



FINAL PROPOSAL REPORT

Developer

2847012 Ontario Inc.
(Royal Premier Developments)

Weldwood Subdivision

1350 Wharncliffe Road South /
London / ON.

03.06.2023

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CONTENTS

S1: Introduction	01
S2: Context	05
S3: Planning Framework	09
S4: Site Analysis	15
S5: Design Principles	17
S6: The Proposal	19
S7: Policy Evaluation	27
S8: Supporting Studies	31
S9: Conclusions	37

PREPARED BY

Siv-ik Planning and Design Inc.

PREPARED FOR

Royal Premier Developments

VERSION 1.0

ISSUED

03.06.2023

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ABOUT THIS REPORT

This report has been prepared by Siv-ik Planning and Design Inc. for Royal Premier Developments as part of our **CREATE** process. The report provides an overview of the physical context, planning framework and technical requirements that are the genesis of the proposed subdivision design. The graphics and supporting text are intended to highlight links between those factors the specific planning/design response proposed for the site. The report describes the relevant details of the proposed Draft Plan of Subdivision and Zoning By-law Amendment for the Weldwood Subdivision and the unique planning process that has been undertaken by the project team.

S1 INTRODUCTION

S1.1 Project Consulting Team



Siv-ik Planning and Design Inc. is an urban planning and design studio based in London and Hamilton, ON and serving clients across southern Ontario. We're a team of planners and designers who help those around us unpack the complexities of urban development and use graphic design as fuel for these conversations, communicating complex ideas visually.



We care about the communities we serve—because they're our communities too. We're designers, engineers, scientists, and project managers, innovating together at the intersection of community, creativity, and client relationships. Balancing these priorities results in projects that advance the quality of life in communities across the globe.

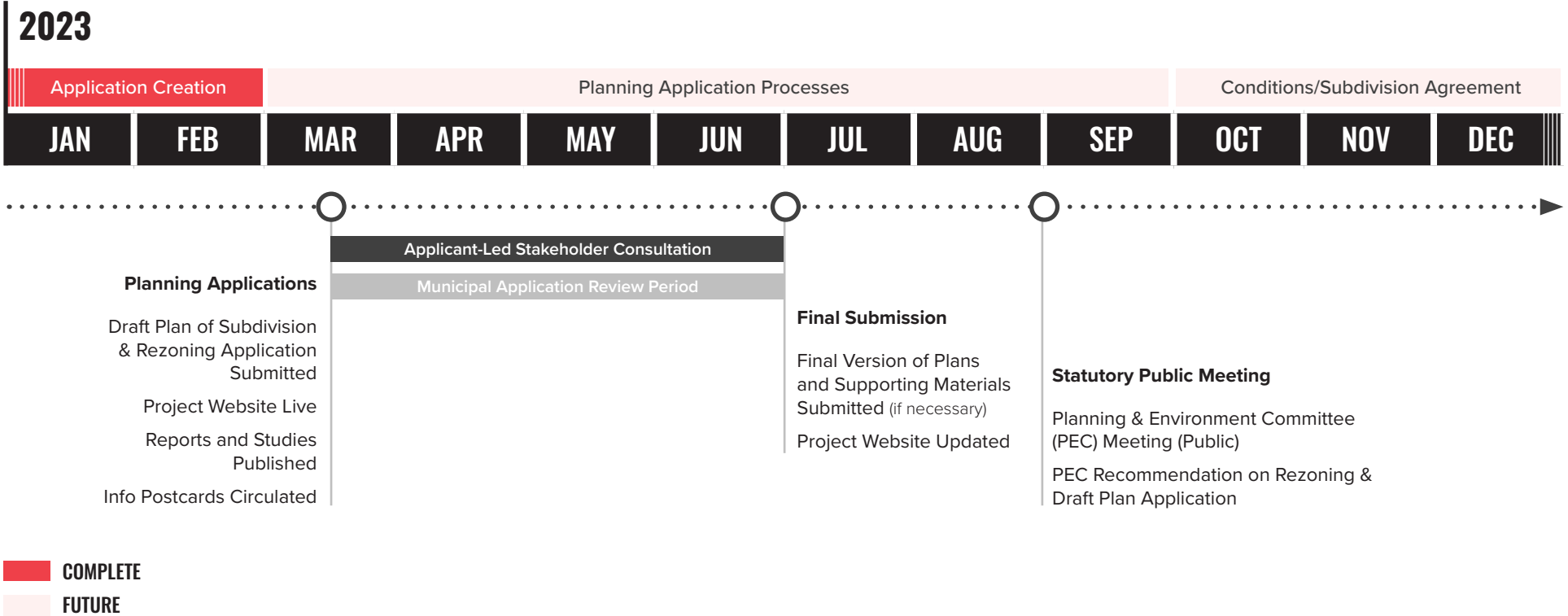


At EXP, we are dedicated to delivering extraordinary experiences. We're a team of engineers, designers, scientists, project managers and technical specialists who continually innovate, explore, create and imagine. We share a passion for excellence and a different way of doing business. Here, we believe the opportunities are endless when people work together.

S1.2 About this Report

2847012 Ontario Inc. (c/o Royal Premier Developments) is the owner of this 3.74-hectare block of land in southwest London, ON. With the support of Siv-ik Planning & Design Inc. and the project consulting team, Royal Premier Developments is planning a small-scale residential subdivision. The plan centers around minor extensions of two existing local streets which create a framework for the development of single detached dwellings on the south portion of the site (south of Southbridge Avenue), street townhouses facing the north side of Southbridge Avenue and a Medium Density Residential block adjacent to the intersection of Wharncliffe Road S and Bradley Avenue. This report provides a vehicle for stakeholders to fully understand the genesis of the subdivision proposal, understand the various policies and contextual factors that shape the development of this site, and then specifically understand how that web of policy and context has informed the proposal. In addition to outlining the professional/technical planning and design justification, the report provides an overview of steps in our planning process to help stakeholders understand the approach in navigating this project from concept to reality. This report is required to satisfy the City of London's complete application requirements for the Draft Plan of Subdivision and Zoning By-law Amendment applications.

/ Project Timeline



S1.3 Project Site

1350 Wharncliffe Road S (the project site) is a remnant agricultural/residential parcel located in the southwest quadrant of London, on the south side of Wharncliffe Road South, at the intersection of Wharncliffe Road South and Bradley Avenue (future extension). The project site is located in the Central Longwoods Neighbourhood which encompasses the area generally bounded by Bradley Avenue to the north, Wharncliffe Road to the west, Exeter Road to the south and existing industrial development to the east. The site contains two existing dwellings, one of which is a (c. 1915) Primary Farm Dwelling that is listed on the City's Register of Cultural Heritage Resources. The site also contains a collection of existing agricultural outbuildings. Overall, the site is of sufficient size and shape to accommodate new urban development. With the site being located in proximity to municipal services and the planned urbanization of the broader area, Royal Premier Developments is planning for subdivision and development of the site to complement emerging/adjacent development that's happening in the area.

Site At-A-Glance

SITE AREA	FRONTAGE	DEPTH	EXISTING USE
3.74 Hectares	122 Metres	430 Metres	Mixed Commercial, Residential & Agricultural
SERVICING			
Municipal Services Available on Knott Drive			



Figure 1: The Project Site

S2 CONTEXT

S2.1 The Neighbourhood

Central Longwoods (part of the Longwoods Planning District) is an actively developing suburban residential neighbourhood in southwest London. The area is current comprised of a high proportion of undeveloped greenfield land. Over time, the neighbourhood is planned to build-out as a complete residential focused neighbourhood with various housing options and supporting amenities. The focus for new development will be low to mid-rise housing forms, ranging from single detached dwellings to low rise apartment buildings within individual subdivisions and throughout the neighbourhood.

Currently, within proximity of the site there is a significant amount of “big-box” and auto-oriented commercial development focused along Wharnccliffe Road South. Paul Haggis Park which includes recreational fields and play structures is located just beyond 800 metres of the site and is part of the north Longwoods neighbourhood. Students in the neighbourhood attend White Oaks and Sir Arthur Carty elementary schools and Westminster and Regina Mundi secondary schools. With the completion of subdivisions additional schools, parks and commercial amenities are anticipated to be developed within walking distance of the site.

Longwoods At-A-Glance

PLANNING DISTRICT	POPULATION		
	2011	2016	Change
Longwoods	895	1,740	+94%

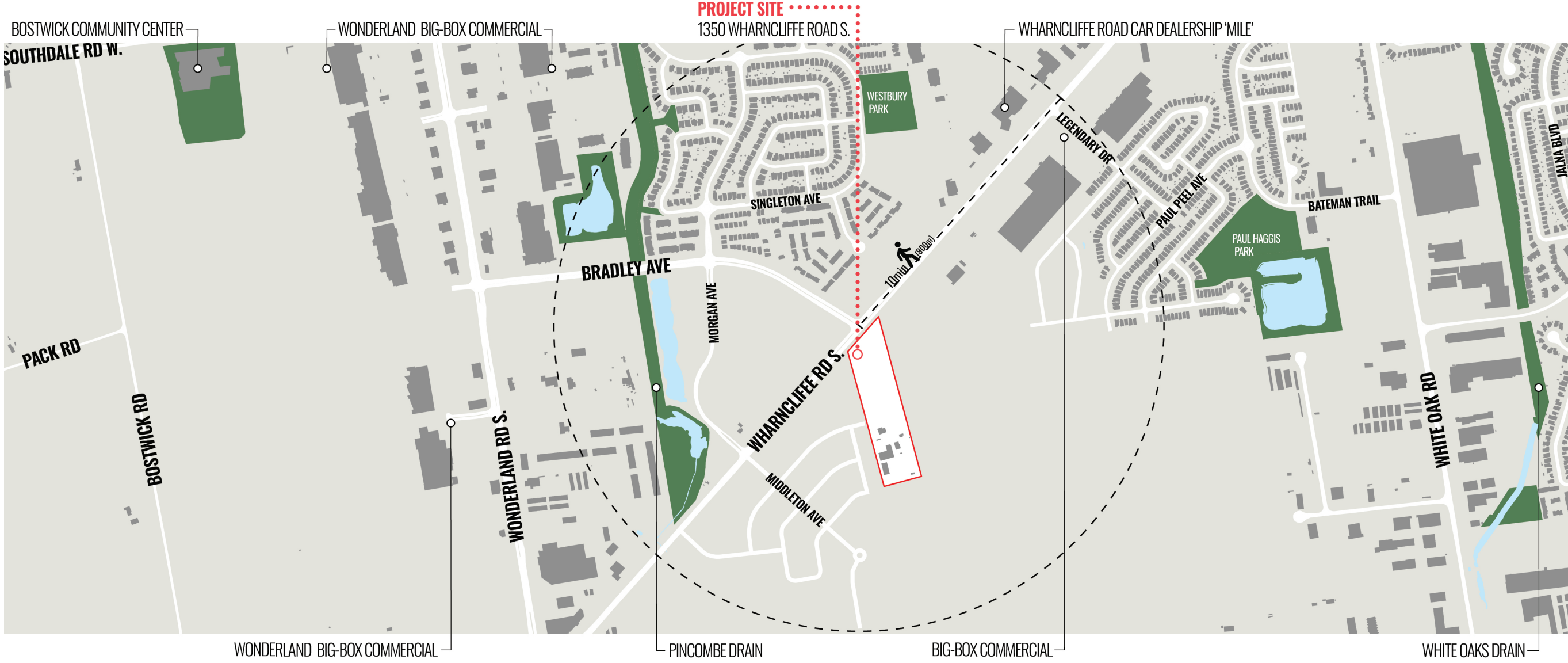


Figure 2: Neighbourhood Spatial Context (800m)

S2.2 Spatial Analysis

Figure 3 shows the physical and spatial characteristics of the lands surrounding the project site. The lands on the west side of site form part of an actively developing residential subdivision (see City of London Staff Report 39T-15501/Z-8407 for further details). The associated Draft Plan of Subdivision is primarily for freehold single detached dwellings/lots but also includes a series of cluster townhouses in blocks adjacent to Wharncliffe Road S and a park block which is being constructed immediately southwest of the project site. The cluster townhouses being built along Wharncliffe Road S are oriented with a mix of “side-lotting” conditions onto Wharncliffe Road as well as intervening private “window-streets” which allow for the dwellings to face Wharncliffe Road without having individual driveway accesses connecting them to Wharncliffe Road. A local street (Southbridge Avenue) terminates along the western boundary of the project site.

The lands to the east are being actively planned for future residential development (Richardson Subdivision). The current version of the draft plan of subdivision for these lands includes a similar mix of single detached dwellings and cluster townhouse dwellings as development to the west. The conceptual plans envision the continuation of Southbridge Avenue across the project site and into lands to the east.

Lands to the north of the site are designated for a mix of commercial and residential uses. It is intended that lands at the intersection of Wharncliffe and Bradley will develop with a commercial focus while lands further west will be largely low density residential uses in interior portions of that future subdivision.

