



**Heritage Impact Assessment:
1350 Wharncliffe Road South,
London, Ontario**

Final Report

March 16, 2023

Prepared for:
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(c/o Royal Premier Homes)
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Project Number:
160940919

Limitations and Sign-off

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Colin Varley, MA, RPA



Executive Summary

Stantec Consulting Ltd. (Stantec) was retained by 2847012 Ontario Inc. (c/o Royal Premier Homes) (the Client) to prepare a Heritage Impact Assessment (HIA) for the property located at 1350 Wharncliffe Road South in the City of London, Ontario (the Study Area). The property at 1350 Wharncliffe Road South is a listed resource on the *City of London Register of Cultural Heritage Resources* under the address 1352 Wharncliffe Road South. The property is described as containing a *circa* 1915 vernacular residence under the property name “Weldwood Farm.” The property was added to the register on March 26, 2007. The property consists of a main residence, secondary residence, windbreak, barn, and outbuildings. The Client is proposing to retain the main residence *in situ* and construct three to four storey back-to-back townhomes, cluster townhomes, and detached homes on the property. The existing secondary residence, windbreak, barn, and outbuildings would be removed.

Following an evaluation of the Study Area according to *Ontario Regulation (O. Reg.) 9/06* (amended by O. Reg. 569/22), the property was found to have cultural heritage value or interest (CHVI). Specifically, the Study Area was found to meet three criteria of O. Reg. 9/06, 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.

An assessment of impacts resulting from the proposed undertaking will result in direct impacts to the windbreak through proposed removal. In addition, indirect impacts are anticipated through a change in land use to residential development. While the existing main residence will be conserved *in situ*, the undertaking may possibly result in indirect impacts from land disturbance due to temporary vibrations during the construction phase of the project. In addition, materials have not yet been selected to clad the proposed residences adjacent to the main residence. Based on the impacts identified, the following mitigation measures are recommended:

- Clad new residential buildings with materials that harmonize with the existing main residence which will be conserved *in situ*. Sympathetic materials include brick. These recommended materials are elements of the existing residence and therefore will be compatible with its overall character and heritage attributes. While the original colour of the brick exterior of the main residence is unknown, if possible non-invasive testing should be carried out to determine the original brick colour. The use of these materials and designs is not intended to recreate or mimic the architectural character and heritage attributes of the existing residence. These materials should be used in a manner that creates a distinct, yet sympathetic design.



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- Retain qualified personnel to complete a pre-construction vibration assessment to determine acceptable levels of vibration given the site-specific conditions (including soil conditions, equipment proposed to be used, and building characteristics). Should the residence be determined to be within the zone of influence, additional steps should be taken to secure the building from experiencing negative vibration effects (i.e., adjustment of machinery or establishment of buffer zones).
- Prepare a Commemoration Plan to recognize the identified CHVI within the Study Area. The Commemoration Plan should include site-specific history, a landscaping component through plantings, and possible commemoration through the naming of roadways and amenity spaces. Any planting program or commemorative activity should be developed in conjunction with the City of London and follow adherence to crime prevention through environmental design approaches.
- To assist in the retention of historic information, copies of this report should be deposited with the London Public Library as well as with municipal and regional planning staff.

The Executive Summary highlights key points from the report only; for complete information and findings, the reader should examine the complete report.



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Abbreviations

CAHP	Canadian Association of Heritage Professionals
CHVI	Cultural heritage value or interest
HIA	Heritage Impact Assessment
MA	Master of Arts
MCM	Ministry of Citizenship and Multiculturalism
N/A	Not Applicable
OHA	Ontario Heritage Act
O. Reg.	Ontario Regulation
PPS	Provincial Policy Statement



1 Introduction

Stantec Consulting Ltd. (Stantec) was retained by 2847012 Ontario Inc. (c/o Royal Premier Homes) (the Client) to prepare a Heritage Impact Assessment (HIA) for the property located at 1350 Wharncliffe Road South in the City of London, Ontario (Figure 1 and Figure 2). The property also includes the municipal addresses 1330 and 1352 Wharncliffe Road South. The property at 1350 Wharncliffe Road South is a listed resource on the *City of London Register of Cultural Heritage Resources* under the address 1352 Wharncliffe Road South. The property is described as containing a *circa* 1915 vernacular residence under the property name “Weldwood Farm.” The property was added to the register on March 26, 2007 (City of London 2019).

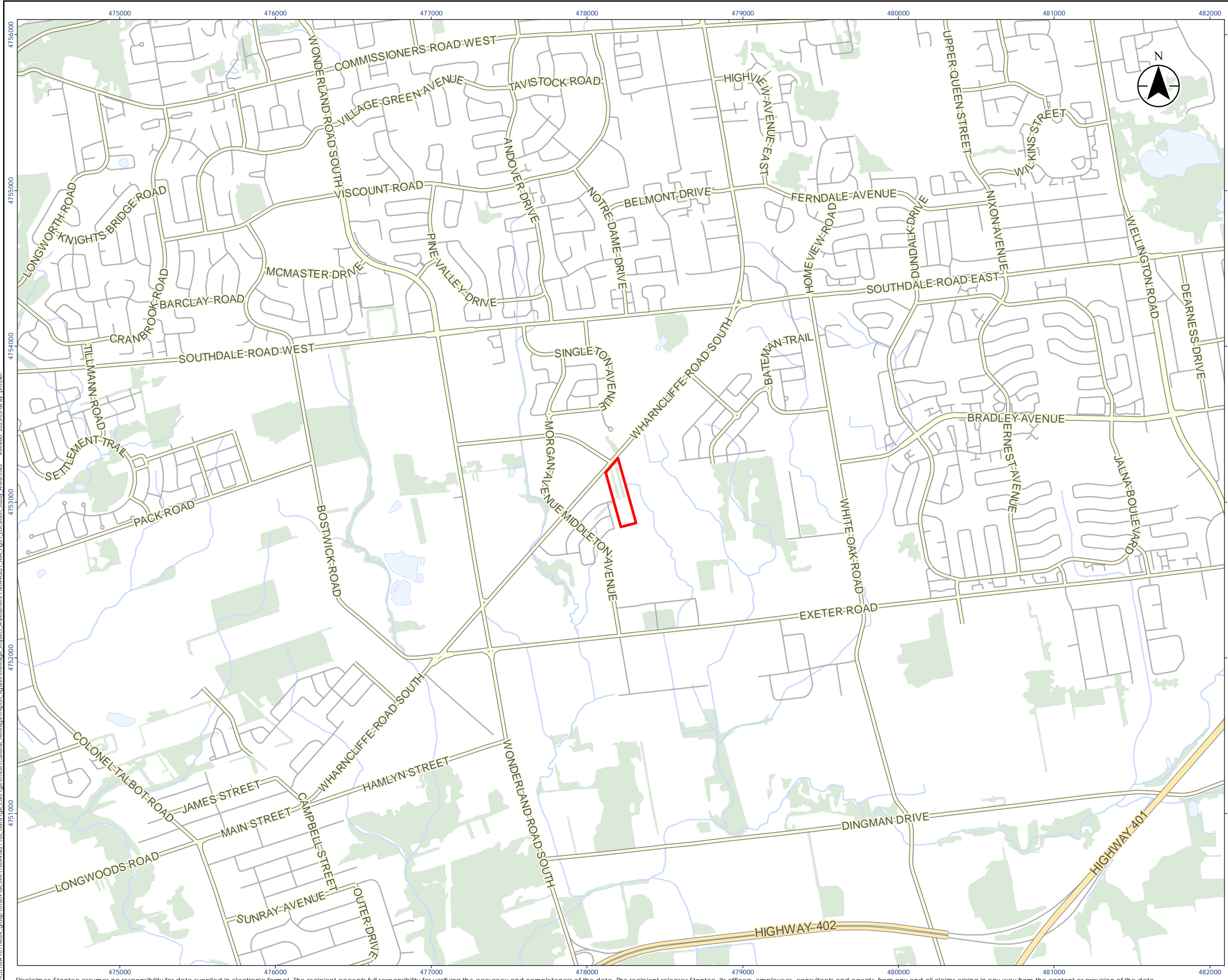
The property consists of a main residence, secondary residence, windbreak, barn, and outbuildings. The Client is proposing to retain the main residence *in situ* and construct three to four storey back-to-back townhomes, cluster townhomes, and detached homes on the property. The existing secondary residence, windbreak, barn, and outbuildings would be removed. The purpose of the HIA is to respond to policy requirements regarding the conservation of cultural heritage resources in the land use planning process. Where a change is proposed within or adjacent to a protected heritage property, consideration must be given to the conservation of cultural heritage resources. The objectives of the report are as follows:

- Identify and evaluate the cultural heritage value or interest (CHVI) of the Study Area
- Identify potential direct and indirect impacts to cultural heritage resources
- Identify mitigation measures where impacts to cultural heritage resources are anticipated to address the conservation of heritage resources, where applicable

To meet these objectives, this HIA contains the following content:

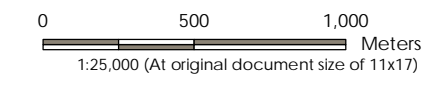
- Summary of project methodology
- Review of background history of the Study Area and historical context
- Evaluation of CHVI
- Description of the proposed site alteration
- Assessment of impacts of the proposed site alterations on cultural heritage resources
- Review of development alternatives or mitigation measures where impacts are anticipated
- Recommendations for the preferred mitigation measures





Legend

- Study Area
- Highway
- Major Road
- Minor Road
- Watercourse
- Waterbody
- Wooded Area
- Municipal Boundary, Lower



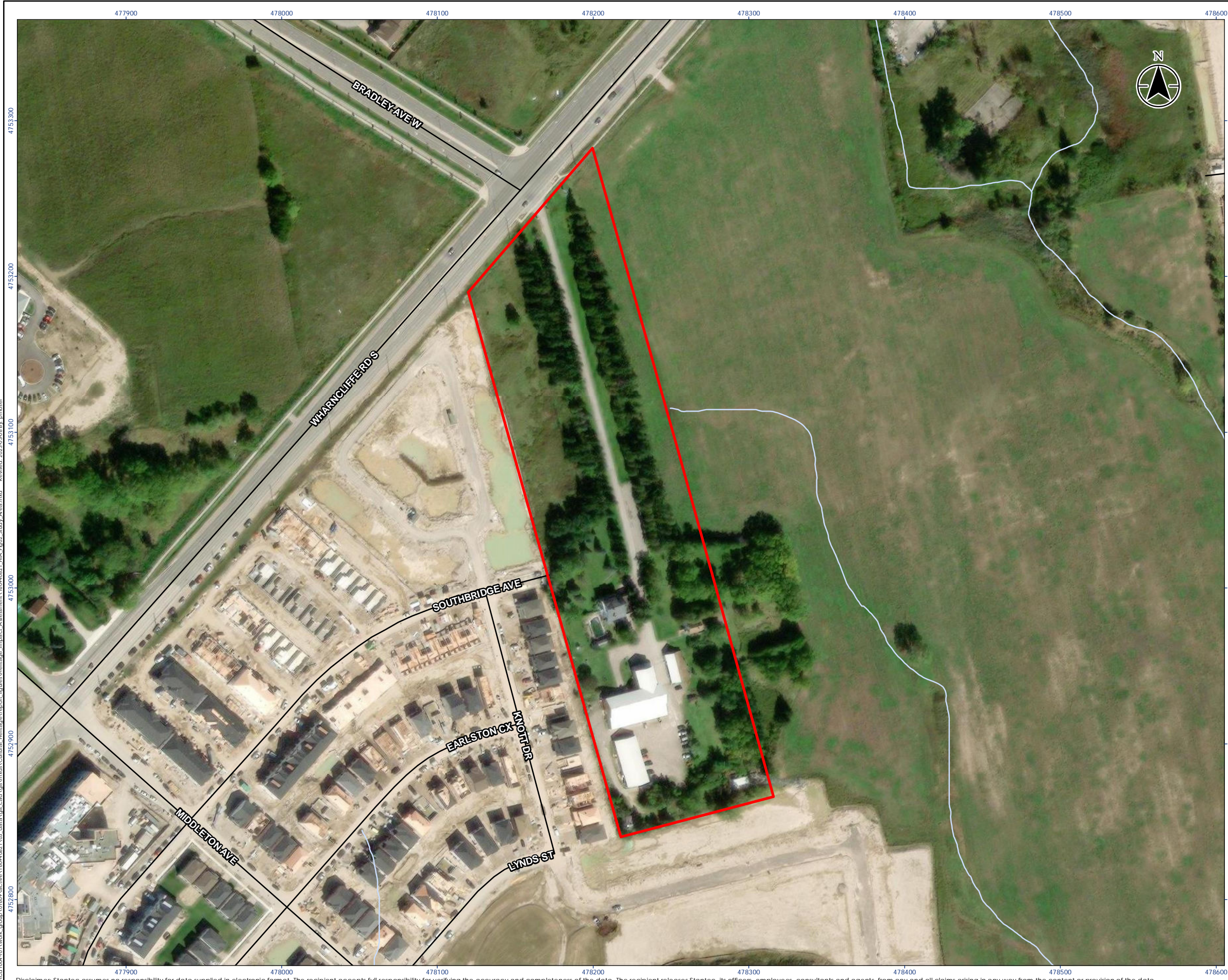
- Notes**
1. Coordinate System: NAD 1983 UTM Zone 17N
 2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2021.



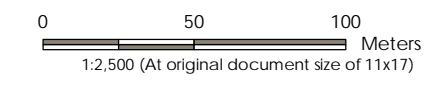
Project Location: London, ON
 Prepared by PRM on 2023-03-08
 Technical Review by FS on 2023-03-08
 160940821 REVA

Client/Project:
 2847012 ONTARIO INC. (C/O ROYAL PREMIER HOMES)
 HERITAGE IMPACT ASSESSMENT
 1350 WHARNCLIFFE ROAD SOUTH, LONDON, ONTARIO

Figure No.: 1
 Title: Location of Study Area



- Legend**
- Study Area
 - Road
 - Watercourse



- Notes**
1. Coordinate System: NAD 1983 UTM Zone 17N
 2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2021.
 3. Orthoimagery © Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community



Project Location: London, ON
 Prepared by PRM on 2023-03-08
 Technical Review by FS on 2023-03-08
 160940821 REVA

Client/Project:
 2847012 ONTARIO INC. (C/O ROYAL PREMIER HOMES)
 HERITAGE IMPACT ASSESSMENT
 1350 WHARNCLIFFE ROAD SOUTH, LONDON, ONTARIO

Figure No.
 2

Title
 Study Area

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2 Methodology

2.1 Policy Framework

2.1.1 Planning Act

The *Planning Act* provides a framework for land use planning in Ontario, integrating matters of provincial interest in municipal and planning decisions. Part I of the *Planning Act* identifies that the Minister, municipal councils, local boards, planning boards, and the Municipal Board shall have regard for provincial interests, including:

(d) The conservation of features of significant architectural, cultural, historical or scientific interest

(Government of Ontario 1990)

2.1.2 The Provincial Policy Statement

The Provincial Policy Statement (PPS) is intended to provide policy direction for land use planning and development regarding matters of provincial interest. Cultural heritage is one of many interests contained within the PPS. Section 2.6.1 of the PPS states that “significant built heritage resources and cultural heritage landscapes shall be conserved.”

(Government of Ontario 2020)

Under the PPS definition, conserved means:

The identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment that has been approved, accepted, or adopted by the relevant planning authority and/or decision maker. Mitigative measures and/or alternative development approaches can be included in these plans and assessments.

Under the PPS definition, significant means:

In regard to cultural heritage and archaeology, resources that have been determined to have cultural heritage value or interest. Processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the Ontario Heritage Act.



Under the PPS, “protected heritage property” is defined as follows:

property designated under Parts IV, V or VI of the Ontario Heritage Act; property subject to a heritage conservation easement under Parts II or IV of the Ontario Heritage Act; property identified by the Province and prescribed public bodies as a provincial heritage property under the Standards and Guidelines for Conservation of Provincial Heritage Properties; property protected under federal legislation, and UNESCO World Heritage Sites.

(Government of Ontario 2020)

2.1.3 Ontario Heritage Act and Ontario Regulation 9/06

The OHA provides the primary statutory framework for the conservation of cultural heritage resources in Ontario. Conservation of cultural heritage resources is a matter of provincial interest, as reflected in the OHA policies. Under Part IV and V of the OHA, a municipal council may designate individual properties containing CHVI (Part IV) or properties within a heritage conservation district (Part V) as containing CHVI. In accordance with Section 27(1) of the OHA, a municipality maintains a register of properties that are of cultural heritage value or interest CHVI. A municipality may also include a list of properties that have not been designated but may contain CHVI, these are often referred to as “listed properties.”

The criteria for determining cultural heritage value or interest (CHVI) is defined by *Ontario Regulation (O. Reg.) 9/06*. In 2023, O. Reg. 9/06 was amended by O. Reg. 569/22. In order to establish CHVI, at least one of the following criteria must be met:

- 1. The property has design value or physical value because it is a rare, unique, representative or early example of a style, type, expression, material or construction method.*
- 2. The property has design value or physical value because it displays a high degree of craftsmanship or artistic merit.*
- 3. The property has design value or physical value because it demonstrates a high degree of technical or scientific achievement.*
- 4. The property has historical value or associative value because it has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community.*
- 5. The property has historical value or associative value because it yields, or has the potential to yield, information that contributes to an understanding of a community or culture.*



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6. *The property has historical value or associative value because it demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.*

7. *The property has contextual value because it is important in defining, maintaining or supporting the character of an area.*

8. *The property has contextual value because it is physically, functionally, visually or historically linked to its surroundings.*

9. *The property has contextual value because it is a landmark*

(Government of Ontario 2023)

2.1.4 City of London Official Plan

The City of London's Official Plan, *The London Plan*, contains the following policy regarding development within or adjacent to designated and listed heritage properties:

586_ The City shall not permit development and site alteration on adjacent lands to heritage designated properties or properties listed on the Register except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the heritage designated properties or properties listed on the Register will be conserved.

The London Plan also contains the following general objectives regarding cultural heritage resources:

1. *Promote, celebrate, and raise awareness and appreciation of London's cultural heritage resources.*
2. *Conserve London's cultural heritage resources so they can be passed on to our future generations.*
3. *Ensure that new development and public works are undertaken to enhance and be sensitive to our cultural heritage resources.*

(City of London 2016)

2.2 Background History

To understand the historical context of the property, resources such as primary sources, secondary sources, archival resources, digital databases, and land registry records were consulted. Research was also undertaken at the London Public Library. To familiarize the study team with the Study Area, historical mapping and aerial photography from 1862, 1878, 1913, 1942, 1967, and 1972 was reviewed.



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2.3 Field Program

A site assessment was undertaken on July 19, 2021, by Frank Smith, Cultural Heritage Specialist and Lashia Jones, Senior Cultural Heritage Specialist. The weather conditions were seasonably warm and sunny. The site visit consisted of a pedestrian survey of the exterior of the property.

2.4 Assessment of Impacts

The assessment of impacts is based on the impacts defined in the Ministry of Citizenship and Multiculturalism (MCM) *Infosheet #5 Heritage Impact Assessments and Conservation Plans* (Infosheet #5). Impacts to heritage resources may be direct or indirect.

Direct impacts include:

- *Destruction of any, or part of any, significant heritage attributes or features*
- *Alteration that is not sympathetic, or is incompatible, with the historic fabric and appearance*

Indirect impacts do not result in the direct destruction or alteration of the feature or its heritage attributes, but may indirectly affect the CHVI of a property by creating:

- *Shadows that alter the appearance of a heritage attribute or change the viability of a natural feature or plantings, such as a garden*
- *Isolation of a heritage attribute from its surrounding environment, context or a significant relationship*
- *Direct or indirect obstruction of significant views or vistas within, from, or of built and natural features*
- *A change in land use such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open spaces*
- *Land disturbances such as a change in grade that alters soil, and drainage patterns that adversely affect an archaeological resource*

(Government of Ontario 2006)

In addition to direct impacts related to destruction, this HIA also evaluated the potential for indirect impacts due to vibrations resulting from construction and the transportation of project components and personnel. This was categorized together with land disturbance. Although the effect of traffic and construction vibrations on historic period structures is not fully understood, vibrations may be perceptible in buildings with a setback of less than 40 metres from the curbside (Crispino and D'Apuzzo 2001; Ellis



1987; Rainer 1982; Wiss 1981; National Park Service 2001). For this study, a 50-metre buffer is used to represent a conservative approach to delineate potential effects related to vibration. The proximity of the proposed development to heritage resources was considered in this assessment.

2.5 Mitigation Options

In addition to providing a framework to assess the impacts of a proposed undertaking, the MCM Infosheet #5 also provide methods to minimize or avoid impacts on cultural heritage resources. These include, but are not limited to:

- *Alternative development approaches*
- *Isolating development and site alteration from significant built and natural features and vistas*
- *Design guidelines that harmonize mass, setback, setting, and materials*
- *Limiting height and density*
- *Allowing only compatible infill and additions*
- *Reversible alterations*
- *Buffer zones, site plan control, and other planning mechanisms*

(Government of Ontario 2006)



3 Historical Overview

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3 Historical Overview

3.1 Introduction

The Study Area is located at 1350 Wharncliffe Road South, south of the intersection of Bradley Avenue West and Wharncliffe Road South. The Study Area also includes the municipal addresses 1330 and 1352 Wharncliffe Road South. The legal description of the property is “CON 2 PT LOT 34 REG 10.00AC 400.00FR D.” Historically, the Study Area is located on part of Lot 34, Concession 2 in the former Township of Westminster. To understand the historical context of the property, resources such as primary and secondary sources, archival resources, digital databases, and land registry records were consulted.

The former Township of Westminster and City of London are located on the traditional territory of the Attawandaron (Neutral), Anishinaabeg, Haudenosaunee (Iroquois), and Lunaapeewak Indigenous peoples (City of London 2022). The Study Area falls within the limits of Treaty 2, also known as the McKee Purchase. This treaty was signed between the Crown and various Indigenous peoples on May 19, 1790. Land included within Treaty 2 stretches from Essex County in the west to Middlesex County and Elgin County in the east (Ministry of Indigenous Affairs 2022).

3.2 Physiography

The study area is situated within the “Mount Elgin Ridges” physiographic region (Chapman and Putnam 1984: 144-146). The region is located between the Thames Valley and Norfolk Sand Plain and consists of a succession of ridges and valleys. The Study Area is located in the northwest part of the Mount Elgin Ridges and is located within the Dingman Creek Watershed, which drains into the Thames River (Upper Thames River Conservation Authority 2021). The Study Area is located approximately 274 metres above sea level in an area of till plains and slopes downward towards the south.

3.3 Township of Westminster

3.3.1 Survey and Settlement

From the 17th century until 1763, southwestern Ontario was part of the sprawling colony of New France. The French colony was ceded to the British and Spanish following their victory in the Seven Years War in 1763. Much of this new British territory was administered as the Province of Quebec. In 1783, Great Britain recognized the independence of the United States and about 50,000 Loyalists left the fledgling republic for British lands, including Canada (Craig 1963: 3). To accommodate the Loyalists, the British parliament passed the *Constitutional Act of 1791*, which divided Quebec into



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Upper and Lower Canada. The division was both geographic and cultural: French laws would be preserved in Lower Canada, while the British constitution and laws would be implemented in Upper Canada (Craig 1963: 17).

John Graves Simcoe was selected as Lieutenant Governor of the newly created province. Simcoe was a veteran of the American Revolution, having served in the Queens Rangers, and eagerly planned to build a model British society in Upper Canada. He desired to “inculcate British customs, manners, and principles in the most trivial as well as serious matters” in the new colony (Craig 1963: 20-21). Simcoe intended to populate the new colony with Loyalists and new immigrants from the United States (Taylor 2007: 4-5).

The survey of the Township of Westminster started in 1810 under the direction of Deputy Surveyor Simon Zelotes Watson. He began a preliminary survey of the township on May 27, 1810. The first line across the township that Watson surveyed was referred to as the baseline and roughly follows the present-day alignment of Baseline Road East (Baker and Neary 2003: 12). Watson was authorized to place settlers along the road and recruited about 300 Americans for settlement. However, Watson’s plans were blocked by Colonel Thomas Talbot, causing considerable acrimony between the two men (Paddon 1976: 45).

