

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee

From: Scott Mathers MPA, P. Eng.,
Deputy City Manager, Planning and Economic Development

Subject: Royal Premier Homes (2812347 Ontario Inc.)
21-41 Meadowlily Road North and 20 Norlan Avenue
Public Participation Meeting on: August 22, 2022

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of Royal Premier Homes relating to properties located at 21-41 Meadowlily Road North and 20 Norlan Avenue:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on September 6, 2022 to amend The London Plan to add a site specific policy for 21-41 Meadowlily Road North and 20 Norlan Avenue in Policy 1077 _) to allow stacked townhouses on a Neighbourhood Street in a Neighbourhoods Place Type and amend Map 7- Specific Policy Areas to add the subject site;
- (b) the proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on September 6, 2022 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan (as amended above), to change the zoning of the subject property **FROM** a Residential R1 (R1-6) Zone **TO** a Holding Residential R5 Special Provision Bonus (h-17. h-100. R5-7()*B-) Zone with holding provisions to address sanitary, storm and water servicing and access; a special provision to permit a balcony encroachment minimum of 4.26 metres instead of the required 6.0 metres in the exterior side yard and a Bonus Zone to allow an increase in the maximum density permitted and a reduction in parking required in return for affordable dwelling units and a larger common amenity space area; and,

The Bonus Zone shall be implemented through one or more agreements to facilitate the development of stacked townhouse buildings at a maximum density of 91 units per hectare (80 units, 4 units which are affordable) instead of 60 units per hectare, a reduced parking requirement from 120 parking spaces to 91 parking spaces and provision of additional landscaped open space area/larger common amenity area, which substantively implements the Site Plan, Renderings, and Views, attached as Schedule "1" to the amending by-law and provides for the following:

- 1) Provision of Affordable Housing
 - i) A total of four (4) residential units will be provided for affordable housing; three, one bedroom units and one, two bedroom unit within two of the four proposed townhouse blocks with a maximum of two units in each building;
 - ii) Rents not exceeding 80% of the Average Market Rent (AMR) for the London Census Metropolitan Area as determined by the CMHC at the time of building occupancy;
 - iii) The duration of affordability set at 50 years from the point of initial occupancy;
 - iv) The proponent enter into a Tenant Placement Agreement (TPA) with the City of London to align the affordable units with priority populations; and,

- v) These conditions to be secured through an agreement registered on title with associated compliance requirements and remedies.
- 2) Common Amenity Space
- i) Provide for an appropriately sized and located ground level outdoor amenity space for the number of residents anticipated.
 - ii) Provide 8.2 m² per unit of landscaped open space in place of the City standard of 5.0 m², which represents an 11.3% increase.
- (c) The Site Plan Approval Authority **BE REQUESTED** to consider the following design issues through the site plan process:
- i) Rearrange the parking aisles and buildings to provide one adequately sized common amenity area;
 - ii) Ensure Stacked Townhouse Block D has regard for the corner location at Meadowlily Road North and Norlan Avenue;
 - iii) Screen surface parking exposed to Meadowlily Road;
 - iv) Increase the sidewalk width abutting parking areas to 2.1 metres;
 - v) Provide a minimum of 1.5 metres from property boundaries to parking areas;
 - vi) Provide 3 metre landscaped islands every 15 parking stalls;
 - vii) Relocate Canada Post mailbox to more centralized location;
 - viii) Reduce amount of site asphalt and hardscape; and,
 - ix) Improve pedestrian connections to rear parking area, common amenity area and both abutting roads.

Executive Summary

Summary of Request

The applicant requested;

- 1) an amendment to The London Plan to permit back-to-back 3 storey stacked townhouses at a height higher than 2.5 storeys on a Neighbourhood Street. The London Plan has since been amended to allow 3 storeys but not stacked townhouses on a Neighbourhood Street;
- 2) an amendment to the 1989 Official Plan to permit back-to-back townhouses at a height of 3 storeys subject to density bonusing to increase the permitted density from 60 units per hectare to 91 units per hectare. This amendment for height is no longer required because the 1989 Official Plan is no longer in force ; however, the density bonusing policies are being applied;
- 3) a zoning by-law amendment to permit four, 3 storey (12 metre) stacked townhouse blocks containing 84 dwelling units, four units of which would be affordable units at a density of 95 units per hectare; with a special provision to permit a minimum exterior side yard balcony encroachment of 4.26 metres instead of 6.0 metres. The number of units has since been reduced to 80 units, still with four affordable units, at a density of 91 units per hectare; and,
- 4) A Bonus Zone which would allow an increase in density from 60 units per hectare to 91 units per hectare and a decrease in the required parking from 120 spaces to 91 spaces in return for four affordable housing units, additional outdoor common amenity space, exceptional site and building design and enhanced landscaped open space design. The applicant subsequently dropped the request for the enhanced landscaped open space design as a requested bonusable feature.

Purpose and the Effect of Recommended Action

The purpose of this application is to provide for a form of residential intensification in an existing built-up area on a Neighbourhood Street, close to a Civic Boulevard, once servicing issues have been addressed. The recommendation is for a Holding Residential R5 Special Provision Bonus (h-_. R5-7 ()*B-()) Zone which would include bonusing for affordable housing and a larger common amenity area. The applicant withdrew the request to be bonused for enhanced landscaped open space design. The City is not recommending that the proposal be bonused for exceptional site and building design.

Rationale of Recommended Action

1. The recommended amendments are consistent with the Provincial Policy Statement (PPS), 2020 which encourages the regeneration of settlement areas and land use patterns within settlement areas that provide for a range of uses and opportunities for intensification and redevelopment. The PPS directs municipalities to permit all forms of housing required to meet the needs of all residents, present and future, including affordable housing;
2. The recommended amendments generally conform to the in-force Neighbourhoods policies of The London Plan, including but not limited to the use, intensity and form of future development anticipated along a Neighbourhood Street. A special policy has been recommended to allow stacked townhouses on a Neighbourhood Street in a Neighbourhoods Place Type;
3. Adding a special policy to allow a stacked townhouse development at a higher density is appropriate because the property has a number of favourable locational attributes for residential uses; it is large enough to accommodate the proposal, is at the intersection of two neighbourhood streets, is separated from the single family neighbourhood by an intervening hydro corridor, is across the street from open space, , and its access point is approximately 240 metres from Hamilton Road, a Civic Boulevard, and close to Highbury Avenue, an Expressway, for easy vehicle access.
4. The recommended amendments generally conform to the Low Density Residential policies of the 1989 Official Plan, including but not limited to the permitted height and density of future development as a result of density bonusing under Section 19.4.4;
5. The recommended amendments facilitate the development of sites within the Built Area Boundary in The London Plan with an appropriate form of infill development; and,
6. The recommended holding provisions ensure adequate services are provided before development occurs and recommendations to the site plan approval authority ensure the development will include all the elements which comprise a good infill development.

Linkage to the Corporate Strategic Plan

Building a Sustainable City- London's growth and development is well planned and sustainable over the long term.

Climate Emergency

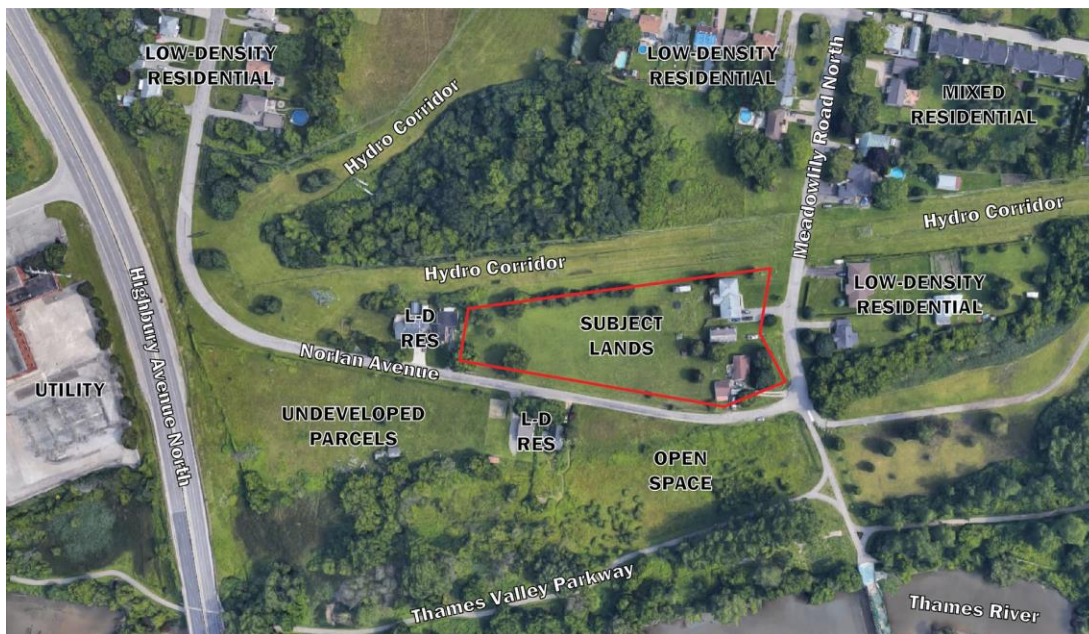
On April 23, 2019, Council declared a Climate Emergency. Through this declaration the City is committed to reducing and mitigating climate change by encouraging intensification and growth at appropriate locations within the Urban Growth boundary and avoiding the development of rural lands. This includes efficient use of existing urban lands and infrastructure. It also includes aligning land use planning to facilitate transit-supportive developments and encourage active transportation.

Analysis

1.0 Site at a Glance

1.1 Property Description

The site is located at the eastern end of the Hamilton Road Planning District, east of Highbury Avenue, approximately 240 metres south of Hamilton Road. The site is relatively flat but there is a significant grade change from lands to the north which are at a higher elevation. The subject site is surrounded by a hydro corridor to the north, Highbury Avenue to the west, the Thames River Valley (south branch) to the south and Meadowlily Road North to the east. There are some older single family detached homes along the latter as well as a single family residential neighbourhood further north. There is an existing cluster townhouse development west of Meadowlily Road North which has an access to Meadowlily Road.



Aerial Photo of Subject Site and Surrounding Area



21-41 Meadowlily Road North– Existing Single Detached Dwellings (looking west)



Undeveloped Portions of 20 Norlan Avenue (facing east)



Norlan Avenue and South property line

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

- 1989 Official Plan Designation – Low Density Residential
- The London Plan Place Type – Neighbourhoods (on a Neighbourhood Street)
- Existing Zoning – Residential R1 (R1-6) Zone

1.3 Site Characteristics

- Current Land Use – Two single detached dwellings and undeveloped land to the rear
- Frontage – 62.8 metres (206 feet) (Meadowlily Road North)
- Depth – 166 metres (545 feet) (Norlan Avenue)
- Area – 0.88 hectares (2.19 acres)
- Shape – Semi-rectangular

1.4 Surrounding Land Uses

- North – Hydroelectric corridor, single family neighbourhood, some commercial uses (gas bar, offices, Fairmont Plaza etc.)
- East – Thames River Valley, single family homes, newer townhouse development
- South – Thames River Valley, Urban Roots urban farm



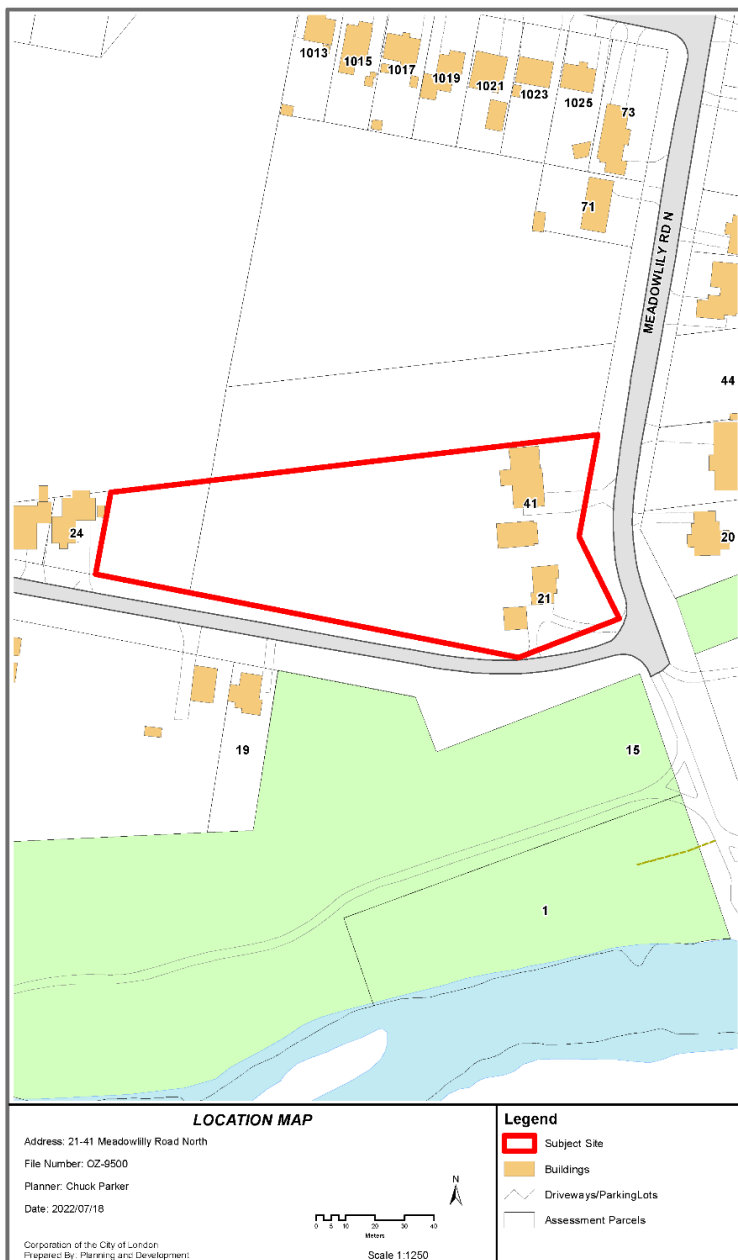
Urban Roots urban farm – 21 Norlan Avenue

