



# PLANNING & DESIGN BRIEF

## Developer

1000077448 Ontario  
Inc.

## Project Site

767 Southdale Road East /  
London / ON

**06.20.2025**

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PREPARED BY

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PREPARED FOR

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VERSION 1.0

ISSUED

06.20.2025

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ABOUT THIS REPORT

This report has been prepared by Siv-ik Planning and Design Inc. for 1000077448 Ontario Inc. as part of our **CREATE** process. The report provides an overview of the physical context, planning framework and technical requirements that are the genesis of the project design process. The graphics and supporting text are intended to highlight links between those factors the specific planning and design response proposed for the site. The report describes the relevant details of the proposed Zoning By-law Amendment for 767 Southdale Road East and the unique planning process that is being undertaken by the project team.

www.siv-ik.ca



# S1: INTRODUCTION

## S1.1 Project Consulting Team



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



AGM is a multidisciplinary firm providing integrated planning, surveying, and engineering services across Southwestern Ontario. Since 1925, their team has delivered practical, cost-effective solutions tailored to local conditions, budgets, and regulatory requirements. With all services under one roof, AGM ensures streamlined project delivery from initial surveys to site design and construction oversight.

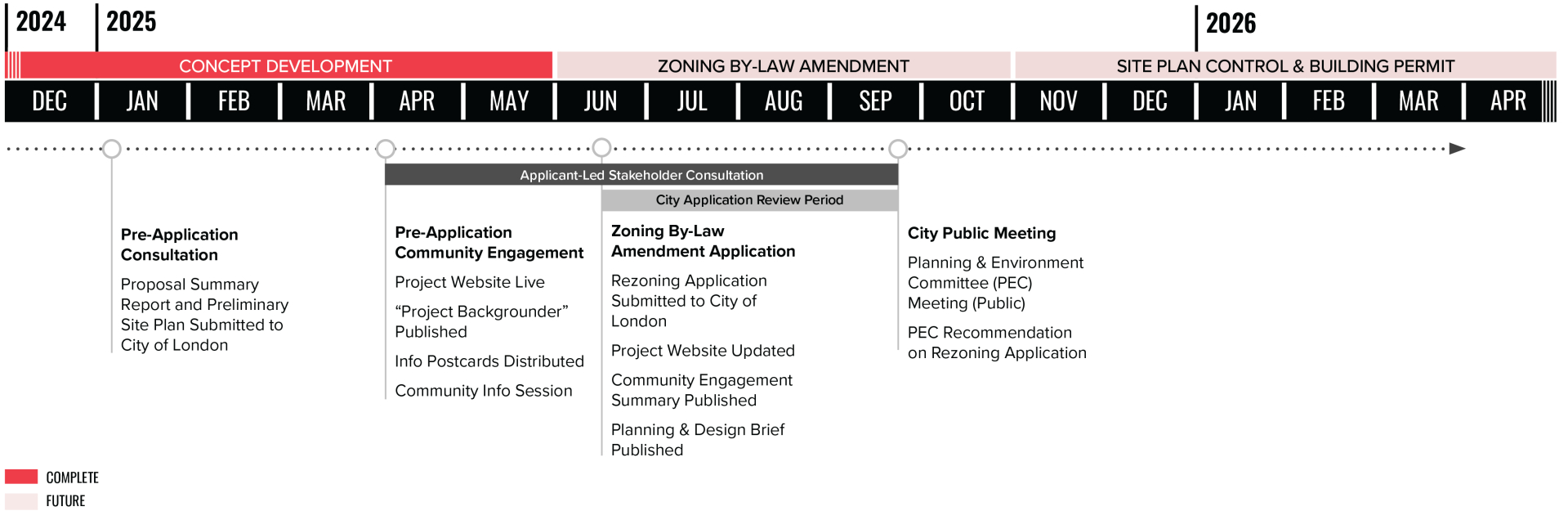


Ron Koudys Landscape Architects provide landscape architectural design services that shape the way we live, learn, work, and play. From county estates and urban parks to courthouse facilities and health care centres, we are committed to the principles of art, innovation and nature.

