

101 MEADOWLILY ROAD SOUTH

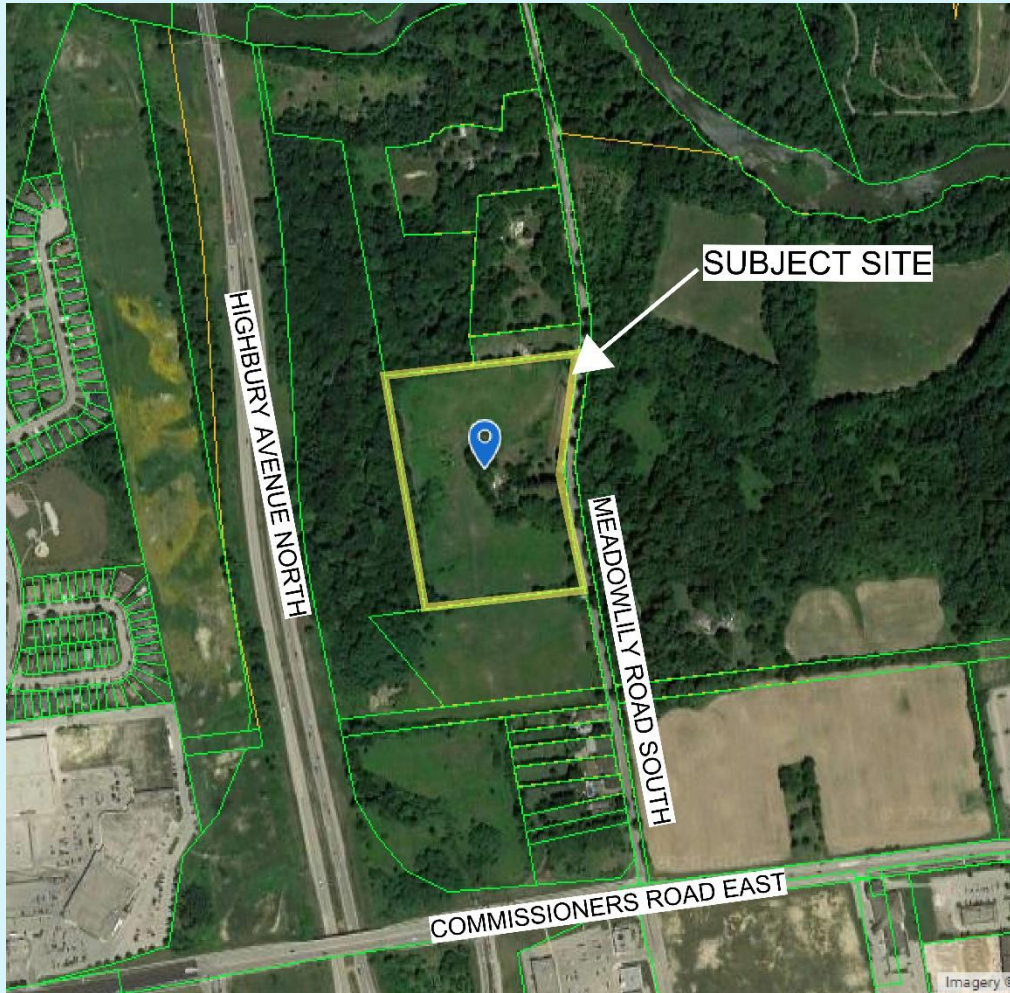
Project Update Presentation

March 29, 2021 – Planning and Environment Committee Meeting

DILLON
CONSULTING



PROJECT OVERVIEW

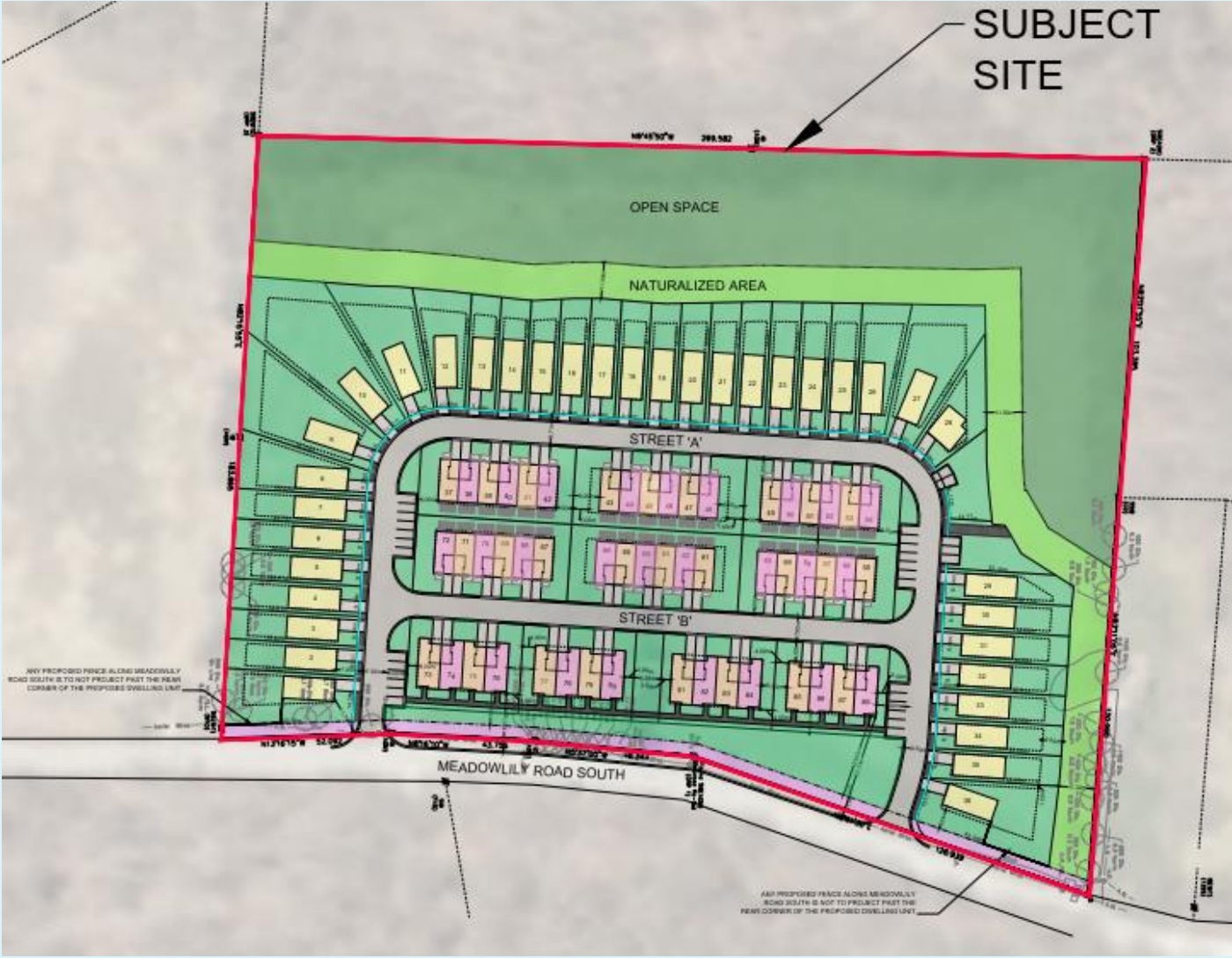


On October 5, 2020 a public meeting for this proposed development was held at City Hall. Based on the concerns brought forward by the residents of the neighbourhood and the general public, we have re-designed our proposal to address as many of the concerns as possible.

The Proposed Development consists of the following:

- 36 Single Detached Dwelling Units (One less than previously proposed), 52 Townhome Dwelling Units for a total of 88 units.
- All units have been designed to a maximum of 2.5 storeys in height, as required by the by-law (reduction from 3 storeys in original proposal).
- Direct access to Meadowlily Road South for individual townhome units have been removed and internal access provided, allowing for a larger setback from the ESA and additional landscaping/tree planting to intensify the visual buffer between the road and the development.
- Private sanitary sewers and storm sewers, including a private sanitary pump station and forcemain to be provided. A private/public watermain to be constructed to service the development.
- Buffers from the Highbury Woods Park and the Meadowlily ESA in accordance with Provincial and Municipal requirements are being maintained. Landscaping and Heritage Compensation Features complimentary to the natural existing landscape.
- Visitor parking within the site has been increased from the required ten (10) to thirty-one (31) spaces, well over the number of parking spaces required under the by-law.
- Since the public meeting, the City has approved the request to reduce the speed limit of Meadowlily Road South from the existing 50 Km/h to 40 km/h, which is anticipated to go to Council sometime within 2021.