Spatial Context At-A-Glance

NORTH

Existing
Vacant

Planned
Commercial

SOUTH

Existing
Single Detached
Dwellings

Planned
No Change

EAST

Existing
Vacant/
Undeveloped

Planned
Low-Med Density
Residential

WEST

Existing
Mixed Low-Density
Dwellings

Planned
No Change

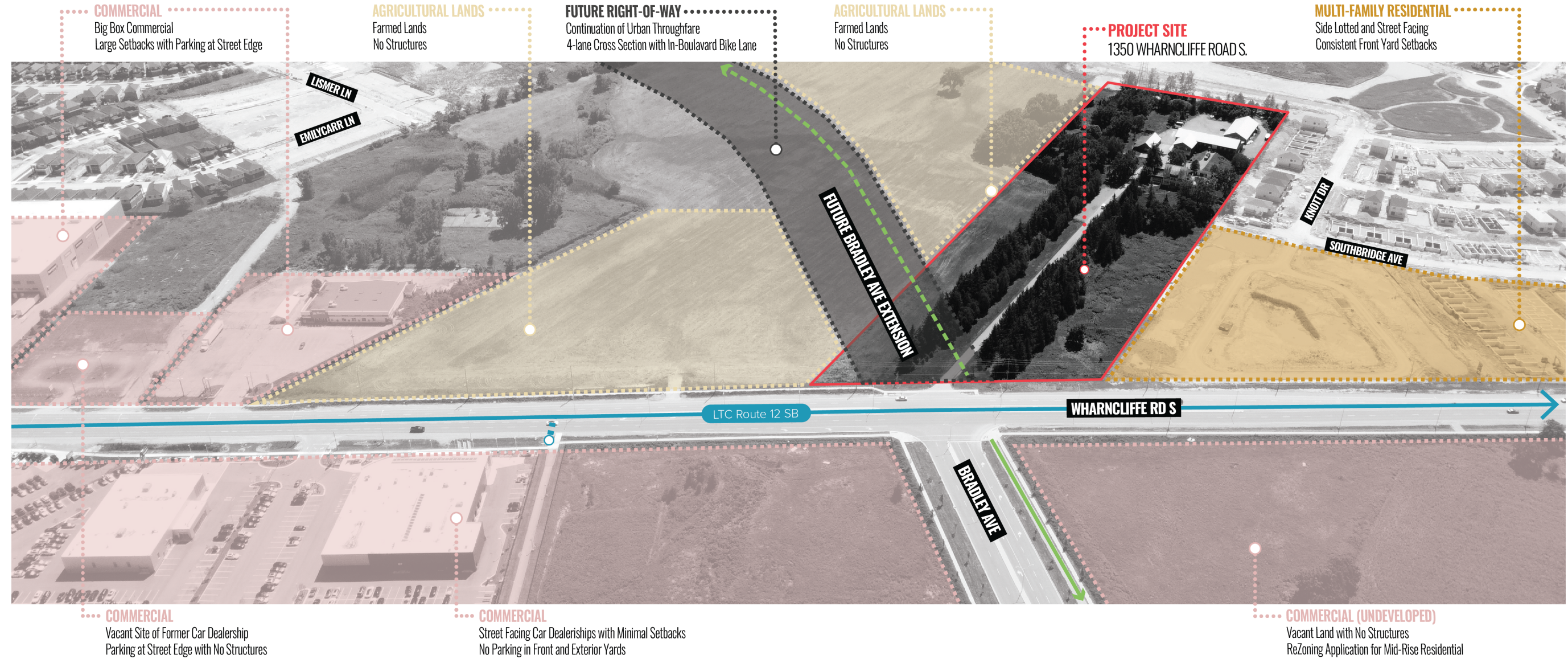


Figure 3: Neighbourhood Spatial Context (400m)

S3 PLANNING FRAMEWORK

S3.1 Provincial Planning Policy

The Provincial planning policy framework is established through the *Planning Act* (Section 3) and the Provincial Policy Statement (PPS, 2020). The *Planning Act* requires that all municipal land use decisions affecting planning matters be consistent with the PPS.

The key mechanism for the implementation of the relevant Provincial planning policies, in this case, is through the City of London Official Plan (i.e., The London Plan). By and large, matters of provincial interest are addressed in the Official Plan discussion and evaluation provided in subsequent sections of this report.

In general, the PPS (2020) intends that the focus of new growth and development across the province is to be in designated urban settlement areas. Within settlement areas, the PPS encourages efficient development patterns that optimize the use of land, resources and public investment in infrastructure and services. In doing so, municipal planning authorities are encouraged to provide opportunities for an appropriate range and mix of housing within settlement areas.

Further detailed discussion about how the proposed Draft Plan of Subdivision and Zoning By-law Amendment are consistent with the PPS is found in Section 7 - Policy Evaluation - beginning on page 27 of this report.

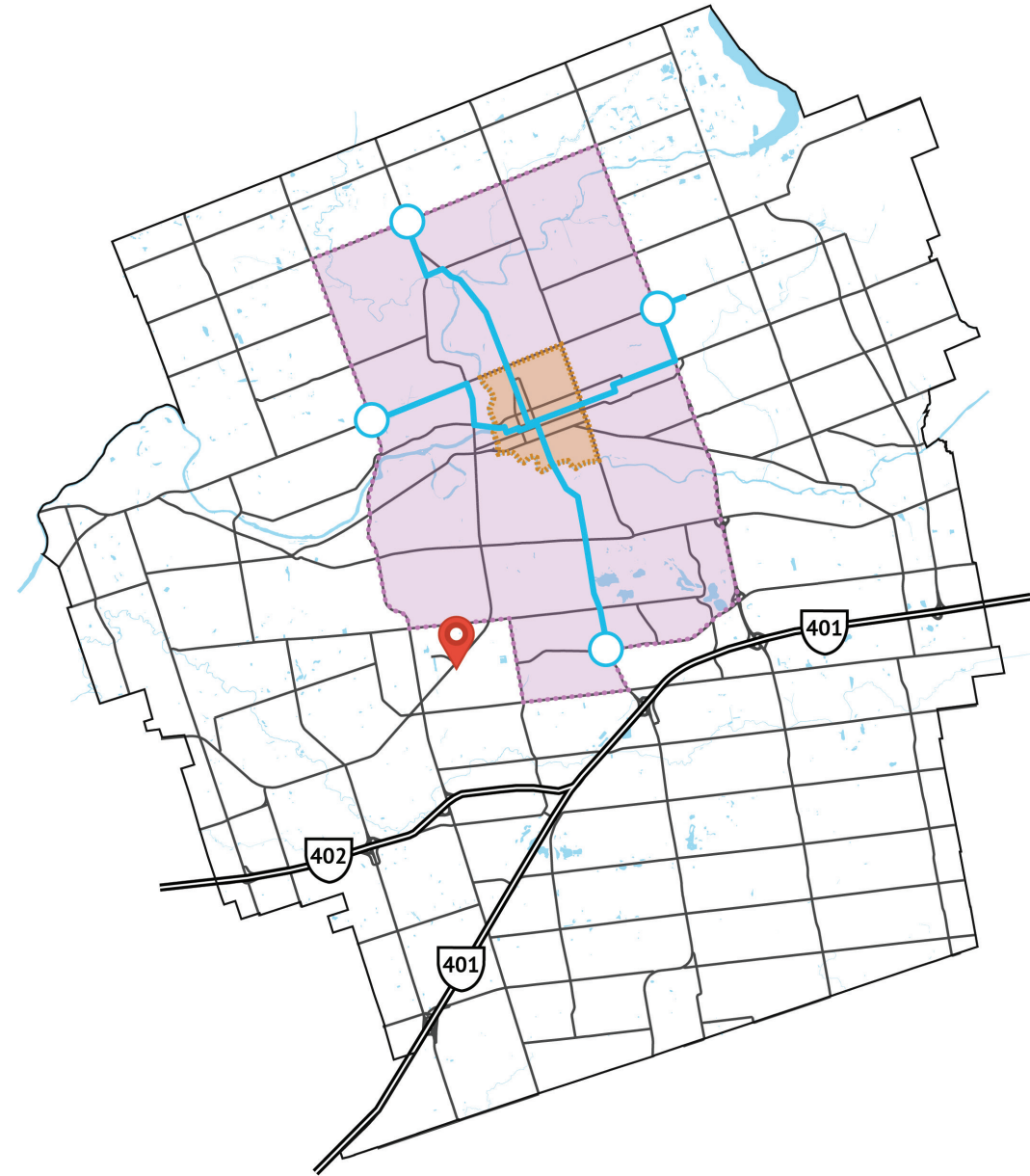


Figure 4: City Structure

S3.2 The London Plan

Figure 4 (pg. 9) provides visual context for the site's positioning relative to London's city-structure including the City's network of major streets. The site is located within an actively developing neighbourhood that is within the Urban Growth Boundary but outside of the Primary Transit Area. The site's relationship to the overall structure of London, as laid out in the London Plan, provides a framework for how development policies are to be viewed and applied in relation to this site.

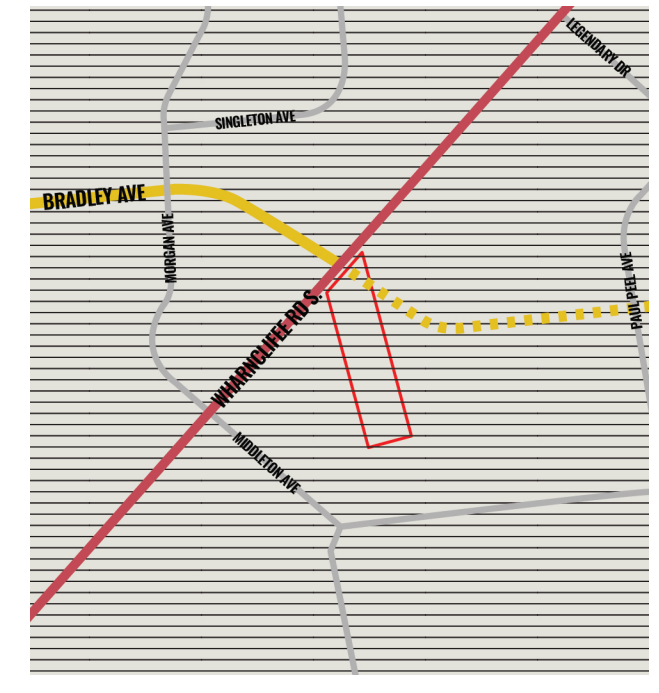
In accordance with Map 1 and Map 3 of the London Plan, the project site is within the "Neighbourhoods" Place Type and has direct frontage on a Civic Boulevard and Urban Thoroughfare. Notwithstanding the underlying Place Type policies, Map 7 - Policies for Specific Areas - of the London Plan identifies the project site as being within the Southwest Area Secondary Plan (SWAP) area. The SWAP contains more refined land use designations, and associated policies for development of the project site than those outlined in the parent London Plan and, as such, provides the primary policy guidance for us to consider.

As with all planning and development applications, Draft Plans of Subdivision are evaluated based on all of the relevant policies and guideline documents of The London Plan including sections: 1. Our Strategy; 2. Our City; 3. City Building policies; 4. Place Type Policies; 5. The Our Tools policies; 6. Relevant secondary plans and specific policies; 7. Relevant guideline documents.

With specific regard to planning and development applications, this Final Proposal Report was identified as a requirement of a complete application for this proposed Draft Plan of Subdivision. This report has been prepared to articulate and address matters relating to the use, intensity and form of the proposal and allow for an evaluation of the proposal by Staff, Council, the public and other key stakeholders as it relates to the Evaluation Criteria for Planning and Development Applications.

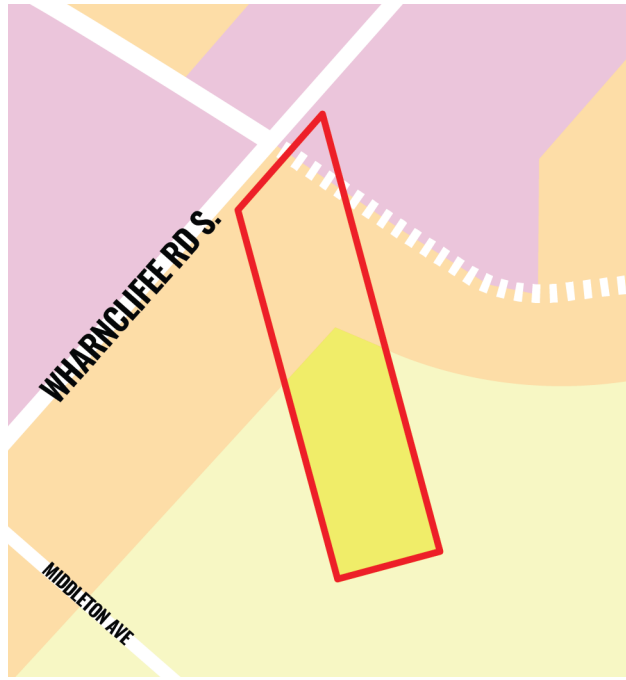
Further detailed discussion about how the proposed Draft Plan of Subdivision and Zoning By-law Amendment conform to the policies and requirements of the London Plan are found in Section 7 - Policy Evaluation - beginning on page 27 of this report.