## S1.2 About the Project

The applicant (1000077448 Ontario Inc.) is the registered owner of the property, municipally referred to as 767 Southdale Road East in London, ON. With the support of Siv-ik Planning & Design Inc., and the project team, they are planning a redevelopment of the site for a new mid-rise apartment building. The project team understands that change in neighbourhoods warrants conversation. This report provides an opportunity for those who are interested, to learn more about the genesis of the development proposal, understand the various factors that shape development on this site and specifically understand how that web of factors has informed the development proposal for 767 Southdale Road East. The report also provides an overview for our unique approach to navigating this project from concept to reality.

## / Project Timeline



**Note:** Projected “future” timelines subject to change.



S1.3 Project Site

The project site is an existing single parcel, municipally identified as 767 Southdale Road East in the City of London, ON. The site is located in the southeast quadrant of the City, at the southwest corner of the intersection of Southdale Road East and Willow Drive. The project site is located approximately 350m (~5 minute walk) east of the intersection of Southdale Road East and Wellington Road. The project site is located within the Westminster Planning District, which encompasses the area generally bounded by Commissioners Road East and the CN Rail Line to the north, Highbury Avenue South and Bradley Avenue to the east, Wilton Grove Road, Green Vanney Road and Roxborough Road to the south, and Wellington Road to the west.

The site currently contains a single-detached dwelling, but is of sufficient size and shape to accommodate new, more compact forms of residential development.

At-A-Glance

SITE AREA

1,330.3  
Square Metres

FRONTAGE

32.0  
Metres

DEPTH

41.2  
Metres

EXISTING USE

Residential  
Single-Detached  
Dwelling

SERVICING

Municipal Services  
Available on Southdale  
Road East



Figure 1. The Project Site



# S2: CONTEXT

## S2.1 Spatial Analysis

**Figure 2** shows the physical and spatial characteristics of the lands surrounding the project site. This segment of the Southdale Road East corridor is currently characterized by a majority of single-detached dwellings along the south side of Southdale Road East. The corridor is envisioned to intensify over the long-term, as per the planning framework outlined in the London Plan The land use pattern with 400m (5-minute walk) of the project site is a mix of single-detached dwellings, commercial, institutional, and open space uses (Westminster Ponds ESA). An LTC stop for Route #13 is located 50m (~1 minute walk) east, at the intersection of Southdale Road East and Willow Drive, connecting the site to other destinations in South London, including employment and commercial areas. Approximately 350m (~5 minute walk) to the east of the site is the future Wellington Gateway rapid transit line, with a station planned at the intersection of Wellington Road and Southdale Road East.

Lands immediately south, west and east of the project site consist of 1 to 2-storey single-detached dwellings and semi-detached dwellings, fronting onto Southdale Road East, Willow Drive and Dearness Drive. To the north of the site is the Dearness Home and Westminster Ponds ESA, the latter providing open space and recreation opportunities for existing and future residents.

Although the London Plan supports intensification along Southdale Road East, much of the existing development is rear-lotted—where dwellings back onto the corridor without direct frontage—making redevelopment in the near term more difficult. The subject site, with full frontage, side street access, and sufficient lot size, represents a rare and viable opportunity to support appropriate intensification in this segment of the Southdale Road East corridor.

### Spatial Context At-A-Glance

#### NORTH

<b>Existing</b> Westminster Ponds ESA	<b>Planned</b> No Change
--	-----------------------------

#### EAST

<b>Existing</b> Single-Detached Dwellings	<b>Planned</b> Medium Density/ Mid-Rise
--	---

#### SOUTH

<b>Existing</b> Single-Detached Dwellings	<b>Planned</b> No Change
--	-----------------------------

#### WEST

<b>Existing</b> Single-Detached Dwellings	<b>Planned</b> Medium Density/ Mid-Rise
--	---



**Figure 2.** Neighbourhood Spatial Context (400m)



# S3: PLANNING FRAMEWORK

## S3.1 Provincial Planning Policy

The Provincial planning policy framework is established through the Planning Act (Section 3) and the Provincial Planning Statement (PPS 2024). The Planning Act requires that all municipal land use decisions affecting planning matters be consistent with the PPS.

The primary 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 largely addressed in the Official Plan discussion in this report.

The PPS includes policy guidance to provide for a range of housing options and densities that are required to meet requirements of current and future residents of the City of London. Planning authorities are directed to support general intensification and redevelopment within built up areas by planning for a range and mix of housing options and prioritizing investment in infrastructure and public service facilities.

These policies are intended to guide land use decision-making and development in Ontario, with a focus on providing a sufficient supply with the necessary mix of housing options to support a diverse and growing population. These key objectives have been considered and have informed our thinking for the project site.