- West – Highbury Avenue, Hydroelectric station

1.5 Intensification (identify proposed number of units)

- This proposal represents intensification replacing two single detached dwellings with 80 stacked townhouse dwellings within the City’s Built-area Boundary

1.6 LOCATION MAP



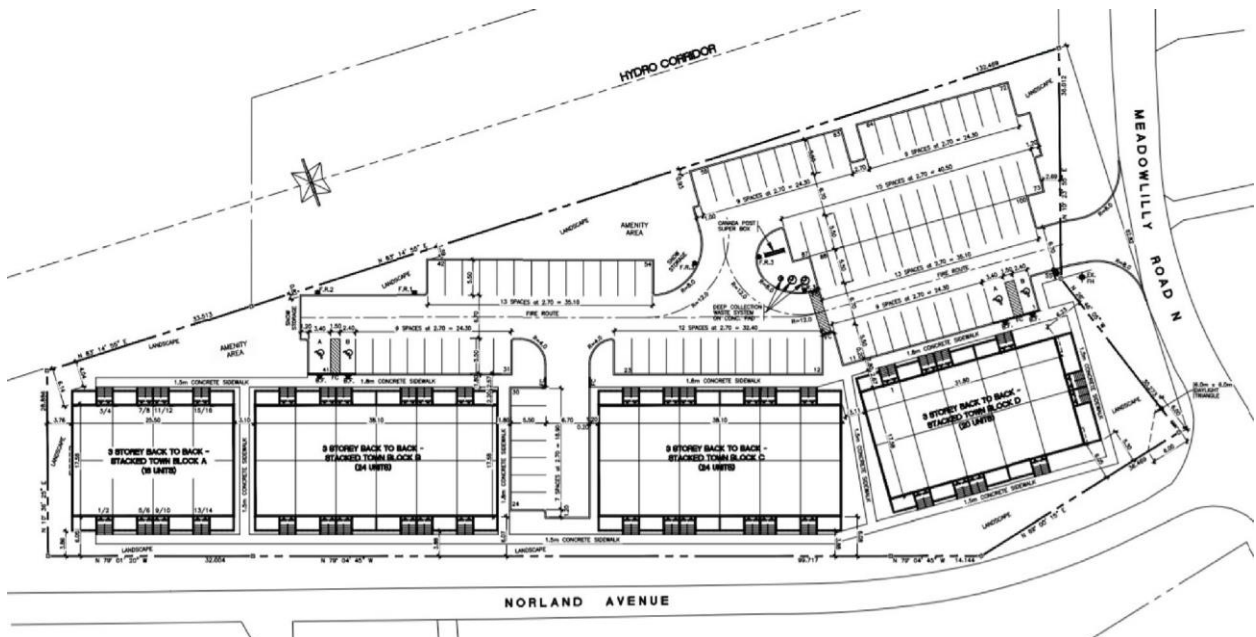
2.0 Description of Proposal

2.1 Development Proposal

The subject lands are proposed to be developed for four, 3-storey stacked, back-to-back townhouse blocks containing 80 dwelling units at a density of 91 units per hectare with 91 parking spaces. The initial request was for 84 dwelling units at a density of 95 units per hectare and 120 parking spaces. In both cases, the applicant indicated four units would be affordable dwelling units.



Proposed Concept from Norlan Avenue – one of four buildings



Proposed Site Plan



Proposed South Elevation

3.0 Relevant Background

3.1 Planning History

Over the years there have been a number of inquiries on these properties for residential development but the ability to service these properties has been the primary constraint. There have been inquiries for single family lots by severance (B.001/19), townhouses and an apartment building but the inquirer decided not to proceed to the official/zoning amendment stage. Sufficient development density is needed to justify provision of upgraded services (sanitary sewer, storm sewer and water) and needed infrastructure such as roads and sidewalks.

3.2 Requested Amendments

The applicant requested the following amendments;

- 1) A London Plan amendment to permit 3 storey stacked back-to-back townhouses in a Neighbourhoods Place Type on a Neighbourhood Street. Table 10 (Range of Permitted Uses in Neighbourhood Place Type) only permits townhouses. Stacked townhouses are only permitted on a Civic Boulevard or Urban Thoroughfare.
- 2) A 1989 Official Plan amendment to permit stacked townhouses up to 91 units per hectare and a height of 3 storeys in the Low Density Residential designation. The maximum density permitted in Low Density Residential is 75 units per hectare but the policies allow density bonusing in return for certain features or amenities. NOTE: The London Plan was approved on May 20, 2022 and the 1989 Official Plan is no longer in force therefore no amendments can occur to the plan; however, this application was received while that Plan was in force and the policies of that Plan are still used to evaluate the requested amendments, including the density bonusing policies in Section 19.4.4.
- 3) A zoning by-law amendment from a Residential R1 (R1-6) Zone to a Residential R5 Special Provision Bonus (R5-7(_).B- (_)) Zone to permit stacked townhouses with a special provision to reduce the exterior side yard balcony encroachment minimum from 6.0 metres to 4.26 metres and include bonusing to provide for four affordable dwelling units and increased common outdoor amenity space.
- 4) A Bonus Zone which would allow an increase in density from 60 units per hectare to 91 units per hectare and a decrease in the required parking from 120 spaces to 91 spaces in return for affordable housing units, additional outdoor common amenity space, exceptional site and building design and enhanced landscaped open space design. The applicant subsequently dropped the request for the enhanced landscaped open space design as a requested bonusable feature.

3.3 Community Engagement (see more detail in Appendix C)

In summary, these are the public comments received 1) at the virtual open house arranged by the applicant on June 7th, 2) through the notice of planning application circulation to all property owners within 120 metres of the subject property and 3) through the Londoner newspaper notice. The public comments included;

1. *Need for another access to the development given there will be 84 units on the property;*
2. *With this number of units it will be difficult to access Hamilton Road;*
3. *Given that Fairmont P.S. will close soon the kids will walk to Tweedsmuir or be bused-need for sidewalks;*
4. *All infrastructure needs to be upgraded;*
5. *Right now there is a lot of on-street parking-people visiting the natural areas-need for street parking;*
6. *Development will interfere with the recreational nature and tranquility of area because of huge parking lots, noise, traffic etc; and,*
7. *Development will remove green space from the area.*

It is important to note that no concerns were raised about the height, density or aesthetics of the proposed development. As indicated above all the concerns relate to needed infrastructure and site plan issues.

3.4 Policy Context

The following is a summary of policies relevant to his proposal;

Provincial Policy Statement, 2020

General Policies

The Provincial Policy Statement (PPS), 2020 provides policy direction on matters of provincial interest related to land use planning and development. In accordance with Section 3 of the Planning Act, all planning decisions “*shall be consistent with*” the PPS. Section 1.1 of the PPS encourages healthy, livable and safe communities which are sustained by promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term. Healthy, liveable and safe communities are sustained by accommodating an appropriate affordable and market-based range and mix of residential, and promoting the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns, optimize transit investments, and standards to minimize land consumption and servicing costs (1.1.1. b) and e)).

The PPS directs settlement areas to be the focus of growth and development, further stating that the vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities (1.1.3). As well, the PPS directs planning authorities to provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area (1.4.1).

Use Policies

The PPS encourages an appropriate affordable and market-based range and mix of residential types, including single-detached dwellings, additional residential units, multi-unit housing, affordable housing and housing for older persons to meet long-term needs (1.1.1b) and 1.4.1).

Land use patterns within settlement areas shall be based on densities and a mix of land uses which: efficiently use land and resources; are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; minimize negative impacts to air quality and climate change, and promote energy efficiency; prepare for the impacts of a changing climate; support active transportation and are transit-supportive, where transit is planned, exists or may be developed (1.1.3.2). Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment (1.1.3.2).

Intensity Policies

The PPS is supportive of development standards which facilitate intensification, redevelopment and compact form (1.1.3.4). Planning authorities are further directed to permit and facilitate all housing options required to meet the social, health, economic and well-being requirements of current and future residents as well as all types of residential intensification, including additional residential units and redevelopment (1.4.3b)). Densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed, are promoted by the PPS (1.4.3d)).

Form Policies

The PPS is supportive of appropriate development standards which facilitate intensification, redevelopment and compact form (1.1.3.4). The PPS also identifies that long term economic prosperity should be supported by encouraging a sense of place by promoting a well-designed built form (1.7.1e)).

Summary

The proposal meets the intent of the PPS policies by introducing a more intense form of residential intensification within the City built-up area in close proximity to transit, provides for affordable housing and introduces new infrastructure to an existing Settlement Area.

The London Plan

General Policies

The London Plan is the new Official Plan for the City of London (Council adopted June 23, 2016, approved by the Ministry with modifications on December 28, 2016, and in force and effect on May 20, 2022.)

The London Plan provides Key Directions (54_) that must be considered to help the City effectively achieve its vision. Relevant Key Directions are outlined below.

The London Plan provides direction to build a mixed-use compact city by:

- Planning to achieve a compact, contiguous pattern of growth – looking “inward and upward”;
- Planning for infill and intensification of various types and forms to take advantage of existing services and facilities and to reduce our need to grow outward; and,
- Ensure a mix of housing types within our neighbourhoods so that they are complete and support aging in place. (Key Direction #5, Directions 1, 2, 4 and 5).

The London Plan also provides direction to build strong, healthy and attractive neighbourhoods for everyone by:

- Integrating affordable forms of housing in all neighbourhoods (Key Direction #7, Direction 10).

Lastly, The London Plan provides direction to make wise planning decisions by:

- Plan for sustainability – balance economic, environmental, and social considerations in all planning decisions. (Key Direction #8, Direction 1).

Use Policies

The subject site is in the Neighbourhoods Place Type at the intersection of two Neighbourhood Streets, Meadowlily Road North and Norlan Avenue, as identified on *Map 1 – Place Types and Map 3 – Street Classifications. The permitted uses within the Neighbourhoods Place Type at this location include a range of low-rise residential uses, such as single detached, semi-detached, duplexes and townhouses, (Table 10 – Range of Permitted Uses in Neighbourhoods Place Type). Stacked townhouses are not generally a permitted use on Neighbourhood Streets, only on Civic Boulevards and Urban Thoroughfares. A special policy is required to allow the proposal.

Policy 916_3 of the Neighbourhoods Place Type identifies key elements for achieving the vision for neighbourhoods, which includes a diversity of housing choices allowing for affordability and giving people the opportunity to remain in their neighbourhoods as they age if they choose to do so. Furthermore, policy 918_2 states that neighbourhoods will be planned for diversity and mix of unit types and should avoid the broad segregation of different housing types, intensities, and forms. The development of the stacked townhouse buildings would contribute to the long-term mix of housing types available in the area.

Intensity Policies

The London Plan uses height as a measure of intensity in the Neighbourhoods Place Type. The maximum permitted height is 3 storeys in a Neighbourhood Place Type on a Neighbourhood Street (*Table 11 – Range of Permitted Heights in Neighbourhoods Place Type).

The London Plan contemplates residential intensification where appropriately located and provided in a way that is sensitive to and a good fit with existing neighbourhoods (*83_, *937_, *939_ 2. and 5., and *953_ 1.). The London Plan directs that intensification may occur in all place types that allow for residential uses (84_). Subject to the City Structure Plan and Residential Intensification policies in the Neighbourhoods Place Type, infill and intensification in a variety of forms will be supported to increase the supply of housing in areas where infrastructure, transit, and other public services are available and accessible (506_). The Plan identifies appropriate locations and promotes opportunities for intensification and redevelopment, to specific areas such as higher order streets.

The intensity of development must also be appropriate for the size of the lot (*953_3.).

Form Policies

The London Plan encourages compact forms of development as a means of planning and managing for growth (7_, 66_). The London Plan encourages growing “inward and upward” to achieve compact forms of development (59_ 2, 79_). The London Plan accommodates opportunities for infill and intensification of various types and forms (59_ 4). To manage outward growth, The London Plan encourages supporting infill and intensification in meaningful ways (59_8).