The overall settlement of Westminster Township during the first half of the 19th century was under the superintendence of Colonel Thomas Talbot. He was responsible for the settlement of 26 townships in southwestern Ontario. Talbot had the reputation as a strict superintendent and vigorously enforced the requirement which stipulated that all settlers clear and open at least half of the roadway along their lot. Settlers who ignored the requirement often had their right to settle on their land revoked (Westminster Township Historical Society [WTHS] 2006: 395).

In 1811, Provincial Land Surveyor Mahlon Burwell, a close associate of Colonel Talbot, began to survey additional sections of Westminster Township. He laid out the north branch of Talbot Road (present-day Colonel Talbot Road) to just north of present-day Lambeth, southeast of the Study Area. Shortly before the war of War of 1812, the former Indigenous trail now called Commissioner’s Road, located about three kilometres north of the Study Area, was widened and improved. Burwell’s survey of the remainder of Westminster Township was put on hold during the War of 1812 (Baker and Neary 2003: 28).

The War of 1812 caused considerable disruption to the settlement of southwestern Ontario and Westminster Township. Until the War of 1812, the majority of immigrants to Upper Canada, including Westminster Township, were from the United States. Many of these immigrants arrived from New England and New York. Other early settlers to Westminster Township included Scottish immigrants (Miller 1992: 5). Many colonial officials expressed their wariness towards American settlers, with Colonel Talbot writing in 1800 that American immigrants were largely “enticed by a gratuitous offer of land,



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without any predilection on their part, to the British constitution” (Taylor 2007: 28). During the War of 1812, American settlers were perceived by Loyalists and the British military as disloyal or apathetic towards the war effort. There was some truth to this perception in Westminster Township, and several prominent settlers defected to American forces, including Simon Zelotes Watson (Hamil 1955: 76). Following the end of the war, the policy of encouraging immigration from the United States was largely abandoned and British administrators clamped down on granting land to American settlers (Taylor 2007: 31).

The survey of Westminster Township resumed in August 1816 with Burwell laying out a northern extension of the Talbot Road between Lots 42 and 43, Concession 1. The Talbot Road served as a direct link between the Township of Westminster and the main Talbot Road to the south. The last portion of the survey, Concessions 3 to 9, was completed between 1819 and 1821 by Deputy Land Surveyor John Bostwick (St. Denis 1985: 19-20). The township was surveyed using the double-front system, with most lots being 200 acres in size (Plate 1). Properties north of Baseline Road on the Broken Front concession were irregularly sized due to the meandering path of the Thames River. The Township was named for the City of Westminster, the site of the British Parliament. The name was likely chosen because the township was bordered on the north by London Township (Gardiner 1899: 314).

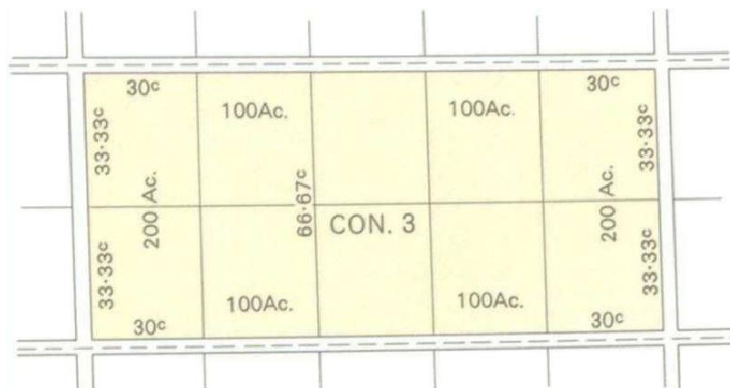


Plate 1: Double Front Survey System (Dean 1969)

3.3.2 19th Century Development

The first administrative meeting for the United Townships of Westminster, Delaware, and Dorchester was held on March 4, 1817, in Archibald McMillan’s tavern. In 1817, the township had a population of 428 people in 107 houses. The township had two schools and two mills. The average price of land in 1817 was 20 shillings per acre (Brock and Moon 1972:568). An article published in the Montreal Gazette in June 1831 described the first concession of the Township of Westminster as being settled primarily by Americans and that “many of the farms are extensive and tolerably well cultivated,



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having good framed barns, fine promising young orchards, and comfortable dwellings” (Brock 1975:65).

The first post offices were established in Westminster Township in 1840. One was located in present-day Lambeth and another in present-day Byron (WTHS 2006:393). The fertile soil of the township made it agriculturally very productive. In 1849, the township’s farmers produced 57,600 bushels of wheat, 54,000 bushels of oats, 12,000 bushels of peas, 22,000 pounds of wool, and 36,000 pounds of butter (WTHS 2006a: 69). The value of cleared land in the township had increased to 60 shillings an acre. Many farmers in the township also produced maple syrup if the wood lots on their farm had maple trees (WTHS 2006:114). Between 1851 and 1861 the population of Westminster Township increased from 5,069 to 6,285. By this time the population of the township consisted primarily of people born in Canada, British immigrants, and a small but notable American population (Board of Registrations and Statistics 1853; Board of Registration and Statistics 1863). Railway service entered the township in 1853 when the London and Port Stanley Railway was constructed through the township. The railway linked to the Great Western Railway in London (Port Stanley Terminal Rail 2021).

Hamlets developed throughout the township, including Hall’s Mills (later Byron), Lambeth, Belmont, Nilestown, Pond Mills, and Glanworth. Lambeth, located southwest of the Study Area, became a major village in Westminster Township (WTHS 2006a: 88-89). Lambeth developed at the intersection of Colonel Talbot Road and Longwoods Road (WTHS 2006a: 143-144). By the 1880s, Lambeth had several stores, taverns, and a steam spoke factory, with a population of about 200 (Page 1878: vi). The Study Area was also located in a part of the township historically referred to as Dale’s Corners (present-day Glendale). The area was named after the Dale family, major landowners of the lands adjacent to the Study Area (WTHS 2006b: 144).

To the north of Westminster Township, the City of London (the City) was incorporated in 1855, with a population of 10,000 (Armstrong 1986:68). The development of London and Westminster Township would become increasingly intertwined during the late 19th century as suburban development and the City’s infrastructure began to encroach upon Westminster Township. The City constructed a waterworks in the township in 1878, which eventually became part of the popular Springbank Park (McTaggart and Merrifield 2010:17-18). Suburban development also began in an area known as London South, which was eventually annexed by the City in 1890 (Flanders 1977:3). As a result of the annexation, the population of Westminster Township decreased from 7,892 in 1881 to 6,335 in 1891 (Dominion Bureau of Statistics 1953).



3.3.3 20th Century Development

Westminster Township remained predominantly agricultural during the first half of the 20th century and the community of Lambeth remained clustered along the intersection of Colonel Talbot Road and Longwoods Road. By 1901, the population of the township had further declined to 4,730. This was not the result of annexations but rather part of a broader trend of urbanization in the late 19th and early 20th centuries. The emergence of industrialization and urbanization increased the number of wage workers required in cities and towns. At the same time, improvements in farm equipment and the mechanization of farming meant that less labour was required on a farm (Sampson 2012). This encouraged out-migration from rural areas to the burgeoning cities of Ontario (Drummond 1987: 30).

In 1920, Colonel Talbot Road was incorporated into King's Highway 4. This north-south road ran through much of Southwestern Ontario and was eventually expanded to run from Elgin County to Bruce County (Bever 2021a). The population of Westminster Township began to increase after 1911 and in 1921 was 5,687, an increase of 668 people since 1911 (Dominion Bureau of Statistics 1953). In 1921, a total of 31,254 acres of land were under cultivation in the township, the second highest total in Middlesex County (Dominion Bureau of Statistics 1925 :408).

While the First World War and Great Depression curtailed major growth of the City of London, the postwar building boom led to the suburbanization of swaths of Westminster Township during the 1950s. Between 1951 and 1956, the population of Westminster Township increased by 45%. In 1951, 1954, and 1959, the township allowed several parts of the township east of the Study Area to be annexed by the City to improve municipal services to the newly suburbanized areas (Meligrana 2000:14; Miller 1992: 212-213).

However, the City soon proposed a more ambitious plan for annexation that would more than double its size by incorporating additional lands from Westminster and London Townships. The townships opposed this plan and the Township of Westminster argued that much of the proposed land to be annexed was rural. Representatives of Westminster Township explained they had amicably agreed with the City about ceding suburbanized lands but expressed the belief that rural land did not belong in a City (Meligrana 2000:14). In May 1960, the Ontario Municipal Board ruled in favour of the City and, in 1961, portions of Westminster Township and London Township were annexed. The Study Area remained outside the newly annexed lands.

Another major postwar development in the township was the construction of King's Highway 401 and King's Highway 402. Highway 401, which runs from Windsor to the Quebec/Ontario border was constructed in phases through Southwestern Ontario in the 1960s (Bever 2021b). Highway 402, which runs from Sarnia to London, was constructed in phases during the 1970s and early 1980s. In 1981, the final stretch of



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Highway 402 was completed and Highways 401 and 402 merged in Westminster Township (Bever 2021c).

By the early 1980s, the City of London required more land for future industrial development. The City of London wanted to annex the Highway 401/402 corridor in the Town of Westminster, ideally located for industrial development and just outside of city limits. In 1988, Westminster Township was incorporated as the Town of Westminster, partially in response to London's annexation attempts (WTHS 2006a: 73). Despite the incorporation of the Town of Westminster, in 1992 the province approved an annexation that saw the City of London triple in size (Sancton 1994: 28-29). Effective January 1, 1993 the entire Town of Westminster, including the Study Area, was annexed by the City of London. Also included in the 1993 annexation were portions of London, Delaware, North Dorchester, and West Nissouri Townships (Middlesex County 2016). The population of London in 2016 was 383,822, an increase of 4.8% since 2011 (Statistics Canada 2019).

3.4 Property History

Lot 34, Concession 2 in the Township of Westminster, encompassing 200 acres, was granted by the Crown to Braithwaite Leeming in 1822 (ONLand 2021a). Leeming had served as a midshipman in the Royal Navy and arrived in Upper Canada around 1817 and intended to settle in Westminster Township. As a military veteran, Leeming was eligible for a land grant in Upper Canada and petitioned while residing in York (present-day Toronto) in November 1817 to be granted Lots 34 and 35, Concession 2 in Westminster Township (Library and Archives Canada 1817). Although Leeming was given permission to settle on Lots 34 and 35 around 1817, he likely did not fulfill the settlement obligation for Lot 34 until 1822, when he received the patent.

In 1833, Leeming sold all 200 acres of Lot 34 to Donald Fraser (ONLand 2021a). The Census of 1851 listed Donald Fraser as a 50-year-old farmer born in Scotland. He lived with his wife Janet, age 40. The agricultural section of the Census of 1851 listed Donald Fraser as the occupant of Lot 34, Concession 2. He owned a total of 200 acres of land. Fraser had 50 of the acres under cultivation, including 39 acres of crops, 10 acres of pasture, and 1 acre of gardens or orchards (Library and Archives Canada 1851). The Census of 1861 listed Donald Fraser as a 57-year-old farmer who lived with his wife Jane, age 50; son Robert, age 23; daughter Mary, age 18; son Donald, age 15; and son Martin, age 10. It is unclear why Fraser's children were not listed in the Census of 1851 or why Fraser had only aged seven years. The Censuses of 1851 and 1861 are known to contain errors and omissions based on the quality of the census enumerator (Gagan 1974). The Fraser family lived in a two-storey brick house (Library and Archives Canada 1861). According to historical mapping, the lot was divided roughly in half around 1862. Historical mapping from 1862 depicts Donald Fraser as the occupant of Lot 34 south of present-day Wharncliffe Road while Samuel Fraser was depicted as the occupant of the part of the lot north of Wharncliffe Road. A structure is depicted on the south part of the



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lot at the approximate location of the present-day residence at 1350 Wharncliffe Road South. No structure was depicted on the north section of the lot (Figure 3).

Donald Fraser died sometime between 1863 and 1872. Following his death, the south section of the lot, containing the Study Area, passed to S.M. Fraser and James H. Fraser. In 1872, S.M. Fraser and other family members, likely executors of the estate of Donald Fraser, deeded the south section of 112 acres to Robert Fraser (ONLand 2021b). Historical mapping from 1878 lists Robert Fraser as the occupant of the Study Area and depicts a structure and orchard at the approximate location of the present-day residence at 1350 Wharncliffe Road South (Figure 4). The Census of 1881 listed Robert Fraser as a 40-year-old farmer born in Ontario. He lived with Margaret Reid, a 26-year-old with no occupation (Library and Archives Canada 1881). In 1910, Robert Fraser sold all parts of the lot south of Wharncliffe Road to John Weld (ONLand 2021b).

John Weld was the fifth son of William Weld, founder of the magazine *Farmer's Advocate*, published by the William Weld Company Limited (Plate 2). The publication was an agricultural journal founded in 1866 by William Weld and was Canada's longest published agricultural paper distributed throughout the United States and Canada (Historic Sites Committee 2000 and Western Archives n.d.). William Weld died in 1891 and was succeeded by his son John. Like his father, John pursued a career in publishing. He was born in 1854 and began working for the *London Free Press* at age 15 and was foreman of the press room by age 21. He then left for New York before returning to Canada in 1885 (London Free Press 1931). Weld continued to publish the magazine and built an experimental farm for *Farmer's Advocate* in the Study Area. The farm was named Weldwood Farm and new crop varieties and agricultural methods were tested on the property (Historic Sites Committee 2000).

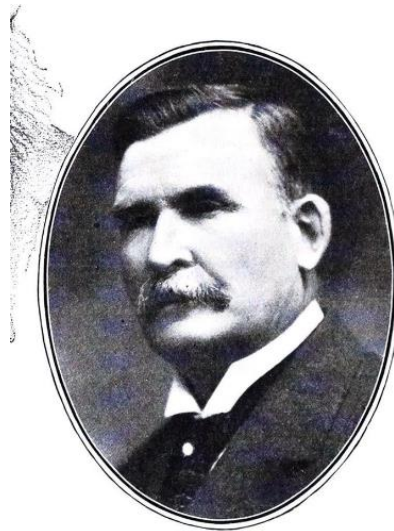


Plate 2: John Weld in the early 1930s, (Macleans 1931)



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A December 1911 article in *Farmer's Advocate* hesitated to describe Weldwood as an experimental farm or to broadly categorize the purpose of the property, writing "Weldwood is not an experimental farm, for experimental farms are not expected to be conducted on a commercial basis. Neither is it supposed to be a model farm, though some of the neighbors would have it so. It is simply a farm run under ordinary conditions, where the best-known methods are to be applied, with a view to ultimate profit" (Farmer's Advocate 1911). The farm was managed by a superintendent and research did not indicate that John Weld actually resided on the property. The best-known superintendent of Weldwood was I.B. Whale, who served as superintendent from 1918 until his retirement in 1959. He also wrote a column in *Farmer's Advocate* in which he reviewed and explained the new farming practices and equipment being tested at Weldwood. Whale wrote that between 1911 and 1918 significant renovations were completed on the property, including the erection of a silo and two-storey solid brick house with a full attic and running water. This is likely the two-storey brick house present today at 1350 Wharncliffe Road South. Weldwood contained an orchard, agricultural fields, and livestock. Topographic mapping from 1919 shows that the Study Area contained a brick structure (Figure 5).

Whale described that by the 1920s "...farmers began to visit Weldwood. They came individually, in carloads and in bus loads, to see the crop and look over the livestock" (Farmer's Advocate 1959). Weldwood Farm was credited with pioneering the use of sweet clover for use in pastures and soil improvement and aiding in the development of techniques for the effective cultivation of corn crops in southwestern Ontario (Farmer's Advocate 1959).



Plate 3: Cattle herd at Weldwood, *circa* 1931 (Macleans 1931)



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By the early 1930s, *Farmer's Advocate* had a circulation of 50,000 copies and John Weld and his sons Ernest and Douglas helped to run the family enterprise which included the William Weld Publishing Company, the London Printing and Lithographing Company, and the Bryant Press in Toronto. John Weld continued to serve as president of these organizations into his 70s although he had lost much of his eyesight (Macleans 1931). John Weld died in 1931, two months after giving an interview to Macleans magazine. His obituary stated he lived at 50 Ridout Street at the time of his death and died while attending an airshow in London (London Free Press 1931). His sons carried on with the family business and continued to operate Weldwood Farm. Aerial photography from 1955 shows the residence and outbuildings surrounded by agricultural fields and orchards and shows a windbreak along the driveway extending to Wharncliffe Road (Figure 6). Due to falling sales, The *Farmer's Advocate* ceased publication in 1965 and Weldwood Farm was sold (Historic Sites Committee 2000). Sometime between 1967 and about 2000 the outbuildings of the property were significantly modified. The silo was removed, an addition was made to the main cross-gable roof barn, a second barn adjacent to the silo was demolished, and a new outbuilding was built west of the cross-gable barn (Lockwood Survey Corporation 1967).

3.4.1 Key Findings

- The property is located on Lot 34, Concession 2 in the former Township of Westminster.
- This lot was patented to the Royal Navy veteran Braithwaite Leeming in 1822. In 1833, the lot was sold to Donald Fraser and farmed.
- Donald Fraser and his heirs continued to farm the Study Area until 1910. That year, the part of the lot located south of Wharncliffe Road was sold by Robert Fraser to John Weld.
- John Weld was the publisher of *Farmer's Advocate*, a London based agricultural magazine that was widely circulated in Canada and the United States. Weld resided in the City of London.
- Weld built an experimental farm for *Farmer's Advocate* named Weldwood at the Study Area.
- Between 1911 and 1918 the main residence was built as part of renovations to Weldwood to support its use as an experimental farm.
- Between 1918 and 1959 the farm was managed by I.B. Whale, a columnist for *Farmer's Advocate*.
- In 1965 the *Farmer's Advocate* ceased publication and Weldwood was sold.
- During the late 20th century, the property was modified when the silo and a barn were removed, the remaining barn was modified with an addition, and a new outbuilding was constructed.



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Legend
Study Area

Figure Not to Scale

Notes
1. Tremaine, George R. 1862. Tremaine's Map of the County of Middlesex, Canada West. Toronto: George R. & G.M. Tremaine



Project Location: London, ON
16094821 REVA
Prepared by PRM on 2023-03-08
Technical Review by FS on 2023-03-08

Client/Project: 2847012 ONTARIO INC. (C/O ROYAL PREMIER HOMES)
HERITAGE IMPACT ASSESSMENT
1350 WHARNCLIFFE ROAD SOUTH, LONDON, ONTARIO

Figure No.: 3

Title: Historical Mapping, 1862

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Legend
Study Area

Figure Not to Scale

Notes
1. Page: H.R. & Co. 1878. Illustrated Historical Atlas of the County of Middlesex, ONT.
Toronto: H.R. Page & Co



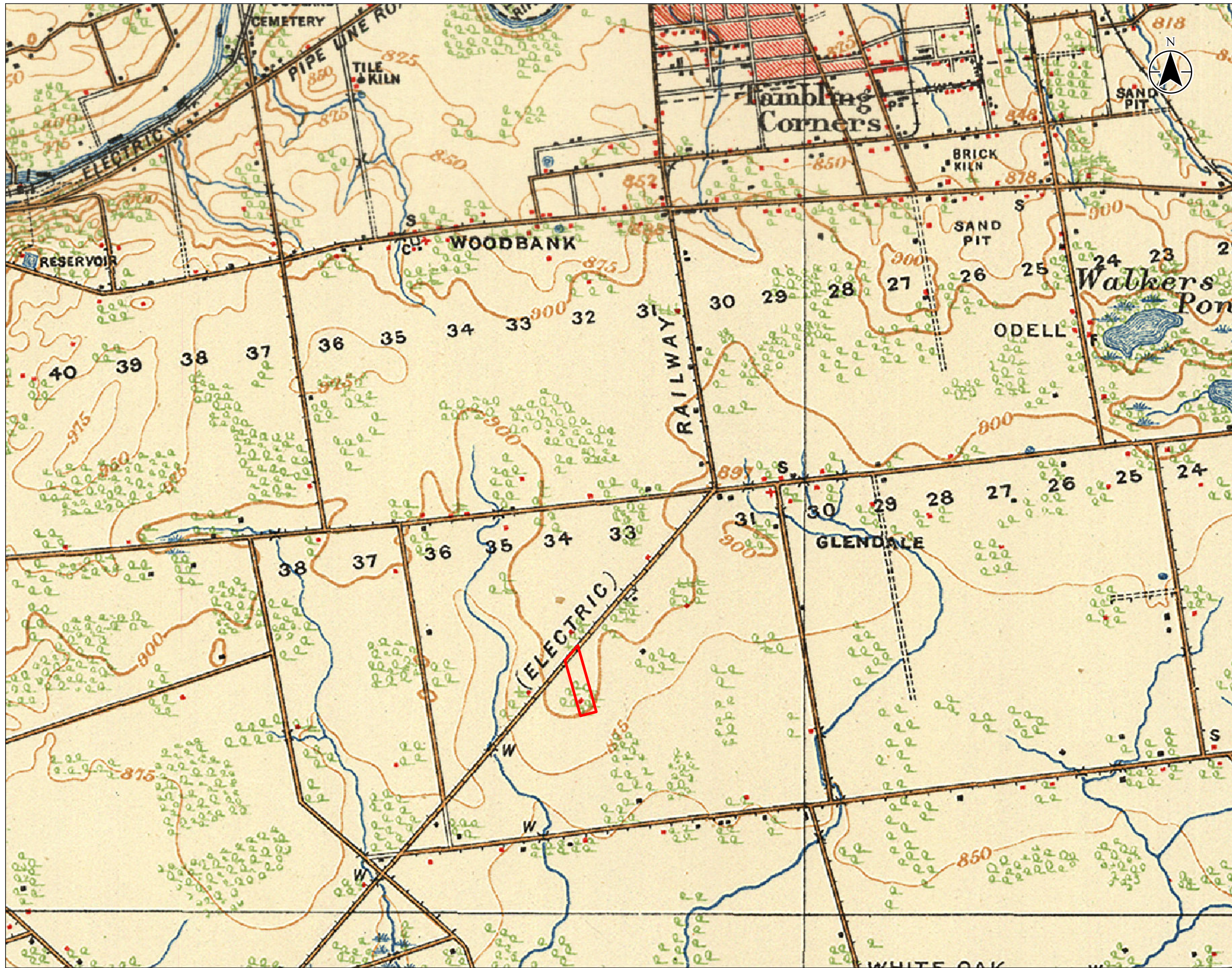
Project Location: London, ON
160940821 REVA
Prepared by PRM on 2023-03-08
Technical Review by FS on 2023-03-08

Client/Project:
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Figure No.
4

Title
Historical Mapping, 1878

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Legend
Study Area

Figure Not to Scale

Notes
1. Department of Militia and Defence. 1919. Topographic Map, Ontario, St. Thomas Sheet.



Project Location: London, ON
160940821 REVA
Prepared by PRM on 2023-03-08
Technical Review by FS on 2023-03-08

Client/Project: 2847012 ONTARIO INC. (C/O ROYAL PREMIER HOMES)
HERITAGE IMPACT ASSESSMENT
1350 WHARNCLIFFE ROAD SOUTH, LONDON, ONTARIO

Figure No.: 5

Title: Aerial Photograph, 1955

4 Site Description

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4 Site Description

4.1 Introduction

A site visit of the Study Area was undertaken on July 19, 2021, by Lashia Jones, Senior Cultural Heritage Specialist, and Frank Smith, Cultural Heritage Specialist. The weather conditions were sunny and seasonably warm. The site visit consisted of a pedestrian survey of the property. Interior access to structures was not granted. Photographs were taken on Nikon D5300 at a resolution of 300 dots per inch and 6000 by 4000 pixels. The property contains a brick residence (the main residence), a frame residence (secondary residence), a large cross-gable barn, two smaller gable roof outbuildings, and a windbreak.