London Plan Maps 1, 3 & 7



- Secondary Plan Area
- Civic Boulevard
- Urban Thoroughfare
- Neighbourhood Connector

S3.3 SWASP Land Use Designations



1350 Wharnccliffe Road South: South Portion

/ Additional Guidance

The boundaries between land use designations as shown on Schedule 10 - Central Longwoods Neighbourhood Land Use Designations, are not intended to be rigid and some minor interpretation of the specific boundary between LDR and MDR lands has been applied through development of the draft plan of subdivision.

/ Low Density Residential Designation

In accordance with Schedule 10 - Central Longwoods Neighbourhood Land Use Designations - of the Southwest Area Secondary Plan, the southern portion of the project site is designated Low Density Residential. The intent of the Low and Medium Density Residential designations is to encourage a mix of housing types, forms and intensities throughout the neighbourhood and within individual developments, at an intensity that is higher than is found in more recent suburban neighbourhoods. A summary of the applicable policies guiding use and intensity in the LDR designation is provided below.

Permitted Residential Uses:

<input checked="" type="radio"/> Single Detached	<input checked="" type="radio"/> Triplexes
<input checked="" type="radio"/> Semi-Detached	<input checked="" type="radio"/> Fourplexes
<input checked="" type="radio"/> Duplex	<input type="radio"/> Stacked Townhouses
<input checked="" type="radio"/> Converted Dwellings	<input type="radio"/> Apartment Buildings
<input checked="" type="radio"/> Street Townhouses	
<input checked="" type="radio"/> Cluster Townhouses	

Permitted Not Permitted

Allowable Height (Storeys):

Min. **N/A**

Max. **4**

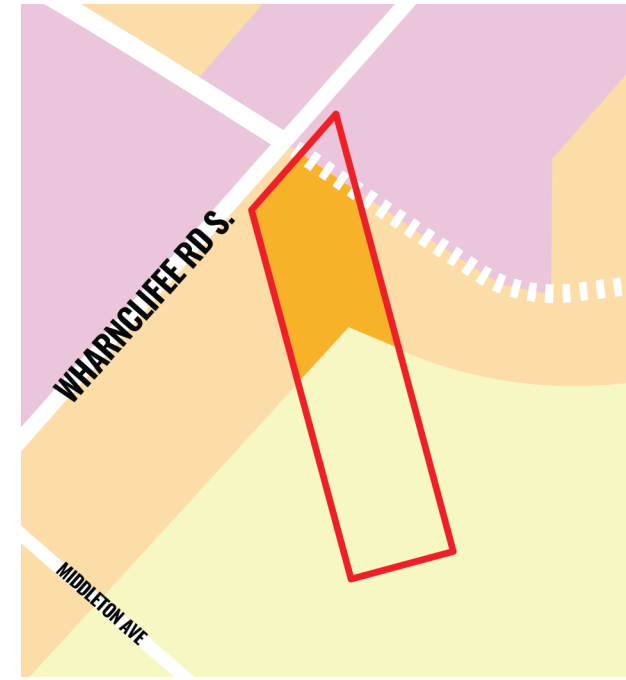
Bonus **N/A**

Allowable Density (Units Per Hectare):

Min. **18**

Max. **35**

Bonus **N/A**



1350 Wharnccliffe Road South: North Portion

/ Additional Guidance

Section 20.5.4.1 iv) allows opportunity for a higher intensity of development than is typical for medium density development, to support the future provision of transit along the arterial road network. The additional height and density permission are reflected in the summary tables on this page.

/ Medium Density Residential Designation

In accordance with Schedule 10 - Central Longwoods Neighbourhood Land Use Designations - of the Southwest Area Secondary Plan, the northern portion of the project site is designated Medium Density Residential. The intent of the Low and Medium Density Residential designations is to encourage a mix of housing types, forms and intensities throughout the neighbourhood and within individual developments, at an intensity that is higher than is found in more recent suburban neighbourhoods. A summary of the applicable policies guiding use and intensity in the MDR designation is provided below.

Permitted Residential Uses:

<input checked="" type="radio"/> Single Detached	<input checked="" type="radio"/> Triplexes
<input checked="" type="radio"/> Semi-Detached	<input checked="" type="radio"/> Fourplexes
<input checked="" type="radio"/> Duplex	<input checked="" type="radio"/> Stacked Townhouses
<input checked="" type="radio"/> Converted Dwellings	<input checked="" type="radio"/> Apartment Buildings
<input checked="" type="radio"/> Street Townhouses	
<input checked="" type="radio"/> Cluster Townhouses	

Permitted Not Permitted

Allowable Height (Storeys):

Min. **2**

Max. **9**

Bonus **N/A**

Allowable Density (Units Per Hectare):

Min. **30**

Max. **75**

Bonus **N/A**

S3.4 Other Key SWASP Policies

/ Secondary Permitted Uses

In accordance with the policies for new development within the Medium Density Residential designation in the Central Longwoods Neighbourhood, Section 20.5.10.1. ii) provides that a limited range of convenience and personal service commercial uses, small-scale eat-in restaurants, civic and institutional uses such as parks, schools and churches, and live-work uses may be permitted within the Medium Density Residential designation. Section 20.5.10.1 does not explicitly outline the scale of commercial development that may be permitted on a given site or list the individual permitted uses. However, the parent London Plan does provide some relevant guidance to help inform the appropriate scale of secondary commercial uses at this location. In this regard, the policies for the Neighbourhoods Place Type allow for mixed-use buildings and small-scale commercial uses at selected locations within neighbourhoods to help meet the daily needs of neighbourhood residents. For site's located at the intersection of a Civic Boulevard and Urban Thoroughfare, *Table 12 - Retail, Service and Office Floor Area Permitted in Neighbourhoods Place Type*, contemplates up to 2,000m² of commercial uses at the intersection. Similarly, the convenience commercial zone variations in the existing Z-1 Zoning By-law are commonly applied to Medium Density Residential lands. Within the CC Zone variations, a maximum GFA of 1,000m² is permitted.

/ Parkland Dedication

In addition to the provisions of the Planning Act, the City of London Policy Manual provides Council direction regarding parkland dedication. The City uses its authority under the Planning Act to secure the public components of the Community Parkland network identified in Section 20.5.3.4 of the Southwest Area Secondary Plan, and/or shown as Open Space on Schedules 5 through 17 of the Secondary Plan. No new trail/pathway connections or parks are identified on the project site. Given the lack of identified features and the limited size of the site, it has been assumed that a cash-in-lieu of parkland dedication requirement will be accepted by the City.

/ Urban Design

Section 20.5.9 of the SWAP outlines a range of general urban design policies that affect and influence new development forms across all land use designations and neighbourhoods. These general requirements of the plan must also be considered in shaping new development on the project site. With regard to the general urban design policies of the plan, new development on the project site must consider and account for the following:

- Buildings on corner lots at the intersections of arterial and collector roads shall be sited and massed toward the intersection
- In residential areas, garages shall be designed so that they are not the dominant feature in the streetscape. In particular, attached garages shall not project beyond the facade of the dwelling or the facade (front face) of any porch; or contain garage doors that occupy more than 50% of the frontage of a lot unless the City is satisfied through the submission of detailed plans by the applicant that the garage doors can be appropriately integrated with the streetscape the submission of detailed plans by the applicant that the garage doors can be appropriately integrated with the streetscape.

/ Cultural Heritage Resources

The London Plan directs that new development/redevelopment projects on, and adjacent to, heritage designated properties must be designed to protect the heritage attributes and character of those resources, and to minimize visual and physical impacts on those resources. A Heritage Impact Assessment is required for new development on and adjacent to heritage designated properties to assess potential impacts, and explore alternative development approaches and mitigation measures to address any impact to the cultural heritage resource and its heritage attributes. In light of this policy, a heritage impact assessment (HIA) has been prepared by Stantec and submitted with the complete application. The HIA specifically evaluates the nature of the resource and specific modifications and how they may or may not impact the resource from a cultural heritage value perspective. Further details are available on page 33 of the report.

S3.5 Area Subdivision Framework

1350 Wharncliffe Road S is embedded in an actively developing "greenfield area" in southwest London. As described previously in this report, lands to the west, south east and north are subject to various subdivision planning and development activities. These larger adjacent plans of subdivision and public infrastructure initiatives provide a very clear framework for the development of 1350 Wharncliffe Road S and will heavily influence by the form of development, servicing alignment, etc. that is possible and appropriate on the project site.

For reference, the lands to the west and south of the site are referred to as the "Middleton Subdivision" These portions of the subdivision are now registered (33M-785 & 33M-802) but local streets have not yet been assumed by the City of London. The lands to the east and north are subject to an active Draft Plan of Subdivision application, referred to as the "Richardson Subdivision" (File No. 39T 22-502). The application was deemed complete on July 27, 2022 and contemplates an array of new housing types, local parks, public streets and a large commercial block on the north side of Bradley Avenue. Additionally, since the time of the Initial Proposal Review for 1350 Wharncliffe Road S, the City of London has acquired a 0.27ha triangular block of land (shown on Figure 5 below) from the northeast corner of the original parcel boundary for the purposes of accommodating the Bradley Avenue extension project.

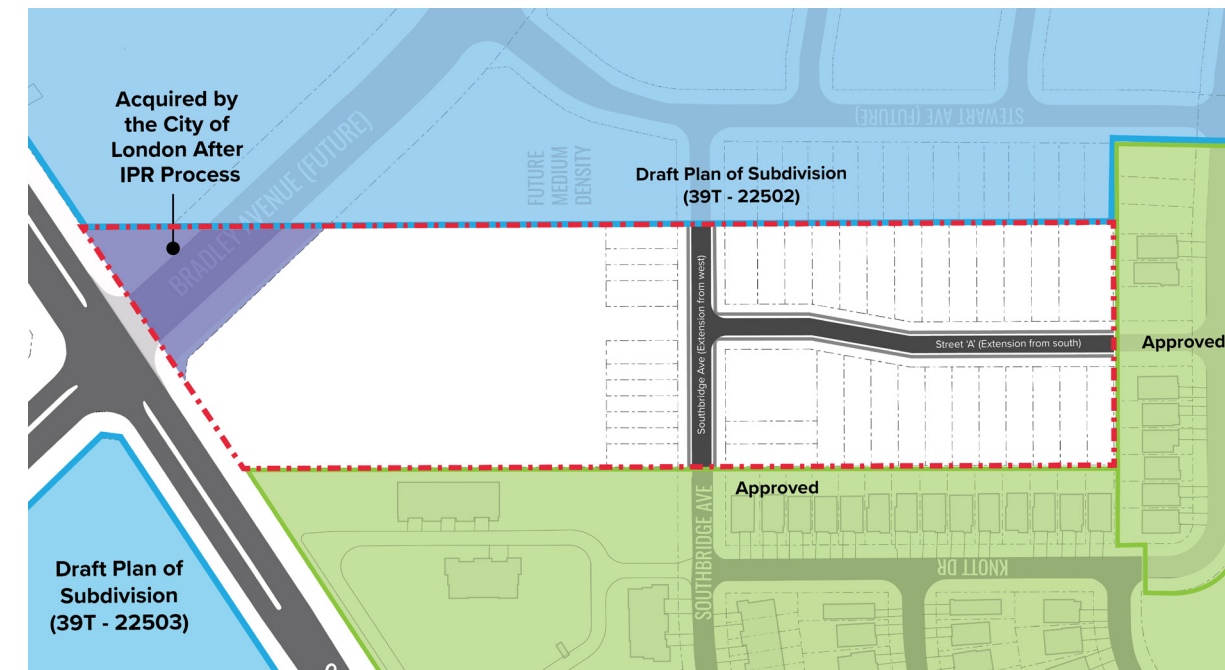
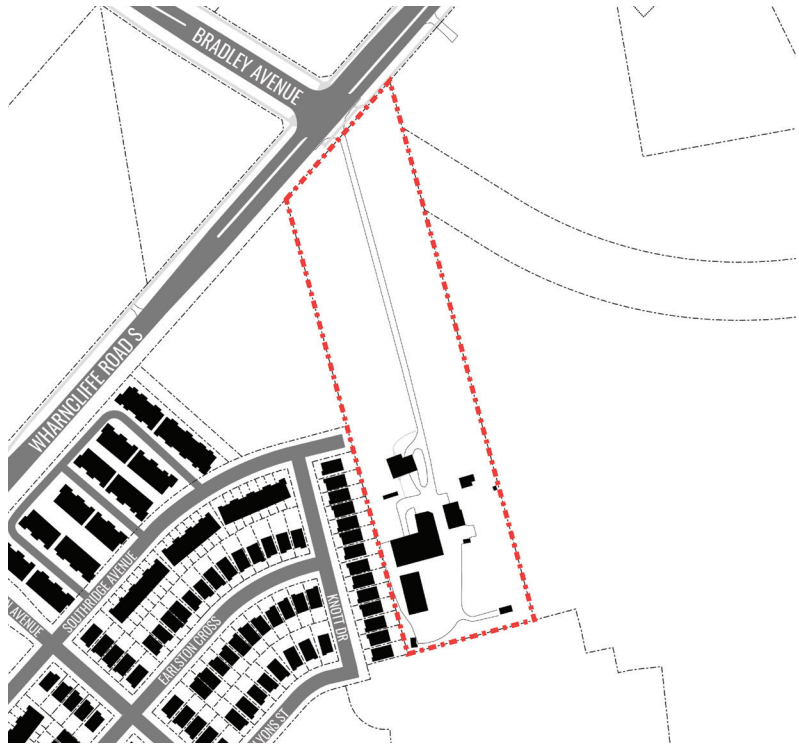