Within the Neighbourhoods Place Type, and according to the urban design considerations for residential intensification, compatibility and fit will be evaluated from a form-based perspective through consideration of the following: site layout in the context of the surrounding neighbourhood; building and main entrance orientation; building line and setback from the street; height transitions with adjacent development; and massing appropriate to the scale of the surrounding neighbourhood (953_ 2.a. to f.). The Our Tools section of The London Plan contains various considerations for the evaluation of all planning and development applications (1578_).

Summary

The proposal generally meets the intent of the London Plan policies by introducing a new, more intense housing form, on a largely undeveloped property in an existing built-up area. The property has not been identified as having any natural features.

Adding a special policy to allow a stacked townhouse development is appropriate because the property is large enough to accommodate the proposal, is at the intersection of two streets, is separated from the single family neighbourhood by an intervening hydro corridor, is across the street from open space, is across the street from a source of fresh produce for residents, in conformity with the Food System policies (648-686) of the London Plan and Council’s Urban Agriculture Strategy goal of creating better access to fresh food to City residents and its access point is approximately 240 metres from Hamilton Road, a Civic Boulevard. Through the site plan approval process building and site design issues can be addressed. Servicing upgrades will improve existing infrastructure in the area.

The 1989 Official Plan

Use Policies

The subject site is designated Low Density Residential in accordance with Schedule 'A' of the 1989 Official Plan. The designation permits primarily low rise, low density housing forms including detached, semi-detached, and duplex dwellings; however, multiple - attached dwellings, such as row houses or cluster houses may be permitted subject to the policies of the Plan and provided they do not exceed the maximum density of development permitted under policy 3.2.2, which is 30 units per hectare.

The 1989 Official Plan also supports the provision of a choice of dwelling types so that a broad range of housing requirements are satisfied (3.1.1 ii).

Intensity/Form Policies

Development within areas designated Low Density Residential shall have a low-rise form as described above. Residential intensification, above 30 units per hectare, may be permitted subject to the provisions of policy 3.2.3 and may be permitted up to 75 units per hectare (3.2.3.2) according to Planning Impact Analysis criteria in Section 3.7. Residential intensification, in addition to permitted uses in the Low Density Residential designation, can include attached dwellings, cluster housing and low rise apartments. Stacked townhouses can fit into that range in terms of form and density.

Section 3.2.3.7 (Supporting Infrastructure) indicates that residential intensification will only be considered where there is sufficient municipal services, transportation infrastructure, off-street parking and buffering and outdoor recreational space. Through the amendment process (removal of holding provisions) and the site plan approval process these conditions will be addressed before development occurs.

Section 3.7 (Planning Impact Analysis) includes the criteria for assessing whether any proposal is appropriate and identifies ways of reducing any adverse impacts on surrounding uses. The applicant has submitted the required studies to evaluate the proposal and planning staff have reviewed that material and the criteria and have recommended the proposal is appropriate on this site once a number of servicing, infrastructure and site plan matters have been addressed.

However, the requested density (91 units per hectare) exceeds the maximum density permitted for residential intensification. Section 19.4.4 of the 1989 Official Plan; however, does allow for density bonusing above this maximum.

Section 19.4.4. Bonus Zoning

Objective- Under the provisions of the *Planning Act*, a municipality may include in its Zoning By-law, regulations that permit increases to the height and density limits applicable to a proposed development in return for the provision of such facilities, services, or matters, as are set out in the By-law. This practice, commonly referred to as bonus zoning, is considered to be an appropriate means of assisting in the implementation of this Plan. (NOTE- the Province of Ontario is planning to end the practise of bonus zoning in September 2022).

Principle- The facilities, services or matters that would be provided in consideration of a height or density bonus should be reasonable, in terms of their cost/benefit implications, for both the City and the developer and must result in a benefit to the general public and/or an enhancement of the design or amenities of a development to the extent that a greater density or height is warranted. Also, the height and density bonuses received should not result in a scale of development that is incompatible with adjacent uses or exceeds the capacity of available municipal services.

Bonus Zoning is provided to encourage development features which result in a public benefit which cannot be obtained through the normal development process. Bonus zoning will be used to support the City's urban design principles, as contained in

Chapter 11 and other policies of the Plan, and may include one or more of the following objectives:

- (a) to support the provision of the development of affordable housing as provided for by 12.2.2.
- (b) to support the provision of common open space that is functional for active or passive recreational use;

These provisions are being included in the proposal to justify the proposed bonus zone recommended in the zoning by-law amendment to increase the permitted density from 60 units per hectare to 91 units per hectare and reduce the parking requirement from 120 spaces to 91 spaces. Section 19.4.4 of the 1989 Official Plan is being used to provide the policy support for bonusing because that Plan was still in force on the date this application was received. However, at this time, no amendments to provide for this density bonusing can be made because the 1989 Plan is no longer in force. The recommended zoning by-law amendment to provide for bonusing is based on the 1989 Official Plan policies.

Section 37 (Bonusing) is a planning tool that allows for additional height, density and other features that would otherwise be permitted in zoning. In return for additional, height, density and other features, benefits (including affordable housing) of a commensurate public value may be secured. In the present consideration, a site-specific bonus has been requested for an additional density of 31 units per hectare and a reduction in parking of 29 parking spaces. In return, the applicant has proposed to provide a total of four (4) residential units for affordable housing; three, one bedroom units and one, two bedroom unit within two of the four proposed townhouse blocks with a maximum of two units in each building.

Summary

In many respects the Low Density designation in the 1989 Official Plan and the Neighbourhoods Place Type in The London Plan permit a similar form of development. Under the 1989 Official Plan, this site is a vacant and/or underutilized lot within a previously developed area (3.2.3.1 ii), is proposed to be attached dwellings (3.2.3.2) and will be subject to site plan review and urban design (3.2.3.5).

All of the Planning Impact Analysis criteria in Section 3.7 are addressed in the Planning and Design Report and other submissions for this application. Planning staff and other department staff have reviewed these submissions and are satisfied the proposed development will fit in with the neighbourhood once upgraded infrastructure has been introduced and site plan review has been completed.

4.0 Key Issues and Considerations

Following are the major issues raised through the public consultation process and through the City Department and Agency Review. No issues were raised with regard to the height and design of the proposed development. Below are the major issues raised.

4.1 Issue and Consideration # 1 – Servicing and Infrastructure Improvements

The need for services and infrastructure improvements in this area to accommodate new development is the main issue and has been for years. In order to accommodate intensification within this area, upgrades to services will be required to accommodate this 80-unit residential development ..

Water is currently available along Norlan Avenue and Meadowlily Road. There is a stormwater pipe which runs down Meadowlily Road to the River and there is a forcemain sanitary sewer which runs east-west across Norlan Avenue over to the Pottersburg Pollution Control Plant.

Through the application liaison process the Engineering Department indicated the following is required;

1. Need h-17 and h-100 holding provisions until sanitary, storm and water services are provided to accommodate the development;
2. An upsized watermain and water looping is required once 80 residential units are added;
3. There is no municipal sanitary outlet available or in close proximity to the subject lands. However, City of London has initiated a Class EA and Servicing Study for the Meadowlily Road area, which is anticipated to be completed in February 2023. Construction timing of municipal services in the area will be determined after the completion of this EA and through the 2025 Development Charges Study.
4. Studies need to be submitted to ensure the 1200mm storm sewer on Meadowlily Road can accommodate additional flows from this site.
5. Public comments regarding the lack of sidewalks and road improvements to accommodate an additional 80 units needed to be reviewed and addressed if needed.

All of these will need to be addressed as development proceeds. In most cases these improvements will be done at the owner's expense.

4.2 Issue and Consideration # 2 – Urban Design/Site Plan Improvements

Through the department consultation process the following site plan matters were raised by Site Plan;

- i) Rearrange the parking aisles and buildings to provide one adequately sized common amenity area;
- ii) Ensure Stacked Townhouse Block D has regard for the corner location at Meadowlily Road North and Norlan Avenue;
- iii) Screen surface parking exposed to Meadowlily Road;
- iv) Increase the sidewalk width abutting parking areas to 2.1 metres;
- v) Provide a minimum of 1.5 metres from property boundaries to parking areas;
- vi) Provide 3 metre landscaped islands every 15 parking stalls;
- vii) Relocate Canada Post mailbox to more centralized location;
- viii) Reduce amount of site asphalt and hardscape; and,
- ix) Improve pedestrian connections to rear parking area, common amenity area and both abutting roads.

There have been changes made to the proposal since submission; eg. Reducing the number of units from 88 to 80, increasing the rear yard setback etc. As the applicant proceeds to the site plan approval phase of the development process these issues will be discussed further to ensure the development meets the City's requirements and ensures this infill development is a positive addition to the area.

4.3 Issue and Consideration # 3 – Development will Destroy Tranquility of Area

Some residents raised this as an issue. Currently, the area serves as one of the entrances to Meadowlily Woods Natural Area across Meadowlily Bridge to the south. Visitors park along the roadways and walk into the area. Currently the area is underdeveloped, compared to other built-up areas in the City, taking on a "rural" character below the hill. There are some older single family dwellings and a urban farm besides the natural area component adjacent to the river.

The subject site is also considered underdeveloped, with two single family dwellings at the front and large rear yards behind. There are no natural features on these rear lands. As discussed in previous sections of the report, it is the City's intent to intensify "inward and upward" making better use of City infrastructure (eg. Sanitary, water, roads) and

services (eg. Commercial, transit) as outlined in The London Plan.

Increasing the population density in the area also allows more people to enjoy the nearby natural area. The proximity of the urban farm across the street also provides easy access to fresh produce for the future building's residents.

4.4 Appropriateness of Official Plan Special Policy and Zoning By-law Amendment Special Provision and Bonusing Requests

A special policy in the London Plan and special provisions in the Zoning By-law are required to permit the proposed development. The rationale to support the recommended changes is provided below;

4.4.1. London Plan Special Policy

A special policy is required to allow stacked townhouses on a Neighbourhood Street in a Neighbourhoods Place Type in the London Plan. Table 10 (Range of Permitted Uses in Neighbourhood Place Type) only permits townhouses. Stacked townhouses are only permitted on a Civic Boulevard or Urban Thoroughfare street classification in a Neighbourhoods Place Type.

Specific Area Policies (Policy 1729-1734) in the London Plan are used to evaluate proposals that require specific area policies. These policies "*may be applied where the applicable place type policies would not accurately reflect the intent of City Council with regard to a specific site or area.*"

Specific criteria in Policy 1730 are provided to evaluate these proposals and following are comments on those criteria;

1. The proposal meets all of the policies of the London Plan except the provision that stacked townhouses are not allowed on a Neighbourhood Street in a Neighbourhoods Place Type;
2. Given the surrounding land uses and locational attributes of the site, the proposal should not have an adverse impact on the surrounding land uses;
3. There are no other vacant/developable sites in this area which could accommodate a development this size;
4. Sufficient density is required on this site to justify the investment in enhanced infrastructure within a built-up area of the City; and,
5. The proposed policy is in the public interest and represents good planning.

Although the intent is to minimize the number of special policies to The London Plan, adding a special policy to allow a 3 storey stacked townhouse development on this property is appropriate because the property is large enough to accommodate the proposal, is at the intersection of two neighbourhood streets, is separated from the single family neighbourhood to the north by an intervening hydro corridor, and its access point is approximately 240 metres from Hamilton Road, a Civic Boulevard (Policy 1731). Through the site plan approval process, building and site design issues can be addressed. Servicing upgrades will improve existing infrastructure in the area.

Policy 1734 requires that Map 7 -Specific Area Policies be amended to include the recommended specific area policy. The recommended amendment is attached to this report.

4.4.2 Zoning By-law Special Provision

4.4.2.1 Reduction in Balcony Encroachment from 6.0 metres to 4.26 metres

This is a relatively minor request which allows balconies on units to encroach into the exterior side yard closer (1.74 m) than they would normally be able to. The encroachment would not extend to the right-of-way of the adjacent street and would still leave room for street trees and/or a landscaped boulevard. This requested change has been included in the recommended zoning by-law special provisions.

4.4.3 Zoning By-law Bonusing Clauses

4.4.3.1 Increase in Permitted Density from 60 to 91 units per hectare

The standard Residential R5 (R5-7) Zone has a density of 60 units per hectare. As indicated under Section 3.4 (Policy Context) of this report, only the 1989 Official Plan has policies which provide for bonusing. The London Plan does not have bonusing policies and the Province is intending to end the practise of bonus zoning in September 2022. However, this application was submitted while the 1989 Official Plan was in force and effect and applicants requested density bonusing in return for the provision of four affordable housing units, more common outdoor amenity space, enhanced landscaped open space and “exceptional site and building design”. The City has reviewed the request and are recommending density increases based on provision of affordable housing and a common open space area/landscaped open space. The City is not recommending a bonus for “exceptional site and building design”.

The applicant is also providing additional amenity space through the removal of parking spaces. They are providing 8.2m² per unit of at grade amenity space which exceeds the City’s standard of 5m² per unit. They are providing 11.29% more landscaped open space than required density increase, 30% is required and they are providing 41.39%.

These additions provide justification for the 31 units per hectare density increase.