4.2 Landscape Setting

The Study Area is located on the south side of Wharncliffe Road South, immediately south of the intersection of Wharncliffe Road South and Bradley Avenue. Wharncliffe Road South is a major north-south roadway within the City of London. Adjacent to the Study Area the roadway is a four-lane roadway with sections of gravel shoulders and dedicated turning lanes. The northbound and southbound lanes of traffic are divided by a concrete median containing municipal streetlighting consisting of metal poles with LED luminaires. Adjacent to the roadway on both sides are concrete sidewalks separated from the roadway by a grass median. The sidewalk on the south side of the roadway ends shortly after the entrance to 1350 Wharncliffe Road South (Plate 4 and Plate 5). The Study Area is set in a landscape transitioning from an agricultural character to a suburban character (Plate 6).

The property is accessed from Wharncliffe Road via a long asphalt paved driveway. The entrance to the driveway is demarcated by two modern red brick gate posts topped with opaque glass blocks, light fixtures, and concrete ornamental planters. Metal gates are attached to the gate posts (Plate 7). The driveway is approximately 250 metres in length and contains a windbreak (Plate 8).

The west side of the allée consists predominantly of a double row of mostly intermediate and mature Norway spruce trees (Plate 9). Some sections of the west allée contain a triple row while other sections only have one row. The east side of the allée consists predominantly of a row of mature White cedar, and two rows of intermediate and mature Norway spruce (Plate 10). Some parts of these rows on both sides are missing. The driveway along the allée is narrow and is flanked by a stretch of lawn. The driveway leads to a parking area and circulation routes to the various structures that are part of the property.



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These circulation routes are paved in gravel, asphalt, and concrete (Plate 11). The circulation routes are surrounded by expanses of lawn that contain intermediate and mature trees (Plate 12 and Plate 13). A concrete sidewalk connects the end of the driveway and parking area with the main residence. The first section of concrete is stamped “Weldwood Farm 1920” (Plate 14). Located along the eastern edge of the property are Black Walnut groves (Plate 15).



Plate 4: Looking northeast on Wharncliffe Road



Plate 5: Looking southwest on Wharncliffe Road



Plate 6: Looking northwest at new residential construction



Plate 7: Details of west gate post, looking northwest

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Plate 8: Looking south at windbreak and driveway



Plate 9: West side of windbreak, looking northwest



Plate 10: East side of windbreak, looking northeast



Plate 11: Looking south towards circulation routes



Plate 12: Lawn and trees, looking northwest



Plate 13: Sections of lawn and mature trees, looking northwest



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Plate 14: Weldwood Farm stamped in concrete



Plate 15: Black walnut grove, looking east

4.3 Main Residence

The main residence is a two-and-one-half storey with a steeply pitched side gable roof clad in slate. The residence was built between 1911 and 1918 as part of Weldwood Farm (Plate 16). The roof contains three lightning rods, two brick chimneys, and one concrete chimney (Plate 17). The exterior of the residence is painted brick with a Flemish bond and contains modern siding in the gables (Plate 18). The foundation is concrete block and has been painted white (Plate 19). The residence has a square shaped plan and contains modern additions on the east and south elevations.

The main (north) elevation contains a central shed roof dormer with four 1/1 windows with wood surrounds (Plate 20). The first and second storey of the north elevation contains a full-width porch and balcony with classically inspired columns and wood railings. The second storey contains an entrance door from the balcony which is flanked by shutters. The second storey also contains two 1/1 windows with wood surrounds, wood sills, and shutters (Plate 21). The first storey contains the main entrance, with a wood and glass storm door and wood and glass main door. The door is flanked by shutters (Plate 22). To the east of the door is a bay window with 1/1 windows with wood surrounds, wood sills, and shutters (Plate 23). To the west of the door is a 1/1 window with wood surrounds, wood sills, and shutters (Plate 24). The porch is constructed of poured concrete and extends outward to include two concrete planters on both sides of the porch steps (Plate 25 and Plate 26). The north elevation also contains a modern garage door, which is part of the east addition.

The west elevation of the residence is clad in modern white and black coloured siding within the gable (Plate 27). The gable section also contains a modern casement window with shutters. The second storey contains two 1/1 windows with wood surrounds, wood sills, and shutters (Plate 28). The first storey contains a bay window with a hip roof and three 1/1 windows with wood surrounds and wood sills. Located south of the bay



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window on the first storey is a 1/1 window with wood surrounds, shutters, and wood sills (Plate 29). The west elevation contains two basement windows and a shed roof section which is part of the south addition. The part of the addition on the west elevation contains a doorway which leads to a modern pool area (Plate 30 and Plate 31).

The south elevation has been extensively modified by a shed roof addition (Plate 32). The addition is clad in modern siding on the second storey and asphalt shingles and painted brick on the first storey. The second storey contains an enclosed porch with modern 1/1 windows. The first storey contains arched modern windows, an arched glass and wood modern door, and a composite door. To the east of the arched windows and door is a modern composite door with a horizontal siding window transom. East of the composite door is a 1/1 window with wood surrounds, shutters, and wood sills and an arched window with a modern window (Plate 33). The part of the east addition on the south elevation contains a glass door, modern garage door, and modern windows (Plate 34).

The east elevation has been extensively modified by a modern garage addition. The gable section is clad in black and white coloured modern siding and contains a set of 1/1 windows with shutters and wood surrounds. The second storey contains two 1/1 windows with wood surrounds, shutters, and wood sills. The first storey contains a mansard roof garage addition with modern garage doors and modern fixed glass windows. The section of the original residence within the addition contains 1/1 windows with wood surrounds, shutters, and wood sills and an arched window and doorway (Plate 35).



Plate 16: General view of residence, looking south



Plate 17: Chimney details, looking east



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Plate 18: Painted brick exterior (bottom) and modern siding (top), looking east



Plate 19: Concrete foundation, looking east



Plate 20: Shed roof dormer, looking south



Plate 21: View of porch and second storey details, looking south



Plate 22: Main entrance door, looking south



Plate 23: Bay window, looking southwest



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Plate 24: First storey window west of main entrance, looking south



Plate 25: View of porch, looking west



Plate 26: Concrete planter attached to porch, looking south



Plate 27: West elevation, looking east



Plate 28: Second storey details, looking east



Plate 29: Bay window, looking east



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Plate 30: Looking southwest at doorway to pool area



Plate 31: Pool area, looking south



Plate 32: Looking northeast at shed roof addition



Plate 33: South elevation, looking north



Plate 34: Modern addition part of south elevation



Plate 35: East elevation, looking west



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4.4 Secondary Residence

The secondary residence is located approximately 33 metres southeast of the main residence (Plate 36). The secondary residence is a one- and one-half storey structure with a steeply pitched front facing gable roof clad in asphalt shingles with three lightning rods, and a concrete block chimney. The residence is clad in modern siding. The residence has a compound plan with a projecting shed roof section attached to the east elevation. The foundation of the residence is rusticated concrete block (Plate 37).

The main (west) elevation contains two modern casement windows with shutters in the second storey. The first storey contains a set of three modern casement windows (Plate 38). The residence has an entrance door made of glass and wood and a partial-width porch with a gable pediment and wood columns (Plate 39). The north elevation contains a picture bay-window with nine panes with wood surrounds and shutters (Plate 40). East of the bay window is a horizontal sliding window located on the shed roof projection (Plate 41). The east elevation contains two 1/1 windows with wood surrounds on the second storey. Located above the windows is a section of asphalt cladding. The first storey contains the shed roof projection and one 1/1 window with wood surrounds and shutters (Plate 42). The south elevation contains a 1/1 window with shutters and wood surrounds and a small, fixed window on the second storey. The first storey contains an entrance with a modern storm door and wood door and an entrance on the shed roof projection. The entrance on the shed roof projection is a modern horizontal sliding door (Plate 43).



Plate 36: General view of residence, looking east



Plate 37: Foundation, looking east

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Plate 38: Second storey of west elevation, looking east



Plate 39: First storey of west elevation, looking east



Plate 40: Bay picture window, looking southwest



Plate 41: North elevation, looking south showing window in shed roof projection (left)



Plate 42: East elevation, looking west



Plate 43: South elevation, looking north



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4.5 Barn

The barn is a heavily modified two storey structure with a cross gable roof clad in metal and an earth bank. The south elevation of the barn has a shed roof addition. The exterior of the barn is clad in corrugated metal siding and board and batten siding. The foundation of the barn is concrete. The main (north) elevation contains a projecting north-south bay and an east-west bay (Plate 44). The north-south bay has modern horizontal sliding windows in the second storey and is clad in corrugated metal painted red. The first storey has a wrap-around porch with modern wood columns with modern bargeboard. This first storey section is clad in board and batten siding painted red and contains two modern fixed windows and double glass and composite entrance doors (Plate 45). The east-west bay is clad in corrugated metal painted red. The second storey contains modern 1/1 windows and a garage door. The garage door is accessed via an earth bank. The second storey also contains a modern door at the northwest corner accessed via a flight of wood steps. The first storey contains modern 1/1 windows (Plate 46 and Plate 47).

The west elevation is clad in corrugated metal siding painted red. The west elevation includes both the east-west section and the north-south section. The north-south section contains modern fixed windows on the second and first storey (Plate 48). The east-west section of the west elevation contains modern 1/1 windows in the second storey and a modern garage door and composite door on the first storey (Plate 49). The shed roof addition part of the west elevation contains a ventilation grate in the second storey and utility equipment and conduits (Plate 50). The south elevation of the barn consists of the shed roof addition. The addition is clad in corrugated metal siding painted red and contains six modern garage doors and modern glass and metal doors (Plate 51). The east elevation includes an east-west section (centre), north-south section, and part of the shed roof addition. The east-west section contains modern 1/1 windows in the second storey and modern doors and a garage door on the first storey. The shed roof section contains a ventilation grate (Plate 52). The north-south section contains a modern fixed window in the second storey and a 15-pane fixed window on the first storey. The wrap around porch continues to the north elevation (Plate 53).



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Plate 44: North elevation, looking south



Plate 45: North-south section, looking south



Plate 46: Looking south at bank and second storey



Plate 47: First storey window on south north elevation east-west section, looking south



Plate 48: North-south section of west elevation, looking east



Plate 49: East-west section of west elevation, looking east



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Plate 50: Shed roof section, looking east



Plate 51: South elevation, looking north



Plate 52: East-west section and shed roof section, looking west



Plate 53: North-south section looking west

4.6 Outbuildings

Located approximately nine metres east of the barn is a heavily modified gable roof outbuilding. The building has a side gable roof clad in metal. The main (west) elevation is clad in wood siding painted red. The main elevation contains three modern composite doors, two modern garage doors, and a fixed nine pane window (Plate 54). The south elevation contains a modern fixed window and a sliding track door while the east elevation contains a shed roof addition (Plate 55). The east elevation is clad in plywood and the north elevation contains a modern window. Located approximately seven metres south of the barn is a modern gable roof structure. The structure contains a side gable roof with metal cladding and a corrugated metal painted red exterior. The outbuilding contains modern windows, modern doors, ventilation pipes, and four garage doors (Plate 56 and Plate 57).



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Plate 54: Main elevation, looking east



Plate 55: South elevation, looking north



Plate 56: Outbuilding main elevation, looking west



Plate 57: Outbuilding, west and north elevations, looking south



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5 Comparative Analysis

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5 Comparative Analysis

The property at 1350 Wharncliffe Road South is listed on the City's Register as a "vernacular" building constructed *circa* 1915. It was added to the Register on March 26, 2007. The City of London defines vernacular architecture as "a term which relies on the common architectural influences of a building's period of construction; exhibiting local design characteristics and uses easily available building materials. May be influenced by, but not necessarily defined by, a particular architectural style. A building considered to be reflective of its time" (City of London 2019). The property at 1350 Wharncliffe Road South is one of 469 properties in the City classified as vernacular on the Register. The Register contains 5,948 properties and vernacular structures account for 7.8% of all listed and designated properties.

Based on historical research and the site investigation, the main residence at 1350 Wharncliffe Road is an Ontario vernacular structure that exhibits Colonial Revival and Craftsman design elements. Vernacular design elements of the main residence include its painted brick exterior, concrete block foundation, and incorporation of Colonial Revival and Craftsman design elements, styles popular in the early 20th century. Colonial Revival design elements include its general massing and layout of the residence. The shed roof dormer and full-width balcony and porch are elements of the Craftsman design style. The Colonial Revival design style was popular in North America after 1900 and into the present while the Craftsman style was popular from about 1905 to 1930 (Blumenson 1990: 142-143; McAlester and McAlester 1984: 453-454). Based on the architectural style and background research, the main residence was likely constructed between 1911 and 1918. With the exception of the modern garage and shed roof addition, the residence retains a relatively high degree of integrity and retains its original windows, full width-balcony and porch, and brick exterior.

The secondary residence is an early 20th century Ontario vernacular structure with few decorative embellishments, a reflection of its secondary importance. The residence has been modified by modern siding, some replacement windows, and a sliding door. Based on materials, the secondary residence was likely built during the early 20th century as part of Weldwood Farm. It was likely built to house employees of Weldwood Farm while I.B. Whale, the supervisor of Weldwood, resided in the main residence. The barn has been heavily modified over the years and, with the exception of the earth bank, retains few characteristics of a late 19th to early 20th century barn. The outbuildings are utilitarian structures and do not demonstrate a particular architectural style or influence.



6 Evaluation

6.1 Introduction

The criteria for determining CHVI is defined by *Ontario Regulation 9/06* (O. Reg. 9/06). If a property meets one or more of the criteria it is determined to contain, or represent, a cultural heritage resource. A summary statement of cultural heritage value will be prepared and a list of heritage attributes which define the CHVI identified. The evaluation of 1350 Wharncliffe Road South according to O. Reg. 9/06 is provided below.

6.2 Design or Physical Value

The main residence at 1350 Wharncliffe Road South has design value as a representative example of an early 20th century Ontario vernacular residence with Colonial Revival and Craftsman design elements. Vernacular design elements of the main residence include its painted brick exterior, concrete block foundation, and incorporation of Colonial Revival and Craftsman design elements, styles popular in the early 20th century. Colonial Revival design elements include its general massing and layout of the residence. The shed roof dormer and full-width balcony and porch are elements of the Craftsman design style. The Colonial Revival design style was popular in North America after 1900 and into the present, while the Craftsman style was popular from about 1905 to 1930 (Blumenson 1990: 142-143; McAlester and McAlester 1984: 453-454). The residence was likely built between 1911 and 1918 based on historical research and architectural influences. Aside from the additions on the south and east elevations, the residence retains a high degree of integrity and retains its original windows, full width-balcony and porch, and brick exterior.

The residence cannot be considered rare or unique as many examples of Ontario vernacular structures, including Colonial Revival influenced and Craftsmen influenced structures, remain in the City of London and were a common design style throughout Ontario in the early 20th century. As a vernacular structure, the building materials, construction methods, and quality of craftsmanship were typical and followed the industry standard at the time of the construction of the residence. Therefore, the residence does not demonstrate a high degree of craftsmanship or a high degree of technical or scientific achievement.

The secondary residence, barn, and outbuildings do not demonstrate physical or design value. The secondary residence has been heavily modified with modern siding and some replacement windows. The barn was heavily modified sometime after 1967 to such an extent that it shows few design characteristics of a typical barn that would have been constructed in Ontario between the mid-19th and early 20th centuries. The outbuildings on the property include a heavily modified structure and a structure built in the late 20th century.



6.3 Historic or Associative Value

The property is historically associated with John Weld, *Farmer's Advocate*, Weldwood Farm, and I.B. Whale. John Weld was a prominent Canadian publisher and agriculturalist who owned several enterprises, including the William Weld Publishing Company, the London Printing and Lithographing Company, and the Bryant Press. Weld was born in Delaware Township and later resided in the City of London. In 1910, he purchased land in the Study Area for an experimental farm for the magazine *Farmer's Advocate*. The magazine was founded in 1866 by William Weld, the father of John Weld. The magazine was an important resource for Canadian farmers and had a subscription base of 200,000 by 1944 (Historic Sites Committee 2000). The magazine used Weldwood Farm to investigate and test new agricultural equipment, crops, livestock, and farming methods. The farm was frequently visited by other farmers to inspect and learn from the practices undertaken at Weldwood Farm. Therefore, Weldwood was a valuable asset for *Farmer's Advocate* and maintaining its credibility as an important source for agricultural information.

Weldwood Farm was managed from 1918 to 1959 by I.B. Whale. Under his superintendence, Weldwood Farm was responsible for pioneering the use of sweet clover for use in pastures and soil improvement and aiding in the development of techniques for the effective cultivation of corn crops in southwestern Ontario. Whale diligently reported his findings in a frequent column he wrote for *Farmer's Advocate* (Farmer's Advocate 1959). It is likely that Whale resided at the main farmhouse as part of his duties linked to the *Farmer's Advocate*. In 1965, the magazine folded due to low subscriptions and Weldwood Farm was sold (Historic Sites Committee 2000).

The property currently contains two residences built during the period of time the property was owned by the *Farmer's Advocate*. The residences have been used for commercial purposes in recent years. The property also contains a heavily modified barn and two outbuildings, all of which are currently leased to commercial tenants. These property components do not offer, or potentially offer, new knowledge that can contribute to a greater understanding of the former Township of Westminster or City of London. While the property is associated with the influential agriculturalists John Weld and I.B. Whale, their contribution is centred around farming. The property is no longer a working farm and the barn and outbuildings were heavily modified after the property ceased to be associated with *Farmer's Advocate*. Therefore, the property does not explicitly demonstrate evidence of Weld's or Whale's contributions to the agricultural community of Ontario.



6.4 Contextual Value

The property is set in a landscape that contains agricultural properties but is in the process of transitioning to a predominantly suburban landscape. The property consists of two residences, a windbreak, modified barn, and outbuildings. These components have been severed from agricultural fields and few tangible signs remain of the former agricultural use of the property. Therefore, 1350 Wharncliffe Road South does not contribute to the remaining agricultural character of the area. While it is a rural property, suburban subdevelopment is encroaching upon this character, giving Wharncliffe Road South an increasingly suburban streetscape.

The property and its components are visually and historically linked to the mature spruce and cedar windbreak located along the driveway. Based on aerial photography, this windbreak was planted sometime before 1955, while the property was still associated with Weldwood Farm and I.B. Whale. Based on this photograph, the black walnut grove currently present on the property does not date to the period of significance associated with Weldwood Farm and its use by *Farmer's Advocate* (Plate 58). Windbreaks are rows of trees commonly planted along driveways, buildings, and farmyards. Windbreaks reduce snow build-up in these areas and reduce erosion. Weldwood Farm was frequently visited by members of the agricultural community. It is likely the windbreak was also planted to convey a sense of anticipation and importance as the visitor arrived on the property, as the linear corridor would focus the visitor's attention down the driveway towards the farm buildings and residences.



**Plate 58: 1350 Wharncliffe Road South, 1955, windbreak denoted by arrows
(Department of Lands and Forests 1955)**

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The structures at 1350 Wharncliffe Road South are set back from the roadway and obscured by the windbreak. While the windbreak is visible when traveling along Wharncliffe Road South, it can easily be mistaken for a typical woodlot when traveling by car along the road. The windbreak is best viewed and appreciated from within the property, which is privately owned. Therefore, the property cannot be considered particularly memorable or easily discernible from a wayfinding perspective and is not a landmark.

6.5 Summary of Evaluation

Table 1 provides a summary of the findings of CHVI based on an evaluation according to O. Reg. 9/06.

Table 1 Evaluation of 1350 Wharncliffe Road South according to O. Reg. 9/06

Criteria of O. Reg. 9/06 (amended by O. Reg. 569/22)	Yes/No	Comments
1. The property has design value or physical value because it is a rare, unique, representative or early example of a style, type, expression, material or construction method.	Yes	The main residence at 1350 Wharncliffe Road South has design value as a representative example of an early 20 th century Ontario vernacular residence with Colonial Revival and Craftsman design elements. Vernacular design elements of the main residence include its painted brick exterior, concrete block foundation, and incorporation of Colonial Revival and craftsman design elements, styles popular in the early 20 th century. Colonial Revival design elements include its general massing and layout of the residence. The shed roof dormer and full-width balcony and porch are elements of the Craftsman design style. The Colonial Revival design style was popular in North America after 1900 and into the present, while the Craftsman style was popular from about 1905 to 1930.
2. The property has design value or physical value because it displays a high degree of craftsmanship or artistic merit.	No	The craftsmanship and artistic merit of the residence is typical and industry standard for the early 20 th century. The barn and outbuildings have been heavily modified or are modern.
3. The property has design value or physical value because it demonstrates a high degree of technical or scientific achievement.	No	As a vernacular residence, the building materials, construction methods, and quality of craftsmanship were typical and industry standard at the time of the construction of the residence. The barn and outbuildings have been heavily modified or are modern.



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Criteria of O. Reg. 9/06 (amended by O. Reg. 569/22)	Yes/No	Comments
4. The property has historical value or associative value because it has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community.	Yes	The property is historically associated with the <i>Farmer's Advocate</i> , John Weld, Weldwood Farm, and I.B. Whale. <i>Farmer's Advocate</i> was a prominent Canadian magazine managed by John Weld, a prominent Canadian publisher and the owner of Weldwood Farm. The farm was purchased by Weld in 1910 to serve as an experimental farm for <i>Farmer's Advocate</i> . From 1918 to 1959 the farm was under the superintendence of I.B. Whale, who wrote a column for the magazine and oversaw the development of new farming techniques on the property.
5. The property has historical value or associative value because it yields, or has the potential to yield, information that contributes to an understanding of a community or culture.	No	The property currently contains two residences which have been used for commercial purposes in recent years, a heavily modified barn, and two outbuildings, all of which are currently leased to commercial tenants. These property components do not offer or potentially offer new knowledge that can contribute to a greater understanding of the former Township of Westminster or City of London.
6. The property has historical value or associative value because it demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	No	While the property is associated with the influential agriculturalists John Weld and I.B. Whale, their contribution is centred around farming. The property is no longer a working farm and the agricultural buildings such as the barn and outbuildings were heavily modified after the property ceased to be associated with <i>Farmer's Advocate</i> .
7. The property has contextual value because it is important in defining, maintaining or supporting the character of an area.	No	The property is set in a landscape that contains agricultural properties but is in the process of transitioning to a predominantly suburban landscape. The existent structures have been severed from agricultural fields and little tangible signs remain of the former agricultural use of the property. Therefore, 1350 Wharncliffe Road South does not contribute to the remaining agricultural character of the area.
8. The property has contextual value because it is physically, functionally, visually or historically linked to its surroundings.	Yes	The property and its components are functionally, visually, and historically linked to the mature spruce and cedar windbreak located along the driveway. Weldwood Farm was frequently visited by members of the agricultural community. It is likely the windbreak was planted to convey a sense of anticipation and importance as the visitor arrived on the property, as the linear corridor would focus the visitor's attention down the driveway towards the farm buildings. The windbreak also served a functional purpose to reduce snow build-up and prevent erosion.



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Criteria of O. Reg. 9/06 (amended by O. Reg. 569/22)	Yes/No	Comments
9. The property has contextual value because it is a landmark	No	The structures on the property are obscured by distance from roadway and the windbreak. While the windbreak is visible when traveling along Wharncliffe Road South, it can easily be mistaken for a typical woodlot when traveling by car along the road.

6.6 Statement of Cultural Heritage Value or Interest

6.6.1 Description of Property

The property at 1350 Wharncliffe Road South is located in the City of London on the south side of Wharncliffe Road South, south of the intersection of Wharncliffe Road South and Bradley Avenue. The property contains two residences (a main residence and secondary residence), a heavily modified barn, two outbuildings, and a spruce and cedar tree windbreak. The main residence on the property was built between 1911 and 1918 and is an example of an Ontario vernacular structure with Colonial Revival and Craftsman design influences. Between 1910 and 1965 the property was known as Weldwood Farm and was operated as an experimental farm by the *Farmer's Advocate*, an agricultural journal based in London.

6.6.2 Cultural Heritage Value

The main residence at 1350 Wharncliffe Road South has design value as a representative example of an early 20th century Ontario vernacular residence with Colonial Revival and Craftsman design elements. Vernacular design elements of the main residence include its painted brick exterior, concrete block foundation, and incorporation of Colonial Revival and Craftsman design elements, styles popular in the early 20th century. Colonial Revival design elements include its general massing and layout of the residence. The shed roof dormer and full-width balcony and porch are elements of the Craftsman design style. The Colonial Revival design style was popular in North America after 1900 and into the present, while the Craftsman style was popular from about 1905 to 1930.