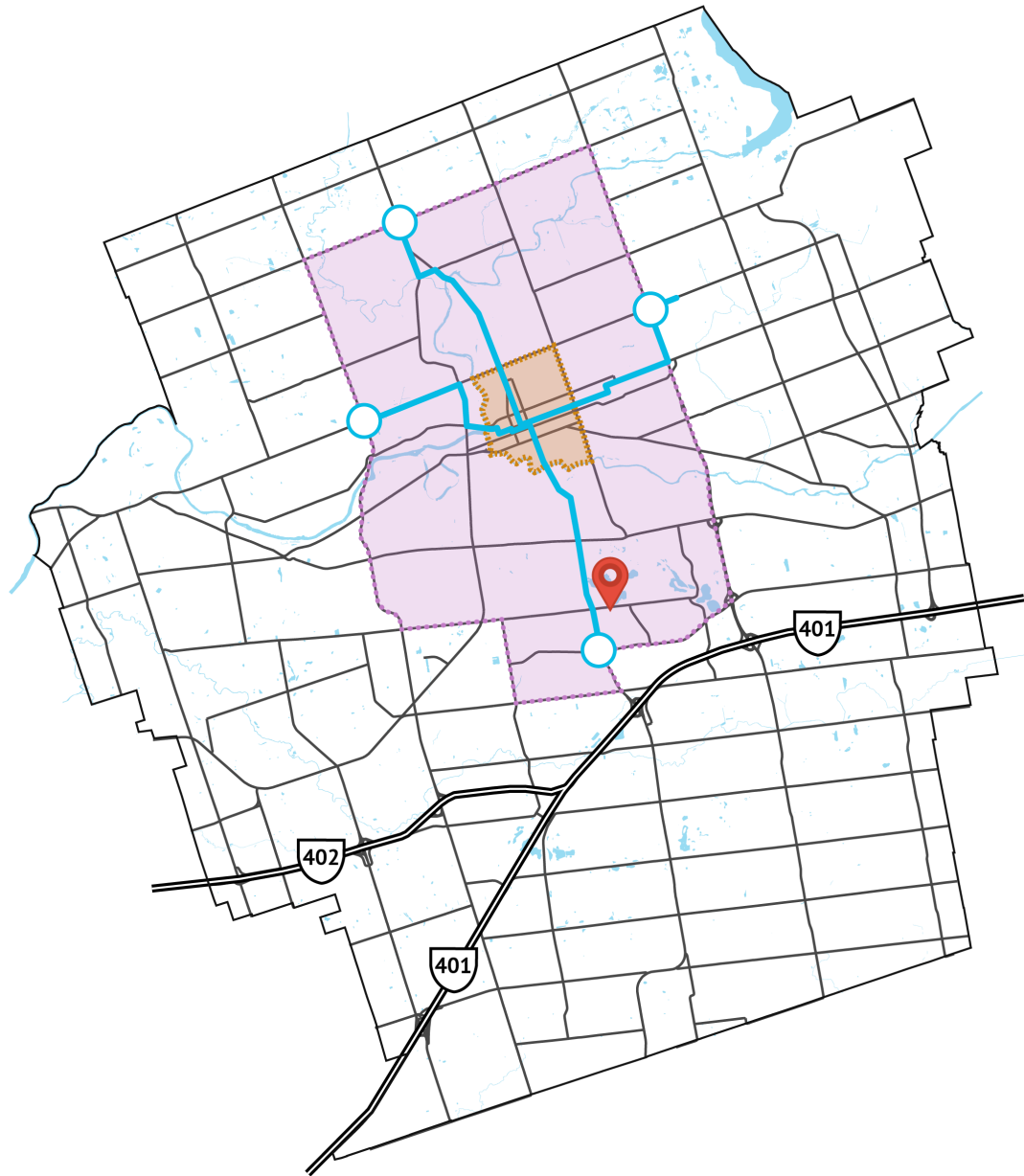


Figure 3. City Structure

## S3.2 The London Plan

Figure 3. (Pg. 7) provides visual context for the site’s positioning relative to London’s city-structure, including the City’s network of major streets. The project site contains frontage on Southdale Road East, which is identified as an Civic Boulevard by the London Plan. The site is located within the Primary Transit Area. The site’s relationship to the overall structure of London, as laid out in The London Plan, provides a framework for how development policies are to be viewed and applied in relation to this site.