4.4.3.2 Decrease in Required Parking from 120 spaces to 91 spaces

The applicants have revised their initial concept to remove 29 parking spaces and provide more amenity space. With 80 proposed units that works out to 1.13 spaces per unit or 1 space per unit plus 11 additional spaces. The City normally requires 1.5 spaces per unit. The City; however, is currently undertaking a City-wide parking study which may reduce or eliminate parking requirements and allow the development industry to determine how much parking they need. A number of other cities (such as Edmonton) have implemented this practise. On August 2, 2022 passed amendments to reduce parking requirements City-wide. Those amendments are currently in the appeal period and are currently not in force and effect.

The London Plan, which is now in force and effect, is transit -orientated and is intended to create more walkable neighbourhoods and rely less on private automobiles. To this end less parking is desirable. Until a new Zoning By-law is developed to implement the London Plan each site will need to be assessed individually.

This site is relatively close to transit stops on Hamilton Road which warrants a reduction in required parking. The demand for parking will be based on the eventual tenant/owner mix in the buildings.

5.0 Conclusion

The purpose of this application is to provide for a form of residential intensification in an existing built-up area on a Neighbourhood Street, close to a Civic Boulevard, once servicing issues have been addressed. The recommendation is for a Holding Residential R5 Special Provision Bonus (h-17. h-100. R5-7() B()) Zone which include holding provisions for sanitary/storm and water services and would include bonusing for affordable housing and a common amenity area.

The recommended amendments are consistent with the Provincial Policy Statement (PPS), 2020 , generally conform to the in-force Neighbourhoods policies of The London Plan, including but not limited to the use, intensity and form of future development anticipated along a Neighbourhood Street; and adding a special policy to allow a 3 storey stacked townhouse development is appropriate because the property is large enough to accommodate the proposal, is at the intersection of two streets, is separated from the single family neighbourhood by an intervening hydro corridor, and its access

point is approximately 240 metres from Hamilton Road, a Civic Boulevard, for easy vehicle access.

Prepared by: **W.J. Charles Parker, MA**
Senior Planner, Long Range Planning and Research

Reviewed by: **Mike Corby, MCIP, RPP**
Manager, Planning Implementation

Recommended by: **Gregg Barrett, AICP**
Director, Planning and Development

Submitted by: **Scott Mathers MPA, P. Eng.,**
Deputy City Manager, Planning and Economic
Development

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 Planning and Development.

August 15, 2022

Appendix A

Appendix "A"

Bill No. (number to be inserted by Clerk's Office)
2022

By-law No. C.P.-XXXX-____

A by-law to amend The London Plan for the City of London, 2016 relating to 21-41 Meadowlily Road North and 20 Norlan Avenue.

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 Amendment shall come into effect in accordance with subsection 17(27) of the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on September 6, 2022.

Ed Holder
Mayor

Michael Schulthess
City Clerk

First Reading – September 6, 2022
Second Reading – September 6, 2022
Third Reading – September 6, 2022

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

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is:

1. To add a special policy in Policy 1077 of The London Plan for the City of London to permit stacked townhouses as a permitted use in the Neighbourhoods Place Type on a Neighbourhood Street.
2. To amend Map 7 (Specific Policy Areas) of the London Plan to include the subject site.

B. LOCATION OF THIS AMENDMENT

3. This Amendment applies to lands located at 21-41 Meadowlily Road North and 20 Norlan Avenue in the City of London.

C. BASIS OF THE AMENDMENT

The recommended amendment is consistent with the Provincial Policy Statement, 2020. The recommendation provides for intensification in the form of a 3 storey stacked townhouse development which is appropriate because the property is large enough to accommodate the proposal, is at the intersection of two streets, is separated from the single family neighbourhood by an intervening hydro corridor, is across the street from open space and its access point is approximately 240 metres from Hamilton Road, a Civic Boulevard, for easy access. .

D. THE AMENDMENT

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

The London Plan is hereby amended as follows:

Policy 1077 of The London Plan for the City of London is amended by adding the following:

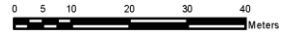
1. 21-41 Meadowlily Road North and 20 Norlan Avenue

1077() In the Neighbourhoods Place Type at 21-41 Meadowlily Road North and 20 Norlan Avenue, stacked townhouses may be permitted on a Neighbourhood Street..

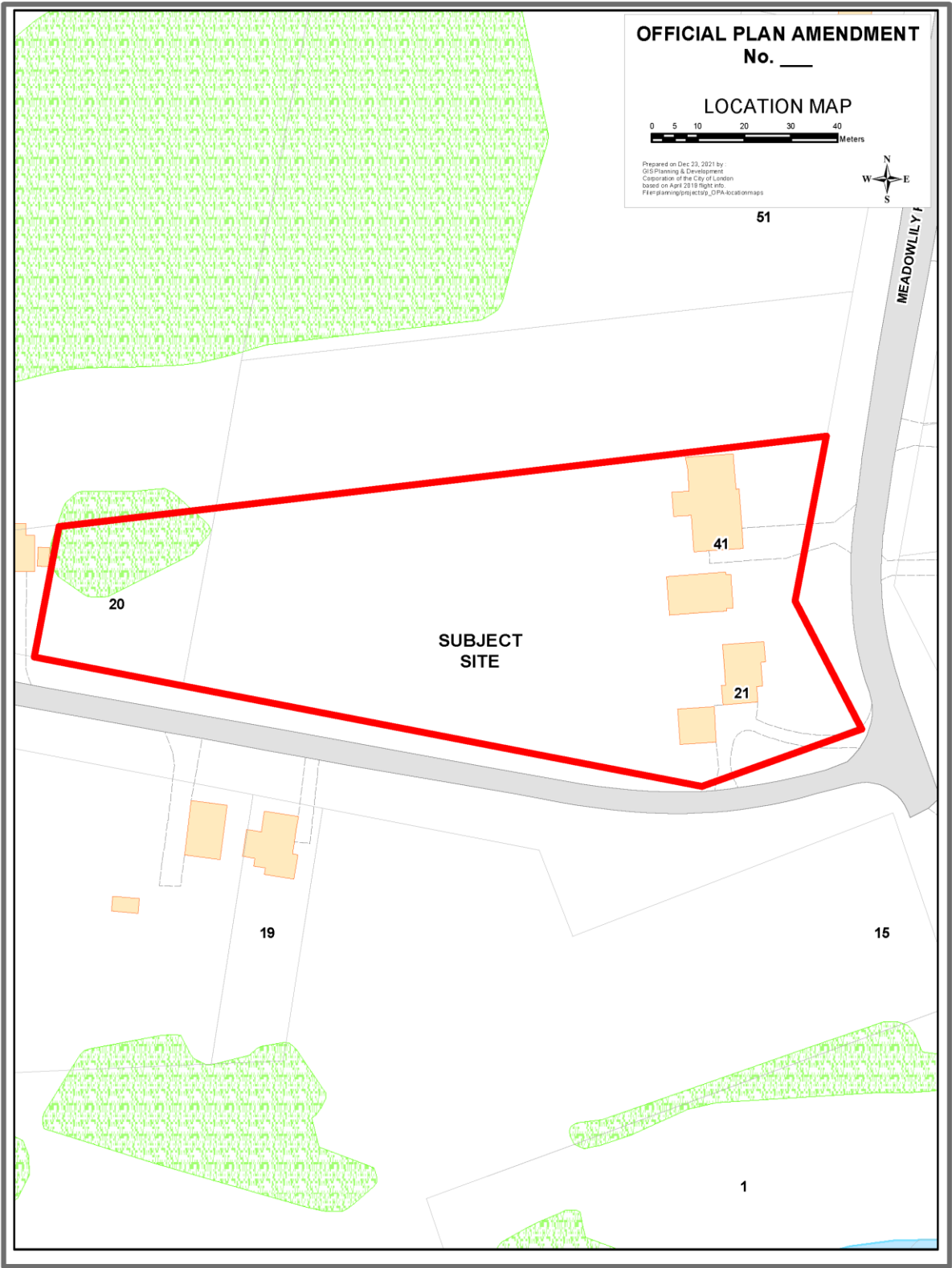
2. Map 7 – Specific Policy Areas is amended by adding the subject site to the map.

**OFFICIAL PLAN AMENDMENT
No. ____**

LOCATION MAP



Prepared on Dec 23, 2021 by:
GIS Planning & Development
Corporation of the City of London
based on April 2018 flight info.
File: planning/projects/OPA-locatmaps



Appendix "B"

Bill No.(number to be inserted by Clerk's Office)
2022

By-law No. Z.-1-22_____

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 21-41 Meadowlily Road North and 20 Norlan Avenue.

WHEREAS Royal Premier Homes (2812347 Ontario Inc.) has applied to rezone an area of land located at 21-41 Meadowlily Road North and 20 Norlan Avenue, 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 21-41 Meadowlily Road North and 20 Norlan Avenue, as shown on the attached map comprising part of Key Map No. A108, from a Residential R1 (R1-6) Zone to a Holding Residential R5 Special Provision Bonus (h-17. h-100. R5-7() B()) Zone.
- 2) Section 9.4 of the Residential R5 (R5-7) Zone of Zoning By-law Z-1 is amended by adding the following Special Provision:
 -) R5-7 ()
 - a) Regulation
 - i) Balcony Encroachment (Exterior Side Yard) (Minimum) 4.26 metres

- 3) Section 4.3 of the General Provisions of Zoning By-law Z-1 is amended by adding the following new Bonus Zone:

4.3 _ B() 21-41 Meadowlily Road North and 20 Norlan Avenue

The Bonus Zone shall be implemented through one or more agreements to facilitate the development of a high quality stacked townhouse development at a maximum density of 91 units per hectare and a reduced parking requirement of 91 parking spaces which implements the Site Plan, Renderings and Views attached as Schedule "1" to the amending by-law and provides for the following:

- 1) Provision of Affordable Housing
 - i) A total of four (4) residential units will be provided for affordable housing; three, one bedroom units and one, two bedroom unit within two of the four proposed townhouse blocks with a maximum of two units in each building
 - ii) Rents not exceeding 80% of the Average Market Rent (AMR) for the London Census Metropolitan Area as determined by the CMHC at the time of building occupancy;

- iii) The duration of affordability set at 50 years from the point of initial occupancy;
- iv) The proponent enter into a Tenant Placement Agreement (TPA) with the City of London to align the affordable units with priority populations; and,
- v) These conditions to be secured through an agreement registered on title with associated compliance requirements and remedies.

2) Common Amenity Space

- i) Provide for an appropriately sized and located ground level outdoor amenity space for the number of residents anticipated.

The following special regulations apply within the bonus zone upon the execution and registration of the required development agreement;

1) Additional Permitted Use

- i) Stacked townhouses.

2) Regulations

- i) Density (Maximum) 91 units per hectare
- ii) Parking (Minimum) 91 parking spaces (1.13 spaces per unit)

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.

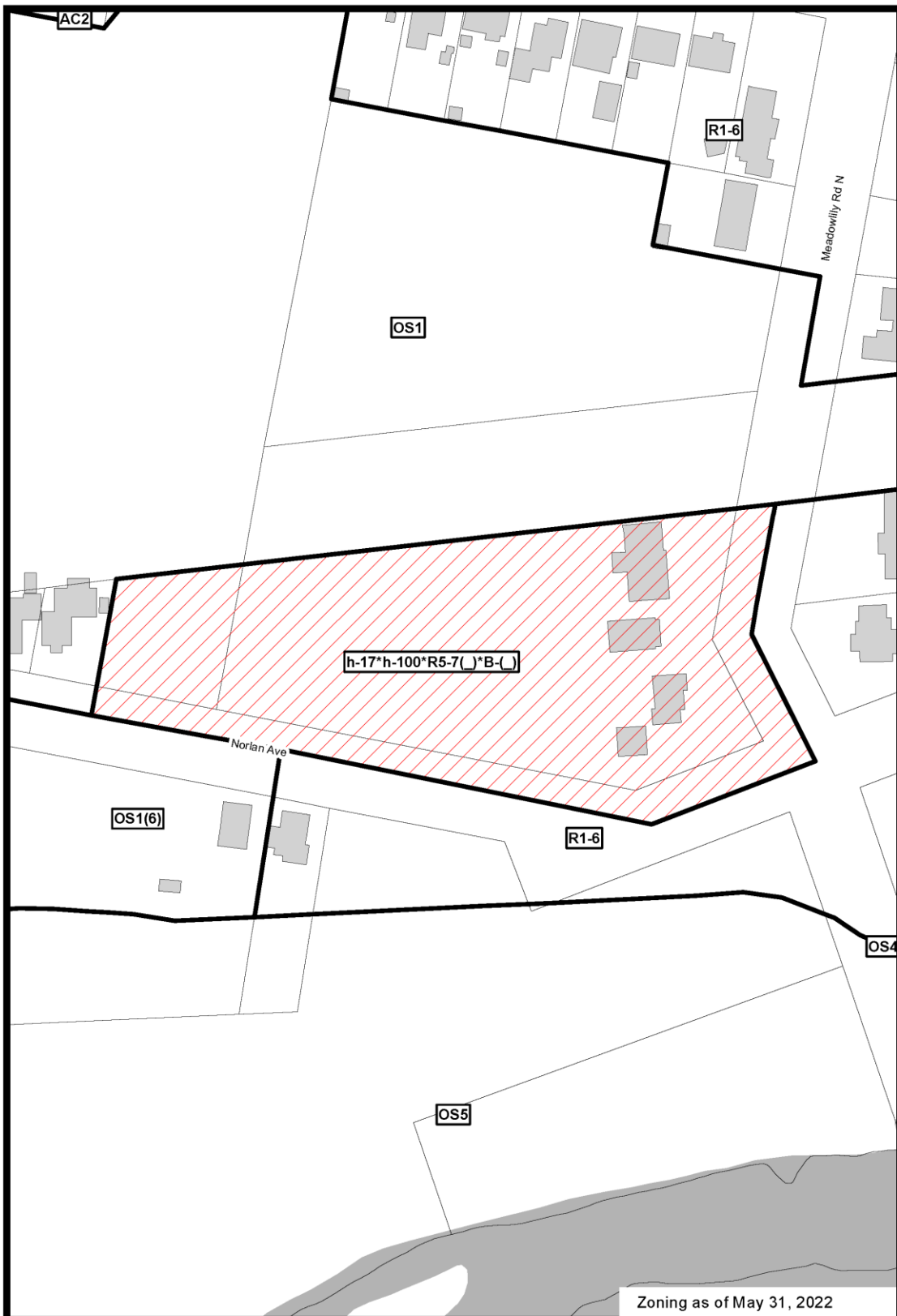
PASSED in Open Council on September 6, 2022.