The property demonstrates historical and associative value through its association with John Weld, *Farmer's Advocate*, Weldwood Farm, and I.B. Whale. John Weld was a prominent Canadian publisher and agriculturalist who owned several enterprises including the William Weld Publishing Company, the London Printing and Lithographing Company, and the Bryant Press. Weld was born in Delaware Township and later resided in the City of London. In 1910, he purchased land on the property for an experimental farm for the magazine *Farmer's Advocate*. The magazine was founded in 1866 by William Weld, the father of John Weld. The magazine was an important



resource for Canadian farmers. The magazine used Weldwood Farm to investigate and test new agricultural equipment, crops, livestock, and farming methods. The farm was frequently visited by other farmers to inspect and learn from the practices undertaken at Weldwood Farm and therefore was an important part of *Farmer's Advocate* and maintaining its credibility as an important source for agricultural information. Weldwood Farm was managed from 1918 to 1959 by I.B. Whale. Under his superintendence, Weldwood Farm was responsible for pioneering the use of sweet clover for use in pastures and soil improvement and aiding in the development of techniques for the effective cultivation of corn crops in southwestern Ontario. Whale diligently reported his findings in a frequent column he wrote for *Farmer's Advocate*.

The spruce and cedar windbreak demonstrates contextual value as it is visually, functionally, and historically linked to the property and its components. Weldwood Farm was frequently visited by members of the agricultural community. It is likely the windbreak was planted to convey a sense of anticipation and importance as the visitor arrived on the property, as the linear corridor would focus the visitor's attention down the driveway towards the farm buildings. The windbreak also served a functional purpose to reduce snow build-up and prevent erosion.

6.6.3 Heritage Attributes

- Representative example of an early 20th century Ontario vernacular structure with Colonial Revival and Craftsman design influences, including:
 - Two-and-one-half storey structure with square plan
 - Steeply pitched side gable roof with slate cladding, shed roof dormer, two brick chimneys, and concrete chimney
 - Brick exterior
 - Full width balcony on main (north) elevation with classically inspired columns
 - 1/1 windows with wood surrounds and wood sills
 - Bay windows on north and west elevations
 - Wood and glass storm door and main door on north elevation
 - Full width porch on main (north) elevation with concrete planters and classically inspired columns
 - Concrete walkway leading to residence from driveway with "Weldwood Farm 1920" stamped in concrete

Note: The shed roof addition (south façade) and garage addition (east façade) of the main residence are not considered to contain CHVI. The secondary residence, barn, and outbuildings are not considered to contain CHVI.



7 Impact Assessment

7.1 Description of Proposed Undertaking

The client is proposing to redevelop the property and retain the existing main residence *in situ*. The existing secondary residence, windbreak, barn, and outbuildings are proposed to be removed to facilitate development. The proposed redevelopment includes the construction of 27 lots of single detached residences, 11 lots of street townhomes, a medium density residential block of 1.6 hectares containing three to four storey back-to-back townhomes and cluster townhomes, and accommodation for the future southern extension of Bradley Avenue. The existing and emerging local street pattern will be continued and extended into the proposed redevelopment. The concept plan for the proposed redevelopment is contained in Appendix A.

7.2 Assessment of Impacts

The property at 1350 Wharncliffe Road South has CHVI since it meets three criteria for determining CHVI in O. Reg. 9/06. Therefore, an assessment of potential impacts to heritage attributes and CHVI identified for 1350 Wharncliffe Road South is provided in Table 2 and Table 3 (see Section 6.6.3 for identification of heritage attributes). Impacts are defined by Info Sheet #5 (Section 2.4).

Table 2 Evaluation of Potential Direct Impacts

Direct Impact	Impact Anticipated	Relevance to 1350 Wharncliffe Road South
Destruction of any, or part of any, <i>significant heritage attributes</i> or features.	Yes	The proposed undertaking will result in the removal of the existing windbreak, a heritage feature of the property. The proposed undertaking will not result in the destruction of the other heritage attributes identified for the property, including the main residence. Therefore, mitigation measures are required to address the removal of the windbreak.
Alteration that is not sympathetic, or is incompatible, with the historic fabric and appearance.	N/A (Not Applicable)	The proposed undertaking would result in the removal of the windbreak. Therefore, the direct impact of alteration is not applicable to this heritage feature. The proposed undertaking will not result in alteration that is unsympathetic or incompatible with the historic fabric and appearance of the main residence and its heritage attributes. Therefore, no mitigation measures are required.



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Table 3 Evaluation of Potential Indirect Impacts

Indirect Impact	Impact Anticipated	Relevance to 1350 Wharncliffe Road South
<p>Shadows created that alter the appearance of a <i>heritage attribute</i> or change the viability of a natural feature or plantings, such as a garden</p>	<p>N/A</p>	<p>The natural feature identified as a heritage feature, the windbreak, will be removed as part of the proposed undertaking. Therefore, the indirect impact of shadows is not applicable to this heritage feature.</p> <p>While the new structures may cast shadows during certain times of the day, they will not alter the appearance of the heritage attributes of the main residence at 1350 Wharncliffe Road South.</p> <p>Therefore, no mitigation measures are required.</p>
<p>Isolation of a <i>heritage attribute</i> from its surrounding environment, context, or a <i>significant</i> relationship</p>	<p>N/A</p>	<p>The contextual relationship identified as a heritage feature, the windbreak, will be removed as part of the proposed undertaking. Therefore, the indirect impact of isolation is not applicable to this heritage feature.</p> <p>No additional contextual relationships were identified as heritage attributes or features at 1350 Wharncliffe Road South.</p> <p>Therefore, no mitigation measures are required.</p>
<p>Direct or indirect obstruction of <i>significant</i> views or vistas within, from, or of built and natural features</p>	<p>N/A</p>	<p>The significant view identified as a heritage feature, the view towards the residences and farm buildings from the windbreak, will be removed as part of the proposed undertaking. Therefore, the indirect impact of obstruction is not applicable to this heritage feature as it will be removed.</p> <p>Additional views within the Study Area or the surrounding streetscape were not identified as heritage attributes or features.</p> <p>Therefore, no mitigation measures are required.</p>
<p>A change in land use such as rezoning a battlefield from open space to residential use, allowing new <i>development</i> or <i>site alteration</i> to fill in the formerly open spaces</p>	<p>Yes</p>	<p>The property has already undergone a change in land use when it transitioned from an agricultural property to commercial use. However, this change retained the physical components related to the agricultural use of the property. The proposed undertaking will result in a change of land use (and zoning) to allow for multi-unit residential development. The new development will result in a loss of contextual value as the windbreak will be removed.</p> <p>Therefore, mitigation measures are required.</p>
<p>Land disturbances such as a change in grade that alters soil, and drainage patterns that adversely affect an <i>archaeological resource</i></p>	<p>Possible</p>	<p>Typically, indirect impacts resulting from land disturbances apply to archaeological resources, which are beyond the scope of this report. However, land disturbance from construction (e.g., site grading and related construction activities) may also have the potential to impact the residence through temporary vibrations during the construction period that may cause shifts in the foundation that can impact the residence.</p> <p>Therefore, mitigation measures are required.</p>



7.3 Discussion of Impacts

The proposed undertaking will result in direct impacts to the windbreak of 1350 Wharncliffe Road South as it will be removed to facilitate development. Therefore, mitigation measures will be prepared to address this direct impact. The existing main residence will be retained *in situ* and no heritage attributes of this residence will be altered as part of the proposed undertaking. While the existing secondary residence, barn, and outbuildings will be removed, these components of the property do not contain heritage attributes and is therefore not characterized as an impact to the heritage character of the property.

As the windbreak will be removed, indirect impacts from shadows, isolation, and obstruction of views are not applicable to this heritage feature. No indirect impacts to the heritage attributes of the main residence are anticipated from shadows, isolation, or obstruction are anticipated. The proposed change in land use will result in the removal of the existing windbreak, the relationship of the property with the former farm buildings, and the development of formerly open land and mitigation measures will be required to address this change in land use.

There may be potential for indirect impacts related to land disturbance during the construction phase that could result in vibrations that are damaging to main residence at 1350 Wharncliffe Road South. While impacts of vibration on heritage buildings are not well understood, studies have shown that impacts may be perceptible in buildings 40 metres from the curbside when heavy traffic is present (Ellis 1987). Construction of the proposed undertaking may involve heavy vehicles on site to grade, excavate, or pour foundations, which may result in vibrations that have potential to affect the historic foundations of main residence. If left unaddressed, these could result in longer-term issues for the maintenance, continued use, and conservation of the building.

8 Mitigation

8.1 InfoSheet #5 Mitigation Options

The property at 1350 Wharncliffe Road South was determined to have CHVI as it meets three criteria of *O. Reg. 9/06*. As identified in Table 2 and Table 3, the proposed undertaking has potential to result in a direct impact to the property through the removal of the windbreak, an indirect impact from a change of land use, and the potential for indirect impacts from land disturbance. Accordingly, the mitigation options identified in Info Sheet #5 (see Section 2.4) have been explored below.

Alternative development approaches: The proposed redevelopment will remove the existing windbreak and retain the existing main residence and its heritage attributes *in situ*. Construction activity is planned within 50 metres of the residence.

An alternative development approach that retains the windbreak is not feasible due to the proposed change in land use and intensification of the site. The windbreak is located from Wharncliffe Road South to just north of the existing main residence. Retention of the windbreak would preclude the ability to feasibly develop the space around it, as there is only between 20 and 30 metres of available land to the west and east of the allée on the parcel. Even if the windbreak was retained *in situ*, its contextual link as a vegetative corridor designed to convey a sense of anticipation and importance would be lost. The proposed development will not be accessed from Wharncliffe Road and the secondary residence and outbuildings will be demolished as part of the redevelopment. As a result, views down the windbreak, if it were to be retained *in situ*, would be dominated by contemporary structures and removed from its original contextual purpose. It is also unlikely that required site grading and construction activities would be compatible with the retention of the root systems of intermediate and mature trees. In addition, an approximately 53 metre long section of the windbreak will be removed in the future as part of the future widening of Bradley Avenue West.

An alternative development approach that avoids construction activity within 50 metres of the main residence is not feasible because the proposed development is required to continue the local street pattern of the adjacent residential development.

Isolating development and site alteration from significant built and natural features and vistas: The proposed redevelopment will retain the main residence and its heritage attributes *in situ* and all heritage attributes will remain visible. Therefore, this mitigation measure has already been implemented for the main residence.



Isolating development from the windbreak is not feasible given its central location within the property and the understanding that the root systems of the intermediate and mature trees may not be able to withstand the site grading and construction activities required on site. In addition, a part of the windbreak approximately 53 metres in length will be removed by the City of London as part of a future extension of Bradley Avenue.

Design guidelines that harmonize mass, setback, setting, and materials: The proposed redevelopment has been designed to harmonize with the existing main residence which will be retained *in situ*. The residence will be surrounded to the west and south by new detached residences. This is compatible with the existing massing and setting of the property. In addition, the residence is located at the intersection of "Street A" and Southbridge Avenue. This will result in the residence retaining its role as a prominent component of the property. Materials for the proposed detached residences adjacent to the main residence have not yet been selected. The proposed detached residences surrounding the existing residence could be clad in a sympathetic material such as brick. While the original colour of the brick exterior of the main residence is unknown, if possible non-invasive testing should be carried out to determine the original brick colour. Based on this information, a sympathetic brick colour can be chosen for the new residences. If the paint on the main residence is eventually removed the exterior of the main residence and proposed new residences will harmonize.

As the proposed undertaking will result in the removal of the windbreak, design guidelines are not an applicable mitigation measure for this heritage feature.

Limiting height and density: The height and density of the proposed development has been designed to not overshadow the existing residence as the residence will be bordered by other detached structures and roadways. Medium density residential structures are planned to the north of the existing residence along the extension of Southbridge Avenue. Therefore, this mitigation measure has already been implemented for the main residence.

Allowing only compatible infill: Redevelopment of the property is to be residential in nature and the proposed redevelopment has been designed to be compatible with the existing main residence. The residence will be surrounded to the west and south by detached residences. This is compatible with the existing massing and setting of the property. In addition, the residence is located at the intersection of "Street A" and Southbridge Avenue. This will result in the residence retaining its role as a prominent component of the property. In addition, the selection of sympathetic materials is anticipated. Therefore, this mitigation measure has been implemented in the proposed development.

Reversible alterations: Given that the proposed development retains the residence *in situ* and does not directly impact the heritage attributes, reversible alterations are not required.



Buffer zones, site plan control, and other planning mechanisms: The proposed development may result in the potential for land disturbance to the main residence during the construction phase of the project. As such, planning mechanisms and site plan controls may be considered at this phase of study to avoid impacts to the built heritage resource. Site plan controls and planning mechanisms may be used to identify appropriate thresholds for vibration or zones of influence related to construction activity. Construction activity should be planned to minimize vibrations on the residence.

8.1.1 Summary

Based on the above discussion, it has been determined that design guidelines and site plan controls are an appropriate mitigation measure for the main residence. Design guidelines that harmonize with the existing main residence should be implemented. The proposed site plan has been designed to harmonize with the existing residence through its placement at an intersection resulting in its continued prominence on the property and its location in an area of proposed detached structures. However, materials for the proposed detached residences surrounding the main residence have not yet been selected. A sympathetic material such as brick should be chosen to harmonize with the existing residence. While the original colour of the brick exterior of the main residence is unknown, if possible non-invasive testing should be carried out to determine the original brick colour.

Planning mechanisms and site plan controls are intended to lessen the impact on identified heritage attributes resulting from the potential for land disturbance due to temporary vibrations during the construction phase of the project. A typical approach to mitigating the potential for vibration effects is twofold. First, a pre-construction vibration assessment can be completed to determine acceptable levels of vibration given the site-specific conditions (including soil conditions, equipment proposed to be used, and building characteristics). Second, depending on the outcome of the assessment, further action may be required in the form of site plan controls, site activity monitoring, or avoidance. This should be considered prior to the commencement of construction activities onsite.

Regarding the proposed removal of the windbreak and proposed change in land use, alternative mitigation measures are required as retention of the windbreak and former farmlands through alternative development approaches is not feasible. As per InfoSheet #5, the above mitigation measures are not meant to be exhaustive, and alternative mitigation measures are discussed in the following sections.



8.2 Commemoration

The CHVI identified for the windbreak is contextual and linked to its role as a vegetative corridor designed to serve a functional purpose and convey a sense of anticipation and importance when Weldwood was accessed from Wharncliffe Road South. Therefore, a Commemoration Plan is an opportunity to recognize the historic and contextual CHVI of the property and provide strategies to guide the integration of the historical value and contextual value of the property in the proposed development.

Commemoration activities may include the installation of signage that interprets the history and significance of Weldwood or a landscaping program that implements the use of coniferous trees such as Norway spruce and white cedar. Any planting program or commemorative activity should be developed in consultation with the City of London and follow adherence to crime prevention through environmental design (CPTD) approaches. An appropriate place for the implementation of the commemorative activities is the proposed shared amenity space in Block A of the proposed redevelopment.

In addition, it is understood that the proposed name for the new development is Weldwood. There may be additional opportunities to commemorate the significance of Weldwood through naming amenity spaces and street names in honour of the *Farmer's Advocate*, the Weld family, and I.B. Whale.

9 Recommendations

9.1 Design Guidelines

Incorporate materials to clad new residential that harmonize with the existing main residence which will be conserved *in situ*. Sympathetic materials include brick. These recommended materials include are elements of the existing residence and therefore will be compatible with its overall character and heritage attributes. The use of these materials and designs is not intended to recreate or mimic the architectural character and heritage attributes of the existing residence. These materials should be used in a manner that creates a distinct yet sympathetic design.

9.2 Site Plan Controls

A qualified person(s) should be retained to complete a pre-construction vibration assessment to determine acceptable levels of vibration given the site-specific conditions (including soil conditions, equipment proposed to be used, and building characteristics). Should the residence be determined to be within the zone of influence, additional steps should be taken to secure the building from experiencing negative vibration effects (i.e., adjustment of machinery or establishment of buffer zones).

9.3 Commemoration Plan

Preparation of a Commemoration Plan is recommended to recognize the identified CHVI within the Study Area. The Commemoration Plan should include site-specific history, a landscaping component through plantings, and possible commemoration through the naming of roadways and amenity spaces. Any planting program or commemorative activity should be developed in conjunction with the City of London and follow adherence to crime prevention through environmental design approaches.

9.4 Deposit Copies

To assist in the retention of historic information, copies of this report should be deposited with local repositories of historic material as well as with municipal and regional planning staff. Therefore, it is recommended that this report be deposited at the following location:

London Public Library

251 Dundas Street

London, ON N6A 6H9



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March 16, 2023

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Appendices



Heritage Impact Assessment: 1350 Wharncliffe Road South, London, Ontario

Appendix A Concept Plan

March 16, 2023

Appendix A Concept Plan



VISION BRIEF

Client

Royal Premier
Developments

Project Site

1350 Wharnccliffe Road S
/ London / ON.

Weldwood Subdivision

Background Info and Summary of
Development Vision (IPR)

03.14.2022

Contact

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ABOUT THIS REPORT

This brief has been prepared by Siv-ik Planning and Design Inc. for Royal Premier Developments as part of our **EXPLORE** process. The brief contains background information about the project site, an overview of the key design considerations, a description of our preliminary design principles and highlights of the preliminary subdivision and development concept for the former Weldwood Farm. The brief is meant to articulate our understanding of, and vision for, the site in a manner that supports preliminary stakeholder consultation for the proposed draft plan of subdivision at 1350 Wharnccliffe Road S.

Siv-ik's focus on research allows us to see innovative solutions and strategies where others can't. From concept to reality, our commitment to explore drives success.

www.siv-ik.ca

PREPARED BY

Siv-ik Planning and Design Inc.

PREPARED FOR

Royal Premier Developments

VERSION 1.0

ISSUED

03.14.2022

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S1: BACKGROUND

S1.1 Introduction

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) 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.

S1.2 Project Site

At-A-Glance

SITE AREA	FRONTAGE	DEPTH	EXISTING USE
4.04 Hectares	122 Metres	430 Metres	Mixed Commercial & Residential



Figure 1: The Project Site

S1.3 Neighbourhood Spatial Analysis

Figure 2 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) being developed by Z-Group. 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 also owned by Z-Group and are being actively planned for future residential development. The current conceptual 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. Figure 2 also illustrates the intended continuation of Bradley Avenue eastward, across the frontage of the project site. The Bradley Avenue extension will provide a key arterial connection linking lands between Wonderland Road and Wellington Road.

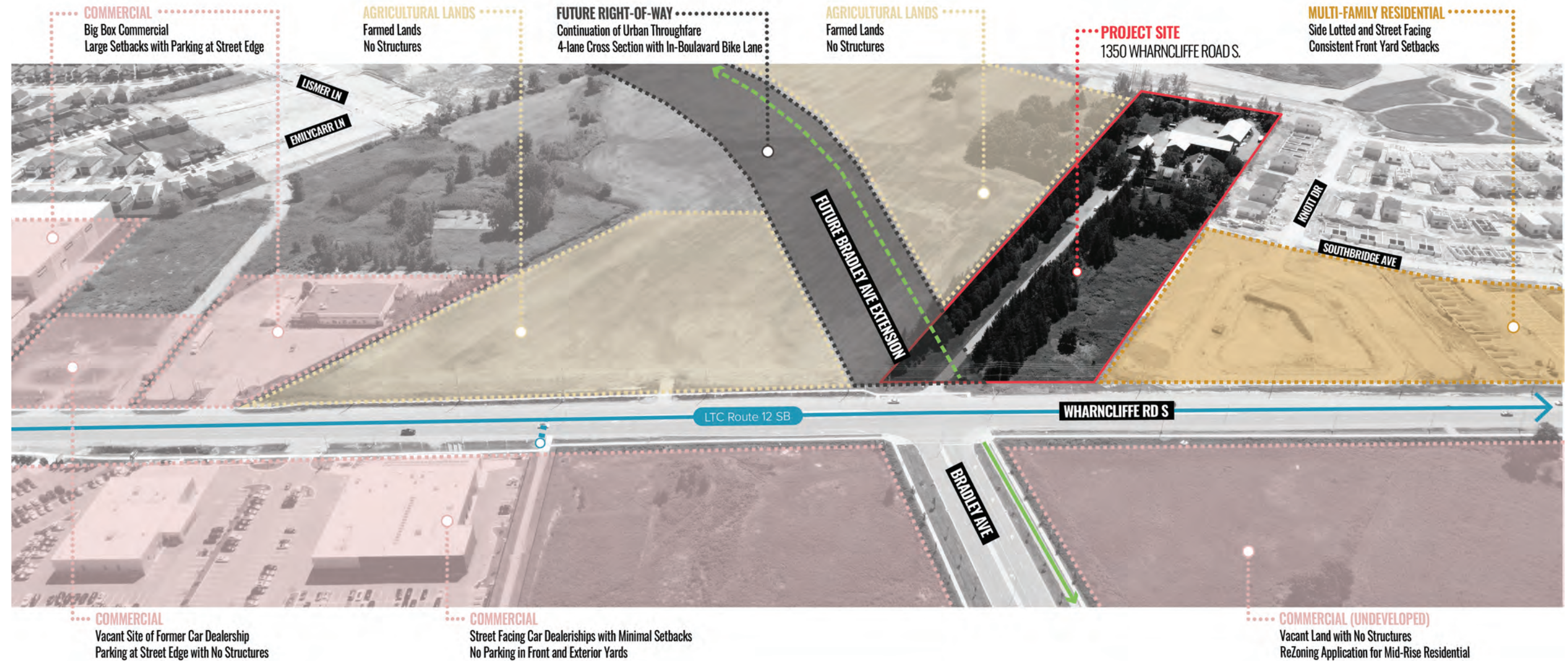


Figure 2: Neighbourhood Spatial Context (400m)

S2: PLANNING FRAMEWORK

S2.1 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 mechanism for the implementation of the Provincial plans and policies is through the City of London Official Plan. Through the preparation, adoption and provincial approval of the City of London Official Plan, the City of London has established the local policy framework for the implementation of the Provincial planning policy framework. As such, matters of provincial interest are addressed in the Official Plan discussion in this report.