### / Place Types

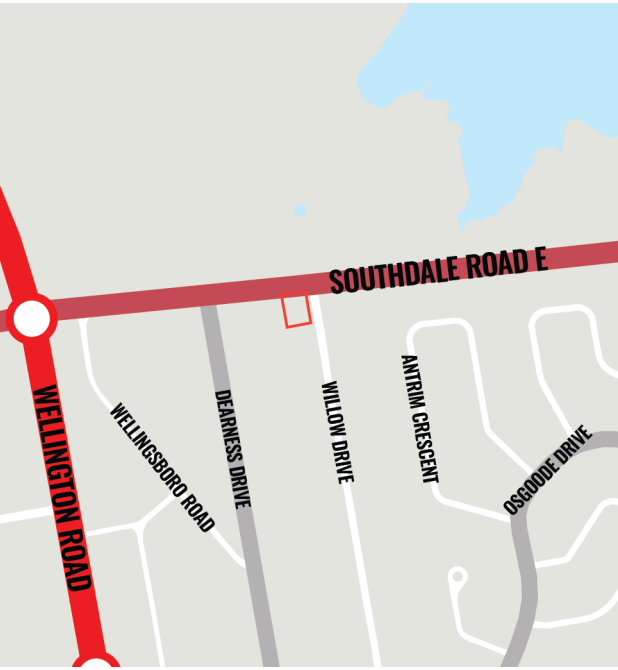
In accordance with Map 1 – Place Types of the London Plan, the project site is within the “Neighbourhoods” Place Type. Neighbourhoods are envisioned as diverse places that include a broad range of housing opportunities. The specific policies guiding new development are identified and summarized in the following section of this report and provide the primary guidance (use, intensity and form) for redevelopment of the site.



- Neighbourhoods
- Rapid Transit Corridor
- Institutional
- Green Space

### / Street Classification

In accordance with Map 3 – Street Classifications of the London Plan, the project site has direct frontage on a Civic Boulevard (Southdale Road East). The intensity of development and range of uses permitted on a given site varies depending upon the street classification that a property fronts onto, in addition to a number of other factors.



- Rapid Transit Boulevard
- Civic Boulevard
- Neighbourhood Connector
- Rapid Transit Station



S3.3 Key London Plan Policies

Key Policy Implications: 767 Southdale Road East

STREET TYPE	INTERSECTS WITH	PARK FRONTAGE
Civic Boulevard	Neighbourhood Street	N/A

/ Use

Table 10 - Range of Permitted Uses in Neighbourhoods Place Type, outlined on page 248 of the London Plan shows the range of primary and secondary permitted uses that may be allowed within the Neighbourhoods Place Type. The range of uses available to a given site depends upon the order/ classification of the street on which it fronts.

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"/>	Townhouses
<input checked="" type="radio"/>	Additional Residential Units
<input checked="" type="radio"/>	Triplexes
<input checked="" type="radio"/>	Fourplexes
<input checked="" type="radio"/>	Stacked Townhouses
<input checked="" type="radio"/>	Low-Rise Apartments
<input checked="" type="radio"/>	Permitted
<input type="radio"/>	Not Permitted

/ Intensity

Table 11 - Range of Permitted Heights in Neighbourhoods Place Type, outlined on page 250 of the London Plan shows the range of permitted building heights in the Neighbourhoods Place Type. The minimum and maximum building heights applicable to a given site depends upon the order/ classification of the street on which it fronts

Allowable Height (Storeys):	
Min.	2
Max.	4
Upper Max.	6

**Note:** Council-approved changes to the London Plan have removed the “upper maximum” heights and apply one maximum height for each Place Type. A maximum height of 8-storeys, is permitted on the project site.

/ Form

In accordance with policy 938 of the London Plan, Residential Intensification means the development of a property, site, or area at a higher residential density than currently exists. For residential intensification projects, the development must be sensitive to, compatible with, and a good fit within the existing surrounding neighbourhood (953).

Design Criteria for Residential Intensification	
a.	Site layout within the context of the surrounding neighbourhood, considering such things as access points, driveways, landscaping, amenity areas, building location, and parking.
b.	Building and main entrance orientation.
c.	Building line and setback from the street.
d.	Character and features of the neighbourhood.
e.	Height transitions with adjacent development.
f.	Massing appropriate to the scale of the surrounding neighbourhood.