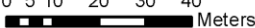

Ed Holder
Mayor

Michael Schulthess
City Clerk

First Reading – September 6, 2022
Second Reading – September 6, 2022
Third Reading – September 6, 2022

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



<p>File Number: OZ-9500 Planner: CP Date Prepared: 2022/07/18 Technician: RC By-Law No: Z.-1-</p>	<p>SUBJECT SITE </p> <p>1:1,250</p> <p>0 5 10 20 30 40 Meters </p> <p></p>
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Schedule "1"

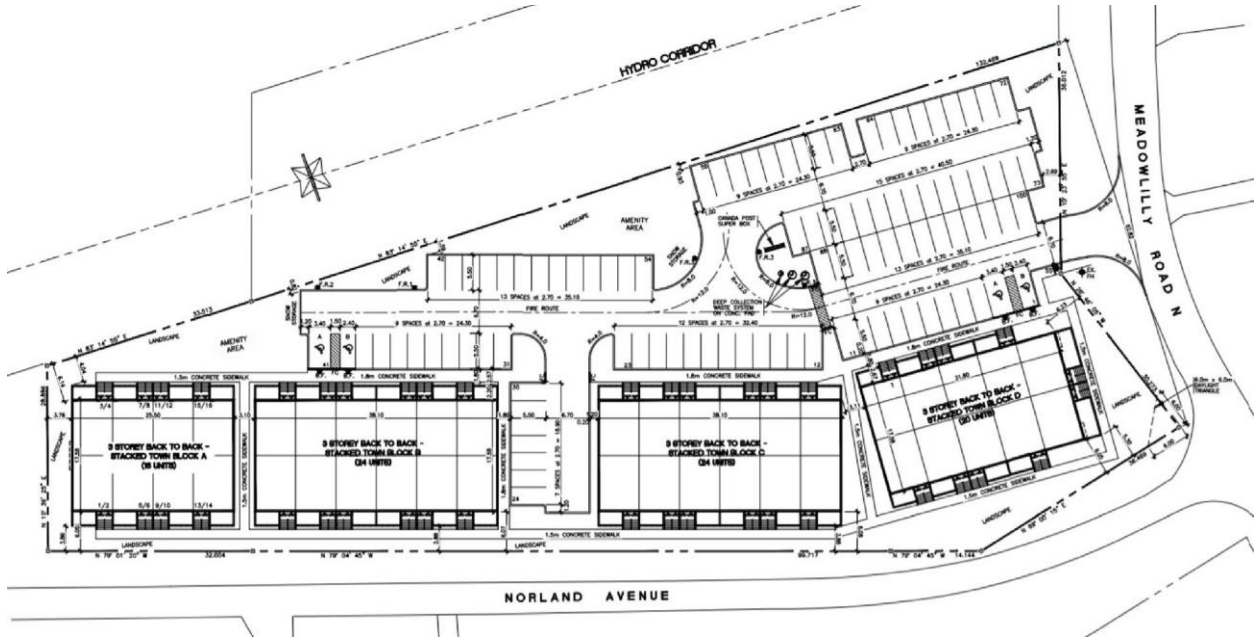


Figure 1 - Site Plan



Figure 2 - Proposed Building Concept (One Building) at intersection of Norlan Avenue and Meadowlily Road North

Appendix C – Public Engagement

Community Engagement

Public liaison: On May 4, 2022, Notice of Application was sent to 36 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 5th, 2022. A “Planning Application” sign was also posted on the site. The agent/applicant also held a virtual open house on June 7, 2022 at which five people provided comments.

Eight (8) replies were received

Nature of Liaison: The London Plan, 1989 Official Plan and Zoning amendments to allow a 3-storey, 80-unit cluster townhouse development at a maximum density of 91 units per hectare and a reduced parking supply of 91 parking spaces.

Responses: A summary of the various comments received include the following:

Concern for:

- 1) *Need for another access to the development given there will be 84 units on the property;*
- 2) *With this number of units it will be difficult to access Hamilton Road;*
- 3) *Given that Fairmont P.S. will close soon the kids will walk to Tweedsmuir or be bused-need for sidewalks;*
- 4) *All infrastructure needs to be upgraded;*
- 5) *Right now there is a lot of on-street parking-people visiting the natural areas-need for street parking;*
- 6) *Development will interfere with the recreational nature and tranquility of area because of huge parking lots, noise, traffic etc; and,*
- 7) *Development will remove green space from the area.*

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

Telephone/Open House	Written/E-mail
Lynda/Ted Schauten/66 Meadowlily Road	Heather Struckett/68 Meadowlily Road
Michael Grayson/1025 Feren Street	Mindy Richardson
Cathy	
John	
Richard Cornell	

Departmental/Agency Comments

Engineering Comments

- need h-17 and h-100 holding provisions for sanitary and water

Water:

- *The watermain on Meadowlily Road has a single connection to Hamilton Road and will require water looping once 80 units (including existing connections) are connected to the municipal watermain. There are currently 31 properties that are connected to the dead end watermain.*
 - *The site servicing brief (September 2021) indicates that looping of the watermain will be required as the number of units serviced will exceed 80 due to the proposed development.*
 - *The site servicing brief (September 2021) included with the application proposes to extend the existing 50mm PEX watermain on Norlan Avenue to provide the necessary municipal watermain looping. The existing 50mm PEX watermain on Norlan Avenue is not adequately sized to handle the additional demands required for the proposed development (for both domestic and fire demands). The watermain shall be upsized to ensure water servicing for both the current area and the proposed development will meet City Standard if utilized for the municipal watermain looping.*
 - *The looped municipal watermain will be at the Owner's expense.*
 - *The municipal watermain providing connection for the proposed development is required to be looped prior to the site connecting to the municipal distribution system.*
- *As part of the site plan application, for the proposed municipal watermain looping, the following will be required:*
 - *A water servicing design report sizing the municipal watermain necessary for looping to ensure it meets and conforms to all City of London Standards (including but not limited to domestic demands, fire demands, water quality) will be required.*
 - *The municipal watermain shall be located in standard location within the right-of-way.*
 - *A water distribution plan along with plan and profile drawings of the municipal watermain.*
 - *A Form 1 for the municipal watermain.*
 - *Any required changes to the municipal watermain will be at the Owner's risk and cost.*
 - *Further comments regarding looping and upsizing requirements will be provided once Water Engineering reviews the drawings and servicing brief.*
- *As part of the site plan application, for the proposed development, a water servicing design report addressing domestic demands, fire flows and water quality will be required.*
- *The hydraulic model provided with the site plan application shall include an assessment of the capacity of the existing 150mm municipal CI watermain on Meadowlily Road North. This is necessary to ensure that the proposed development does not have a negative impact on the current services within the area. The hydraulic model is to include the existing homes along the watermain and ensure the friction factors ("C" values) utilized within the Hazen-Williams calculations are representative of cast iron, and not PVC.*
- *Provide electronic modelling files (in EPANET format) as part of the site plan application for review by Water Engineering staff.*
- *Water servicing to the proposed development shall be to City Standard 7.9.4(h.5) - Water Meters in Stacked Townhomes.*
- *Should the maximum residual pressure within the site's water service exceed 80psi, a pressure reducing valve (PRV) shall be required (on private property) as per the Ontario Building Code.*

- *Water servicing shall be configured in a way to avoid the creation of a regulated drinking water system.*
- *Further comments to be provided during site plan application.*

Wastewater:

- *The applicant is proposing a 3-storey, 80-unit cluster townhouse development with a density of 91 units per hectare, which exceeds our 75unit/ha design standard for MD.*
- *There is no municipal sanitary outlet available or in close proximity to the subject lands. However, SED has initiated a Class EA and Servicing study for the Meadowlily Road area, which is anticipated to be completed in about one year from now. Construction timing of municipal services in the area will be determined after the completion of this EA and through the 2025 Development Charges Study.*

Stormwater:

1. *The site is located within the UTRCA regulated area and therefore UTRCA approval/permits may be required, including confirmation as to required setbacks.*
2. *The site is tributary to the existing 1200mm sewer on Meadowlily Road North. Due to the intensification of the existing site the consultant is required to submit a report which is to include a sewer capacity analysis (design sheet) to demonstrate available capacity. This analysis shall include the delineation of upstream catchments areas and associated runoff coefficients, etc.*
3. *The Developer shall be required to provide a Storm/Drainage Servicing Report demonstrating that the proper SWM practices will be applied to ensure on-site controls are designed to reduce/match existing peak flows from the 2 through 100 year return period storms.*
4. *The SWM functional report should also include, analysis of any increased or accelerated flows and its impact at the outlet to the Thames River. Including any recommend measures to prevent erosion at the outlet. (e.g. rip-rap, etc.)*
5. *The applicants consultant shall be required to provide analysis of the major over land flows of the site, including hydraulic analysis of Meadowlily Rd. N. south of the site to confirm capacity and appropriate conveyance.*
6. *Any proposed LID solutions should be supported by a Geotechnical Report and/or hydrogeological investigations prepared with focus on the type of soil, it's infiltration rate, hydraulic conductivity (under field saturated conditions), and seasonal high ground water elevation. The report(s) should include geotechnical and hydrogeological recommendations of any preferred/suitable LID solution. All LID proposals are to be in accordance with Section 6 Stormwater Management of the Design Specifications & Requirements manual; and may be reviewed for eligibility for reduction in stormwater charges as outlined in section 6.5.2.1.*
7. *As per the City of London's Design Requirements for Permanent Private Systems, the proposed application falls within the Central Subwatershed (case 4), therefore the following design criteria should be implemented:*
 - *the flow from the site must be discharged at a rate equal to or less than the existing condition flow;*
 - *the discharge flow from the site must not exceed the capacity of the stormwater conveyance system;*
 - *the design must account the sites unique discharge conditions (velocities and fluvial geomorphological requirements);*
 - *"normal" level water quality is required as per the MOE guidelines and/or as per the EIS field information; and*
 - *shall comply with riparian right (common) law.**The consultant shall update the servicing report and drawings to provide calculations, recommendations and details to address these requirements.*

Additional SWM related comments will be provided upon future review of this site during the site plan application stage.

Transportation:

- *6.0m x 6.0m daylight triangle required at Norlan Ave and Meadowlilly Road North*
- *Close and restore existing accesses not required for proposed development.*

Access is to connect to Meadowlilly at a 90 degree angle.

General comments for sites within Central Thames Subwatershed

1. *The subject lands are located within a subwatershed without established targets. City of London Standards require the Owner to provide a Storm/Drainage Servicing Report demonstrating compliance with SWM criteria and environmental targets identified in the Design Specifications & Requirements Manual. This may include but not be limited to, quantity control, quality control (70% TSS), erosion, stream morphology, etc.*
2. *The Developer shall be required to provide a Storm/drainage Servicing Report demonstrating that the proper SWM practices will be applied to ensure the maximum permissible storm run-off discharge from the subject site will not exceed the peak discharge of storm run-off under pre-development conditions up to and including 100-year storm events.*
3. *The Owner agrees to promote the implementation of SWM Best Management Practices (BMP's) within the plan, including Low Impact Development (LID) where possible, to the satisfaction of the City Engineer. It shall include water balance.*
4. *The owner is required to provide a lot grading plan for stormwater flows and major overland flows on site and ensure that stormwater flows are self-contained on site, up to the 100 year event and safely conveys up to the 250 year storm event, all to be designed by a Professional Engineer for review.*
5. *The Owner shall allow for conveyance of overland flows from external drainage areas that naturally drain by topography through the subject lands.*
6. *Stormwater run-off from the subject lands shall not cause any adverse effects to adjacent or downstream lands.*
7. *An erosion/sediment control plan that will identify all erosion and sediment control measures for the subject site and that will be in accordance with City of London and MECP (formerly MOECC) standards and requirements, all to the specification and satisfaction of the City Engineer. This plan is to include measures to be used during all phases of construction. These measures shall be identified in the Storm/Drainage Servicing Report.*

Urban Design Comments-

There are no UD Comments regarding the OPA and ZBA for 21-41 Meadowlilly Road North & 20 Norlan Avenue.