S2.2 City Planning Policy

Figure 3 provides visual context for the site's positioning relative to London's city-structure. In terms of the overall structure of the city, the project site is within a developing greenfield area, outside of the Built-Area Boundary and Primary Transit Area. It'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. The following key characteristics of the site provide context for how the site is to be considered from a London Plan perspective:

- Neighbourhoods Place Type
- Outside Primary Transit Area & Built-Area Boundary
- Frontage on Civic Boulevard & Urban Thoroughfare

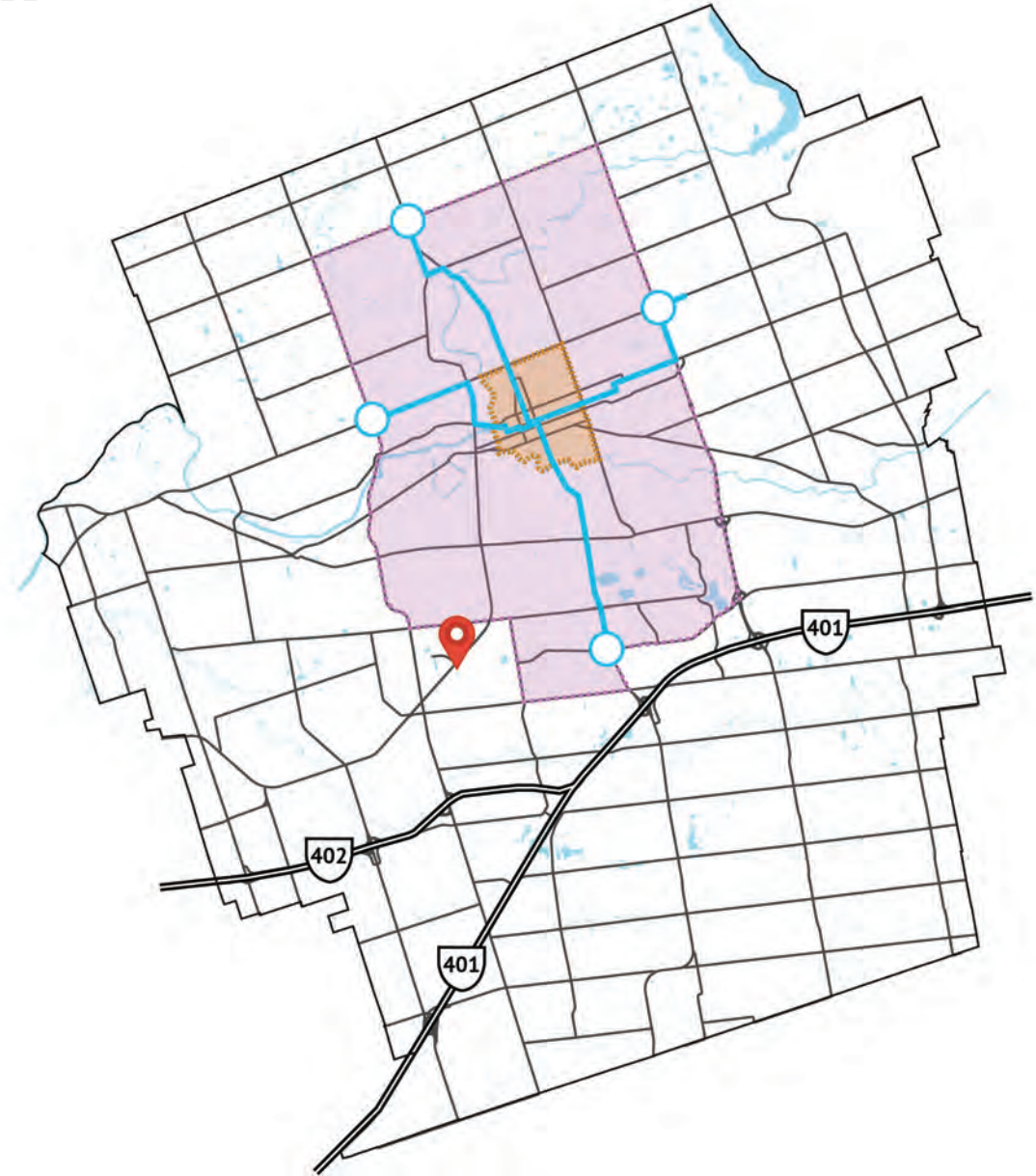
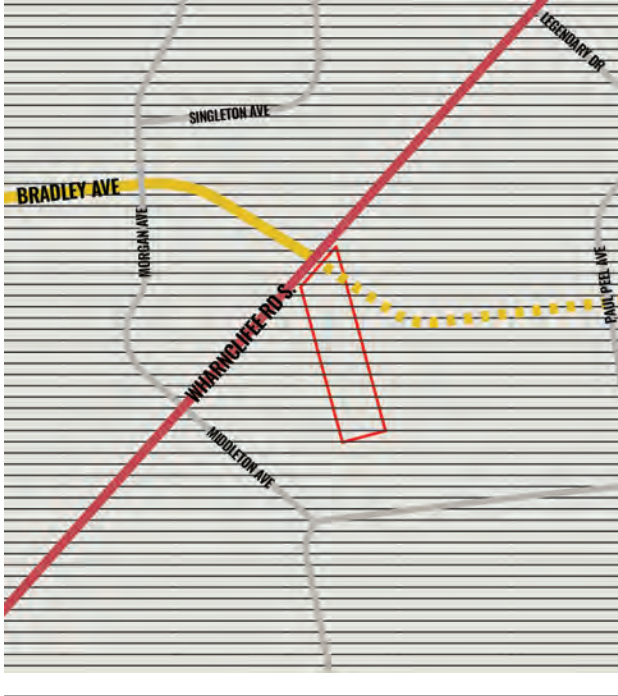


Figure 3: City-Wide Context

1 The London Plan

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.



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

2 Southwest Area Secondary Plan

The project site is designated Medium Density Residential and Low Density Residential in accordance with Schedule 10 of the Southwest Area Secondary Plan. The intent of the Low and Medium Density Residential designations is to encourage a mix of housing types, forms and intensities throughout the Central Longwoods Neighbourhood and within individual developments, at an intensity that is higher than is found in more recent suburban neighbourhoods. This is to be achieved by requiring a minimum density of development and encouraging the integration of a range of housing types within individual developments.



- Open Space
- Low Density Res.
- Medium Density Res.
- Commercial
- Commercial Industrial
- High Density Residential

S2.3 Key Southwest Area Secondary Plan Policies

Key Implications: 1350 Wharncliffe Road S (North Portion)

SECONDARY PLAN	DESIGNATION	OTHER FEATURES
Southwest Area Secondary Plan	Medium Density Residential	n/a

/ Use (20.5.10.1.ii))

The primary permitted uses within the Medium Density Residential designation in the Central Longwoods Neighbourhood include a range of detached and multi-residential uses and building forms. These primary permitted uses are outlined in the table below.

Permitted Residential Uses:

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

/ Height (20.5.10.1.iii))

Development within Medium Density Residential areas in the Central Longwoods Neighbourhood is intended to be of a low-rise building form. The permitted building heights within the MDR designation are outlined in the table below.

Allowable Height (Storeys):

Min.	N/A
Max.	4
Bonus	N/A

/ Density (20.5.10.1.iii))

Development within Medium Density Residential areas in the Central Longwoods Neighbourhood is intended at an intensity that is higher than is found in more recent suburban neighbourhoods. The minimum and maximum density requirements are outlined below.

Allowable Density (Units Per Hectare):

Min.	35
Max.	75
Bonus	N/A

Key Implications: 1350 Wharncliffe Road S (South Portion)

OFFICIAL PLAN	DESIGNATION	OTHER FEATURES
Southwest Area Secondary Plan	Low Density Residential	n/a

/ Use (20.5.10.1.ii))

The primary permitted uses within the Low Density Residential designation in the Central Longwoods Neighbourhood include a range of low density, grade-oriented, residential uses and building forms. These primary permitted uses are outlined in the table below.

Permitted Residential Uses:

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

/ Height (20.5.10.1.iii))

Development within Low Density Residential areas in the Central Longwoods Neighbourhood is intended to be of a low-rise building form. The permitted building heights within the LDR designation are outlined in the table below.

Allowable Height (Storeys):

Min.	N/A
Max.	4
Bonus	N/A

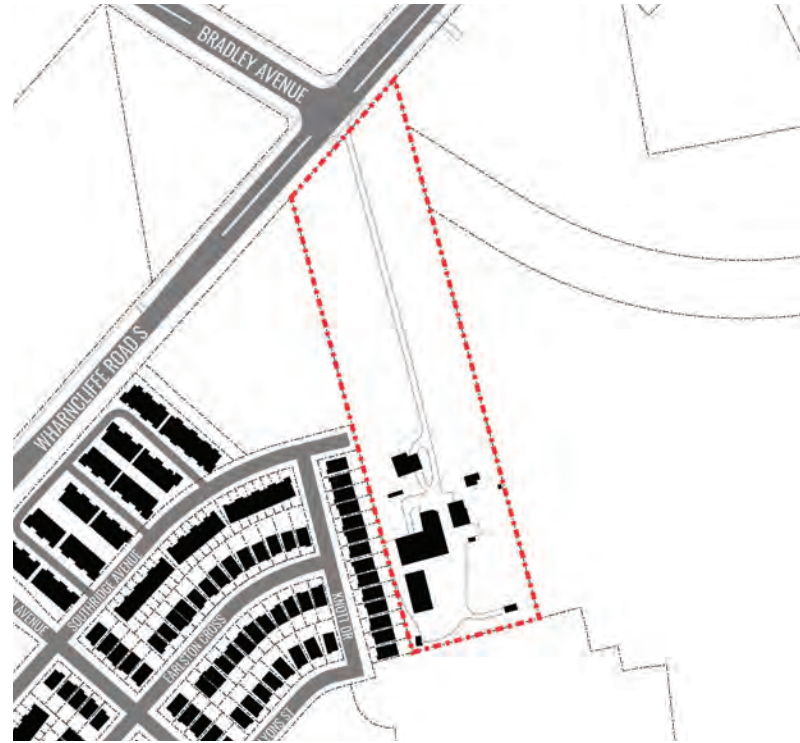
/ Density (20.5.10.1.iii))

Development within Low Density Residential areas in the Central Longwoods Neighbourhood is intended at an intensity that is higher than is found in more recent suburban neighbourhoods. The minimum and maximum density requirements for the LDR designation are outlined below.

Allowable Density (Units Per Hectare):

Min.	18
Max.	35
Bonus	N/A

S3: SITE ANALYSIS



--- Site Boundary

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. Lands to the east are still primarily comprised of agricultural uses.



■ ROW Dedication ■ Vegetation ■ Heritage Farmhouse

2 Special Features

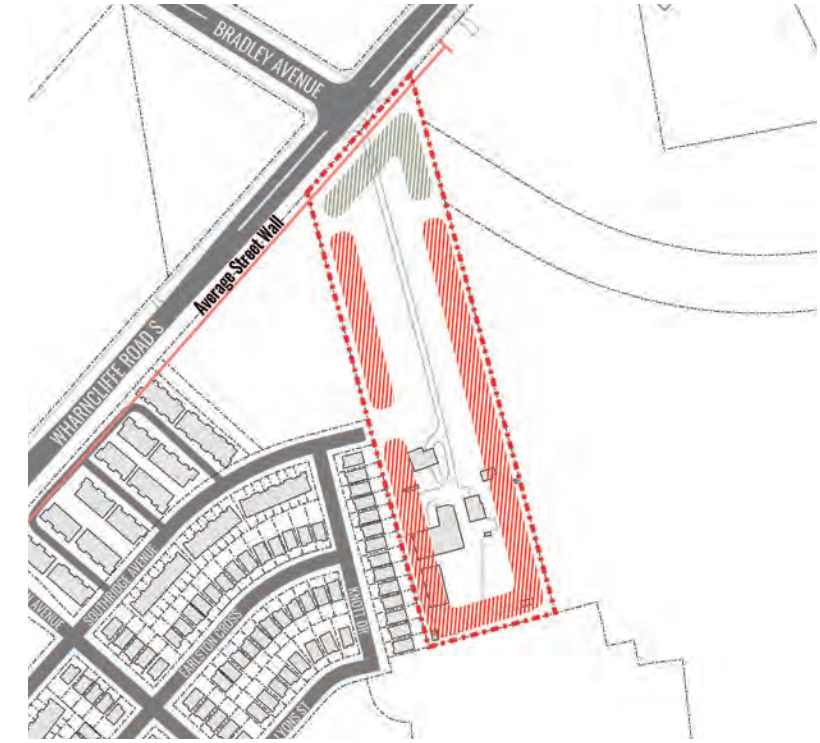
The northern portion of the project site is impacted by the proposed Bradley Avenue extension as identified on Schedule C - Transportation Corridors - of the City's Official Plan. The location and extents of the required right-of-way dedication is represented on the image above. The primary existing 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. Lastly, significant portions of site are interspersed with a collection of mature trees.



■ Sidewalk ■ Bike Lane ■ LTC Bus Route ↔ Access

3 Mobility

The project site contains direct frontage onto two major municipal streets including Wharnccliffe Road South and Bradley Avenue. Wharnccliffe 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 Wharnccliffe 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 Wharnccliffe 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.

S4: DESIGN PRINCIPLES

S4.1 Key Design Principles

The applicable policies of the SWAP and the London Plan allow for and encourage a mix of residential dwelling types to be developed at 1350 Wharncliffe Road South. The relevant urban design policies for new development in this area require the creation of a sense of place and character by using such things as topography, street patterns, lotting patterns, streetscapes, public spaces, landscapes, site layout, buildings, materials and cultural heritage. It is also expected that new development will have regard for and respond to its context including the adjacent planned subdivision and development pattern. The detailed urban design analysis that follows interprets the applicable urban design/form-based policies in a tangible way to shape a desirable subdivision and development framework for the site that can be implemented through the Draft Plan/ZBA process. The following urban design principles are critical in the context of 1350 Wharncliffe Road South and should be maintained in any specific development concept contemplated for the project site:

- 1 **Define the Vision:** The overall intention is that the site should develop as a contributing piece to the traditional suburban residential neighbourhood that is emerging around it. The plan will seek to provide 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.
- 2 **Account for the Bradley Extension:** The northern portion of the project site is 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.
- 3 **Retain the Heritage:** An important principle of 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 Farmhouse. The concept plans seek 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.
- 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 should 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 Wharncliffe Road S and Bradley Avenue.
- 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 Wharncliffe Road and Bradley Avenue and low density freehold dwelling types south of the Southbridge Avenue extension.
- 6 **Identify Streetscape Character:** Our design strategy seeks to define distinct character areas through the identification of streetwall character zones. This organizing principle gives structure and hierarchy to help orient and create specific concepts. 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 are to 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 needed. Buildings should 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.



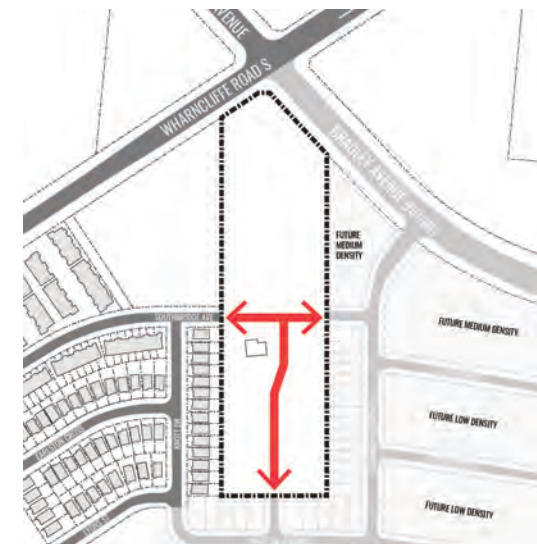
1 Define the Vision



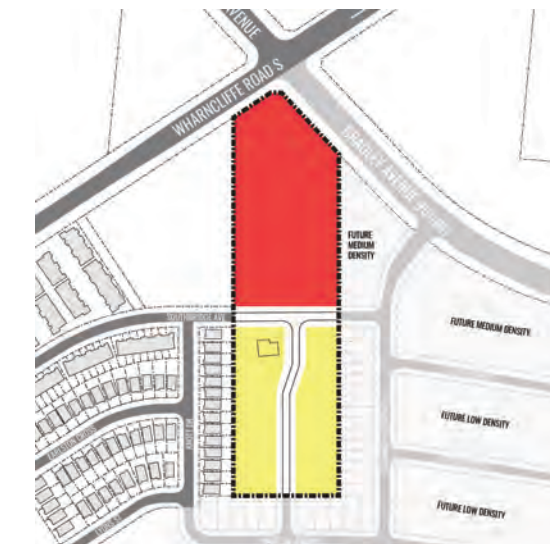
2 Account for the Bradley Extension



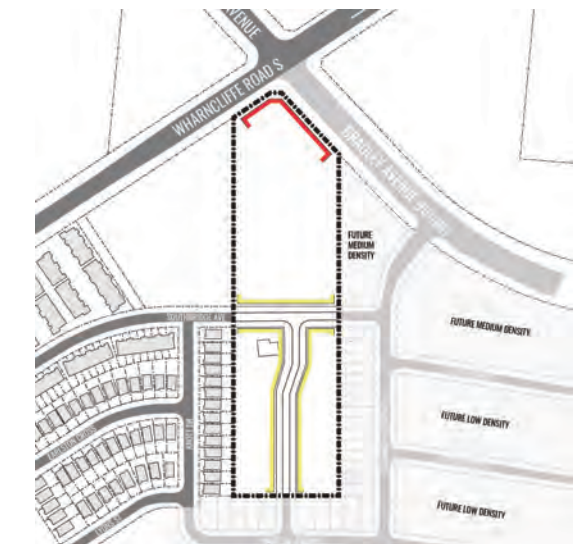
3 Retain the Heritage



4 Continue the Local Street Pattern



5 Establish Development Blocks



6 Identify Streetscape Character

Figure 4: Visualizing the Design Principles

S5: THE PROPOSAL

/ Weldwood 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 5.2) and the associated Draft Plan of Subdivision. The proposal is for an infill subdivision that centres 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 Wharnccliffe 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.

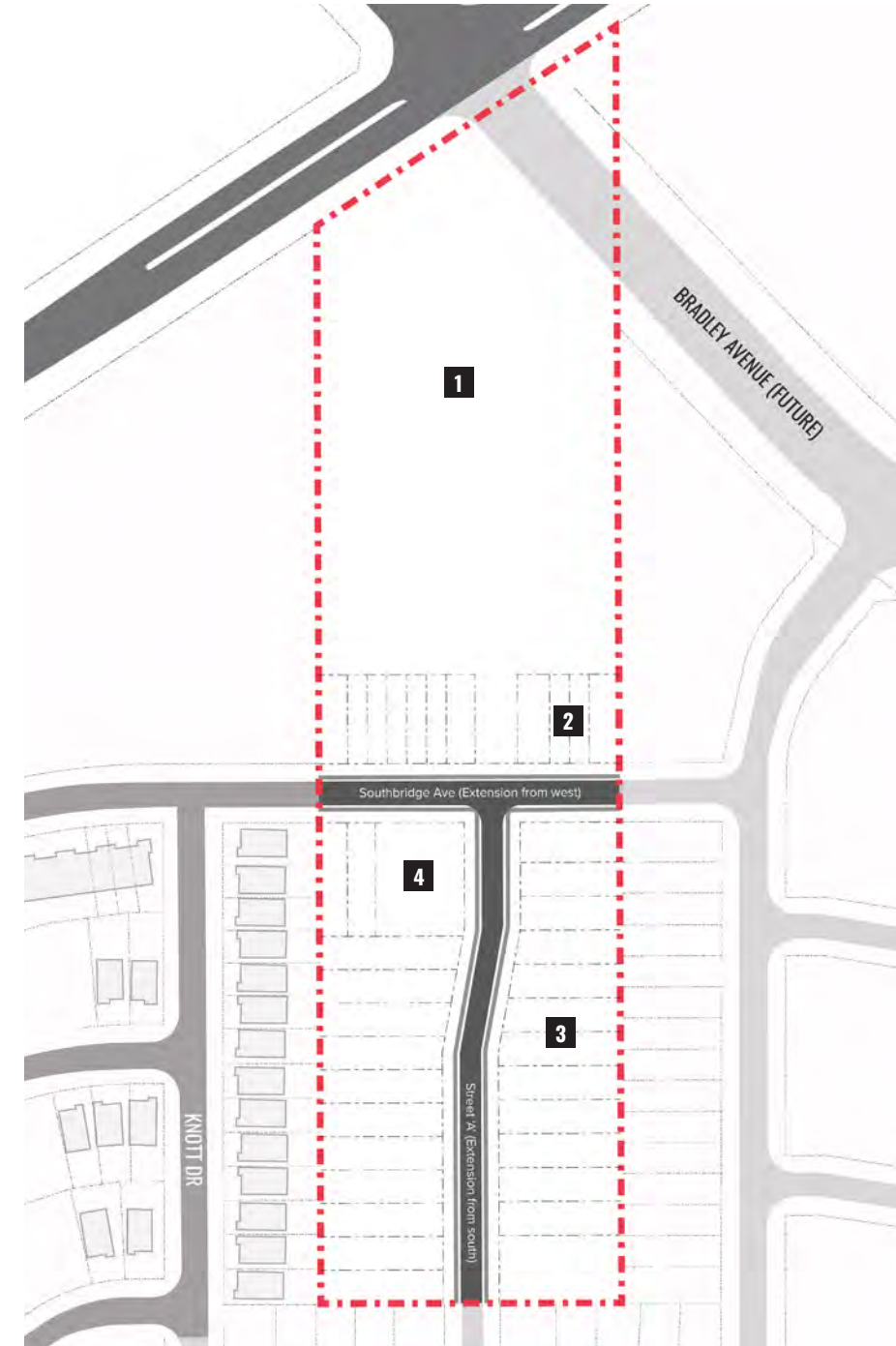


Figure 5: Simplified Subdivision Plan

Land Use Breakdown		
USE	Ha.	%
Single Detached (27 Lots)	1.23	30.4
Heritage Dwelling (1 Lot)	0.12	3.0
Street Townhouse (11 Lots)	0.26	6.4
Medium Density Block	1.60	39.6
Roads	0.78	19.3
Misc.	0.03	.07
Total	4.04	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 preliminary Draft Plan of Subdivision attached as Appendix A to this brief. 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 02-22-2022 Preliminary Draft Plan of Subdivision (Appendix A).

S5.1 Medium Density Block Concept

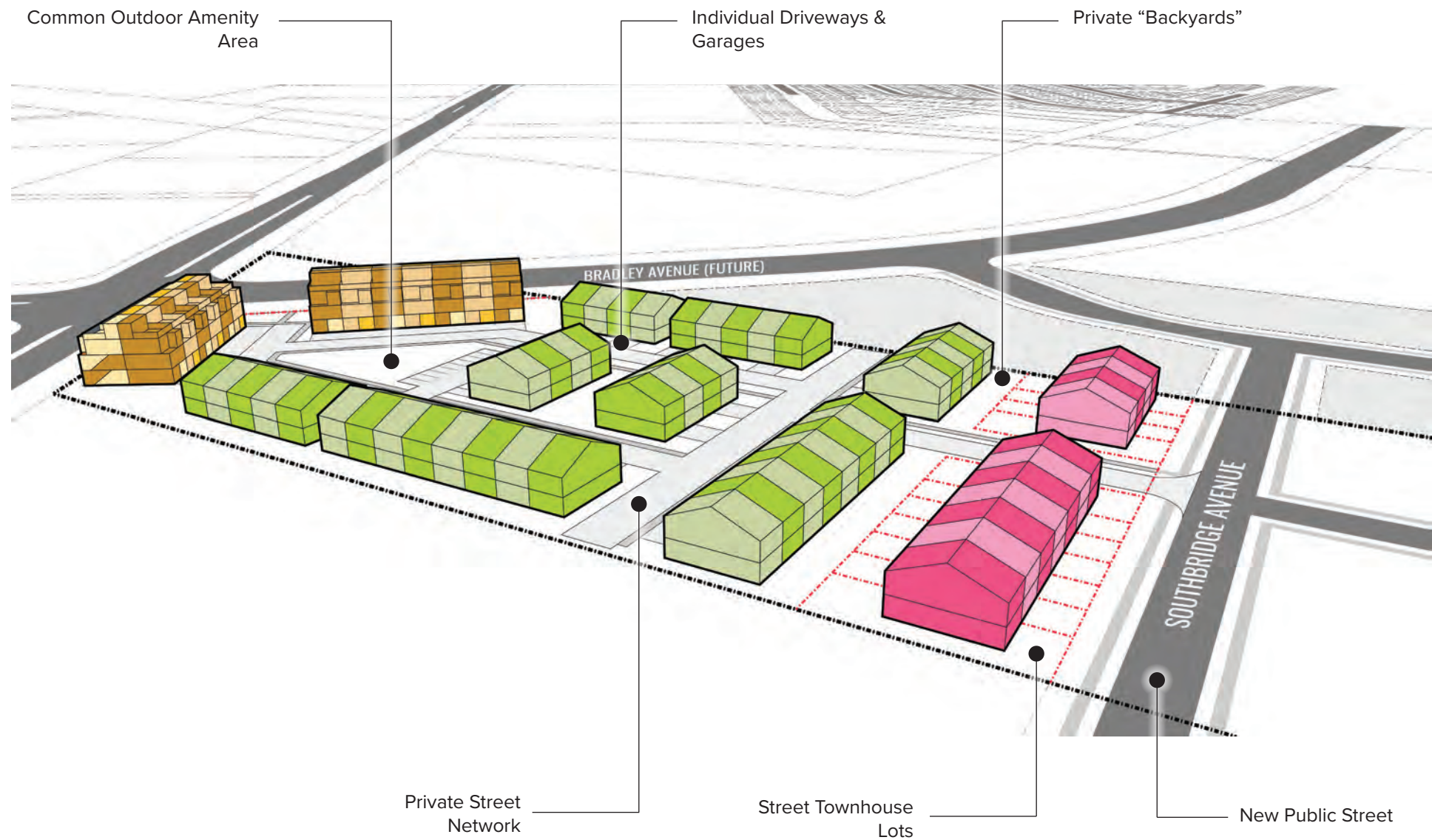


Figure 6: Medium Density Block Concept Isometric



Figure 7: Conceptual Site Plan for Medium Density Block



HIGHLIGHTS

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	650m ²
	Back-to-Back	Balconies and/or Rooftops
	Cluster Towns	Private Rear Yards

LEGEND

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

S5.2 Proposed Zoning By-law Amendment

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, we propose to rezone the site from the Urban Reserve Holding Special Provisions (h-17●h-42●UR6(1)) Zone to:

1. Residential R6-5(L) for the Medium Density Block.

Special Provisions:

- Maximum Density: 75 units per hectare.