/ City Design Policies (189-306)

The City Design policies of the London Plan provide overarching urban design guidance for new development and public realm projects. The policies recognize that the design of the city is shaped by both its natural setting and its built form, with built form including elements such as streets, streetscapes, public spaces, landscapes and buildings. Overall, the policies seek to create positive relationships between these elements, which influence how people navigate and experience the City. In accordance with the applicable policies, planning and development proposals within existing and new neighbourhoods are required to articulate the neighbourhood’s character and demonstrate how the proposal has been designed to fit within that context. In this regard, the information outlined in Sections 2-5 of this brief clearly articulates the character of the site and surrounding area. The design principles described and illustrated in Section 5 and the annotated graphics in Section 6 document how the proposed Zoning By-law and the conceptual site layout and building form have been designed to respond to the unique context of the site, and have taken into account the City Design policies of the London Plan along with other specific planning and urban design policies.

/ Residential Intensification in Neighbourhoods (937-958)

The London Plan encourages intensification within existing neighbourhoods to help support aging in place, diversity of built form, affordability, vibrancy, and the effective use of land in neighbourhoods. In addition to the general City Design policies, the Neighbourhoods Place Type policies provide additional form-based policy direction for intensification proposals. The overall goal of the policies is to ensure that intensifications projects are sensitive to, compatible with, and fit within the existing and planned neighbourhood context. This Planning and Design Brief has been prepared to aid in the evaluation of the proposal and draw direct links between key design considerations for residential intensification (see page 9 for list of key considerations) and the proposed site and building design. The graphics and illustrations in this brief also address functional considerations such as driveways, parking, landscaped open space, outdoor residential amenity area, buffering and setbacks, and waste storage/management which are key in evaluating the appropriateness of the proposed intensity of the development in the context of these policies.

/ Our Tools (1577-1579)

The “Our Tools” section of the London Plan provides further detail and direction on how the Plan is to be implemented. With specific regard to planning and development applications, a Planning and Design Report was identified as a requirement of a complete application for this proposed Zoning By-law Amendment. This Planning and Design Brief has been prepared to articulate and address matters relating to the use, intensity and form of the proposal and allow for an evaluation of the proposal by Staff, Council, the public and other key stakeholders as it relates to the Evaluation Criteria for Planning and Development Applications.



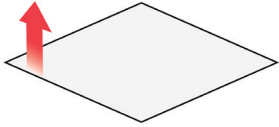
S3.4 Existing Zoning By-law Implications

/ Residential (R1-4) Zone

The project site is currently zoned Residential R1 (R1-4) Zone in the City of London Zoning By-law No. Z-1. The R1 Zone provides for and regulates single-detached dwellings, the lowest density of residential development in the City. There are seventeen variations to the R1 Zone in order to provide for a range of lot sizes and dwelling styles. The key regulations in the existing R1-4 Zone are highlighted below. Our understanding of the existing zone permissions provides a frame of reference to understand degree of change being pursued through the proposed Zoning By-law Amendment and understand any potential impacts of the proposed change.

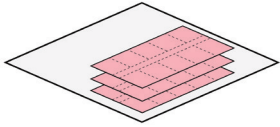
HEIGHT

**9.0m**  
Maximum Height  
**3**  
Storeys



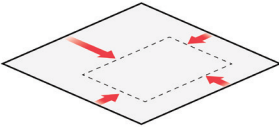
DENSITY

**Single-detached**  
Highest Use  
**4**  
Units Per Lot



SETBACKS

**8.0m**  
Front & Exterior  
**1.2m metres except that, where no private garage is attached to the dwelling, one side yard shall be 3.0m**  
Interior  
**8.0m**  
Rear