Figure 5: Area Subdivision Framework

S4 SITE ANALYSIS



--- Site Boundary



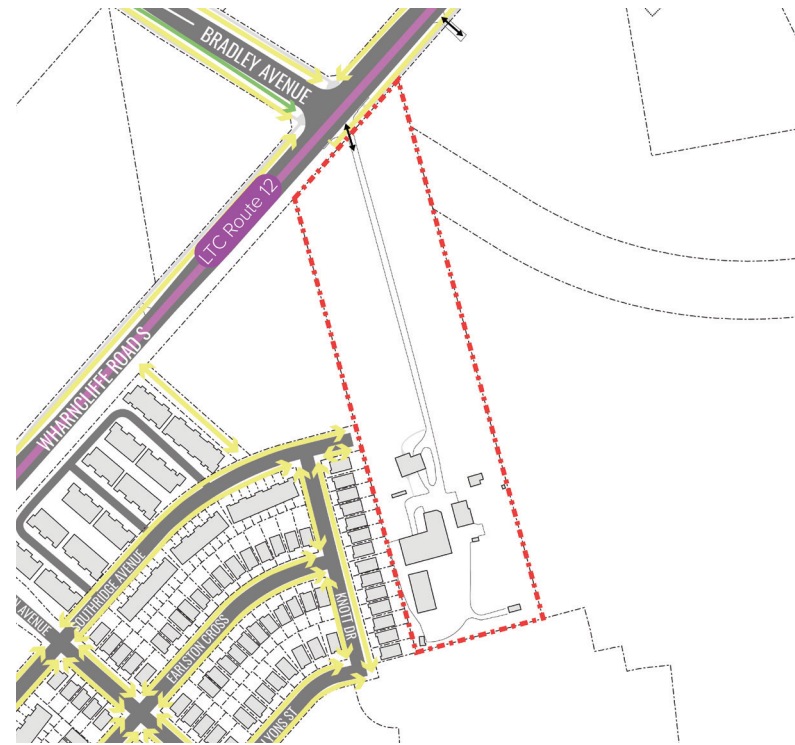
■ ROW Dedication ■ Vegetation ■ Heritage Farmhouse

1 Figure Ground

The figure-ground diagram illustrates the relationship between the existing built and unbuilt space in proximity to the site. In many urban situations, this pattern provides a relevant framework upon which new development must integrate and respond. In this case, the existing pattern of built form is representative of the area's Greenfield context. Existing lands to the west have been developed with compact blocks of single detached, street townhouse and cluster townhouse dwellings centered around a modified grid network of local public streets and private streets.

2 Special Features

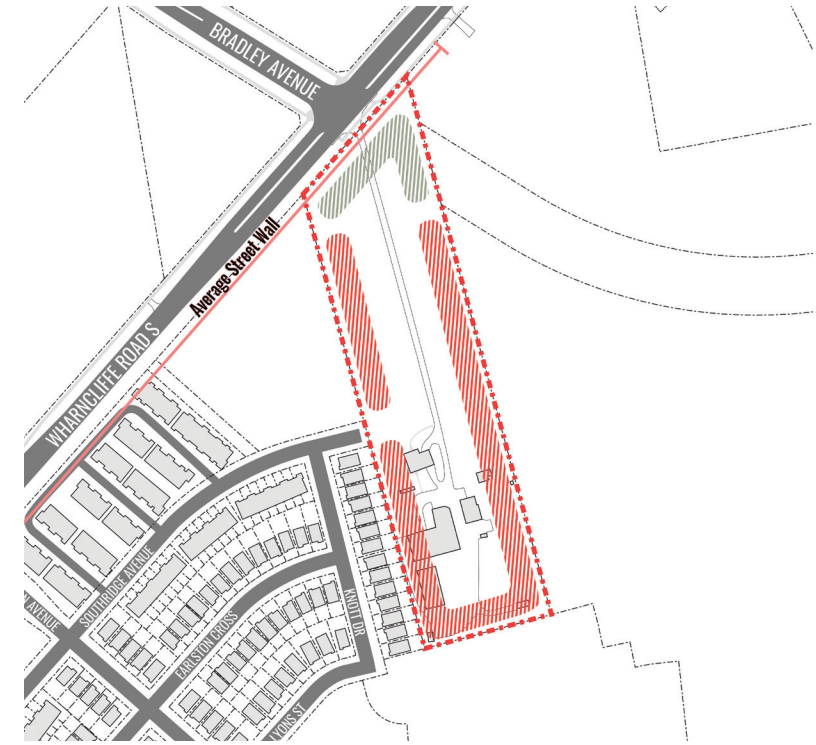
The northern portion of the project site was impacted by the proposed Bradley Avenue extension as identified on Schedule C - Transportation Corridors - of the City's Official Plan (it has now been acquired by the City of London). The location and extents of the required right-of-way taken by the City is represented on the image above. The primary existing dwelling on the site (Weldwood Farm) is listed on the City of London's register of properties that are of cultural heritage value or interest (CHVI). Demolition is generally not supported by the City and heritage resources/attributes are encouraged to be incorporated into new development. In this regard, the project will seek to retain the existing 20th-Century Farmhouse.



■ Sidewalk ■ Bike Lane ■ LTC Bus Route ↔ Access

3 Mobility

The project site contains direct frontage onto two major municipal streets including Wharnclyffe Road South and Bradley Avenue. Wharnclyffe Road is partially urbanized along the frontage of the site, containing a 4-lane cross-section with dual travel lanes and intermittent centre medians and/or turning lanes. Bradley Avenue has not yet been constructed but is planned to have a 4-lane cross section with separated sidewalks and a separated bicycle track with east and westbound lanes. Bus service is currently available on Wharnclyffe Road (Route 12) with an existing stop being located approximately 150m northeast of the site. A modified grid of local streets has been created through subdivisions to the west which provide a framework for vehicle and pedestrian access to the interior of the neighbourhood.

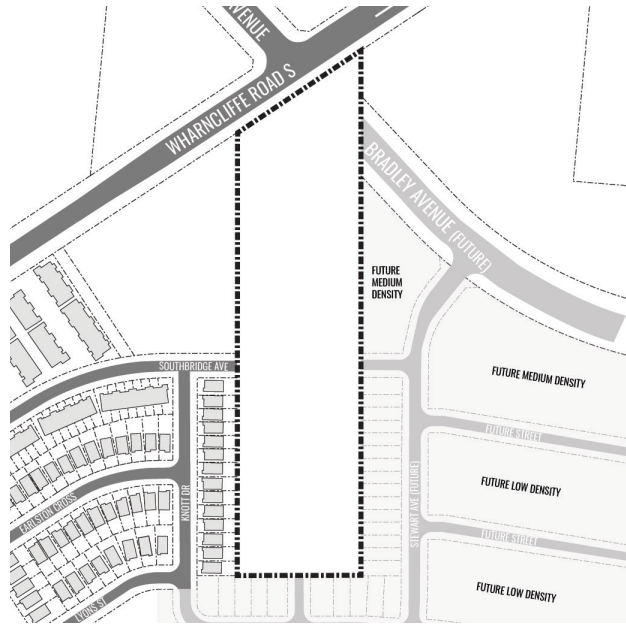


■ Active Frontage ■ Sensitive Interface

4 Edge Conditions

The site is highly visible, being bounded by major streets on the north and east sides. The policies of the SWAP and London Plan encourage/require "active" built edge conditions along major streets. This means that the placement, orientation and design of new development on the site will be required to contribute to the creation of active edge conditions along Wharnclyffe Road South and Bradley Avenue. Conversely, future planned residential development to the east creates a more sensitive context for development. New development along this interface will need to thoughtfully considered, managing potential impacts on privacy, access to sunlight, etc.

S5 DESIGN PRINCIPLES



1 Define the Vision

The overall intention is that the site will develop as a contributing piece to the traditional suburban residential neighbourhood that is emerging around it. The plan provides a compact form of development, a diversity of building types, and an appropriate level of connectivity and amenities to enhance the day-to-day living experience of future residents.

Official Plan References

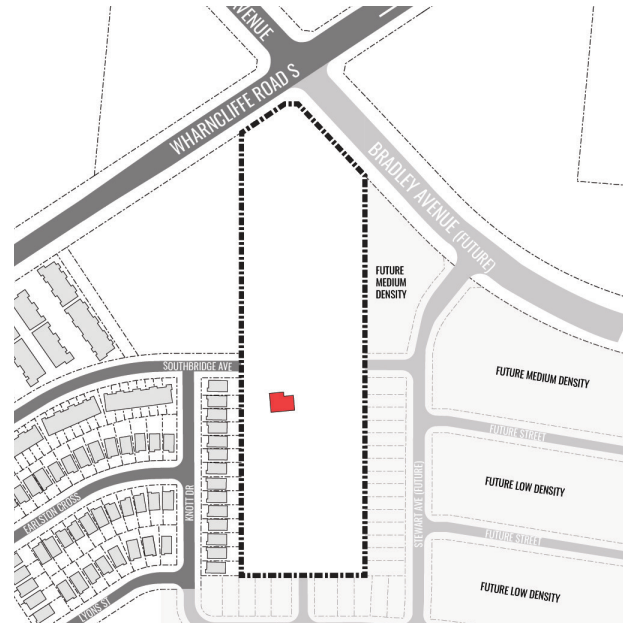
20.5.10 Central Longwoods Neighbourhood | 20.5.4.1 Residential | Neighbourhoods Place Type Policies



2 Account for the Bradley Extension

The northern portion of the former project site was impacted by the proposed Bradley Avenue extension as identified on Schedule C - Transportation Corridors - of the City of London Official Plan. The location and extents of the required right-of-way dedication were defined through the Environmental Assessment process and the ROW has since been dedicated to the City of London by the Client. Accommodating this key City need alters the shape and extent of the developable area on the site.

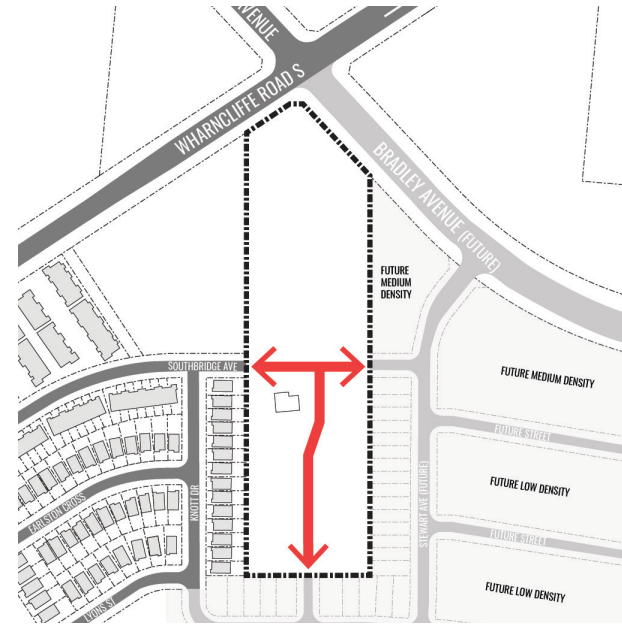
Our Tools Policies | 4.21 Road Allowance Requirements (Zoning By-law Z.-1)



3 Retain the Heritage

An important principle of the new development on the site is to ensure retention of any significant cultural heritage resources. This goal will be achieved through full retention of the original volume of the existing 20th-Century Primary Farmhouse. The subdivision plan seeks to retain the full volume of the original building and ensure that proposed new building forms do not alter the appearance, proportions or heritage attributes of the heritage structure from the street.

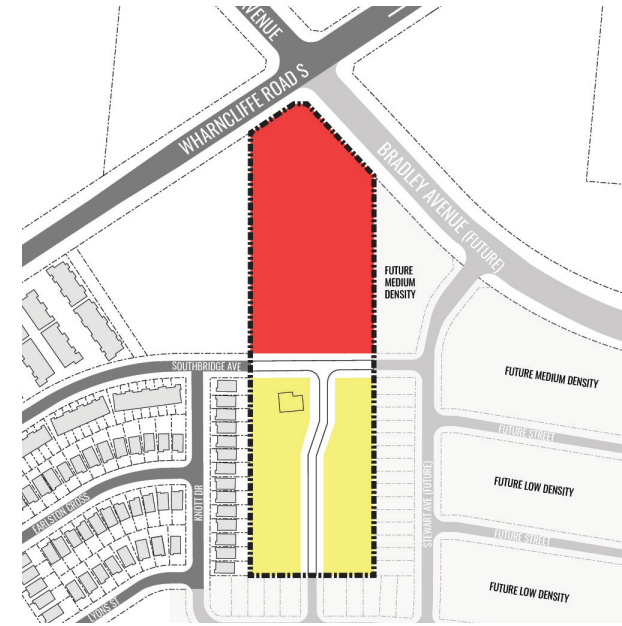
20.5.10 Central Longwoods Neighbourhood | 20.5.3.9 Urban Design | City Design Policies | Cultural Heritage Policies



4 Continue the Local Street Pattern

Existing development to the west and planned future development to the south and east all establish a modified grid network of local streets to serve interior low density residential development blocks. New development on the project site will continue and extend this emerging neighbourhood street network to provide pedestrian and vehicular connectivity, logical integration with the established block pattern and a framework for full turns access to the north portion of the site that fronts onto Wharcliffe Road S and Bradley Avenue.