Urban Design comments with regard to the Site Plan process:

- *Provide a full-set of dimensioned elevations for all four sides of all proposed buildings with materials and colours labelled. Further urban design comments may follow upon receipt of the elevations;*

- Explore opportunities to rearrange the parking aisles and buildings to provide a common amenity space that is centrally located and that is not isolated through parking aisles.
 - Provide a site plan that displays common amenity space details such as features and landscaping.
- Ensure Block D has regard for its corner location. Building mass and articulation should address the intersection of Norlan Avenue and Meadowlily Road.

Site Design

1. Screen the surface parking exposed to Meadowlily Road with enhanced landscaping [TLP 278_]. Increase the sidewalk width abutting parking areas to a minimum of 2.1 metres to accommodate for any vehicle overhang. The curb ramp from the barrier-free access aisle is to include adequate space for maneuvering on the sidewalk
2. In accordance with the Site Plan Control By-law, a minimum of 1.5 metres is required from property boundaries to parking areas to provide for adequate landscape buffering. Additionally, a 3 metre landscape island is required every 15 parking stalls (only 2.7m is proposed)
3. The Canada Post mailbox is to be relocated to a more centralized, accessible location.
4. Provide an adequate sized common amenity space to accommodate all units on site (approximately 5m² for every unit)
5. Visitor parking is required at a rate of 1 space for every 10 units.

Parks Planning and Design comments

-Parkland dedication is required in the form of cash in lieu, pursuant to By-law CP-9 and will be finalized at the time of site plan approval.

Zoning comments

-The second storey balconies are required to meet the main building setbacks of 6.0 metres otherwise, a special provision is required to allow the balconies to project slightly (applicant to verify the required setback).

Special provisions required for density (from 60u/ha to 91 u/ha and reduction of parking (from 120 to 91)

Ecological comments

- This e-mail is to confirm that there are currently no ecological planning issues related to this property and/or associated study requirements.

Major issues identified

- Natural Heritage Features on, or adjacent to the site have been identified on Map 5 of the London Plan or based on current aerial photo interpretation, including, but not limited to, Significant Valleylands and Vegetation Patches Greater Than 0.5 Ha.

Ecology – complete application requirements

- None associated with this application.

Notes

Natural heritage features are sufficiently buffered from impacts associated with proposed development.

Archaeological comments

"I (Laura Dent) have reviewed the following and find the report's (analysis, conclusions and recommendations) to be sufficient to fulfill the archaeological assessment requirements for (OZ-9500):

- *Lincoln Environmental Consulting Corp. Stage 1-2 Archaeological Assessment of 21-41 Meadowlily Road (), Middlesex County, Ontario (PIF P1289-0023-2020), January 2021*

Please be advised that heritage planning staff recognizes the conclusion of the report that states that “no 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.

An Ontario Ministry of Heritage, Sport, Tourism Cultural Industries (MHSTCI) archaeological assessment compliance letter has also been received dated February 22, 2021....

Archaeological conditions can be considered satisfied for this application.”

Agency Comments

UTRCA – no objections but may require permits/clearances

Hydro- no issues

Housing Development Corporation

Background:

Housing Development Corporation, London (HDC) was engaged to work with 2812347 Ontario Inc. (the “Proponent”) and their consultant (Zelinka Priamo Ltd.) to provide a fair recommendation to the Director, City of London Development Services in response to an Official Plan and Zoning By-law Amendment application (OZ-9500) for “bonusing” in exchange for the provision of affordable housing. The Official Plan and Zoning By-law Amendment application would provide for the development of four, 3-storey back-to-back stacked townhouse blocks each containing 20 units.

RECOMMENDATION:

It is the recommendation of the HDC that the following elements constitute the affordable housing bonus zone:

1. 4 stacked townhouse units (to be comprised of three, one-bedroom units and one, two-bedroom unit) be dedicated to affordable rental housing in exchange for the granting of increased height and density. The affordable units will be contained within 2 of the 4 proposed townhouse blocks (maximum two units in each building). It is noted that all 4 buildings are to be constructed at the same time. The intent is that the units should be provided as soon as possible during the build;

2. “Affordability” for the purpose of an agreement be defined as rent not exceeding 80% of the Canada Mortgage and Housing Corporation (CMHC) Average Market Rent (AMR) for units where:

- i. AMR is defined at the applicable one-bedroom and two-bedroom rate for the London Census Metropolitan Area by CMHC at the time of building occupancy;
- ii. the identified units will be mixed throughout and not otherwise identifiable within the building; and
- iii. Rents for the affordable rental housing units shall only be increased to the allowable maximum, once per 12-month period in accordance with the *Residential Tenancy Act* or any successor legislation but not to exceed 80% of the CMHC AMR.

3. The duration of the affordability period be set at 50 years calculated from initial occupancy of each unit and for each month thereafter that the unit is occupied. At the conclusion of the agreement period, any sitting tenants within associated affordable units shall retain security of tenure and rental rates until the end of their tenancy. The rights of tenancy and affordability in the dedicated units shall not be allowed to be assigned or sublet during or after the agreement.

4. The Proponent be required to enter a Tenant Placement Agreement (TPA) with the City of London. This action aligns the affordable rental housing units with priority populations vetted and referred to the Proponent or their agent by the City. The owner retains final tenant selection in accordance with the *Residential Tenancy Act*, subject to the established eligibility and compliance requirements.

5. These conditions be secured through an agreement registered on title with associated compliance requirements and remedies. This recommendation ensures the retained value of each affordable rental housing unit within the Bonus Zone for the 50-year affordability period. Compliance will be monitored in a similar fashion as is conducted with other agreements and shall include conditions related to default and remedy.

Rationale for Affordable Housing Bonus:

Guiding Policy: Housing affordability is recognized as one of the City's principle planning challenges. The City's new London Plan states that planning activities will provide for a mixture of dwelling types and integrated mixtures of housing affordability.

Location and Application Considerations: The subject lands are on located on the west side of Meadowlily Road North, north of Norlan Avenue. The subject lands are proximate to a broad range of residential, community shopping area, arterial commercial, neighbourhood facility and open space uses. The subject lands are proximate to LTC Route 3(Downtown-Argyle Mall) and 5(Byron-Argyle Mall), and the City of London on-road bicycle network. The Hamilton Road corridor includes transit supportive infrastructure (transit stops, bus shelters, streetlights and sidewalks).

Alignment to Need: The locational attributes of the site align with factors used by HDC to advance affordable rental housing. The recommendations align with housing needs and priorities defined within the *Housing Stability for All Plan* and CMHC analytics related to vacancy rates and rental rates.

Conclusion:

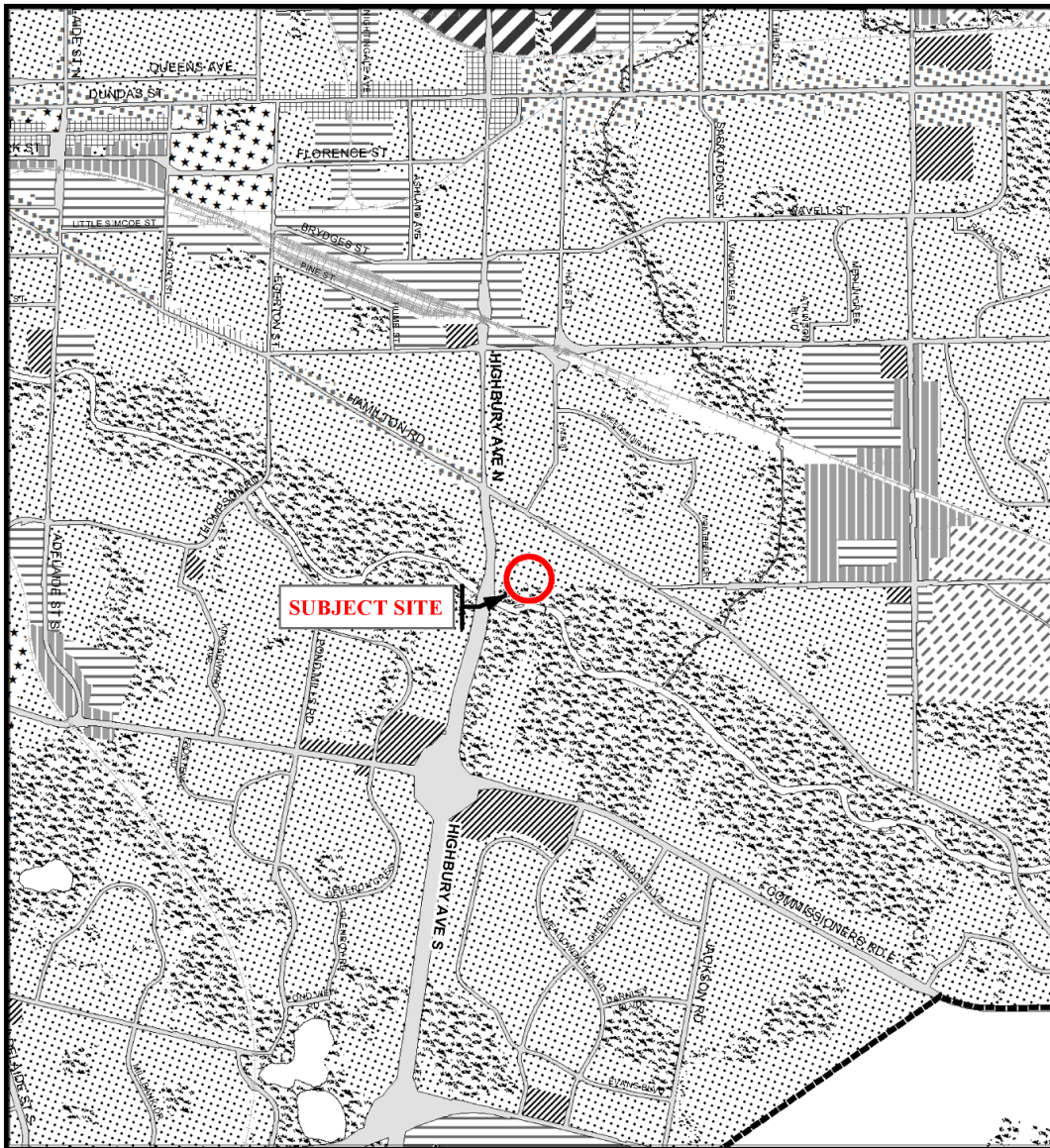
The *Planning Act* provides municipalities the ability to advance public facilities, services or matters in exchange for additional height and density above existing zoning permissions. The ability to utilize this important tool as a mechanism to advance affordable rental housing aligns with a critical need in London.

This recommendation recognizes Council's expressed interest to seek "...options for implementing and coordinating [planning] tools to be most effective..." to "...promote the development of affordable housing in London" (4.4/12/PEC, July 25, 2018).