OTHER

**35%**  
LOS (Min.)  
**40%**  
Coverage (Max.)

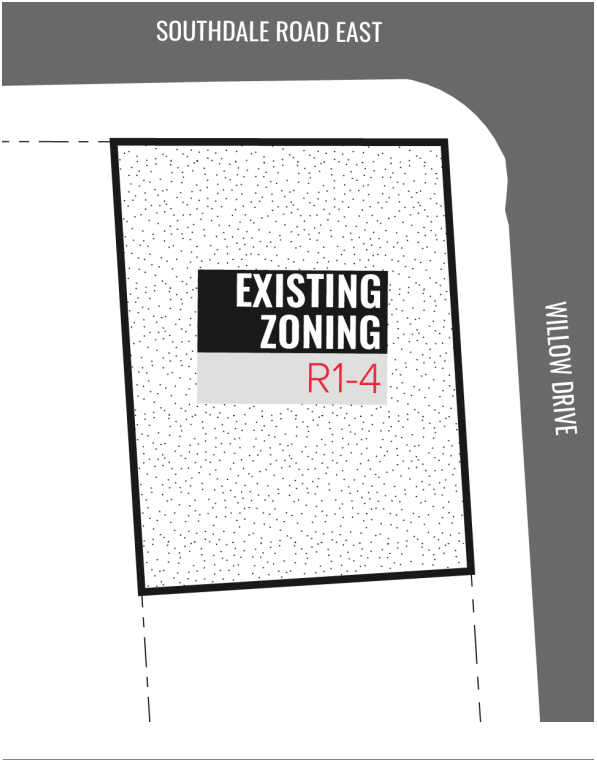
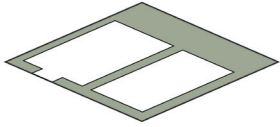


Figure 4. Existing Zoning Map

S3.5 Key General Regulations

The general provisions (Section 4) of the City of London Zoning By-law No. Z-1 contain development standards that apply in London irrespective of the specific zone category that is applied to the site.

Section 4.19 outlines requirements (design and quantity) for on-site vehicle parking. The project site is not located within the “exempt from minimum parking standards area”. The standard parking requirements for the uses contemplated in the proposed redevelopment are highlighted below for reference.

PARKING REGS.

**Apartment**  
0.5 per unit

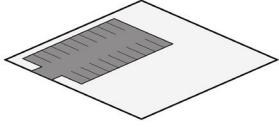


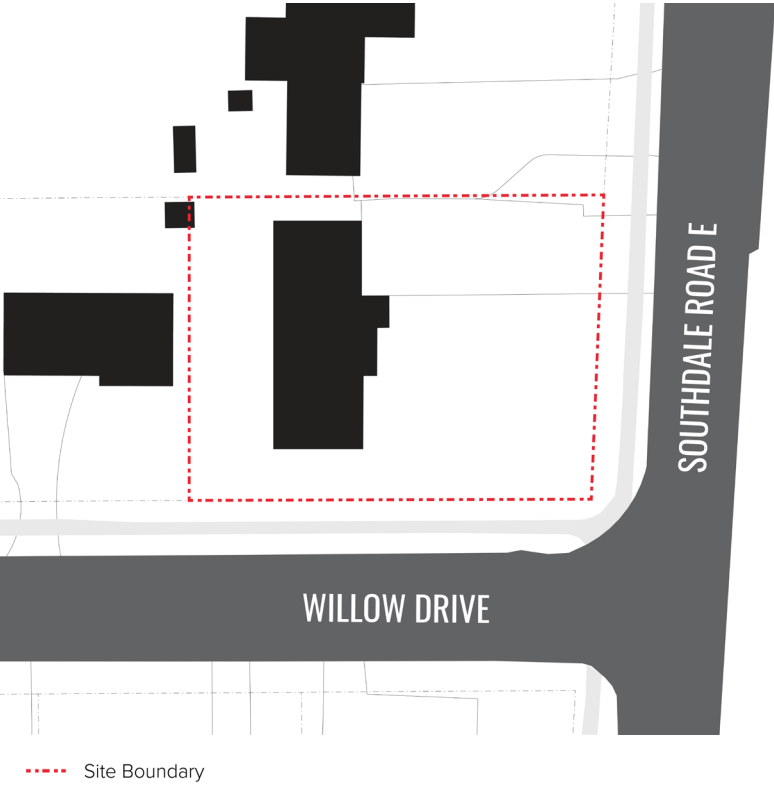
Figure 5. Key General Provisions

S3.6 Planning History

The existing single-detached dwelling located on 767 Southdale Road East has existed prior to the Zoning By-law Z.-1 coming into effect in 1993. No other significant/informative planning history was identified for the project site or lands immediately adjacent to the project site.