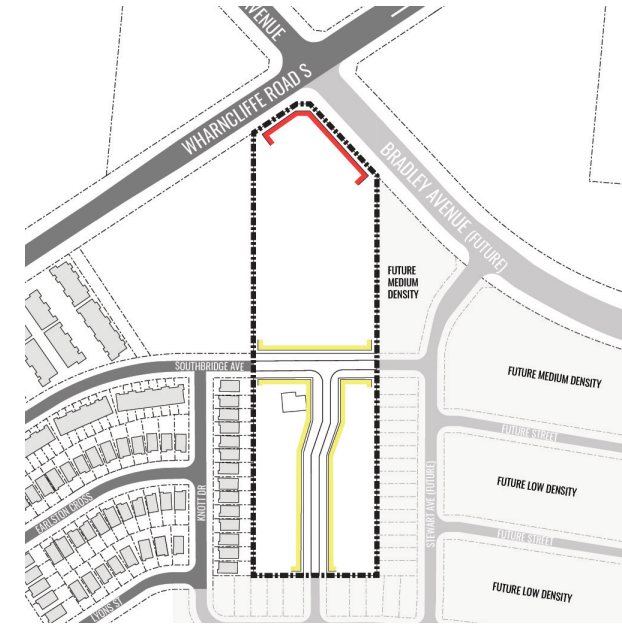
20.5.10 Central Longwoods Neighbourhood | 20.5.3.9 Urban Design | City Design Policies



5 Establish Development Blocks

Considering the planned extensions of the local streets across the site, three defined development blocks are established. The development blocks will provide a framework for a mix of housing types across the site including medium density residential development on the north block adjacent to Wharcliffe Road and Bradley Avenue and low density freehold dwelling types south of the Southbridge Avenue extension.

20.5.10 Central Longwoods Neighbourhood | 20.5.3.9 Urban Design | City Design Policies



6 Identify Streetscape Character

For this site, we've established a primary active frontage zone and residential character zones. Within the primary zones (block faces along major public streets) buildings will be located close to the street edge, with parking located behind buildings or underground. Within the residential frontage zones, a lower degree of definition and activation is provided for. Buildings will still be organized to define and frame abutting streets and activate them to the extent possible with front doors, porches and individual walkways to adjacent sidewalks.

20.5.10 Central Longwoods Neighbourhood | 20.5.3.9 Urban Design | City Design Policies

S6 THE PROPOSAL

S6.1 Weldwood Draft Plan of Subdivision

The following illustrations, tables and graphics provide an overview of the proposed Draft Plan of Subdivision, Zoning By-law Amendment and Development Concept for the project site. The massing diagrams and illustrations contained within this report are representative of the developer's future intention for the project site and the permissions sought through the proposed Zoning By-law Amendment (outlined in Section 6.2) and the associated Draft Plan of Subdivision. The proposal is for an infill subdivision that centers around minor extensions of two existing local streets. These local street extensions create a framework for the development of single detached dwellings on the south portion of the site (south of Southbridge Avenue), street townhouses facing the north side of Southbridge Avenue and a Medium Density Residential block adjacent to the intersection of Wharncliffe Road S and Bradley Avenue. The intent for the medium density block is to accommodate a mix of grade-oriented housing typologies. A concept plan for the Medium Density Block is included in this brief for further reference. A fully-dimensioned/legal Draft Plan of Subdivision drawing has been prepared by Stantec and is available for public download at www.siv-ik.ca/1350ws. A series of simplified supporting illustrations have been included in this report to highlight key elements of the conceptual site and building design in a manner that enables a more seamless evaluation by stakeholders and decision-makers. The detailed Draft Plan of Subdivision should be referred to where dimensions and specifications are required for review or evaluation.



Figure 6: Simplified Subdivision Plan

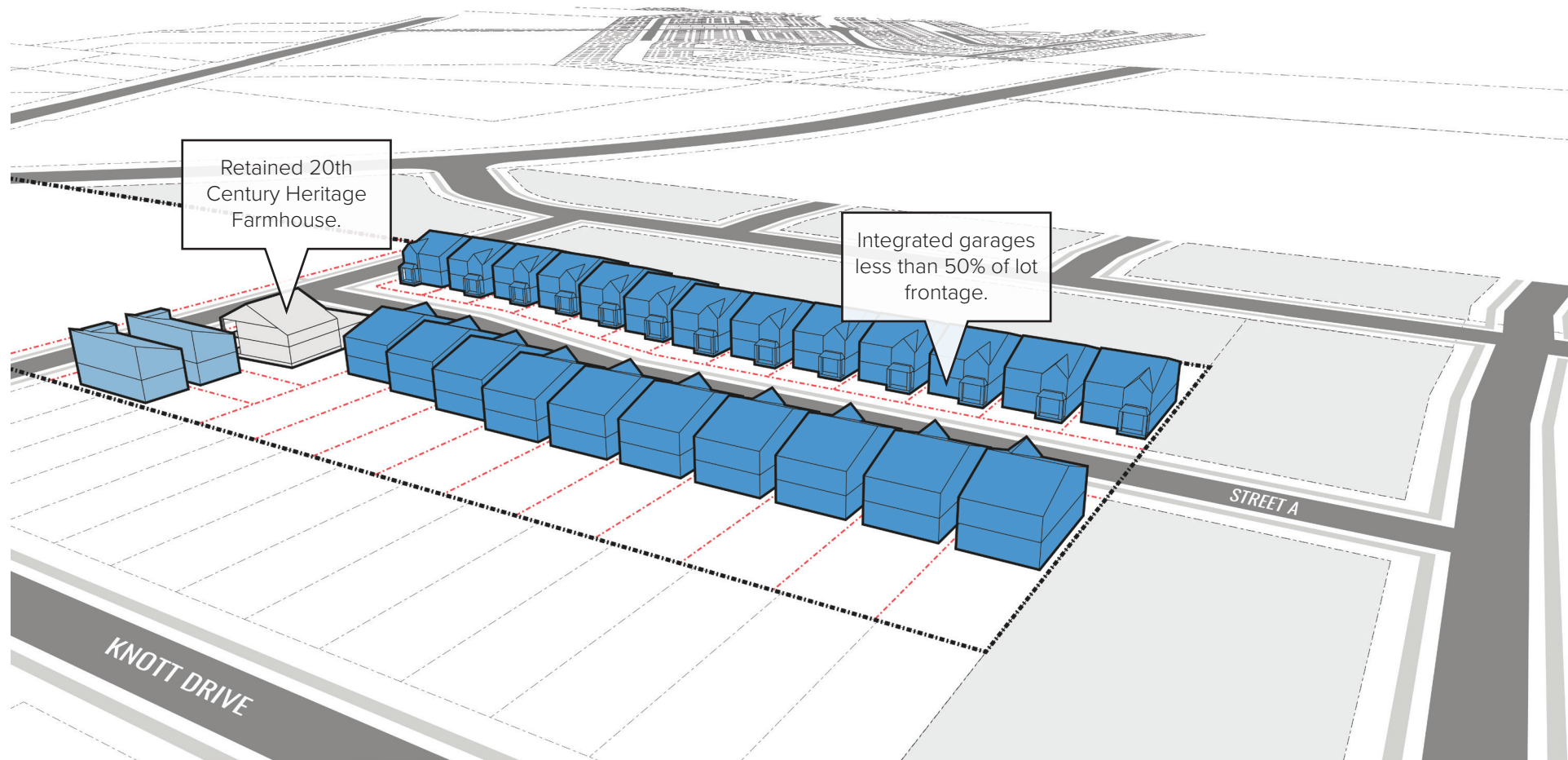
Land Use Breakdown		
USE	Ha.	%
Single Detached (28 Lots)	1.326	35.4
Street Townhouse (11 Lots)	0.26	6.9
Medium Density Block	1.62	43.3
Roads	0.53	14.2
Misc.	0.004	.01%
Total	3.74	100

LEGEND

- - - Site Boundary
- - - New Proposed Lot Lines
- Existing Building Footprint(s)
- 1 Medium Density Block
- 2 Street Townhouse Lots
- 3 Single Detached Lots
- 4 Heritage Dwelling Lot

Note: This simplified subdivision plan has been prepared based on the formal Draft Plan of Subdivision prepared by Stantec Consulting Ltd. It is meant to aid in illustrating the key elements of the proposed Draft Plan of Subdivision. For dimensions and full site details, please refer to the 02-22-2023 Draft Plan of Subdivision.

/ Low Density (South of Southbridge Avenue)



- LEGEND**
- Project Site Boundary
 - New Lot Boundaries
 - Future Street 'A'

NOTE: The massing diagrams and illustrations contained within this brief for the are representative of developer's future intention for the built form and site design. They are an illustration of the permissions sought through the proposed Zoning By-law Amendment outlined in Section 6.2 below.