Appendix D – Relevant Background

Additional Maps

LONDON PLAN – MAP 1 - PLACE TYPES



Legend

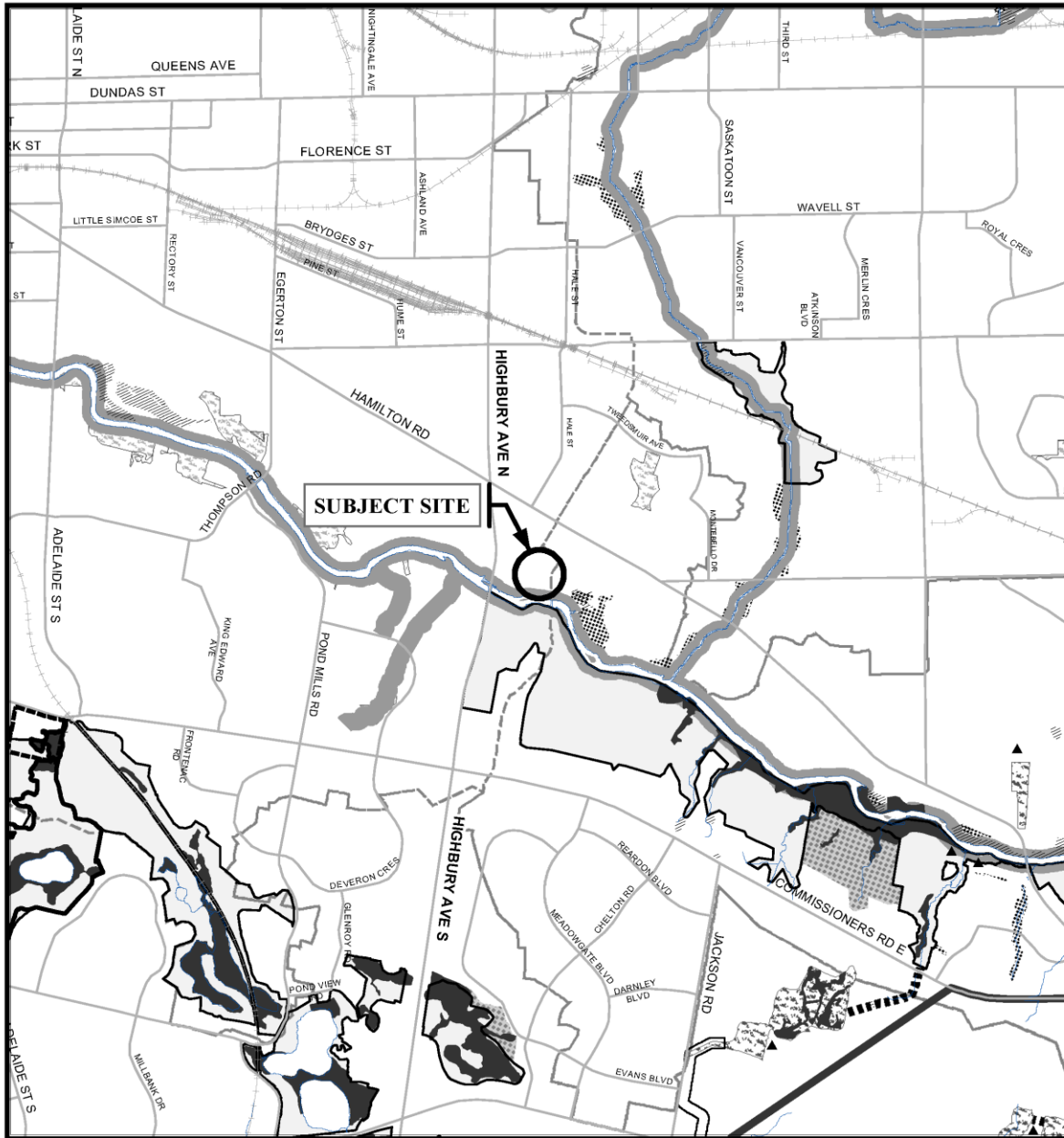
Downtown	Future Community Growth	Environmental Review
Transit Village	Heavy Industrial	Farmland
Shopping Area	Light Industrial	Rural Neighbourhood
Rapid Transit Corridor	Future Industrial Growth	Waste Management Resource Recovery Area
Urban Corridor	Commercial Industrial	Urban Growth Boundary
Main Street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

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

<p>CITY OF LONDON Official Plan LONDON PLAN MAP 1 - PLACE TYPES - PREPARED BY: Planning & Development</p>	 Scale 1:30,000 0 150 300 600 900 1,200 1,500 Meters	<p>File Number: OZ-9500 Planner: CP Technician: RC Date: 2022/7/14</p>
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Project Location: E:\Planning\Projects\p_officialplan\workconsol00\excerpts_LondonPlan\mxd\OZ-9500-Map1-PlaceTypes.mxd

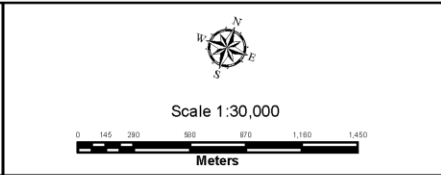
LONDON PLAN – MAP5 - NATURAL HERITAGE



NATURAL HERITAGE SYSTEM		Base Map Features
Provincially Significant Wetlands	Areas of Natural and Scientific Interest	Railways
Wetlands	Environmentally Significant Areas (ESA)	Water Courses/Ponds
Unevaluated Wetlands	Potential ESAs	Streets (see Map 3)
Significant Woodlands	Upland Corridors	Conservation Authority Boundary
Woodlands	Potential Naturalization Areas	Subwatershed Boundary
Significant Valley Lands	Unevaluated Vegetation Patches	Subject to Site Specific Appeals (LPAT Appeal PL170100)
Valley Lands		

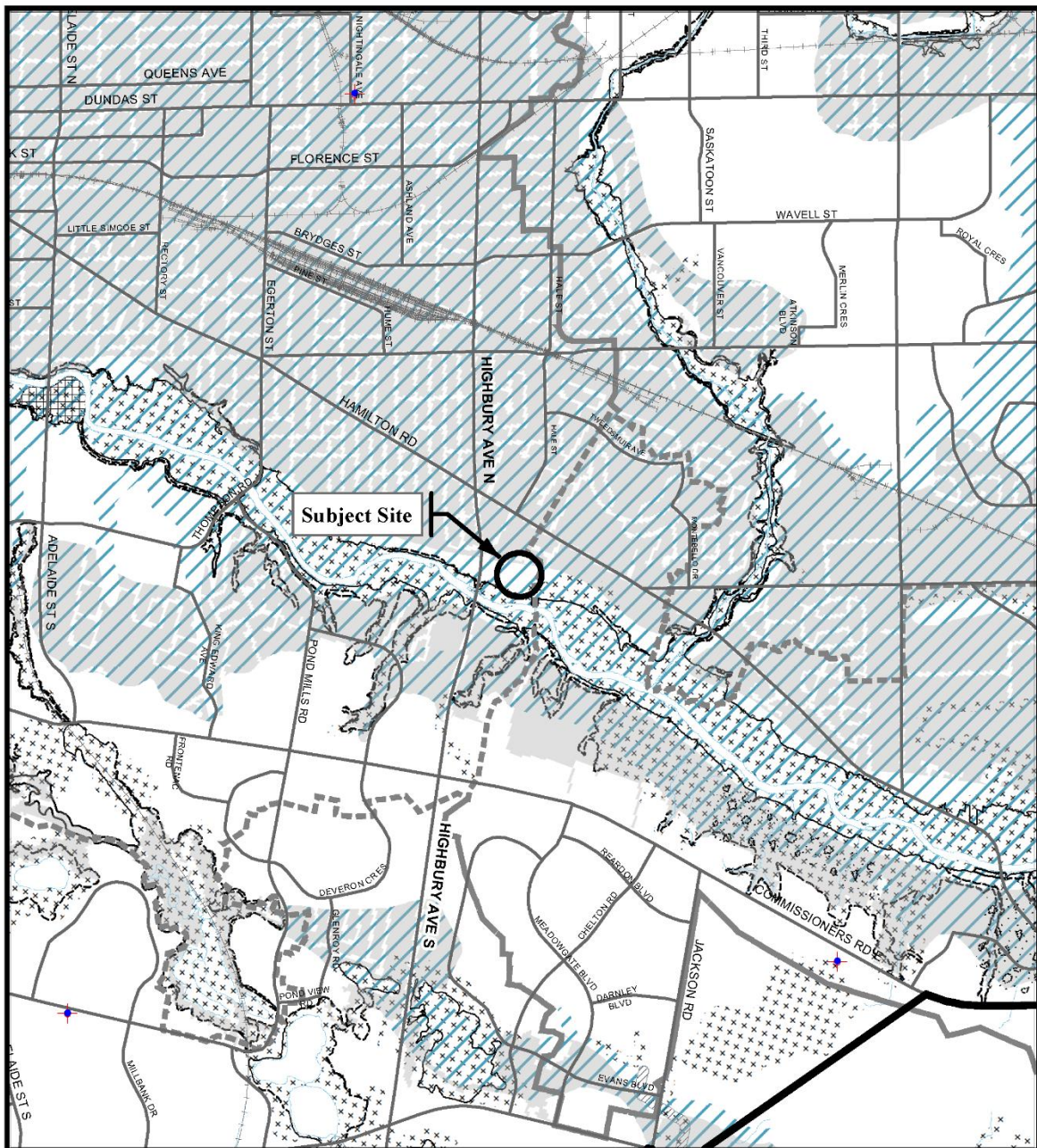
This is an excerpt from Planning & Development's working consolidation of Map 5 - Natural Heritage of the London Plan, with added notations.

CITY OF LONDON
Official Plan
LONDON PLAN MAP 5
- NATURAL HERITAGE -
 PREPARED BY: Planning & Development



File Number: OZ-9500
Planner: CP
Technician: RC
Date: 7/18/2022

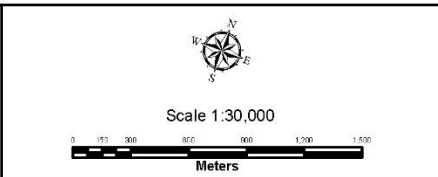
LONDON PLAN – MAP 6 – NATURAL HAZARDS AND NATURAL RESOURCES



HAZARDS		BASE MAP FEATURES	
	Regulatory Flood Line <i>NOTE 1: Flood Lines shown on this map are approximate. The precise delineation of flood plain mapping is available from the Conservation Authority having jurisdiction.</i> <i>NOTE 2: Flood Fringe mapping for certain areas of the City is available from the Upper Thames Conservation Authority.</i>		Conservation Authority Regulation Limit
	Riverine Erosion Hazard Limit for Confined Systems <i>NOTE: Steep Slopes Outside the Riverine Erosion Hazard Limit on the map are approximate. Precise delineation is available from the Conservation Authority having jurisdiction.</i>		Abandoned Oil/Gas Wells
	Riverine Erosion Hazard Limit for Unconfined Systems		Emergency Municipal Water Wells
	Maximum Hazard Line		Significant Groundwater Recharge Areas
	Special Policy Areas		Highly Vulnerable Aquifers
	Potential Special Policy Areas		Wellhead Protection Area
	Riverine Erosion Hazard Limit for Confined Systems		Aggregate Resource Areas
	Urban Growth Boundary		Extractive Industrial Areas
	Water Courses/Ponds		Conservation Authority Boundary
	Subwatershed Boundary		Streets (see Map 3)
	Wellhead Protection Area		Railways

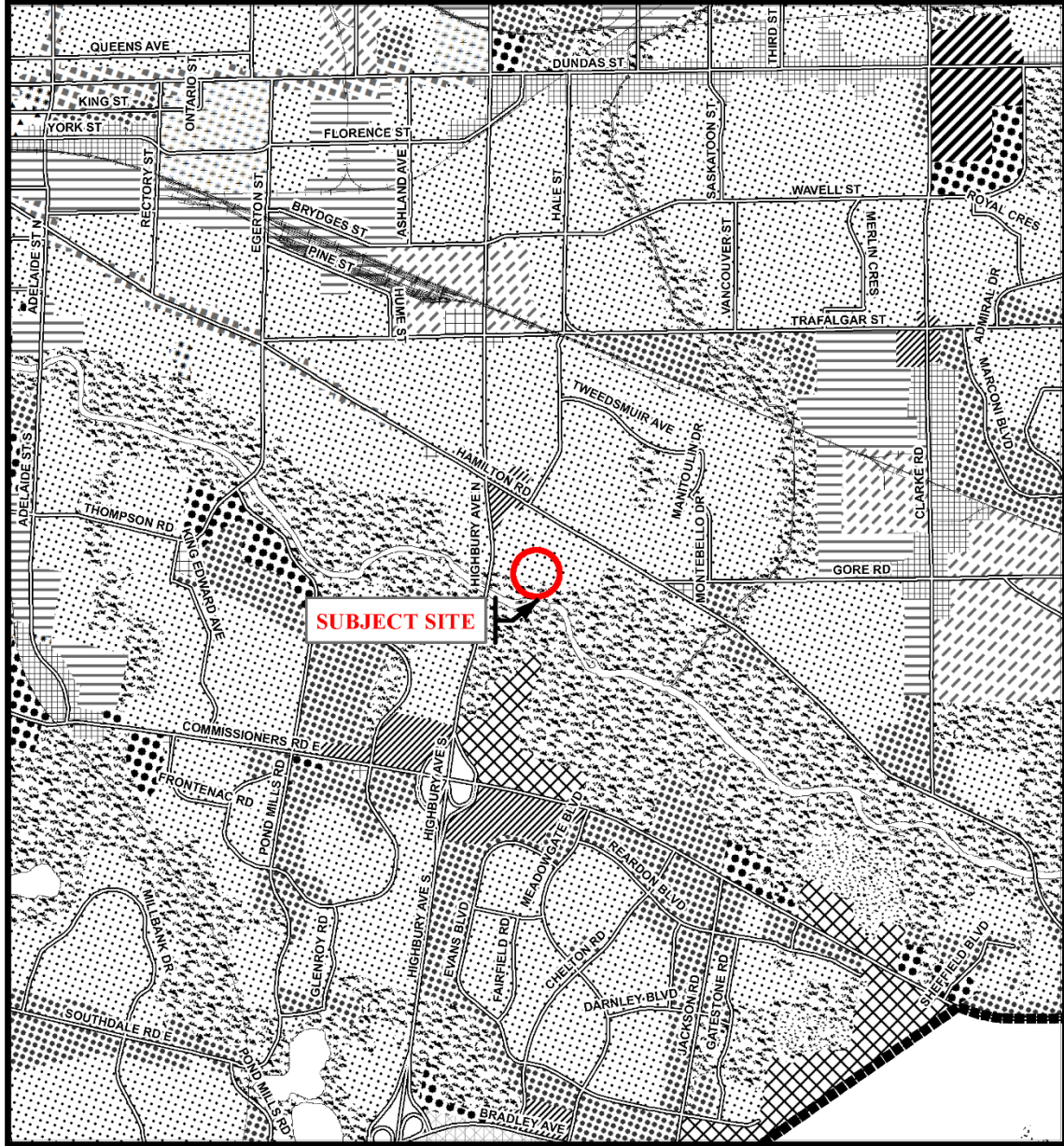
This is an excerpt from Planning & Development's working consolidation of Map 6 - Hazards and Natural Resources of the London Plan, with added notations.