2. Residential R4-6(L) for the Street Townhouse Lots.

Special Provisions:

- Lot Frontage: 6.7m (22 ft) (minimum).
- Lot Coverage: 50% (maximum).
- Garages shall not project beyond the façade of the dwelling or façade (front face) of any porch, and shall not occupy more than 50% of lot frontage.

3. Residential R1-13(7) for the Single Detached Dwelling Lots.

Special Provisions:

- Rear Yard Setback: 6.0 metres (19.7 feet) (minimum).
- Garages shall not project beyond the façade of the dwelling or façade (front face) of any porch, and shall not occupy more than 50% of lot frontage.

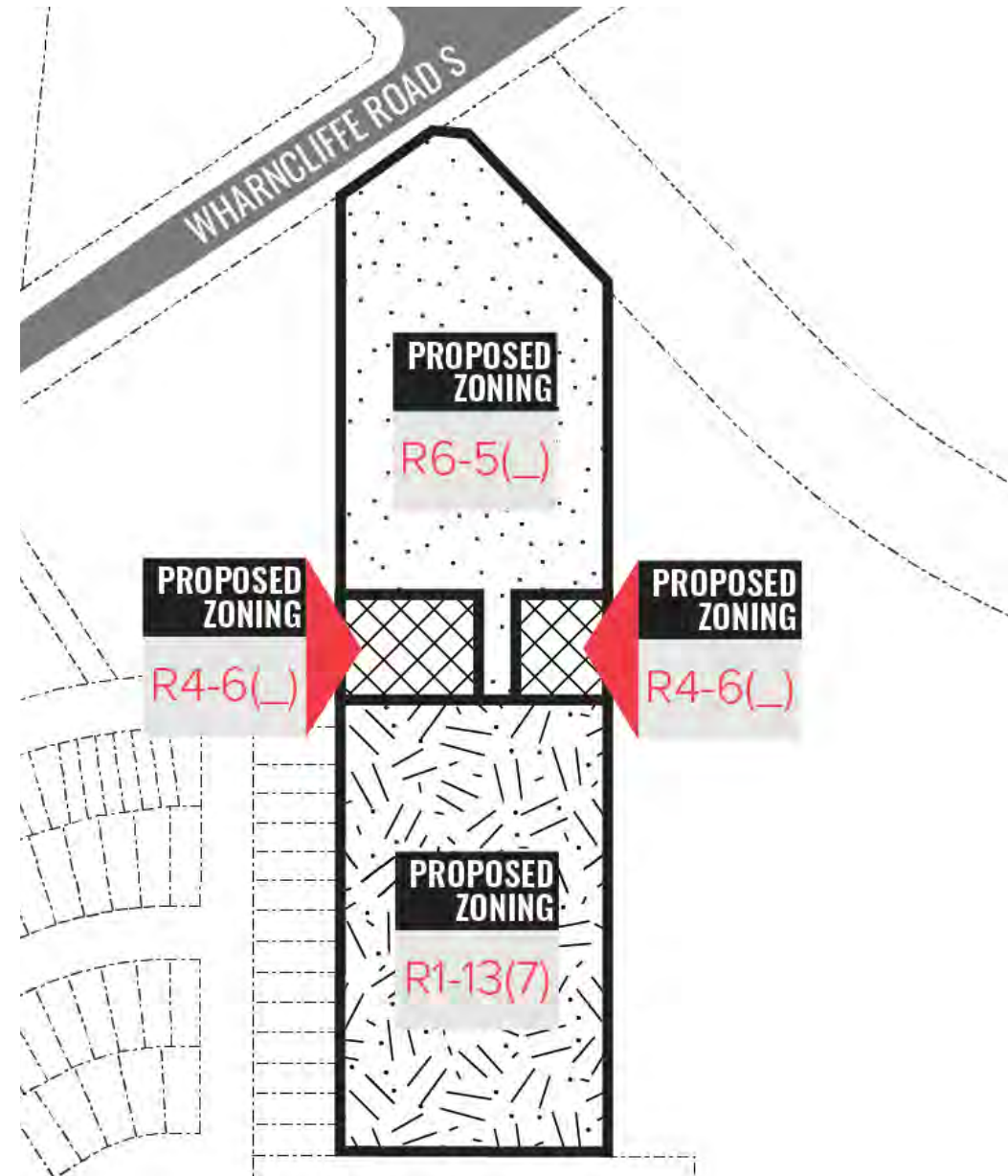


Figure 8: Proposed Zoning By-law Amendment

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S6: TECHNICAL ISSUES

A preliminary site/subdivision engineering report has been prepared by Stantec to inform the project design and help to facilitate pre-application consultation with the City of London. The Stantec Report reviews the technical and servicing related components of the proposed draft plan of subdivision. The general content of the Stantec Report is summarized below. The Stantec Report is included as Appendix B to this report for detailed reference and review by City Staff.

S6.1 Sanitary Servicing

As per the Stantec Report, 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 Block 139 Street 'A' intersection, and will be used to service the southern portion of the subdivision comprised of single detached dwelling lots. 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 proposed 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 (see Appendix B for additional details and discussion).

S6.2 Water Servicing

The proposed Draft Plan of Subdivision is anticipated be serviced from the existing 200 mm diameter PVC watermain on Southbridge Avenue interconnecting with the development to the west. More than 80 residential units are anticipated to be developed within the proposed subdivision, resulting in a requirement of a water service connection for looping. An additional connection is available at the 200 mm watermain on Knott Drive at the proposed Street 'A' intersection to address this requirement. Furthermore, there is an existing 400 mm watermain located on the north side of Wharnccliffe Road fronting the development and a proposed 300mm diameter watermain on the Bradley Avenue extension anticipated to be installed in 2022 (One Water – Growth Servicing DC Study, 2019). Additionally, a 200 mm cap is also available for connection at Stewart Avenue. If deemed necessary during the design stage, these additional noted connections may be utilized (see Appendix B for additional details and discussion).

S6.3 Stormwater Management

Stormwater management for the proposed subdivision is to be split between the White Oaks Drain and the Pincombe Drain. For the north portion encompassing the medium density block along with the 13 street townhouse and single detached dwellings lots that front onto Southbridge Avenue, the lands will drain to the White Oaks Drain. For the south portion encompassing the low density single detached lots fronting onto Street 'A', the lands will drain to the Pincombe Drain. The two drains are tributary to the Dingman Creek. The storm water strategy is designed to control flows from the 100- year event to 2-year pre-development conditions as further detailed in the Stantec Report attached as Appendix B. On-site controls have been taken into consideration for the proposed subdivision. It has been concluded that an Oil-Grit Separator is proposed for the treatment of minor flows within the medium density in addition to 860m² of on-site storage to control post and pre-development events.

S6.4 Environmental/Natural Heritage

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. A small segment of a “watercourse” encroaches onto the western portion of the site as shown on Map 6 - Hazards and Natural Resources but it is not regulated by the Upper Thames River Conservation Authority.

S6.5 Financial Implications

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. The claimable works and DC revenue estimates are outlined in the Stantec Report attached as Appendix B.

S7: SUMMARY

S7.1 Applications Required

It is anticipated that the following *Planning Act* applications will be required in order to implement the planned vision for the project site:

1. **Draft Plan of Subdivision:** To establish the necessary local street and infrastructure rights-of-way/connections and establish a series of lots and blocks to accommodate future development.
2. **Zoning By-law Amendment:** To rezone the site from the existing Urban Reserve Holding Special Provisions (h-17●h-42●UR6(1)) Zone to a mix of Low and Medium Density Residential Zone categories with special provisions to address the site context and applicable policy framework.
3. **Site Plan Control:** To implement the specific development design for the proposed Medium Density Block envisioned in the preliminary development concept illustrations.

S7.2 Issues for Clarification

From the proponent's perspective, the following attributes are critical to the success of the development vision. As such, the project team would appreciate any specific insights that City Staff are able to offer on the following:

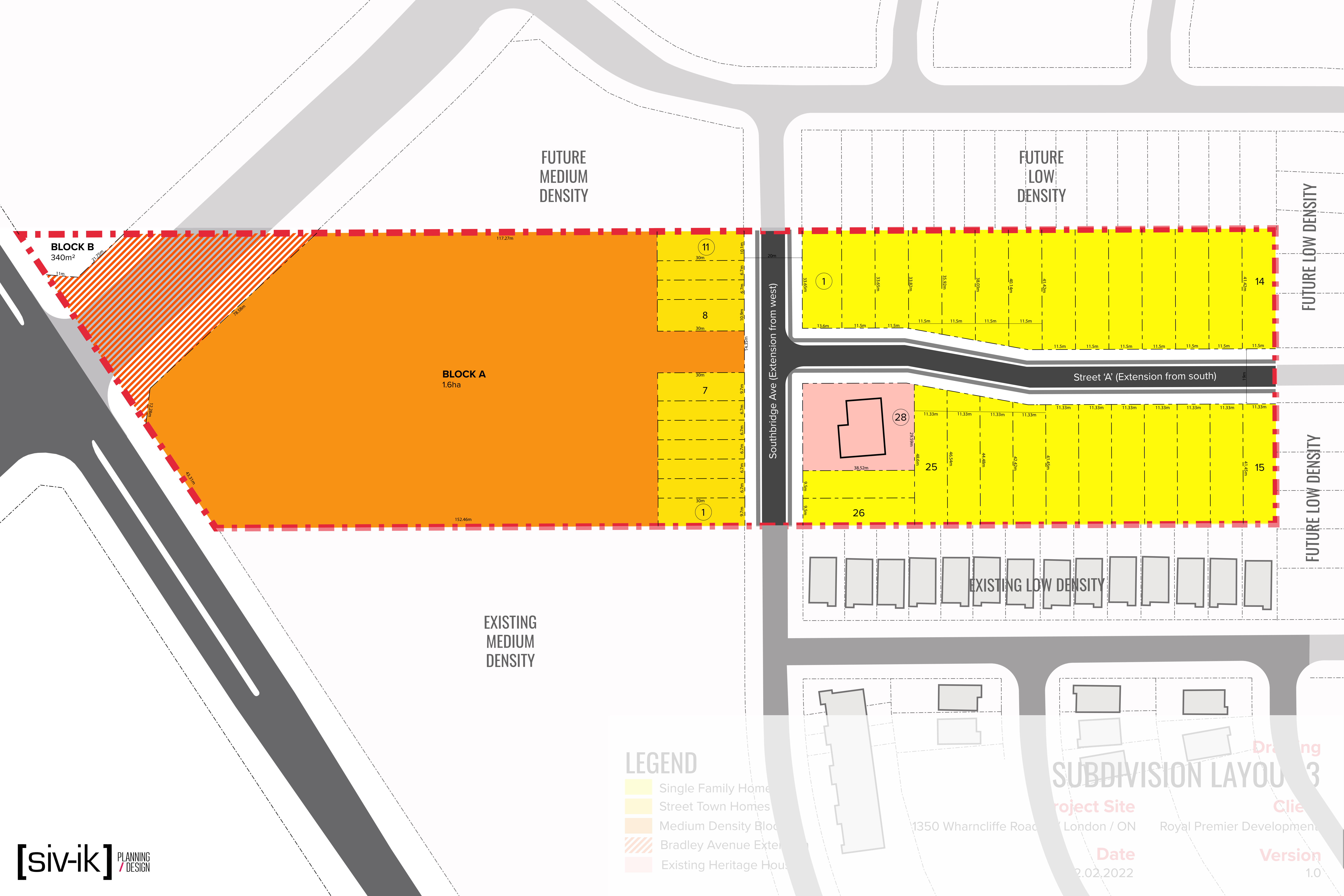
1. Need for Environmental Impact Study.
2. Exploration of access opportunities and/or limitations along Bradley Avenue (e.g., left turn lane warrant, RIRO access, etc.).
3. Applicability of Section 20.5.4.1 iv) of the SWAP



REFERENCES

1. City of London, Southwest Area Secondary Plan (2014)
2. 1989 City of London Official Plan
3. The London Plan
4. City of London Comprehensive Zoning By-law Z-1.
5. Appraisal Report, prepared by Nicro Realty Corp., dated June 10, 2019.
6. Due Diligence Summary, prepared by Monteith Brown Planning Consultants, dated March 24, 2021.
7. City of London Staff Report Z-9106, dated January 6, 2020.
8. Final Proposal Report for 1160 Wharnccliffe Road S, prepared by MHBC Planning, dated November 2021.
9. Initial Proposal Report for 1350 Wharnccliffe Road S, prepared by Stantec, dated March 11, 2022.
10. City of London, London CityMap (Last updated October 1, 2020).

APPENDIX A: **PRELIMINARY DRAFT PLAN OF SUBDIVISION**



APPENDIX B: **PRELIMINARY SERVICING ANALYSIS**

INITIAL PROPOSAL REPORT



Initial Proposal Report

1350 Wharnccliffe Road South

March 11, 2022

Prepared for:

Royal Premier Developments

Prepared by:

Stantec Consulting Ltd.
171 Queens Ave.
London, ON N6A 5J7
Tel: 519-645-2007
Fax: 519-645-6575

INITIAL PROPOSAL REPORT

This document entitled Initial Proposal Report was prepared by Stantec Consulting Ltd. ("Stantec") for the account of Royal Premier Developments (the "Client"). Any reliance on this document by any third party is strictly prohibited. The material in it reflects Stantec's professional judgment in light of the scope, schedule and other limitations stated in the document and in the contract between Stantec and the Client. The opinions in the document are based on conditions and information existing at the time the document was published and do not take into account any subsequent changes. In preparing the document, Stantec did not verify information supplied to it by others. Any use which a third party makes of this document is the responsibility of such third party. Such third party agrees that Stantec shall not be responsible for costs or damages of any kind, if any, suffered by it or any other third party as a result of decisions made or actions taken based on this document.

Prepared by _____
(signature)

Abdalla Shaat, E.I.T



Reviewed by _____
(signature)

Dan Vucetic, P.Eng.

INITIAL PROPOSAL REPORT

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APPENDIX E: PRELIMINARY STORMWATER MANAGEMENT STRATEGY BRIEF

1.0 SUBDIVISION DESIGN

1.1 EXISTING SERVICES

1.1.1 General

Road alignments for the extension of existing roads from the west and south, Southbridge Avenue and Street 'A' respectively, into the proposed development were taken into consideration for the design strategy of the subject site. There are no grading and servicing concerns identified for the property, existing elevations of the surrounding infrastructure and site topography governs the design strategy.

1.1.2 Sanitary Drainage

There are two existing 200 mm diameter municipal gravity sanitary sewer stubs at Knott Drive that will be used to service the proposed development. 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 Block 139 Street 'A' 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.

The White Oak Road South Trunk sanitary sewer ultimately outlets to the Dingman Creek Pumping Station, to be directed to the Greenway Wastewater Treatment Plant. The existing municipal sanitary area plan in the vicinity of the subject site is identified in **Appendix B**.

1.1.3 Water Supply

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 watermain on Southbridge Avenue and Stewart Avenue 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).

The existing municipal watermains in the vicinity of the subject site are identified in **Appendix C**.

1.1.4 Storm Drainage

An existing 525 mm storm sewer stub is located north of the right-of-way on Knott Drive connecting to the proposed Street 'A' extension which will be used to service the proposed single-family units of the subject site. The proposed medium density block is to be serviced by a complete corridor as per the 2020 Dingman Creek Subwatershed Stormwater Servicing Study (DCSS). Development Charges (DC) timelines indicate this facility is targeted for 2022 construction. The existing municipal storm area plan in the vicinity of the subject site is identified in **Appendix D** to this Report.

1.1.5 Other Services

Given the infill nature of the subject property, it is anticipated that the required hydro servicing, gas, and communications utilities are readily available for the site via Wharncliffe Road South.

2.0 SANITARY SERVICING

The proposed site has a total area of approximately 4.04 ha which will contribute to existing downstream sanitary infrastructure. As per the sanitary area plan for the Richardson Subdivision – Phase 2 (City of London Record Drawing No. T15501-07) The Sanitary stubs have capacity allocated to the subject site. The first sanitary stub on Street 'A' can service the single-family lots for a population up to 120 without the need for further sanitary servicing analysis. Currently, the draft plan is proposed to include 27 single-family lots in addition to an existing heritage house which corresponds with a population of 84. The second stub located north of the future Stewart Avenue and Knott drive intersection can service the medium density block of the subdivision and neighbouring areas as shown in area O69 (City of London Record Drawing No. T15501-07) for a population up to 865. Currently, the subdivision draft plan is proposed to include 1.6ha medium density block which at 75 units/ha density corresponds with a population of with 288. Additionally, there are 11 street town homes anticipated to be tributary to this outlet which correspond with a population of 27. Refer to **Appendix A** for proposed subdivision layout prepared by Siv-ik Planning & Design. The estimated sanitary flows for the proposed development have been determined and are summarized below in **Table 1**.

Table 1 – Summary of Assumed Design Population

Development Area (ha)	Estimated Population	Q _{people} (L/s)	Q _{infiltration} (L/s)	Q _{total} (L/s)
2.40	315	3.75	0.24	3.99
1.64	84	1.05	0.16	1.21

There is currently a 450 mm municipal sanitary sewer located on Exeter Road which has been designed to service the proposed development via local sewers within Richardson Subdivision. Sewage leaving this development are tributary to White Oak Road South trunk sanitary sewer.

Sanitary sewer area plans in the vicinity of the Site are included in **Appendix B** to this Report.

The proposed preliminary sanitary sewer area/routing plan along with design sheet showing the intended sewer routing complete with areas and population that is

expected will be directed to the existing sanitary pipe at Exeter Road has been included in **Appendix B** to this report. The proposed Street "A" and Stewart Avenue extension is intended to be a municipal road connection and connect at Knott Drive which will ultimately lead to Exeter Road through the internal roads within the Richardson Subdivision.

3.0 WATER SERVICING

The subject subdivision is anticipated be serviced from the existing 200 mm diameter PVC watermain on Southbridge Avenue interconnecting with the development to the west. The subdivision is anticipated to have more than 80 units proposed, resulting in a requirement of a water service connection for looping. As a result, an additional connection is available at the 200 mm watermain on Knott Drive at the proposed Street 'A' intersection.

Furthermore, there is an existing 400 mm watermain located on the north side of Wharncliffe Road fronting the development and a proposed 300mm diameter watermain on the Bradley Avenue extension anticipated to be installed in 2022 (One Water – Growth Servicing DC Study, 2019). Additionally, a 200 mm cap is also available for connection at Stewart Avenue. If deemed necessary during the design stage, the mentioned connections may be utilized. Existing watermain infrastructure is identified in attached drawings of **Appendix C**.

4.0 STORMWATER MANAGEMENT

Stormwater for the proposed site is to be split between the White Oaks Drain and the Pincombe Drain for the north section encompassing the medium density block along with the additional 13 single family lots and the south section encompassing the low-density single family lots facing Street 'A', respectively. The two drains are tributary to the Dingman Creek. The storm water strategy is designed to control flows from the 100-year event to 2-year pre-development conditions as further detailed in the attached report. Preliminary Stormwater Management Strategy Report Attached.

On-site controls have been taken into consideration for the proposed subdivision. It has been concluded that an Oil-Grit Separator is proposed for the treatment of minor flows within the medium density in addition to 860 m³ of on-site storage to control post and

pre-development events. Additional information detailing the stormwater management strategy and confirming adequacy of the site plan is attached in **Appendix E**.

5.0 FINANCIAL IMPLICATION

An estimate of claimable costs and revenues for the proposed development has been completed in accordance with the City of London Estimate of Claimable Works and Revenues Worksheet. The claimable works and DC revenue estimates are outlined in the following worksheet.

5.1 SUMMARY OF REVENUES

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 concept plan prepared by Siv-lk Planning and Design Inc., the proposed development will generate the following revenues:

Land Use	Estimated CSRF Revenues
Low Density	\$ 1,027,791
Medium Density	\$ 3,093,600
Total	\$4,121,391.44

Note: See "Initial Proposal Report (IPR) Claimable Works & DC Revenue Estimate Worksheet" in Appendix 'F' for additional details.

5.2 SUMMARY OF CLAIMABLE WORKS

No claimable works are anticipated for the proposed subdivision.



Initial Proposal Report (IPR) Claimable Works & DC Revenue Estimate Worksheet
City of London - Development Finance
Development Charges By-law C.P.-1551-227

Development:	1350 Wharncliffe Road S. Subdivision	TS File #:	
Address:	1350 Wharncliffe Road S.	Prepared By:	Abdalla Shaat, Stantec Consulting Ltd.
Applicant:	Royal Premier Developments	Date Prepared:	March 11, 202

Claimable Works

Provide a general listing and cost estimate of anticipated development charge claimable works triggered by the proposed development.

DC Claimable Works	DC Background Study Estimate (\$) (if applicable)	Initial Proposal Report Estimate (\$)	Notes / Description
Minor Roadworks ¹			
Road Oversizing ¹			
Wastewater Oversizing			
Storm Sewer Oversizing			
Watermain Oversizing			
LID Subsidy			
Trunk Sewer ¹			
Major SWM Works ¹			
Land			
Other			
Total	\$ -	\$ -	

DC Revenue Estimate

Provide summary of proposed units/floor space to calculate estimated revenue. Use typical unit/ha densities for blocks and actual lot counts if available.

Residential	Hectares	Units per Hectare	Proposed Units	CSRF Rate (\$/unit)	CSRF Revenue
Low Density Single & Semi Detached	1.2	22.1	27.0	\$38,120	\$ 1,027,791
Medium Density Multiples / Row Housing	1.6	75.0	120.0	\$25,780	\$ 3,093,600
High Density	Apartment < 2 bedroom		0.0	\$16,861	\$ -
	Apartment >= 2 bedroom		0.0	\$22,848	\$ -
Non-Residential	Hectares	Sq m. per Hectare	Proposed Floor Space	CSRF Rate (\$/m2)	CSRF Revenue
Commercial			0.0	\$322.90	\$ -
Institutional			0.0	\$199.19	\$ -
Industrial			0.0	\$230.19	\$ -

Total \$ 4,121,391.44

Notes:

1. Claimable works subject to submission of a Work Plan by the Owner's consulting engineer for City review and approval at time of first submission of Engineering drawings.
2. Development Charges By-Law C.P.-1551-227 rates effective from January 1, 2022 to December 31, 2022
3. This Form is for "Inside Urban Growth Areas" only and excludes lands "Outside Urban Growth Areas".

We trust this meets your requirements. Should you have any questions, or require further information, please contact the undersigned.