Figure 7: Conceptual Massing Diagram

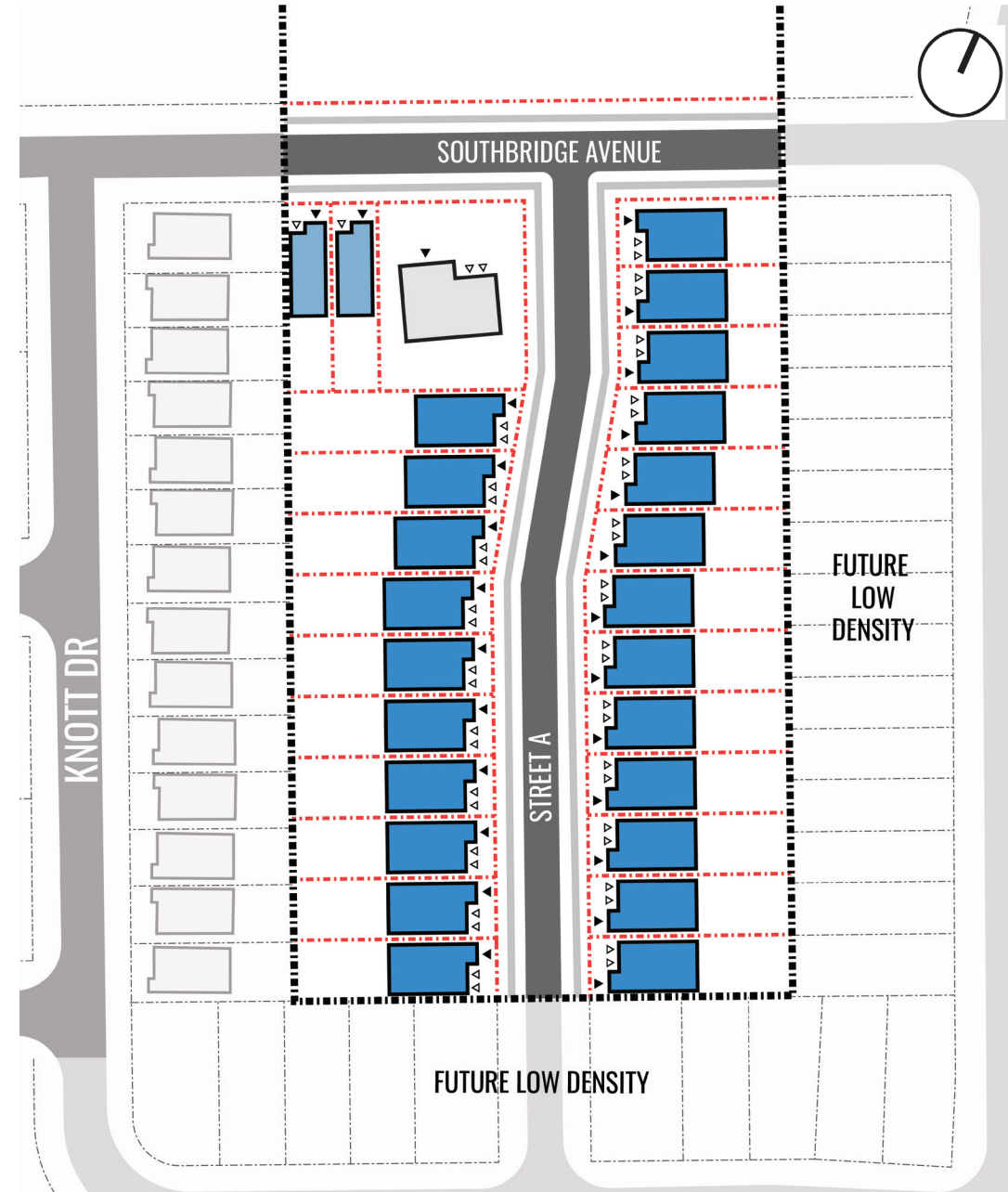


Figure 8: Plan View

STATISTICS

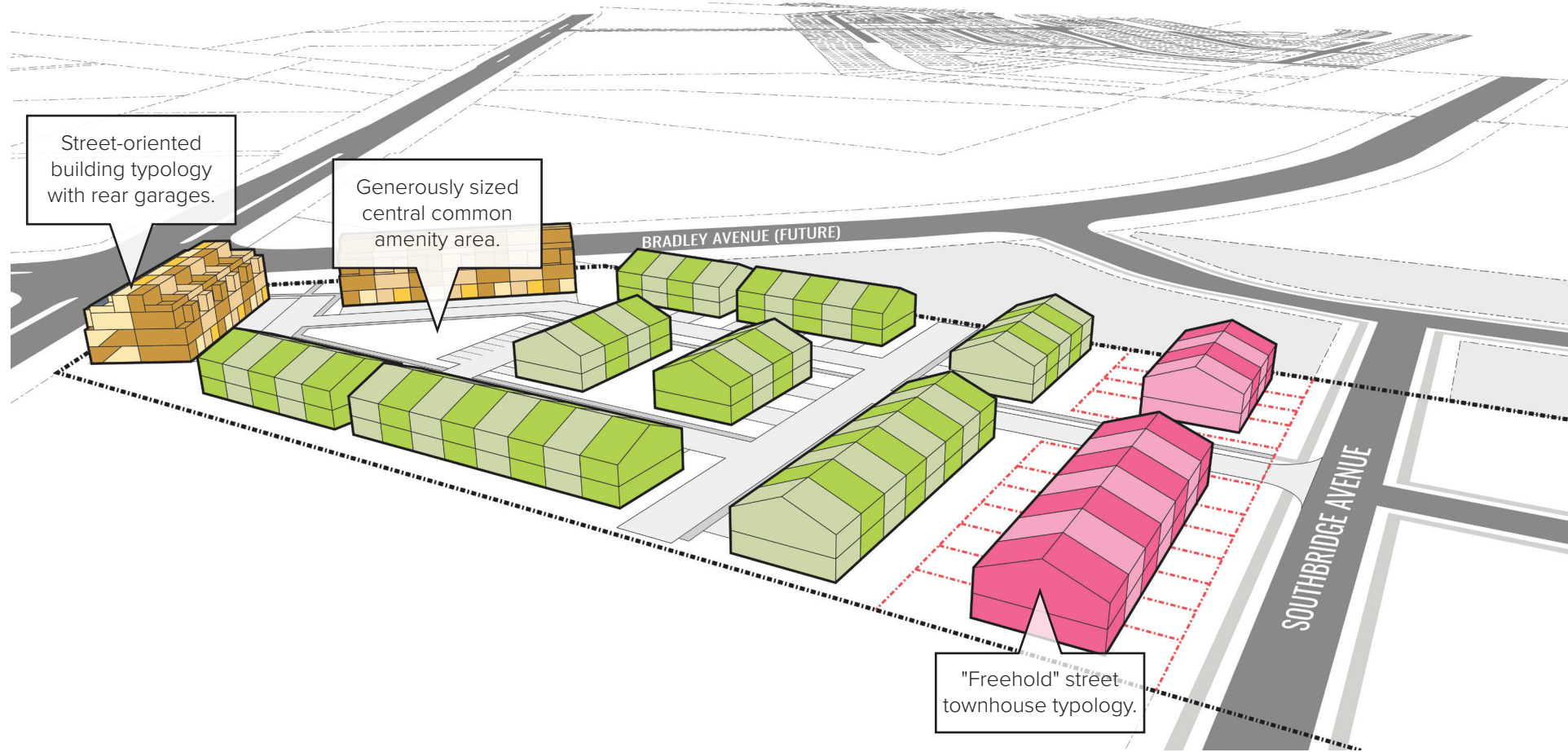
1-28
LOTS

Performance Metrics

Units		
Type 'A' Single Detached	25	
Type 'B' Single Detached	2	
Heritage	1	
Total	28	
Building Height		
	2-3 Storeys (Approx. 9m)	
Lot Frontages		
Type 'A' Single Detached	11.3+m	
Type 'B' Single Detached	9.5m	
Parking		
Type 'A' Single Detached	2-car garages + driveway	
Type 'B' Single Detached	Single-car garage + driveway	

- LEGEND**
- Single-Detached (2-car garages)
 - Single-Detached (1-car garages)
 - Retained Farmhouse
 - ▲ Principal Entrance
 - △ Garage Entrance
 - - - Proposed Lot Lines

/ Medium Density (North of Southbridge)



- LEGEND**
- ▬▬▬ Project Site Boundary
 - ▬▬▬ New Lot Boundaries
 - ▬▬▬ Future Southbridge Ave

NOTE: The massing diagrams and illustrations contained within this brief for the are representative of developer's future intention for the built form and site design. They are an illustration of the permissions sought through the proposed Zoning By-law Amendment outlined in Section 6.2 below.

Figure 9: Conceptual Massing Diagram: Aerial View of Block '40'.



STATISTICS

40
BLOCK

Performance Metrics		
Units	Back-to-Back Towns	26
	Cluster Towns	43
	Total	69
Density		43.1 uph
Building Height	Back-to-Back Towns	3-4 storeys
	Cluster Towns	3-storeys
Parking	All	Single-car garage + driveway
	Visitor	9
	Amenity Space	Common
	Back-to-Back	Balconies and/or Rooftops
	Cluster Towns	Private Rear Yards

- LEGEND**
- B2B Towns
 - Cluster Towns
 - Street Towns
 - - - Proposed Lot Lines
 - Common Amenity Space
 - Private Amenity Space (at-grade)
 - ▨ Landscaped Area
 - ▨▨▨ Pedestrian Connections
 - ▲ Principal Entrance
 - △ Garage Entrance

Figure 10: Plan View

S6.2 Proposed Zoning By-law Amendment

The proposed Zoning By-law Amendment has been crafted to support the development vision for the project site, implement the applicable Southwest Area Secondary Plan policies and provide a framework for development of the individual lots and blocks within the proposed Draft Plan of Subdivision. Accordingly, the Zoning By-law will provide a framework for the development of single detached dwellings on the south portion of the site, south of Southbridge Avenue, Street Townhouse dwellings on the north side of Southbridge Avenue and a mix of grade-oriented multi-residential forms on the multi-residential block positioned towards Wharnccliffe Road S and Bradley Avenue. For the medium density block, the proposed zone and special regulations are structured to facilitate a narrow range of desirable site design and built form outcomes. The proposed Zoning By-law Amendment will “lock-in” the key development and built form standards but will also allow for a degree of flexibility to address site and building design details through the future Site Plan process. Specifically, we propose to rezone the site from the Urban Reserve Holding Special Provisions (h-17●h-42●UR6(1)) Zone to:

/ Residential R6-5() for the Medium Density Block (Block 40)

The proposed R5-6() zone will provide a framework for ground-oriented, low-rise, medium density residential development in the form of cluster townhouses and cluster stacked townhouses up to a maximum of four storeys and a maximum density of 75 uph. The proposed zone includes special regulations to establish a minimum residential density requirement that reflects the SWASP policies (i.e., 35uph)

/ Residential R4-6() for the Street Townhouse Lots (Lots 29-39)

The proposed R4-6() zone will provide a framework for the development of individual 3-storey "freehold" street townhouse dwellings along the north side of the Southbridge Avenue extension. The proposed zone includes special regulations to: establish appropriate lot frontage and coverage regulations to suit the context and to limit the width of street-facing garages in accordance with SWASP policy.

/ Residential R1-13(7) for the Single Detached Dwelling Lots (Lots 1-28)

The proposed R5-3() zone will provide a framework for ground-oriented, low-rise, medium density residential development in the form of cluster townhouses up to a maximum of three storeys and a maximum density of 35 uph. The proposed zone includes special regulations to: prevent further subdivision of the block, require street-oriented built form and design features, establish context specific yard depths and limit the length of individual townhouse blocks.

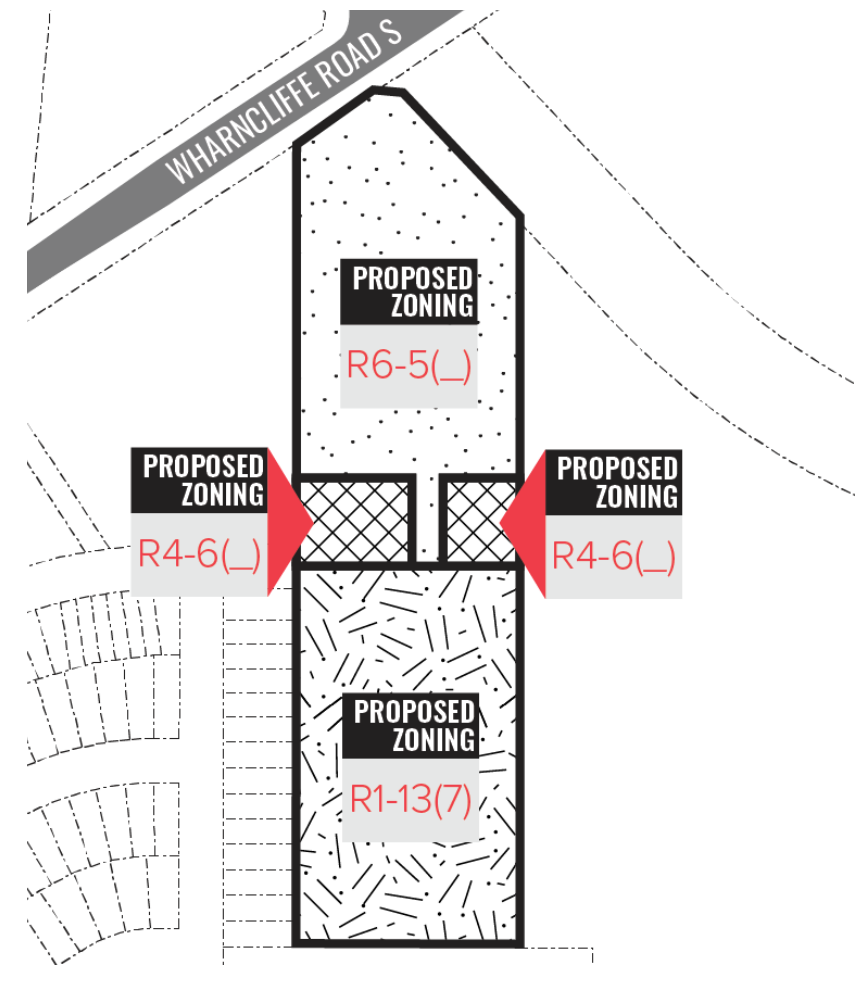


Figure 11: Proposed Zoning Graphic

/ Detailed Zoning Breakdown

BLOCK 40 - R6-5()		
	STANDARD REGS	SPECIAL REGS
Permitted Uses	Section 10.2 of Z-1	Notwithstanding Section 10.2, Single Detached Dwellings shall not be permitted.
Lot Area (m ²) (min.)	850	-
Lot Frontage (m) (min.)	10.0	-
Front & Exterior Side Yard Depth (m) (min.)	6.0-8.0	1.5m
Interior & Rear Yard Depth (m) (min.)	3.0-6.0	-
Landscaped Open Space (%) (min.)	30	-
Lot Coverage (%) (max.)	45	-
Height (m) (max.)	12.0	-
Density (uph) (max.)	35	Min: 30 Max: 75
Additional Provisions	• n/a	

LOTS 29-39- R4-6()		
	STANDARD REGS	SPECIAL REGS
Permitted Uses	Section 8.2 of Z-1	-
Lot Area (m ²) (min.)	145.0	-
Lot Frontage (m) (min.)	5.5	6.7
Front & Exterior Side Yard Depth (m) (min.)	4.5	-
Interior Yard Depth (m) (min.)	1.2 - 3.0	-
Rear Yard Depth (m) (min.)	6.0-7.0	-
Landscaped Open Space (%) (min.)	30	-
Lot Coverage (%) (max.)	45	50
Height (m) (max.)	12.0	12.0
Additional Provisions	• Garages shall not project beyond the facade of the dwelling or facade (front face) of any porch, and shall not occupy more than 50% of lot frontage.	

LOTS 1-28 - R1-13(7)		
	STANDARD REGS	SPECIAL REGS
Permitted Uses	Section 5.2 of Z-1	-
Lot Area (m ²) (min.)	270.0	-
Lot Frontage (m) (min.)	9.0	-
Front & Exterior Side Yard Depth (m) (min.)	4.5	-
Interior Yard Depth (m) (min.)	3.0-6.0	-
Rear Yard Depth (m) (min.)	7.0	6.0
Landscaped Open Space (%) (min.)	30	-
Lot Coverage (%) (max.)	45	-
Height (m) (max.)	9.0	-
Parking Area Coverage (%) (max.)	25	-
Additional Provisions	• Garages shall not project beyond the facade of the dwelling or facade (front face) of any porch, and shall not occupy more than 50% of lot frontage.	

S7 POLICY EVALUATION

S7.1 Provincial Policy Statement, 2020

The Provincial planning policy framework is established through the Planning Act (Section 3) and the Provincial Policy Statement (PPS, 2020). The Planning Act requires that all municipal land use decisions affecting planning matters be consistent with the PPS. In this regard, the proposed Draft Plan of Subdivision and Zoning By-law Amendment has been informed by the policies of the PPS. The following discussion provides a summary of our assessment, spelling out specifically how the applications are consistent with the PPS to aid the applicable approval authorities in their evaluation/decision-making process.

