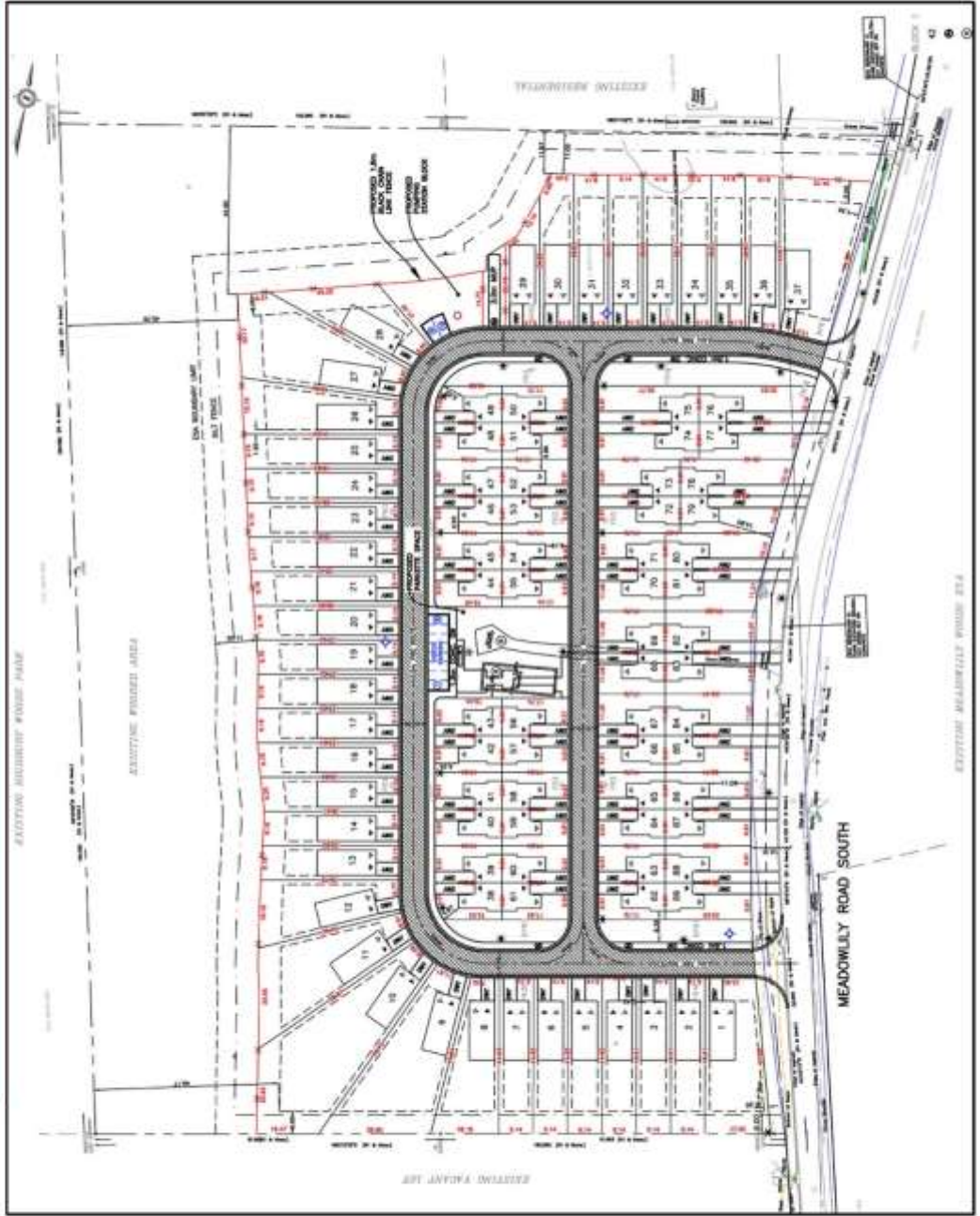




# Buffers & Setbacks



# Conceptual Site Plan





London  
CANADA

## Public Concern (sec 4.8 of Staff Report)

- Traffic
  - Proposed use will not generate significant levels of traffic.
- Parking
  - VLC provides sufficient parking for residents.
  - On street parking is an ongoing issue
- Safety
  - Sight Line Analysis completed
- Impacts on Surrounding Features
  - Appropriate buffering has been provided between land uses.
    - 35m from drip line on west side
    - Existing R.O.W. followed by road widening and required setbacks on east side.