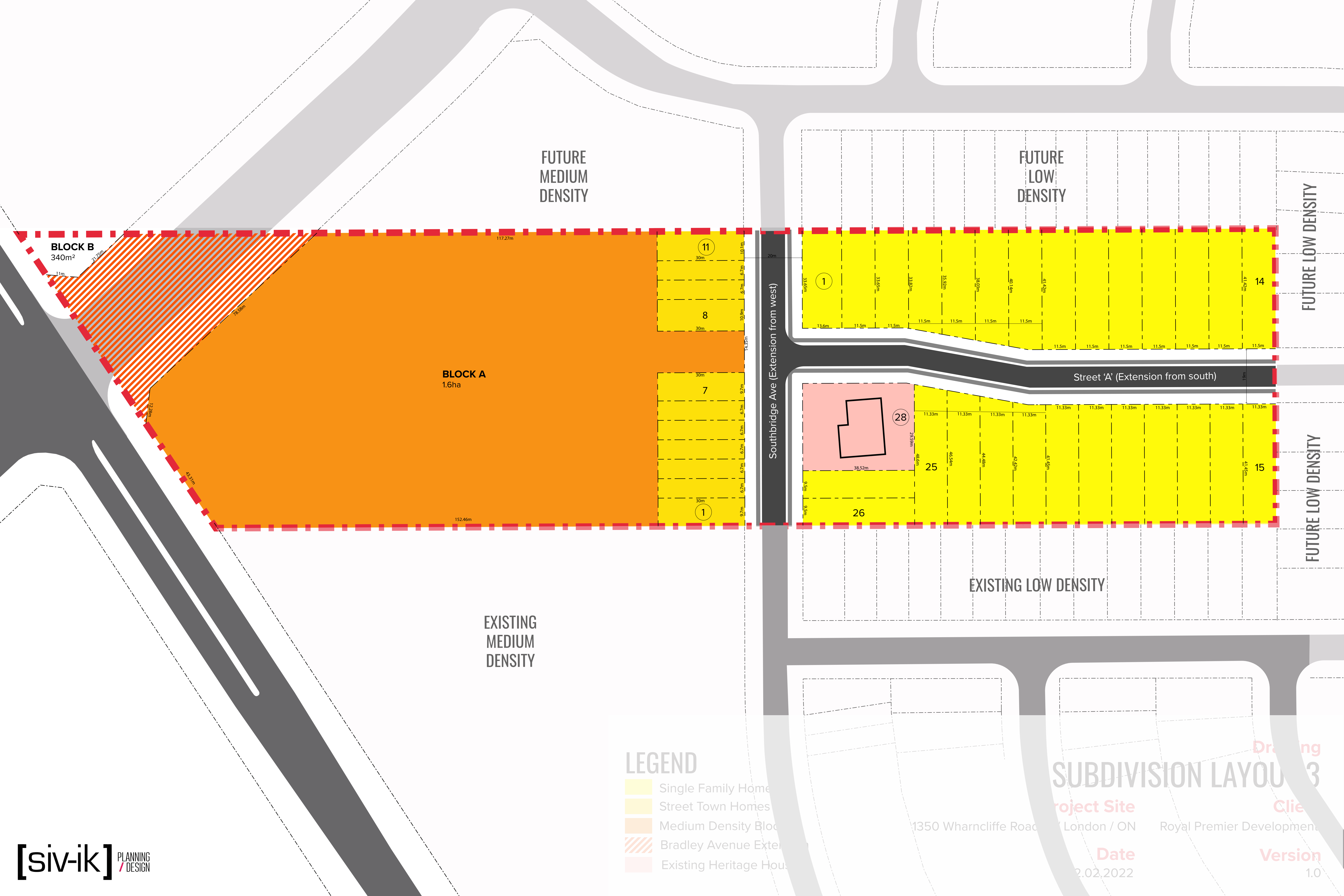
Sincerely,

STANTEC CONSULTING LTD.



Dan Vucetic, MEng., P.Eng.
Project Manager, Team Lead, Community Development
Direct: (519) 675-6655
Mobile: (226) 219-8203
Email: Dan.Vucetic@stantec.com

APPENDIX 'A'
Proposed Subdivision Layout



BLOCK B
340m²

BLOCK A
1.6ha

FUTURE
MEDIUM
DENSITY

FUTURE
LOW
DENSITY

FUTURE LOW DENSITY

FUTURE LOW DENSITY

EXISTING
MEDIUM
DENSITY

EXISTING LOW DENSITY

Southbridge Ave (Extension from west)

Street 'A' (Extension from south)

LEGEND

- Single Family Home
- Street Town Homes
- Medium Density Block
- Bradley Avenue Extension
- Existing Heritage House

SUBDIVISION LAYOUT 3

Project Site

1350 Wharncliffe Road / London / ON Royal Premier Development

Date

2.02.2022

Drawing

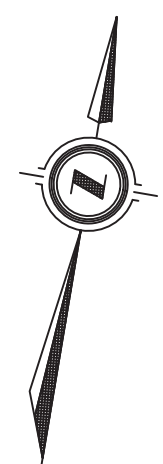
Client

Version

1.0

APPENDIX 'B'

Sanitary Sewer Area Plan & Existing Infrastructure



LEGEND

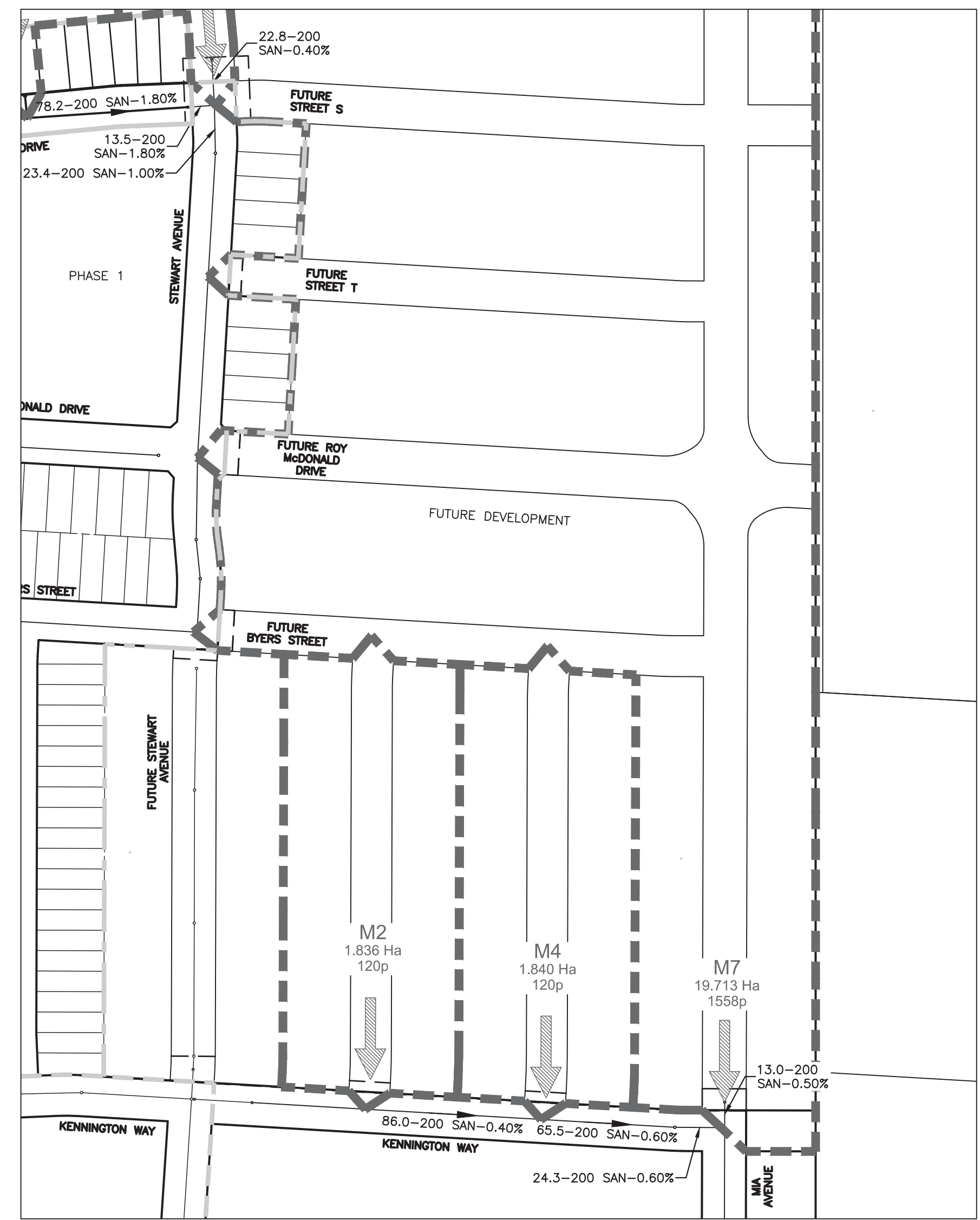
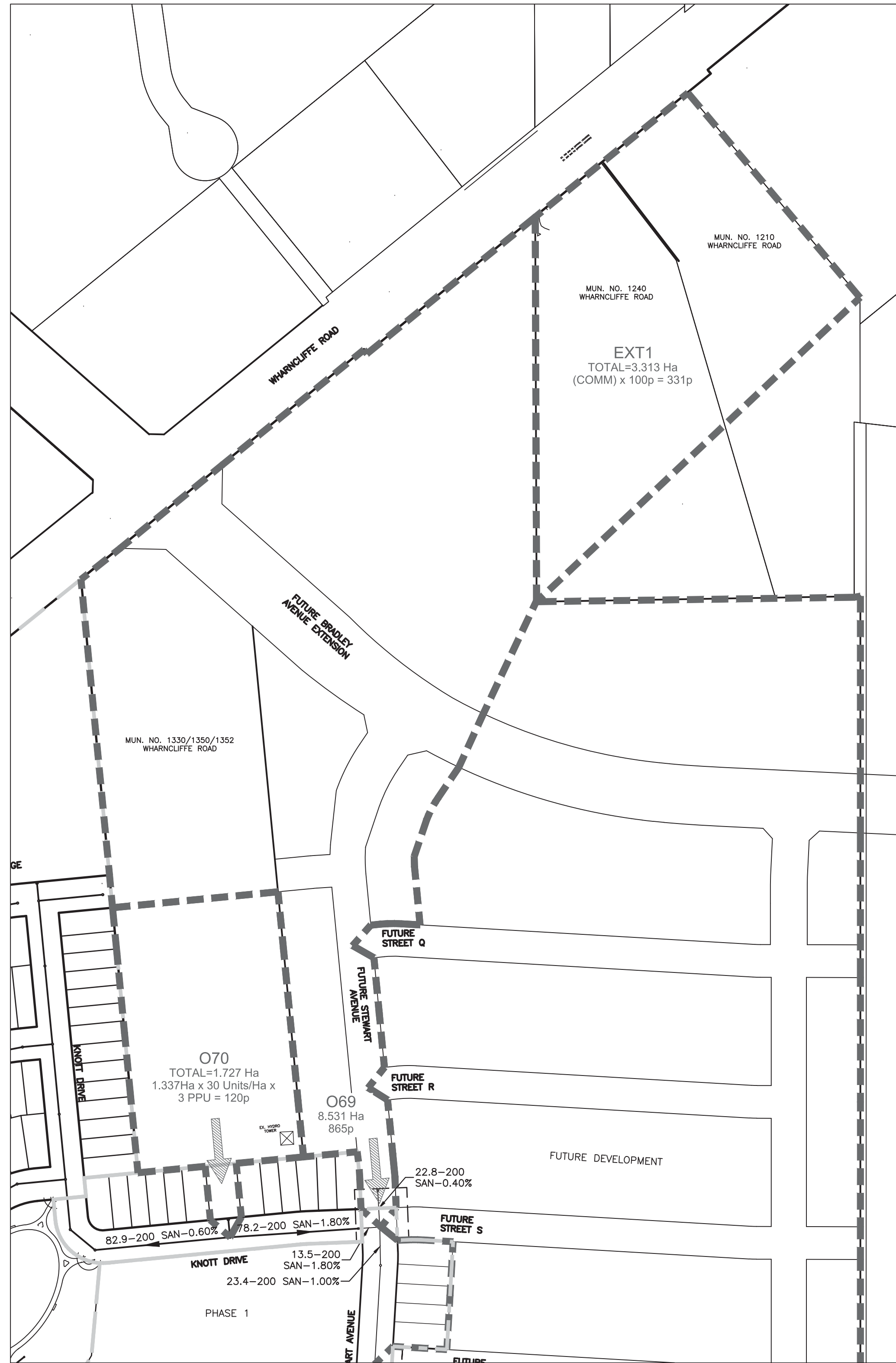
- SA1 PROPOSED SANITARY MANHOLE & NUMBER
- FSA1 FUTURE SANITARY MANHOLE & NUMBER
- SA40 EXISTING SANITARY MANHOLE
- EX. 50.0-200 SAN-1.0% EXISTING SANITARY SEWER
- 50.0-200 SAN-1.0% FUTURE SANITARY SEWER PHASE 1B
- 50.0-200 SAN-1.0% PROPOSED SANITARY SEWER PHASE 2
- FUTURE DRAINAGE AREA BOUNDARY
- FUTURE DRAINAGE AREA

REFERENCE SANITARY DESIGN SHEET ON PLAN 13

DRAINAGE AREA DESIGNATION

A16
DRAINAGE AREA → 0.50Ha
8SFx3.0=24p ← TOTAL POPULATION

NUMBER OF LOTS
(SF=SINGLE FAMILY) ← POPULATION PER LOT TYPE



FUTURE ROADS ARE CONCEPTUAL ONLY AND SUBJECT TO DRAFT PLAN APPROVAL, BASED ON TIMING OF FUTURE WHITE OAK SWMF.

EXISTING SERVICES	DRAWING #, SOURCE	DATE	AS CONSTRUCTED SERVICES	COMPLETION	DETAILS	No.	REVISIONS	DATE	CONSULTANT
					DESIGN BY JJ/CW	1	ISSUED FOR 1ST SUBMISSION	JUL 25/19	DEVENG
					DRAWN BY CW	2	ISSUED FOR 2ND SUBMISSION	NOV 12/19	DEVENG
					CHECKED BY DH	3	ISSUED FOR 3RD SUBMISSION	DEC 20/19	DEVENG
					F.B.K. 1090	4	ISSUED FOR 4TH SUBMISSION	JAN 17/20	DEVENG
						5	ISSUED FOR 5TH SUBMISSION	FEB 13/20	DEVENG
						6	REISSUED FOR APPROVAL	MAR 18/20	DEVENG
						7	REVISED PDC LCNS BLKS 124/130	APR 27/20	DEVENG

FILE: DEL15-091SPH2 - AREA PLANS.DWG

CONSULTANT OR DIVISION

London Office
41 Adelaide St. N., Unit 71
(519) 672-5310

Paris Office
31 Mechanic St., Unit 301
(519) 442-1441

development engineering
(London) Limited
CONSULTING CIVIL ENGINEERS



ENGINEER'S STAMP

LONDON CANADA

CORPORATION OF THE CITY OF LONDON
DEVELOPMENT SERVICES

ACCEPTED
05/5/2020

SUBJECT TO THE CONDITION(S) IDENTIFIED IN THE ACCEPTANCE LETTER OF THE SAME DATE.

SCALE

SCALE - 1:2000

20 0 40m

TITLE

RICHARDSON SUBDIVISION - PHASE 2
LONDON, ONTARIO
SIFTON PROPERTIES LIMITED

EXTERNAL SANITARY AREA PLAN

PROJECT No.
DEL15-091SPH2

SHEET No.
7

PLAN FILE No.

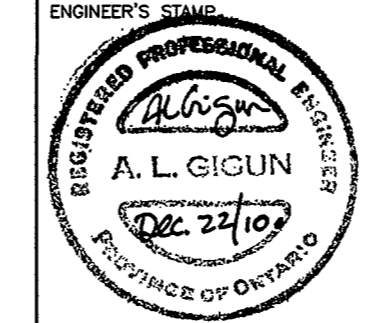
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209085 SHT No. A1A WHITE OAK ROAD S. TRUNK SANITARY (E5524E)



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					DRAWN BY JDA					
					CHECKED ALG					
					APPROVED ALG					
					DATE OCT 2009					
					WHITEOAKRTOPO					

SPRIET ASSOCIATES
LONDON CONSULTING ENGINEERS LIMITED
155 YORK STREET - LONDON (519) 672-4100 - N6A 1A8



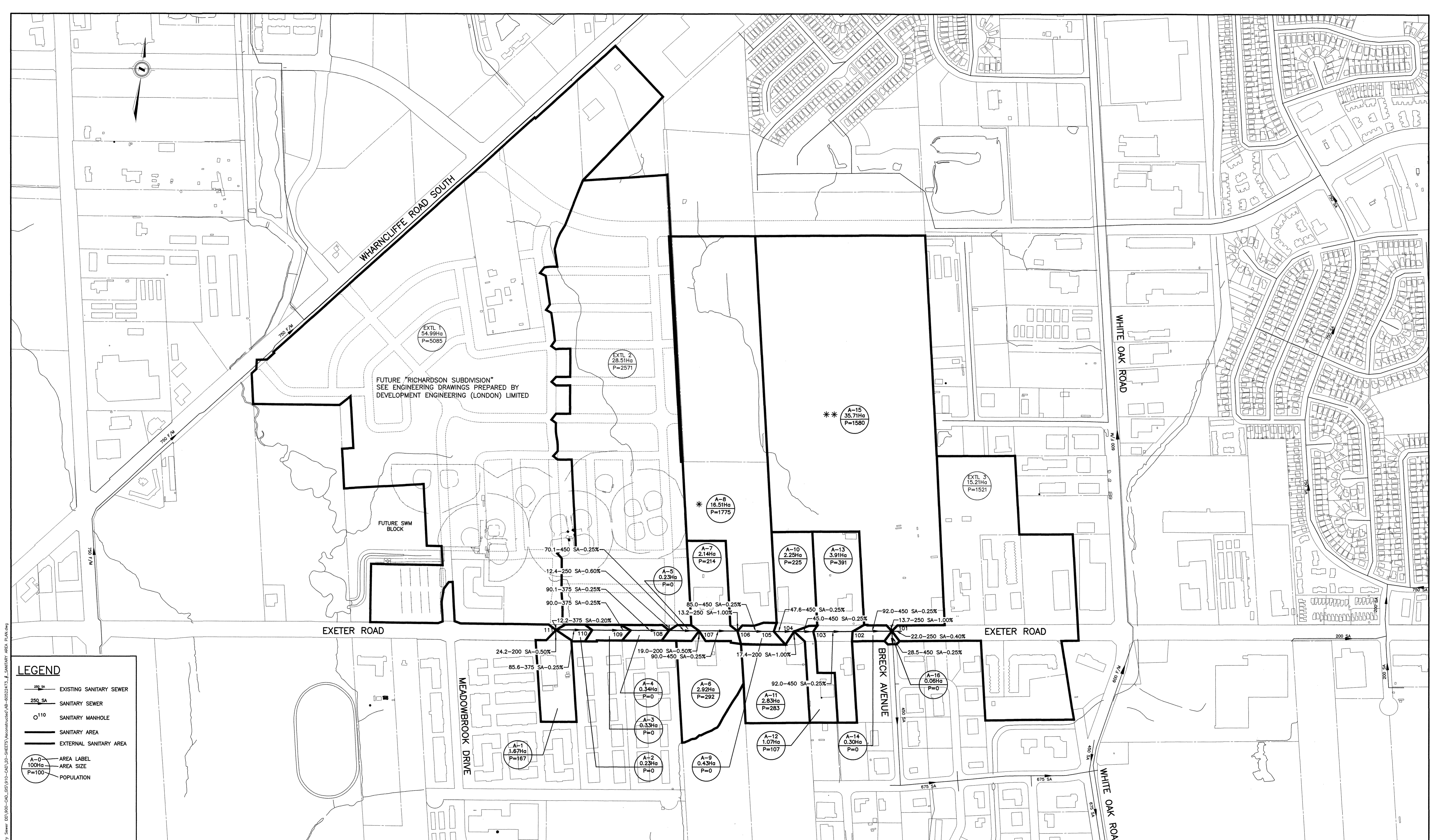
CORPORATION OF THE CITY OF LONDON
London CANADA

SCALE
HORZ. 1:7,500
75.0m 0 150.0m
HORIZONTAL
VERTICAL

WHITE OAK ROAD SOUTH
TRUNK SANITARY SEWER
SANITARY SEWER DRAINAGE AREAS

PROJECT No. **209085**
SHEET No. **A1A**
PLAN FILE No. **21792**

21792



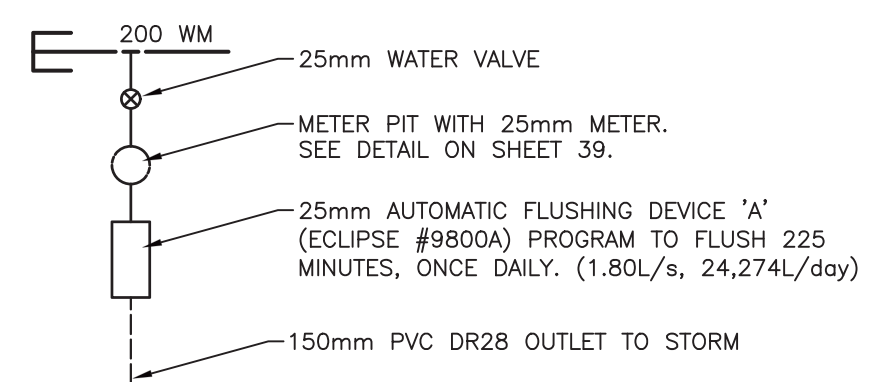
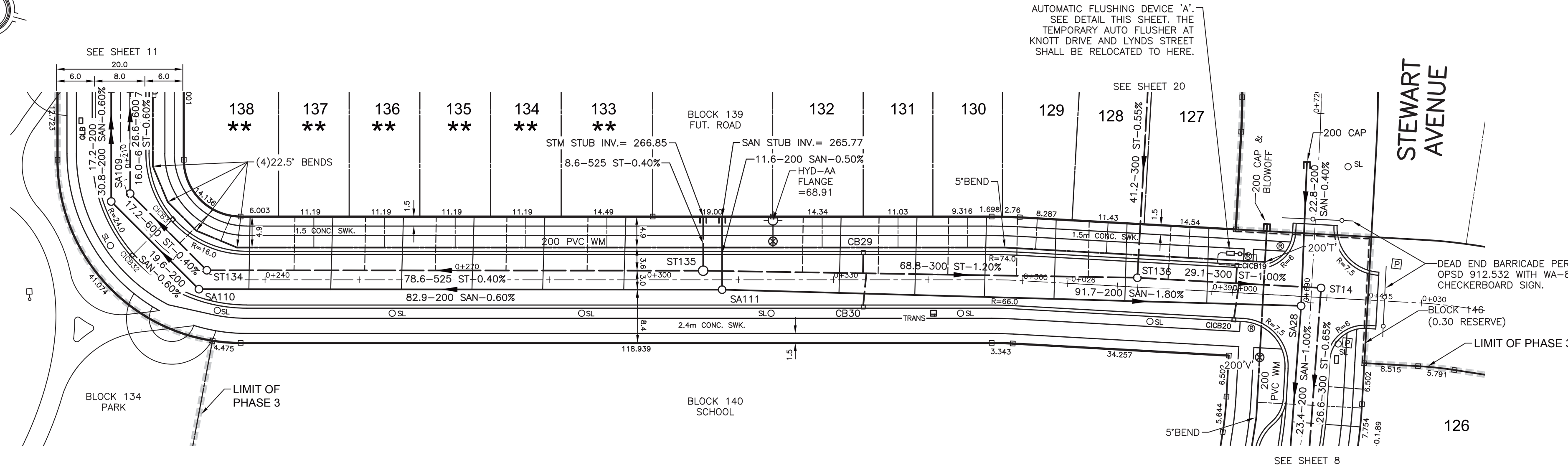
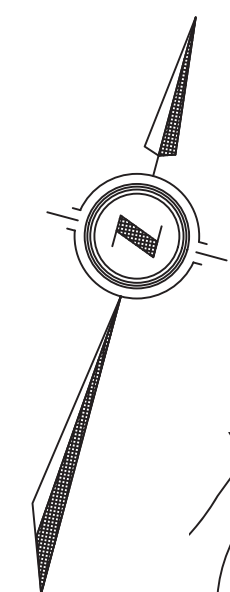
LEGEND

- 250 SA EXISTING SANITARY SEWER
- 250 SA SANITARY SEWER
- 110 SANITARY MANHOLE
- SANITARY AREA
- EXTERNAL SANITARY AREA
- A-0 AREA LABEL
- 100Ha AREA SIZE
- P=100 POPULATION

EXISTING SERVICES	DRAWING #, SOURCE	DATE	AS CONSTRUCTED SERVICES	COMPLETION	DETAILS	No.	REVISIONS	DATE	CONSULTANT	CONSULTANT OR DIVISION	ENGINEER'S STAMP	SCALE	PROJECT No.
					DESIGN	JK	1. ISSUED FOR MOECC APPROVAL	MAY 12, 2017	AECOM	<p>London, Ontario 519.673.0510</p>		SCALE - 1 : 4000	EXETER ROAD SANITARY SEWER PROJECT T17-71 SANITARY AREA PLAN
				DRAWN BY	KM	2. ISSUED FOR TENDER	MAY 17, 2017	AECOM	PROJECT No. 60522473				
				CHECKED	DCC	3. RECORD DRAWING	FEB, 2018	AECOM	SHEET No. 1B				
				APPROVED	JK				28063				
					DATE	FEB, 2017							

APPENDIX 'C'

Existing Watermain Infrastructure



AUTOMATIC FLUSHING DEVICE LAYOUT
SCALE 1:100

- ⬢ DENOTES LOTS WHERE STORM PDC IS TO CROSS OVER WATERMAIN WITH INSULATION AS PER CITY STANDARDS
- ⊗ ROTATE MH CONES TO AVOID CONFLICTS WITH CURBS
- ⊗ INSTALL PARSON MANHOLE INSERTS IN ALL SANITARY MANHOLES
- ⊗ REFER TO GRADING PLANS FOR ASPHALT ELEVATIONS AT INTERSECTIONS.
- ⊗ MINIMUM 1.0m SEPARATION BETWEEN PROPOSED STREETLIGHT FOOTING AND REAR YARD CATCHBASIN LEADS
- ⊗ CONTRACTOR TO INSULATE STORM PDCs WHEN LESS THAN 1.5m OF COVER TO FINISHED GRADE
- ⊗ OWNER'S CONTRACTOR SHALL OBTAIN LOCATES AND CONFIRM LOCATION AND ELEVATION OF ALL EXISTING SERVICES AND UTILITIES.
- ⊗ ROAD, BOULEVARD, CURB & SIDEWALK DISTURBED DURING INSTALLATION OF SERVICES SHALL BE RESTORED TO MATCH EXISTING CONDITIONS.
- ⊗ IF GROUNDWATER INFILTRATION INTO THE SEWER TRENCH OCCURS, THE OWNER'S CONTRACTOR WILL BE REQUIRED TO WATERPROOF PIPE CONNECTIONS TO MANHOLES & MANHOLE JOINTS
- ⊗ OWNER'S CONTRACTOR TO INSTALL CLAY COLLARS ON SANITARY SEWER IN WET CONDITIONS AT THE DIRECTION OF THE GEOTECHNICAL ENGINEER. SEE DETAIL ON SHEET 39.