The project site is located within a fully-serviced, designated, urban settlement area (City of London). Section 1.1 of the PPS provides overarching policy guidance for managing and directing land use in settlement areas to achieve efficient and resilient land use patterns. Following the guidance in Section 1.1.1 and 1.1.3 of the PPS, the proposal will provide for an efficient and compact form of residential development, balancing a desirable level of residential intensity with local planning goals for fit and compatibility with the existing and planned context of the area. Further, the project site is located in an actively developing neighbourhood immediately adjacent to, developed portions of the neighbourhood supporting provincial direction that new development taking place in designated growth areas should occur adjacent to the existing built-up area.

The proposed Draft Plan of Subdivision will trigger the requirement for cash-in-lieu of parkland payments which will provide further resources to the municipality for the provision of parks and open spaces in accordance with Section 1.5 of the PPS. As detailed in the supporting Final Proposal Report (Servicing) prepared by Stantec, the site can be serviced through tie-ins to existing municipal sanitary sewers, watermains and stormwater management infrastructure, thereby efficiently leveraging public infrastructure in accordance with Section 1.6 of the PPS.

With regard to Section 2.0 of the PPS dealing with the Wise Use and Management of Resources, the surrounding area has been assessed from a Natural Heritage perspective. No natural heritage features are present on the site that warranted an SLSR and/or EIS. A species at risk assessment was however carried out to review potential SAR habitat (structures and trees) which were identified through the Initial Proposal Review process. The assessment concluded that there is no significant wildlife habitat present on the subject property. Lastly, a Stage 1-2 Archaeological Assessment has been prepared and clearance has been granted by the Ministry of Heritage, Sport, Tourism and Culture Industries, thereby ensuring that there are no impacts to significant archaeological resources in accordance with Section 2.6.2.

S7.2 The London Plan

The London Plan is the overarching policy framework for all planning/development in London. It emphasizes growing inward and upward, to reduce the costs of growth, create walkable communities, revitalize urban neighbourhoods and business areas, protect farmlands, and reduce greenhouse gases and energy consumption. The plan sets out ways to conserve cultural heritage and protect environmental areas, hazard lands, and natural resources. Through the London Plan the City is planning for vibrant, healthy, safe and fulfilling neighbourhoods, attractive and viable mobility alternatives and affordable housing that is accessible to those who need it. At the root of The London Plan is the goal of building a city that will be attractive as a place to live and invest in a highly competitive world and one that will offer the opportunity of prosperity to everyone. The London Plan sets the stage for the next twenty years of city building in London.

As with all planning and development applications, Draft Plans of Subdivision are evaluated based on all of the relevant policies and guideline documents of The London Plan. Within the Plan, applicable policy guidance is contained within the following Sections: 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. The Our Tools policies; 6. Relevant secondary plans and specific policies; 7. Relevant guideline documents.

From an overarching perspective, the City Building policies emphasize the need to promote sustainable development that is economically, socially, and environmentally sustainable. The proposed Draft Plan of Subdivision aligns with these policies by providing a variety of housing types that integrate seamlessly with the surrounding subdivision framework. In this regard, through both the housing forms and neighbourhood street connections, the plan will contribute to the on-going development of Central Longwoods as a complete community. The retention of the Heritage Farmhouse will serve as a unique character element and landmark in the area, ensuring that the development respects the site's historical significance in accordance with the applicable policies guiding cultural heritage resources. Lastly, the local street ROW's have been sized to allow for the development of complete streets through the detailed design and engineering process.

As noted in Section 3 of this report, the site is located within the Neighbourhoods Place Type. The Southwest Area Secondary Plan land use designations provide the key land use and built form guidance for this specific area of the City. However, in general, The Neighbourhoods Place Type policies focus on creating complete communities that offer a range of housing types, amenities, and services. The proposed plan aligns with these policies by including a mix of housing types, including single detached, townhouses, and cluster townhouses. The logical extensions of two local streets also facilitate access to the development, providing connectivity and ease of movement within the neighbourhood. Additionally, the development's proximity to existing amenities, such as schools, parks, and community centres, helps to create a vibrant and complete community.

The Our Tools policies dictate that proposed plans of subdivision will be evaluated for their conformity with the Planning Act, applicable provincial legislation and guidelines, and the policies of this Plan. A detailed evaluation of relevant Planning Act criteria is included below. The complete application materials, summarized in this Final Proposal Report, allow stakeholders to fully understand the links between the proposal itself and the guiding policy/regulatory framework. It is understood that the City will impose technical conditions upon the Draft Plan of Subdivision to deal with detailed implementation of parkland dedication, street design, servicing design and other items that the approval authority may consider necessary.

S7.3 Southwest Area Secondary Plan

As noted in Section 3.3 of this report, the project site is within the boundaries of the Southwest Area Secondary Plan. The Southwest Area Secondary Plan applies to lands in the southwest part of the City of London, generally bounded by Southdale Road West, White Oak Road, Exeter Road, Wellington Road South, Green Valley Road and the Urban Growth Boundary identified on Schedule "A" of the Official Plan. Comprising approximately 2,700 hectares of land, this Secondary Plan is the result of a City-led process intended to guide the long-term management and approval of growth in one of the city's last and largest reserves of land, where a significant portion of growth will be absorbed over the next 50+ years.

This Secondary Plan provides a greater level of detail than the general policies of the London Plan. The SWAP is organized around neighbourhoods. In addition to general and implementation policies related to future development, specific Southwest Planning Area based land use designations and policies are defined for each neighbourhood. In this regard, the lands are within the Central Longwoods Neighbourhood in accordance with Schedule 10 of the SWAP. The applicable policies guiding land use and development are detailed in Section 20.5.10 of the Plan.

Overall, lands within the Central Longwoods Neighbourhood are envisioned to provide for residential development of an intensity that is generally higher than achieved in other areas of the City. The specific density permissions for these lands are identified and discussed in Section 3.3 of this report. The focus of new development is to

on a mix of low to mid-rise housing forms ranging from single detached dwellings to low-rise apartment buildings within individual subdivisions and throughout the neighbourhood. Higher intensity mid-rise, transit-oriented development is to be developed along portions of the arterial road network.

The policies guiding the permitted uses, built form and intensity of development on individual sites are discussed in Section 3.3 of this report. The proposed Zoning By-law Amendment and Draft Plan of Subdivision will provide a framework for low and medium density residential development in accordance with the Plan.

Also relevant to the plan are the general Urban Design Policies of 20.5.3.9. As per subsection i) c), new development is intended to be based on a modified grid network of local streets. In this regard, the proposed draft plan represents and extension/infilling of the previously approved local road pattern in the area and will contribute to the completion of the grid in this segment of the neighborhood. The plan has been structured to focus higher density uses toward the intersection of Bradley Avenue and Wharncliffe Avenue South to support transit usage and to provide for building heights that have a strong scale relationship with the scale of adjacent rights of way. The widths of right of ways proposed for the new local streets meets the City of London's requirements and will provide opportunities for roads, utilities, sidewalks etc. The lot sizes have been structured such that 2-car garages may be provided but will not comprise more than 50% of the lot frontage. Further the zoning regulations have been structured to ensure that garages will not protrude past the main building face - these regulations help to ensure a pedestrian oriented streetscape.

S7.4 Planning Act

In evaluating applications for a plan of subdivision or condominium, it is understood that the applicable approval authorities must consider the matters outlined in Section 51 of the Planning Act. The following table highlights those criteria and summarizes the project team's response for ease of reference.

Subdivision Review Criteria		
Subsection	Criteria	Response
a.	The effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2.	Section 7.1 of this report details how the proposed Draft Plan of Subdivision is consistent with the PPS, 2020 which contains the primary policy guidance for the matters of
b.	Whether the proposed subdivision is premature or in the public interest.	The proposed subdivision is located in a fully-serviced settlement area, immediately adjacent to the existing built-up area, and is supported by the necessary technical
c.	Whether the plan conforms to the official plan and adjacent plans of subdivision, if any.	The proposed plan of subdivision conforms to the applicable Official Plan policies as described throughout this report. Further, it represents a logical extension of the existing subdivision pattern to the west and provides opportunity for connectivity for future

d.	The suitability of the land for the purposes for which it is to be subdivided.	The project site is specifically designated for Medium and Low Density residential development as per the applicable planning documents. The physical conditions of the land have been reviewed by qualified technical experts and the lands have been deemed suitable to accommodate the development from a physical perspective.
e.	The number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them.	The proposed draft plan of subdivision includes a minor extensions of two existing/ planned neighbourhood streets (Southbridge Avenue & Street 'A'). The broader existing road network and surrounding intersections have sufficient capacity to accommodate the development with no noticeable impacts anticipated.
f.	The dimensions and shapes of the proposed lots.	The proposed lot fabric will provide for a compact form of single detached dwelling development that is compatible with the character of existing lots to the west and falls within the prescribed density range as per the London Plan and Southwest Area Secondary Plan.
g.	The restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land.	The development envelope is comprised of open/maintained table lands. The lands are generally flat and as per the geotechnical report completed by EXP, the subsurface conditions are suitable to support development. No significant restrictions are anticipated in this regard.
h.	Conservation of natural resources and flood control.	The project site is not located within an identified natural hazard area or floodplain. The UTRCA was consulted through the Initial Proposal Review process and had no concerns with the proposal.
i.	The adequacy of utilities and municipal services.	The Servicing Report prepared by Stantec identifies the proposed servicing strategy. Existing municipal sanitary, water and stormwater management services are adequate to accommodate the proposal.
j.	The adequacy of school sites.	The proposed small-scale "infill" subdivision implements the planned intent for these lands as per the Southwest Area Secondary Plan and is not anticipated to have a significant impact or place undue pressure on area school enrollments.
k.	The area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes.	Given the small-scale nature of the proposed subdivision, no land is proposed to be dedicated or conveyed for public purposes such as schools or parks. Cash-in lieu of parkland dedication will be provided at the appropriate point in the development process.
l.	The extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy.	The proposal provides for a logical and efficient extension of urban development directly adjacent to the existing built-up area in this portion of the Central Longwoods Neighbourhood. This is an efficient/compact form of growth that serves to optimize energy use.

S8 SUPPORTING STUDIES HIGHLIGHTS

S8.1 Subdivision Servicing

A Servicing Report (Final Proposal Report) has been prepared by Stantec Inc. in support of the proposed Draft Plan of Subdivision. The Servicing Report describes the features and layout of the proposed draft plan of subdivision and adjacent lands together with an overview of the proposed servicing strategy for the development. The Report demonstrates the feasibility of the proposed servicing strategy, ensures that the proposed development can be serviced for its intended use, and that all on-site and off-site servicing requirements are identified and evaluated.

Sanitary

There are two existing 200 mm diameter municipal gravity sanitary sewer stubs at Knott Drive that will be used to service the proposed development. The existing sanitary sewer on Southbridge Avenue will not be used to service proposed site as the existing invert at manhole SA115A (City of London Record Drawing No. T15501-07) is not suitable for servicing given the existing site topography. The first existing stub is within the north side of the Knott Drive right-of-way at the vicinity of the proposed Street 'A' (Block 139) intersection, and will be used to service the southern portion of the subdivision encompassing the proposed single-family homes. The second stub is located north of the Knott Drive and Stewart Avenue intersection within the proposed future Stewart Avenue extension, and will be used to service the north side of the subdivision. Both stubs outlet to the existing 450 mm diameter Exeter Road sanitary sewer which is tributary to the existing White Oak Road South Trunk Sanitary Sewer.