CHANGES TO CONCEPTUAL DEVELOPMENT PLAN



SITE RENDERINGS



SITE RENDERINGS



SITE RENDERINGS



SITE RENDERINGS



SITE RENDERINGS



SITE RENDERINGS



SITE RENDERINGS



View Looking West Along Private Street 'A'

SITE RENDERINGS



View Looking South Along Meadowlily Road South

SITE RENDERINGS



View Looking North Along Meadowlily Road South

RESPONSE TO ADDITIONAL PUBLIC COMMENTS

Additional public comments were received by the City of London in January 2021 and we provide the following as a response:

- ***Where is the overflow to the pumping station to go? It should not outlet to the watercourse or ESA.***
Response: The sanitary sewer pumping station has a large capacity, concrete holding tank with a two-pump design, (one primary pump and one back-up pump). There is no overflow outlet to any watercourse nor any part of the ESA as it is a closed system. The pumping station design is in compliance to Ministry regulations.
- ***Who's responsibility will it be to maintain pumping station and alarm system?***
Response: The Condominium Corporation will own and maintain the pump station via a maintenance contract with a City approved contractor and will include a proactive maintenance schedule. There is a back-up pump in the pump station in case the primary pump malfunctions and requires repair. The pump station will have automatic alarm notification via telecom to the maintenance contractor.
- ***Is there any erosion concerns and potential drainage into TTLT property?***
Response: This has been addressed in the stormwater management design. The storm water is to be managed in on-site mainline sewers and/or holding chambers before being released into the City storm sewer system. A comprehensive erosion and sediment control management plan has been developed and provided as part of this submission.

RESPONSE TO ADDITIONAL PUBLIC COMMENTS (CONTINUED)

- ***Concerns with potential flooding to properties on the North side of street.***

Response: The proposed Development will not increase the current risk of flooding. This has been addressed in the stormwater management design with on-site collection and discharge into the City storm sewer system.

- ***Concern with the need for compensation seedlings and monitoring of the Butternut trees.***

Response: The habitat zone (50m radius) of a single Category 2 (retainable) Butternut will be disturbed by the grading work. As a result of the anticipated disturbance, 10 Butternut saplings are to be planted as compensation within the cultural meadow area on the subject property, as well as 10 companion trees as specified in O.Reg 242/08. A Butternut Health Assessment report has been filed and approved by the Ministry of Environment, Conservation and Parks. Prior to disturbance of the Butternut habitat zone the impact will be registered with the MECP in accordance with section 23.7 under O.Reg. 242/08. The locations of the 10 Butternut samplings will be provided in a planting plan following confirmation of the compensation ratio for other trees removed from the subject property with the City of London. A fulsome Environmental Management and Monitoring Plan is to be prepared and provided to the City of London, as per the EIS (NRSI 2020). This Environmental Management and Monitoring Plan will address Butternut compensation, tending and monitoring.

- ***Will the fences at rear of building lots have gates to ESA? Request that they not have gates and that yard waste disposal and no dumping signage be included.***

Response: All lot fences backing onto the ESA will not have gates. “No dumping” signage is City responsibility; however the Developer is willing to contribute if required.

RESPONSE TO ADDITIONAL PUBLIC COMMENTS (CONTINUED)

- ***Will the retained trees be protected? Will there be fencing be installed during grading?***

Response: Yes, retained trees will be protected during construction by providing tree protection fencing. This fencing will protect retained trees from harm during construction and will prevent soil compaction within the rooting zone of trees.

- ***Concerns with congestion and safety concerns on Meadowlily Road South due to street parking.***

Response: Congestion due to street parking by trail users is an existing condition issue and not exacerbated by the proposed development. There is an ample number of parking spaces (270) provided by the city to Trail Access Point 1, at the neighbouring City-Wide Sports Park, however many trail users are not aware and are not using the provided parking. We observed over an 8 day period where a maximum of 41 cars were parked on Meadowlily Road South while the City-Wide Sports Park lot was over 95% vacant at the same time.

Any property owner along Meadowlily Road South, including the developer, can request the city to install “no parking” signs on the east side of street thus restricting the trail users to the 5 designated parking spots at the north end of street for Trail Access Point 3 or at the City-Wide Sports Park to Trail Access Point 1. The City has agreed to reduce the speed limit from 50km/h to 40km/h, however the signage not implemented yet. Furthermore, a request has been made to the City to address this parking issue.

THANK YOU FOR ATTENDING

Please feel free to provide comments to the below Project Representatives.

Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

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