CITY OF LONDON
Official Plan
LONDON PLAN MAP 6
- NATURAL HAZARDS AND NATURAL RESOURCES -
 PREPARED BY: Planning & Development



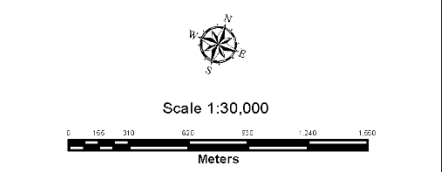
FILE NUMBER: OZ-9500
PLANNER: CP
TECHNICIAN: RC
DATE: 7/18/2022

1989 OFFICIAL PLAN – SCHEDULE A – LAND USE



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

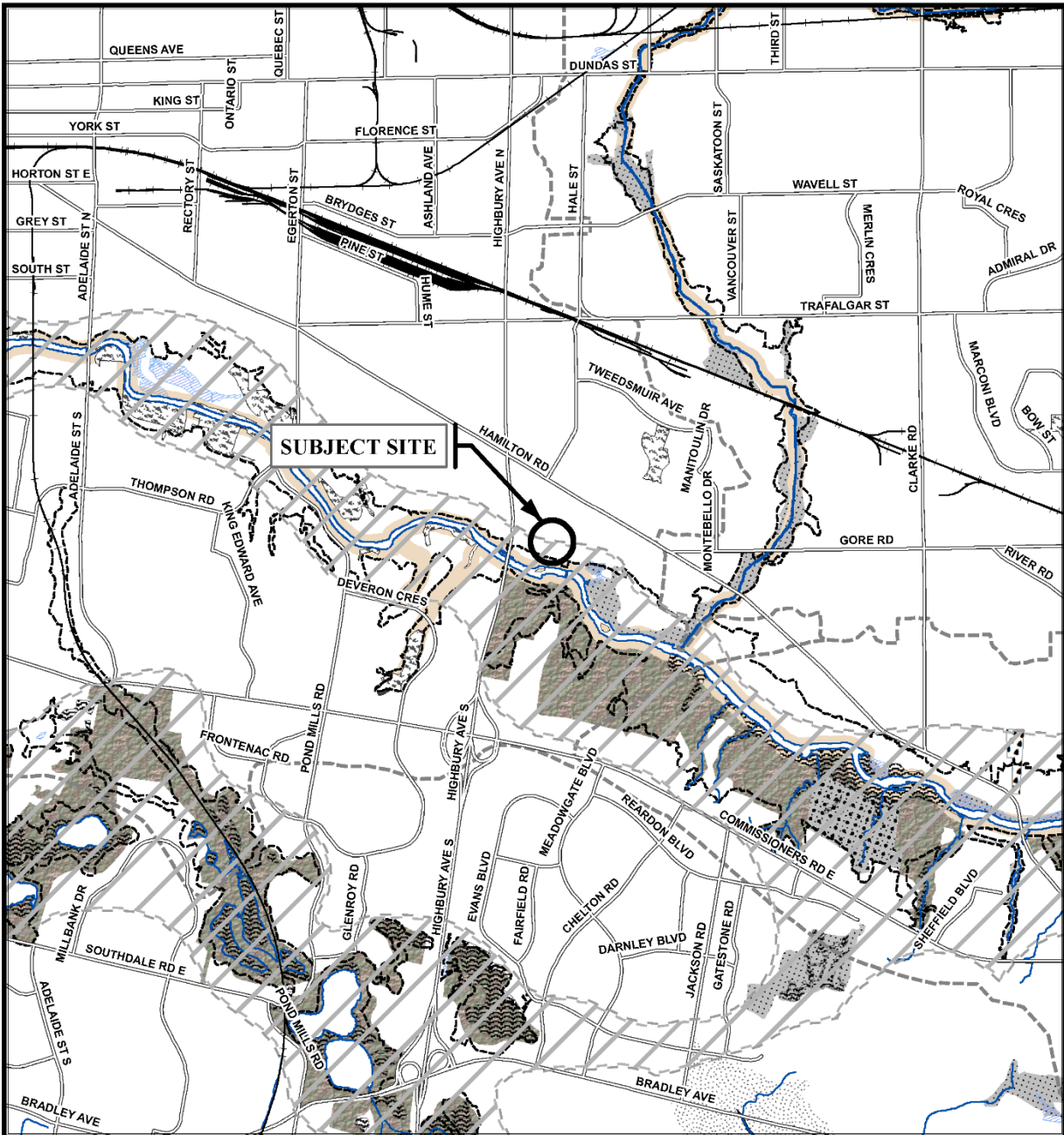
CITY OF LONDON
 Planning Services /
 Development Services
 OFFICIAL PLAN SCHEDULE A
 - LANDUSE -
 PREPARED BY: Graphics and Information Services



FILE NUMBER: OZ-9500
 PLANNER: CP
 TECHNICIAN: RC
 DATE: 2022/07/18

PROJECT LOCATION: e:\planning\projects\p_officialplan\work\consol\00\excerpts\mxd_templates\scheduleA_b&w_8x14_with_SWAP.mxd

1989 OFFICIAL PLAN – SCHEDULE B1 – NATURAL HERITAGE FEATURES



NATURAL HERITAGE SYSTEM

- ESAs
- Potential ESAs
- Significant Woodlands
- Woodlands
- Unevaluated Vegetation Patches
- Significant River, Stream, and Ravine Corridors
- Unevaluated Stream and Ravine Corridors
- Provincially Significant Wetlands
- Locally Significant Wetlands
- Unevaluated Wetlands
- Potential Naturalization Areas
- Potential Upland Corridors
- Ground Water Recharge Areas

NATURAL HAZARDS

- Maximum Hazard Line
- NOTE 1: Hazard Lines shown on this map are approximate. The precise delineation of hazard line mapping available from the Conservation Authority having jurisdiction.*
- NOTE 2: Flood Fringe mapping for certain areas of the city is available from the Upper Thames River Conservation Authority.*

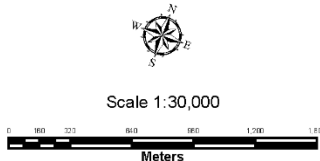
Base Map Features

- Railways
- Water Courses/Ponds
- Streets (refer to Schedule "C")
- Conservation Authority Boundary
- Subwatershed Boundary
- Big Picture Meta-Cores and Meta-Corridors

CITY OF LONDON
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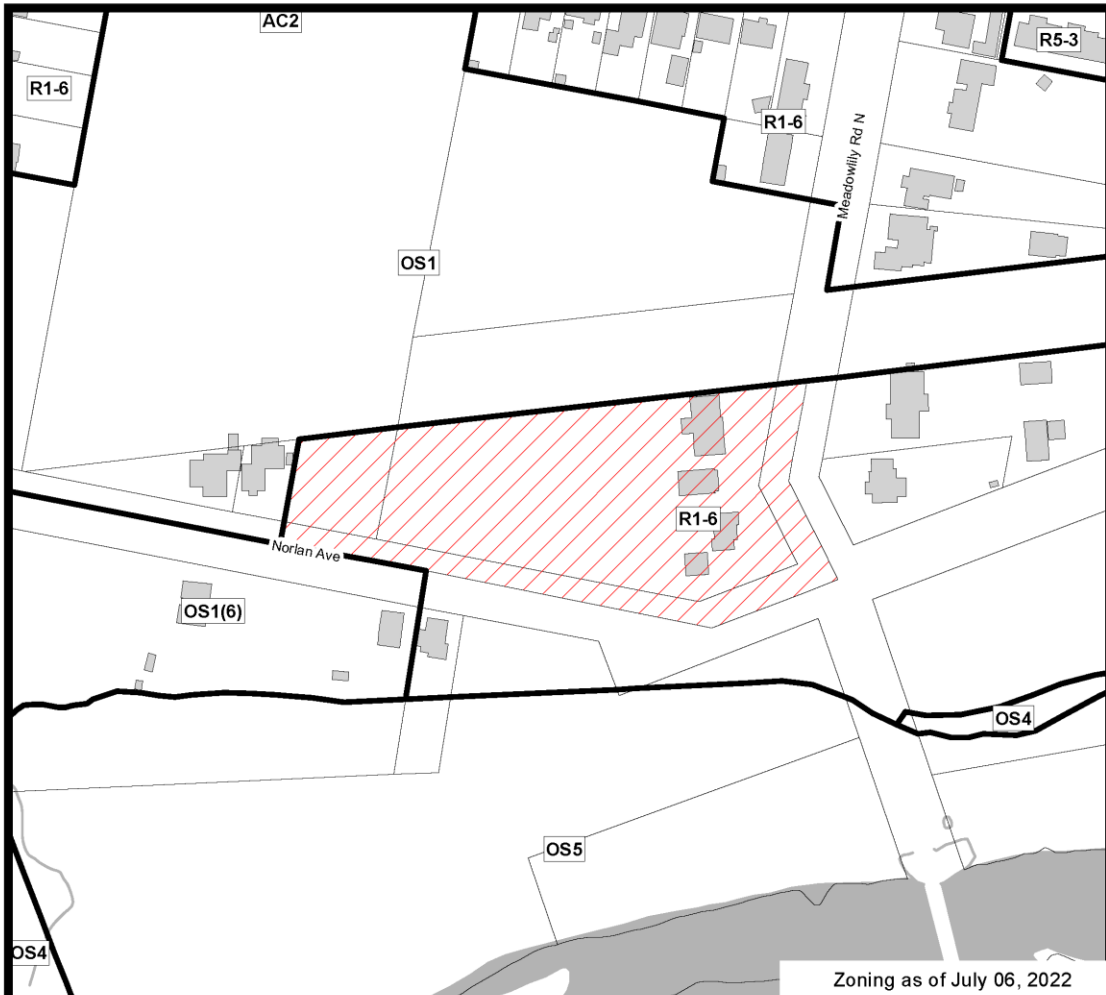
OFFICIAL PLAN SCHEDULE B1
 - NATURAL HERITAGE FEATURES -

PREPARED BY: Graphics and Information Services



FILE NUMBER: OZ-9500
 PLANNER: CP
 TECHNICIAN: RC
 DATE: 2022/07/18

ZONING BY-LAW Z-1 – SCHEDULE A



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:

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

- | | |
|---|-----------------------------------|
| R1 - SINGLE DETACHED DWELLINGS | RF - REGIONAL FACILITY |
| R2 - SINGLE AND TWO UNIT DWELLINGS | CF - COMMUNITY FACILITY |
| R3 - SINGLE TO FOUR UNIT DWELLINGS | NF - NEIGHBOURHOOD FACILITY |
| R4 - STREET TOWNHOUSE | HER - HERITAGE |
| R5 - CLUSTER TOWNHOUSE | DC - DAY CARE |
| R6 - CLUSTER HOUSING ALL FORMS | OS - OPEN SPACE |
| R7 - SENIOR'S HOUSING | CR - COMMERCIAL RECREATION |
| R8 - MEDIUM DENSITY/LOW RISE APTS. | ER - ENVIRONMENTAL REVIEW |
| R9 - MEDIUM TO HIGH DENSITY APTS. | OB - OFFICE BUSINESS PARK |
| R10 - HIGH DENSITY APARTMENTS | LI - LIGHT INDUSTRIAL |
| R11 - LODGING HOUSE | GI - GENERAL INDUSTRIAL |
| DA - DOWNTOWN AREA | HI - HEAVY INDUSTRIAL |
| RSA - REGIONAL SHOPPING AREA | EX - RESOURCE EXTRACTIVE |
| CSA - COMMUNITY SHOPPING AREA | UR - URBAN RESERVE |
| NSA - NEIGHBOURHOOD SHOPPING AREA | AG - AGRICULTURAL |
| BDC - BUSINESS DISTRICT COMMERCIAL | AGC - AGRICULTURAL COMMERCIAL |
| AC - ARTERIAL COMMERCIAL | RRC - RURAL SETTLEMENT COMMERCIAL |
| HS - HIGHWAY SERVICE COMMERCIAL | TGS - TEMPORARY GARDEN SUITE |
| RSC - RESTRICTED SERVICE COMMERCIAL | RT - RAIL TRANSPORTATION |
| CC - CONVENIENCE COMMERCIAL | "h" - HOLDING SYMBOL |
| SS - AUTOMOBILE SERVICE STATION | "D" - DENSITY SYMBOL |
| ASA - ASSOCIATED SHOPPING AREA COMMERCIAL | "H" - HEIGHT SYMBOL |
| OR - OFFICE/RESIDENTIAL | "B" - BONUS SYMBOL |
| OC - OFFICE CONVERSION | "T" - TEMPORARY USE SYMBOL |
| RO - RESTRICTED OFFICE | |
| OF - OFFICE | |

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-9500

CP

MAP PREPARED:

2022/07/18

RC

1:2,000

0 10 20 40 60 80 Meters