Water

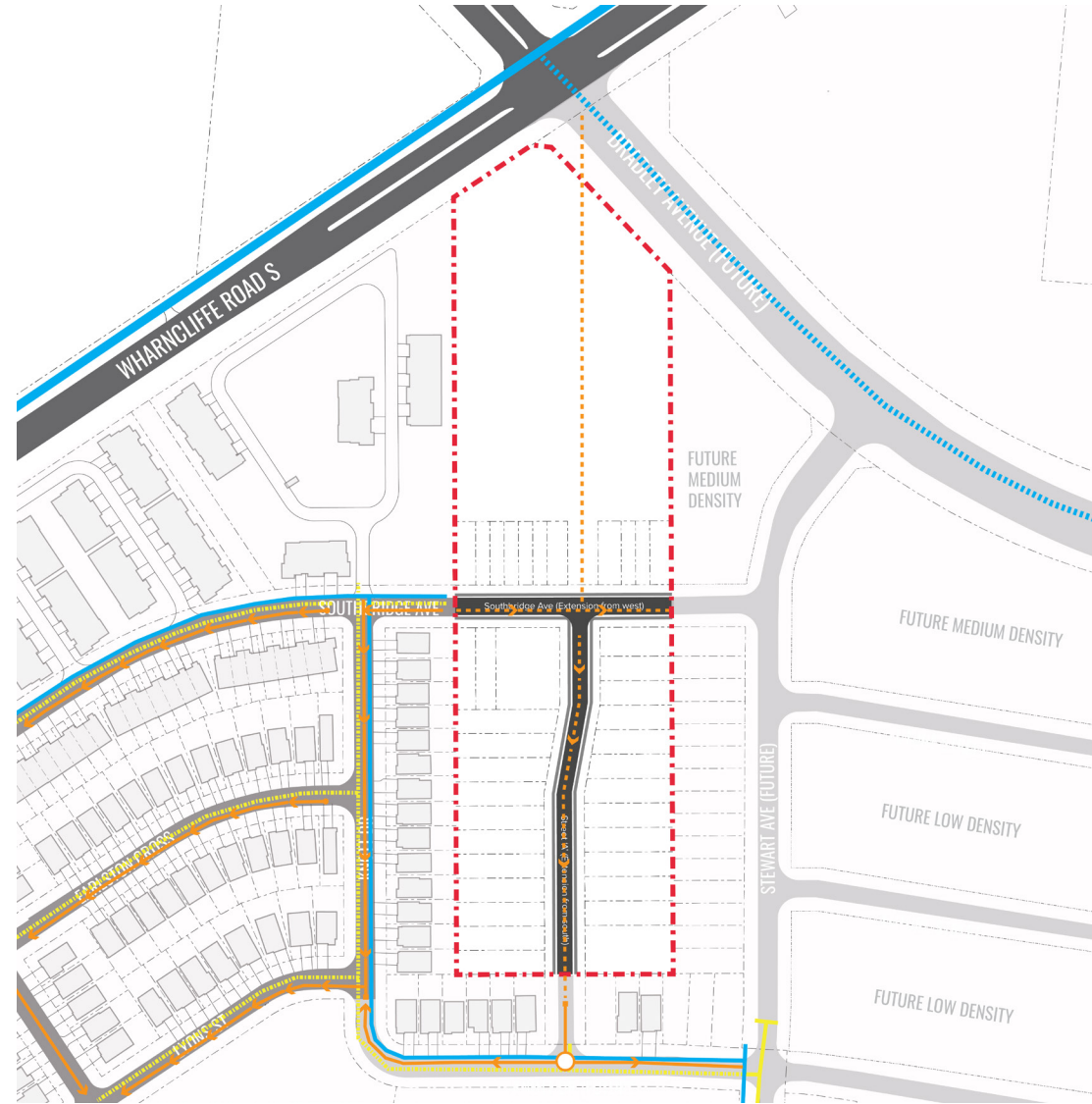
The existing potable water infrastructure in the area around the site includes a 400 mm diameter municipal feeder watermain within the north side of the Wharncliffe Road right-of-way fronting the development. There are also two existing 200 mm diameter municipal watermains on Southbridge Avenue and Knott Drive to the west and southeast of the subject site. These connections are anticipated to be considered in the design strategy for looping purposes. This area is currently serviced from the low-level distribution system (HGL of 301.8m). Medium Density Block 40 will be connected to the looped portion of the municipal watermain.

Stormwater Management

The outlet for minor flows from the portion of this site south of the future Southbridge Avenue is the existing City owned Pincombe SWM facility 3 via the unassumed 525 storm stub on Knott Drive at Block 139 (south of proposed Street 'A') constructed as part of Plan 33M-802. The outlet for major flows is also the existing City owned Pincombe SWM facility 3 via municipal roads to be completed by Plan 33M-802. The proposed medium density block and future Southbridge Avenue minor and major flow outlet is the future White Oaks 3 – West SWM dry Facility as included in the City of London 2022 Growth management Implementation Strategy (GMIS) and is pending construction during the first phase of Richardson North Subdivision.



Figure 12: FPR Highlights



LEGEND

- - - Site Boundary
- Sanitary Sewer
- Storm Sewer
- Waterline

NOTE: The above graphics and text represent a summary of the highlights of the Final Proposal Report (Servicing) completed by Stantec Consulting Ltd. in support of the Draft Plan of Subdivision Application. The complete report is available for public download at www.siv-ik.ca/1350ws.

Figure 13: Existing & Proposed Servicing

S8.2 Heritage Impact Assessment

As is previously noted throughout this report, 1350 Wharncliffe Road S (referred to as 1352 Wharncliffe Road S) is currently listed on the City of London's Register of Cultural Heritage Resources. The property was added to the register on March 26, 2007. In order to inform the subdivision/development plan for the site, Stantec completed a Heritage Overview Report which examined the property against the Ontario Regulation (O. Reg.) 9/06 criteria for determining cultural heritage value and significance. Based on the initial heritage evaluation, the property was determined to possess Cultural Heritage Value/Significance based on meeting criteria 1, 4 and 8. The property meets criterion 1 as it contains a representative Ontario vernacular structure with Colonial Revival and Craftsman design elements. The property meets criterion 4 for its association with John Weld, Farmer's Advocate, Weldwood Farm, and I.B. Whale, all significant contributors to the agricultural community. The property meets criterion 8 as the spruce and cedar windbreak is functionally, visually, and historically linked to the property.

Based on the results of the Heritage Overview, the project team sought to preserve key cultural heritage attributes of the property through the development plan including the retention of the main residence in situ. It was found that the outbuildings do not demonstrate physical or design value and as such they are proposed to be removed.

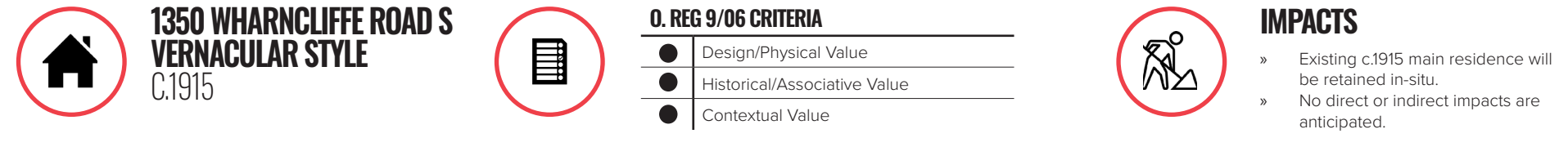


Figure 14: HIA Highlights

As per the applicable PPS, 2020 and Official Plan policies, a Heritage Impact Assessment has been prepared by Stantec in support of the proposal. The HIA evaluated the potential direct or indirect impacts of the proposed development on the heritage resource. With regard to direct impacts, no demolition or alteration of the identified heritage attributes of the main residence will result. The secondary residence and other outbuildings are proposed to be removed, however these features were found to contain no significant heritage attributes. The existing dwelling will be retained in situ including all of the significant heritage attributes including the vernacular design elements (e.g., painted brick exterior, concrete block foundation, and incorporation of Colonial Revival and craftsman design elements, styles popular in the early 20th century).

In terms of indirect impacts, the HIA concludes that the only potential indirect impact is through land disturbances and vibration during construction. Mitigation measures can be employed to limit the potential for any disturbances. The new development can be designed to be sympathetic to the retained heritage dwelling through the use of sympathetic building materials on adjacent new residential dwellings. Based on the conclusions of the HIA, the project has been designed to protect the heritage attributes and character of the resource and will minimize visual and physical impacts on those resources. The ultimate design outcome is representative of a best practice approach from a heritage conservation perspective.

S8.3 Archaeological Assessment

The PPS 2020, London Plan and Southwest Area Secondary Plan all call for the preservation of significant archaeological resources. Through the pre-application consultation process, using provincial assessment criteria, the project site was identified as being within an area of archaeological potential. As such, A Stage 1-2 Archaeological Assessment was carried out by Lincoln Environmental Consulting Corp. in November 2022. The report has been submitted as part of the complete application for the proposed Draft Plan of Subdivision and Zoning By-law Amendment. No archaeological resources were identified during the Stage 2 assessment which involved on-site evaluation/test-pitting. As such, no further archaeological assessment of the property is recommended and no disturbance of archaeological resources is anticipated to occur.

S8.4 Species At Risk Assessment

The site is comprised of a mix of cultivated agricultural lands and a developed farm cluster. The site is also interspersed with vegetation including a coniferous windrow lining the existing driveway and a collection of mixed trees (coniferous and deciduous) surrounding the farm cluster. No portions of the site have been identified as potential Natural Heritage features on Map 5 of the London Plan. NRSI biologists completed a desktop and field-based assessment of SAR and SCC habitats and SWH for the subject property at 1350 Wharncliffe Road South. The assessment concluded that no SWH is present within the subject property, and there is limited potential habitat for SAR bats with the presence of 1 isolated cavity tree. Based on the review of available background information on the study area and the SAR/SWH assessment, it has been determined that there are limited constraints present within the subject property, and are restricted to potential bat habitat within a single isolated tree. Considerations for future site development will need to address the feature and account for the guiding legislation.

S8.5 Parks & Open Space

In addition to the provisions of the Planning Act, the City of London Policy Manual provides Council direction regarding parkland dedication. The City uses its authority under the Planning Act to secure the public components of the Community Parkland network identified in Section 20.5.3.4 of the Southwest Area Secondary Plan, and/or shown as Open Space on Schedules 5 through 17 of the Secondary Plan. No new trail/pathway connections or parks are identified on the project site. Given the lack of identified features and the limited size of the site, it has been confirmed, through the Initial Proposal Review process, that a cash-in-lieu of parkland dedication requirement will be accepted by the City.

S8.6 Transportation

The proposed Draft Plan of Subdivision involves the development of two minor neighbourhood street extensions (Southbridge Avenue and Street 'A'). As part of the complete application, a road layout and concept plan has been prepared by Stantec Consulting Ltd. showing all bends tapers and centre line radii complying with City standards. The propose ROW alignments have been coordinated with adjacent registered and draft plans of subdivision and have been sized to enable full implementation of the City of London complete streets manual (i.e., 20m ROW) through the detailed design process. Access to the single-detached and street townhouse lots will stem directly from the local street network with individual driveways. Access to the proposed Multi-Residential Block will also be provided via Southbridge Avenue. A 0.3m reserve has been included along the frontage of Wharncliffe Road S and Bradley Avenue and it is understood that not direct access will be permitted in those locations.

S8.7 Development Finance

An estimate of claimable costs and revenues for the proposed development has been completed by Stantec in accordance with the City of London Estimate of Claimable Works and Revenues Worksheet. Based upon the Development Charge rates (effective January 1, 2022) and assuming typical density (uph) and land use as per the Draft Plan of Subdivision prepared by Stantec Consulting Ltd, the anticipated DC revenues are \$4,121,391.44. No claimable works are anticipated for the proposed subdivision. The claimable works and DC revenue estimates are outlined in detail in the Stantec FPR.

NOTE: The descriptions of the supporting studies completed for the proposed Weldwood Subdivision represent summaries and generally speak to the highlights and key conclusions of the applicable reports. All of the original supporting studies are available for public download via the project website at www.siv-ik.ca/1350ws.

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S9 CONCLUSIONS

The proposed Draft Plan of Subdivision and Zoning By-law Amendment will provide a framework for the development of a mix of housing options across the site including grade-oriented multi-residential forms on the northern block and two density forms, south of Southbridge Avenue. The future development will be served by two minor local street extension which represent a logical infilling of the area subdivision pattern. The project site is located within the Urban Growth Boundary, in a specific area targeted for new greenfield development. Accordingly, the lands are designated "Low Density Residential" and "Medium Density Residential" by the Southwest Area Secondary Plan. The project site is located immediately adjacent to the existing built area boundary and represents a logical and appropriate location for new residential growth. The proposal will implement the applicable provincial and municipal policy framework, providing for a compact form of development, in a configuration that represents a good fit within the existing and planned urban fabric of the area. Further, the Draft Plan of Subdivision will contribute positively to the ongoing creation of the Central Longwoods Neighbourhood as a complete community.

A range of required technical studies have been completed by qualified professionals, all of which support the proposed Draft Plan of Subdivision and Zoning By-law Amendment. The lands can be serviced by existing sanitary sewers and the watermain constructed for existing portions of the Middleton Subdivision to the west.

The site has been reviewed with regard to matters of provincial interest including cultural heritage, natural heritage. The existing 20th Century Main Dwelling is proposed to be retained in situ as a component of the new subdivision which will provide a unique element of character/identity.

Based on the foregoing, the proposal is consistent with the Provincial Policy Statement, 2020, conforms to the applicable policies of the County and Local Official Plan and represents a desirable planning/urban design outcome for the site.

Michael Davis, MCIP, RPP
Partner | Urban Planning



REFERENCES

1. Provincial Policy Statement, (PPS 2020).
2. City of London, Southwest Area Secondary Plan (2014).
3. 1989 City of London Official Plan.
4. The London Plan.
5. City of London Comprehensive Zoning By-law Z-1.
6. Appraisal Report, prepared by Nicro Realty Corp., dated June 10, 2019.
7. Due Diligence Summary, prepared by Monteith Brown Planning Consultants, dated March 24, 2021.
8. City of London Staff Report Z-9106, dated January 6, 2020.
9. Final Proposal Report for 1160 Wharncliffe Roads, prepared by MHBC Planning, dated November 2021.
10. Initial Proposal Report for 1350 Wharncliffe Road S, prepared by Stantec, dated March 11, 2022.
11. City of London, London CityMap (Last updated October 1, 2020).
12. Final Proposal Report for 1350 Wharncliffe Road S., prepared by Stantec, dated January 12, 2023
13. Heritage Impact Assessment, prepared by Stantec, dated October 31, 2022.
14. SAR & Significant Wildlife Habitat Review, prepared by NRSI, dated November 11, 2022.
15. Draft Plan of Subdivision, prepared by Stantec, dated March 10, 2023.