NOTE: SWEEP BEND CONNECTIONS SHALL BE PROVIDED FOR ALL STORM PDC's WHERE CONFLICTS ARE ENCOUNTERED BETWEEN THE PDC's AND PROPOSED WATERMAIN. CONTRACTOR SHALL SCHEDULE WATERMAIN INSTALLATION ACCORDINGLY IN SOME AREAS TO ENSURE THAT PDC's CROSS AT A MINIMUM 0.50m ABOVE OR 0.15m BELOW WATERMAIN WHILE MAINTAINING 1.5m COVER AT PROPERTY LINE.

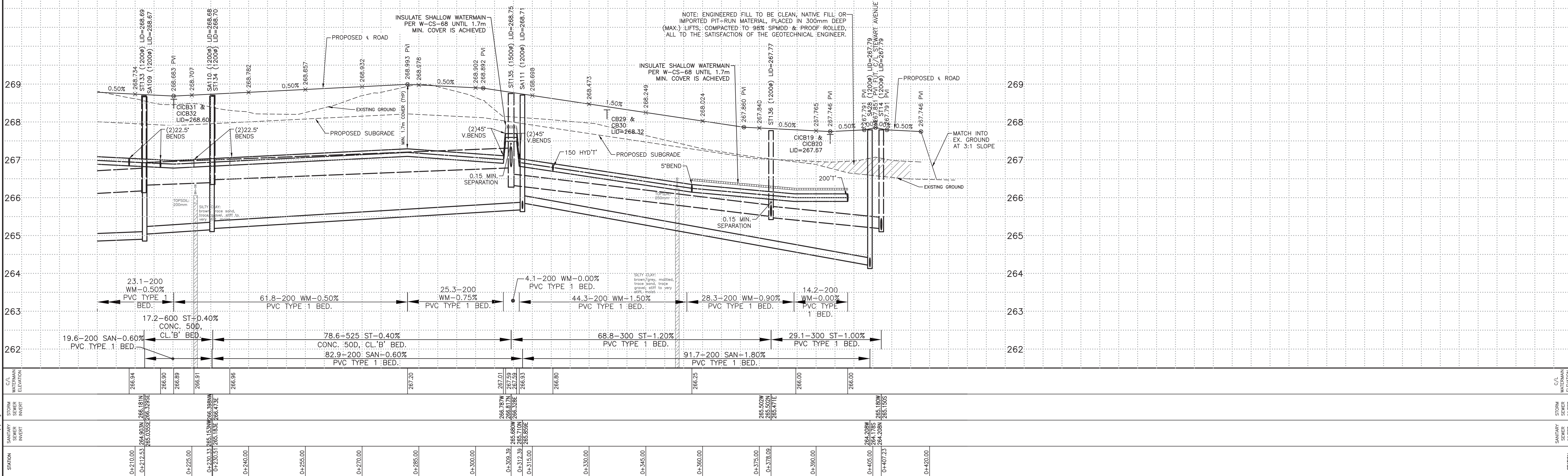
ALL SANITARY PDC'S SHALL BE CONSTRUCTED MINIMUM 2.8m BELOW FINISHED GRADE TO OVERT AT PROPERTY LINE. ALL STORM PDC'S SHALL BE CONSTRUCTED 1.5m BELOW FINISHED GRADE TO OVERT AT PROPERTY LINE. ALL WATER SERVICES SHALL BE CONSTRUCTED TO MINIMUM 1.7m BELOW FINISHED GRADE AT PROPERTY LINE. THE MINIMUM SLOPE FOR STORM AND SANITARY PDC'S SHALL BE 2%.

- Ⓜ DENOTES SIDEWALK RAMP c/w TACTILE PLATES
- Ⓜ CURB AND GUTTER OPSD 600.040
- ⊗ DENOTES HYDRANT TEE, 150 GATE VALVE & 3-WAY HYDRANT WITH STORZ CONNECTION

ALL PROPOSED MUNICIPAL HYDRANTS TO BE PROVIDED WITH COLOUR CODED REFLECTIVE MARKERS ON BOTH 65mm HYDRANT OUTLETS IN ACCORDANCE WITH THE CITY OF LONDON DESIGN SPECIFICATIONS AND REQUIREMENTS MANUAL. MARKER COLOURS ARE TO MATCH THE HYDRANT CLASSIFICATION NOTED ON THIS DRAWING IN ACCORDANCE WITH THE FOLLOWING TABLE:

CLASS AA - LIGHT BLUE
CLASS A - GREEN
CLASS B - ORANGE
CLASS C - RED

KNOTT DRIVE



No.	REVISIONS	DATE	CONSULTANT	AS CONSTRUCTED SERVICES	COMPLETION	DETAILS	No.	REVISIONS	DATE	CONSULTANT
1	ISSUED FOR TENDER	OCT 16/20	DEVENG			DESIGN BY: AJ/GW	1	ISSUED FOR TENDER	OCT 16/20	DEVENG
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3	ISSUED FOR ADMINISTRATIVE REVIEW	DEC 4/20	DEVENG			CHECKED BY: DH	3	ISSUED FOR ADMINISTRATIVE REVIEW	DEC 4/20	DEVENG
4	RESUBMITTED FOR APPROVAL	MAR 8/21	DEVENG			F.B.K. 1090	4	RESUBMITTED FOR APPROVAL	MAR 8/21	DEVENG

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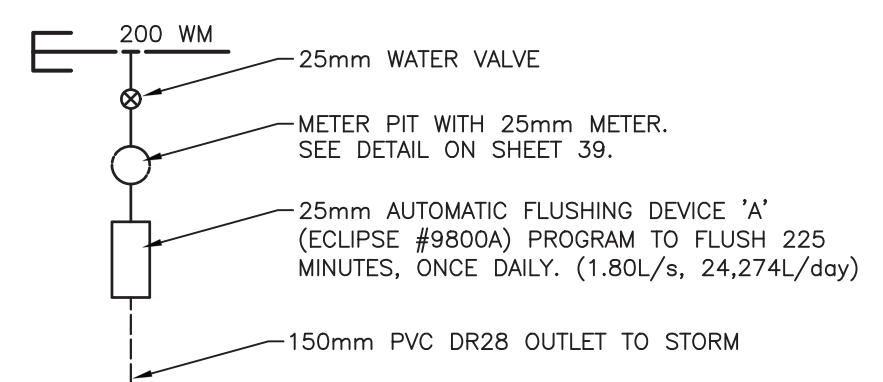
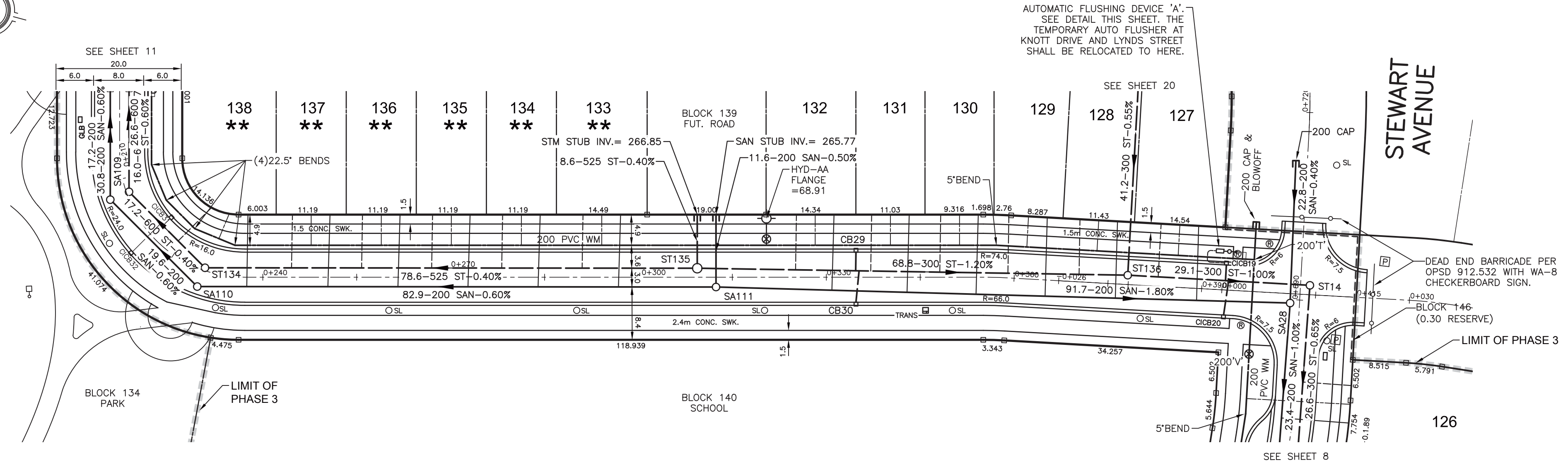
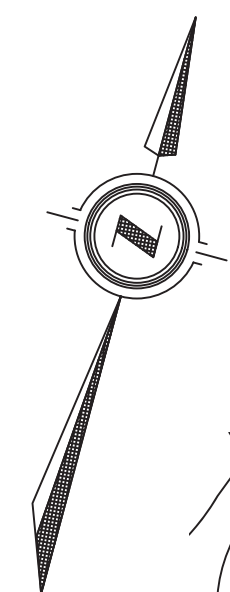
SCALE: _____ TITLE: **RICHARDSON SUBDIVISION - PHASE 3**
LONDON, ON
SIFTON PROPERTIES LIMITED

PROJECT No. **DEL15-091SPH3**
SHEET No. **12**
PLAN FILE No. _____

KNOTT DRIVE
FROM STA. 0+210 TO STA. 0+420

APPENDIX 'D'

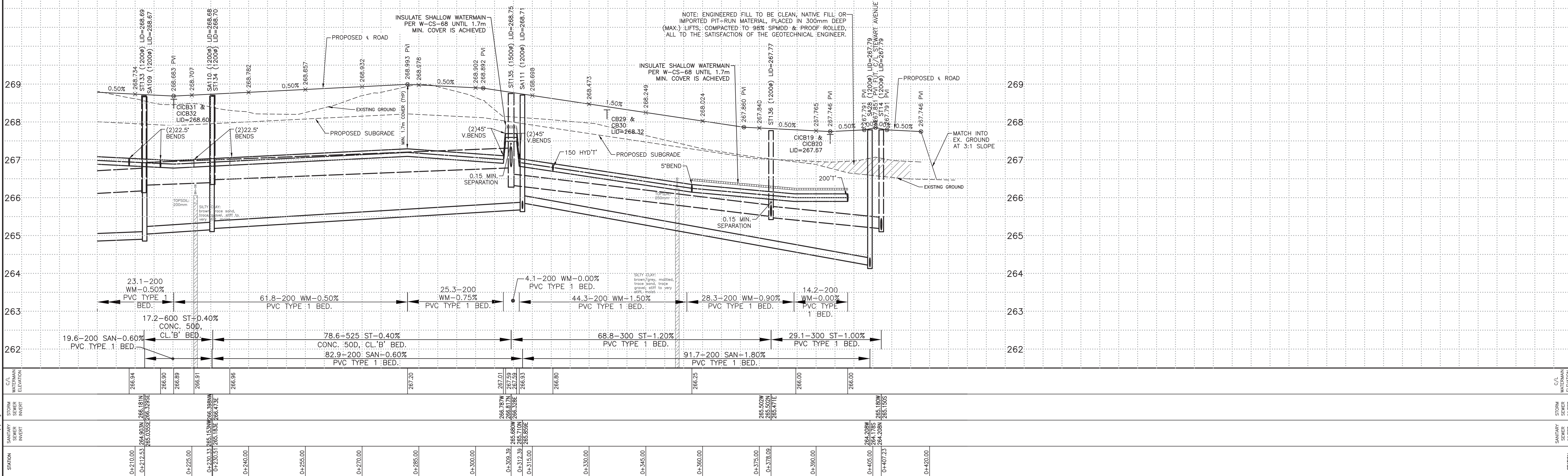
Storm Area Plan & Existing Infrastructure



AUTOMATIC FLUSHING DEVICE LAYOUT
SCALE 1:100

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STATION	0+210.00	0+212.00	0+225.00	0+230.00	0+240.00	0+255.00	0+270.00	0+285.00	0+300.00	0+309.33	0+312.33	0+315.00	0+330.00	0+345.00	0+360.00	0+375.00	0+378.00	0+390.00	0+405.00	0+407.25	0+420.00	
C/L WATERMAIN ELEVATION	266.94	266.90	266.89	266.91	266.96	267.20	267.01	267.79	267.79	267.79	267.79	266.93	266.80	266.25	266.00	266.00	266.00	266.00	264.20	264.1785	264.1565	264.1345
STORM SEWER INVERT	266.181N	266.181N	266.328E	266.328E	266.473E	266.618N	266.618N	266.763N	266.763N	266.763N	266.763N	266.763N	266.763N	266.763N	266.763N	266.763N	266.763N	266.763N	266.763N	264.208N	264.1785	264.1565
SANITARY SEWER INVERT	265.035E	265.035E	265.183E	265.183E	265.328E	265.473E	265.618N	265.618N	265.618N	265.618N	265.618N	265.618N	265.618N	265.618N	265.618N	265.618N	265.618N	265.618N	265.618N	264.208N	264.1785	264.1565

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FILE: DEL15-091SPH3 - P&P(2).DWG

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SCALE: _____

TITLE: **RICHARDSON SUBDIVISION - PHASE 3**
LONDON, ON
SIFTON PROPERTIES LIMITED

PROJECT No. **DEL15-091SPH3**

SHEET No. **12**

PLAN FILE No. _____

APPENDIX 'E'

Preliminary Stormwater Management Strategy Brief



Stantec Consulting Ltd.
600-171 Queens Avenue, London ON N6A 5J7

March 10, 2022
File: 161414212

Attention: File Reviewer
Corporation of the City of London
Development Services
300 Dufferin Avenue
London, ON N6A 4L9

Dear Reviewer,

Reference: IPR Application – 1350 Wharncliffe Rd, London, Ontario Preliminary Stormwater Management Strategy

This letter outlines support for a IPR Application for the proposed development located at 1350 Wharncliffe Road in London, Ontario.

The following documents were reviewed in the preparation of this letter:

- “Dingman Creek Subwatershed: Stormwater Servicing Study”, Aquafor Beech Limited, September 2020.
- “Pincombe Stormwater Management Facility No. 3 Functional Design Report”, IBI Group, January 2019.
- “Addendum to the Municipal Class Environmental Assessment ‘Schedule B’ for Storm/Drainage and Stormwater Management Servicing Works for the White Oak Area”, AECOM, September 2014.

EXISTING SITE

The existing property, approximately 4.0 ha in area, are located south of Wharncliffe Road and are bounded at the south and west side by the existing residential and to the east by agricultural lands. Currently the site consists of a farmstead and associated outbuildings.

Runoff from the site is split roughly in half between the Pincombe Drain and the White Oaks Drain. Flows from the north half drain overland primarily to a reach of the White Oaks Drain located to the east of site. Flows from the south half drain overland and by sewer to the Pincombe stormwater management facility (SWMF) #3. Both the White Oaks Drain and the Pincombe Drain are tributary to the Dingman Creek.

PROPOSED DEVELOPMENT

The development proposes a medium density residential block, single-family lots, associated roads and an allowance for the Bradley Avenue extension. Site runoff will continue to be directed to the appropriate drains. The proposed site is illustrated in the attached Storm Drainage Area Figure and the areas are described below.

A100 – This 0.41ha area is primarily made up of the future Bradley Avenue right of way (ROW) and drains to the White Oaks Drain.

Reference: IPR Application – 1350 Wharncliffe Rd, London, Ontario Preliminary Stormwater Management Strategy

A101 – This 1.99ha area is proposed to be a medium density block and the extension of Southbridge Avenue from the west. This area drains to the White Oaks Drain.

A102 – The 1.64ha area consists of single-family lots and future Street 'A' and drains to Pincombe SWMF #3.

PROPOSED STORMWATER MANAGEMENT STRATEGY

The proposed development is within the Dingman Creek subwatershed and as such is subject to the recommendations within the Dingman Creek Subwatershed Municipal Class Environmental Assessment (DCEA). The DCEA proposes a 'complete corridor' for the WCT-3 tributary of the White Oaks Drain, which wraps any stormwater management facilities into a shared corridor with the proposed creek realignment and any necessary natural heritage compensation. This corridor is the ultimate outlet for the proposed areas draining to the White Oaks drain.

The Pincombe SWMF #3 has capacity allowance for the southern half of the subject property as shown on City Drawing # T15501-Ph3-4P3 (attached). The assumed conditions match the proposed conditions for the single-family lots and as such should have sufficient capacity for the design.

The Bradley Avenue extension's drainage will be handled during the design process of the road itself and has not been covered here.

The following SWM strategy has been designed to mimic the pre-development conditions of the medium density site prior to any development in the existing catchment and to control the peak flows to from the 100-year event to 2-year pre-development conditions. The strategy consists of an oil-grit separator (OGS) and on-site controls for the medium density block. Each of the pieces involved in this strategy are detailed below.

OIL-GRIT SEPARATOR

An OGS unit will treat the minor flows from the medium density block. It will be sized to achieve 80% total suspended solids (TSS) removal.

MEDIUM DENSITY BLOCK ONSITE CONTROLS

The medium density block on site will require onsite controls that reduce the post-development flows to the levels required as laid out below.

This block will require 860m³ of onsite storage to control the 100-year post-development event to the 2-year pre-development rate of 40 l/s. These values were determined using the Modified Rational Method and the supporting calculations are attached.

The block will drain by sewer to the Southbridge Avenue extension and on to the Bradley Avenue ROW which will outlet at the proposed 'complete corridor' to the east.

Reference: IPR Application – 1350 Wharncliffe Rd, London, Ontario Preliminary Stormwater Management Strategy

CLOSURE

The above SWM strategy indicates that there is adequate space provided in the submitted draft plan to achieve the objectives and recommendations laid out in the DCEA. The designed storage targets for the medium density blocks are reasonable for their size. Further refinement of this strategy will occur through discussion with the approval authorities leading up to and during detail design.

We trust that this information adequately outlines the proposed stormwater management considerations for the 1350 Wharncliffe Road IPR Application. If you have any questions regarding the forgoing information, please do not hesitate to contact the undersigned.

Regards,

Stantec Consulting Ltd.



Adam Kristoferson P. Eng.
Water Resources Engineer
Phone: 519 675 6669
Fax: 519 645 6575
Adam.Kristoferson@stantec.com

Attachment: Proposed Storm Drainage Area Figure
City drawing ref# T15501-Ph3-4P3
SWM Calculations

akk w:\161414212\design\correspondence\41 design correspondence\ipr\supporting_docs\stm\let_161414212_20220310_swm_ipr.docx

Subject: Target Flows
Project: 1350 Wharnccliffe Rd.
Project No.: 161414212
Date: Mar 10/2022

Total Drainage Area: 1.99 ha
 Composite Runoff Coefficient: 0.20

$$I = A / (T + B)^C$$

I = Intensity of rainfall in mm/hour
 T = Time of concentration in hours

$$Q = 0.0028CIA$$

Q = Peak Discharge
 C = 0.20 Runoff Coefficient
 I = Rainfall Intensity
 A = 1.99 Area (ha)
 tc = 36.8 min

$$tc = \frac{3.26 (1.1 - C) L^{0.5}}{Sw^{0.33}}$$

Airport Equation

Used if Rational Method runoff coefficient is less than 0.40.

L 250 m
 Sw 2 %
 C 0.2
 tc= 37 mins

Design Storm Event	A	B	C	Rainfall Intensity (mm/hr)	Peak Discharge (cms)
2-year	754.36	6.011	0.81	36.0	0.04
100-year	2619.363	10.500	0.884	86.6	0.10

Subject: Modified Rational Method
Project: 1350 Wharnccliffe Rd.
Project No.: 161414212
Date: Mar 10/2022

Drainage Area - New Parking

Total Drainage Area: 1.99 ha
% Impervious: 64%

	Area (ha)	Runoff Coefficient	CA
Imp. Land	1.27	0.90	1.14624
Pervious Land	0.72	0.20	0.14328

Composite Runoff Coefficient: 0.65
 Event Adjusted C: 0.81

(25% increase as per MTO guidelines for severe storm events 0.95 max)

Rainfall Intensity

$$I = A / (T + B)^C$$

I = Intensity of rainfall in mm/hour
 T = Time of concentration in hours
 A = 2619.363
 B = 10.5
 C = 0.884

Time Step 5 minutes

Storage Calculation 100-year

Target Release Rate: 0.04 m³/s max Storage= 861

Time (min.)	Rainfall Intensity (mm/hr)	Peak Runoff Rate (cms)	Incremental Runoff Volume (cu. m)	Incremental Outflow Volume (cu. m)	Storage Volume (cu. m)
45	75.2	0.337	909	107	802
50	69.7	0.312	936	119	817
55	65.0	0.291	960	131	829
60	60.9	0.273	981	143	838
65	57.3	0.257	1000	155	845
70	54.1	0.242	1018	167	851
75	51.3	0.230	1034	179	855
80	48.8	0.219	1049	191	858
85	46.5	0.208	1063	203	860
90	44.5	0.199	1076	215	861
95	42.6	0.191	1088	227	861
100	40.9	0.183	1099	239	861
105	39.3	0.176	1110	250	859
110	37.9	0.170	1120	262	858
115	36.6	0.164	1129	274	855
120	35.3	0.158	1139	286	852