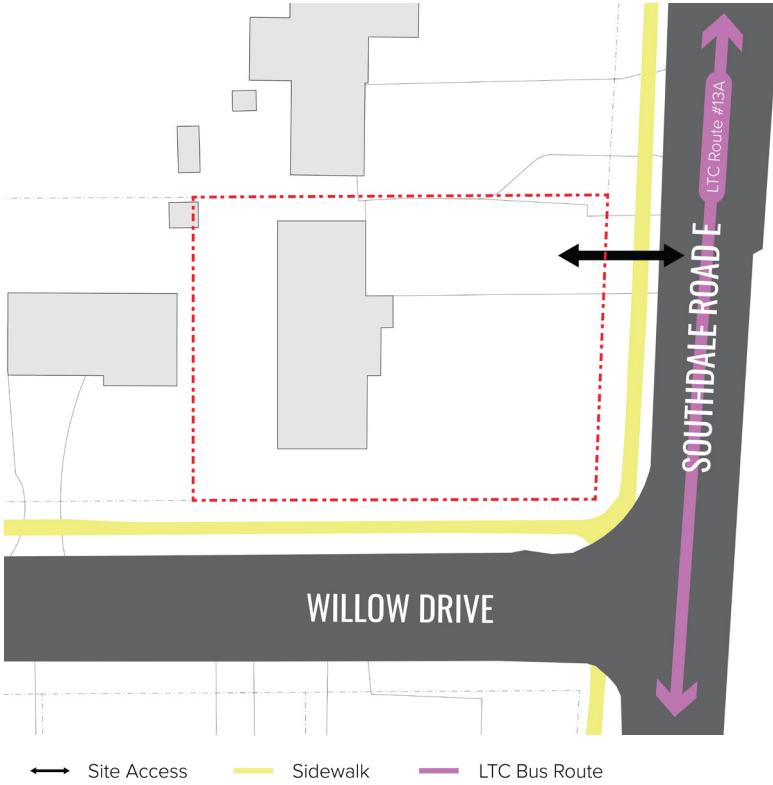


S4: SITE ANALYSIS



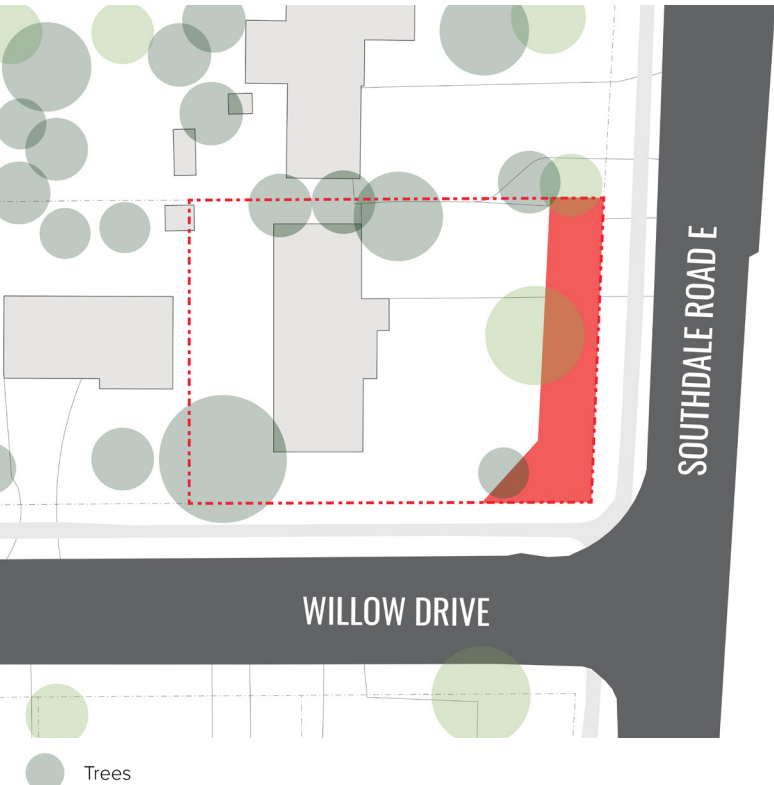
1 Figure Ground

The existing size, shape, and location of built form in the immediate area, surrounding the project site, represents the framework upon which new infill development must integrate with and respond to. The figure-ground diagram illustrates the relationship between the existing built and unbuilt space on and in proximity to the site. Land coverage of buildings is visualized as solid mass, while unbuilt lands and public spaces are represented as voids.



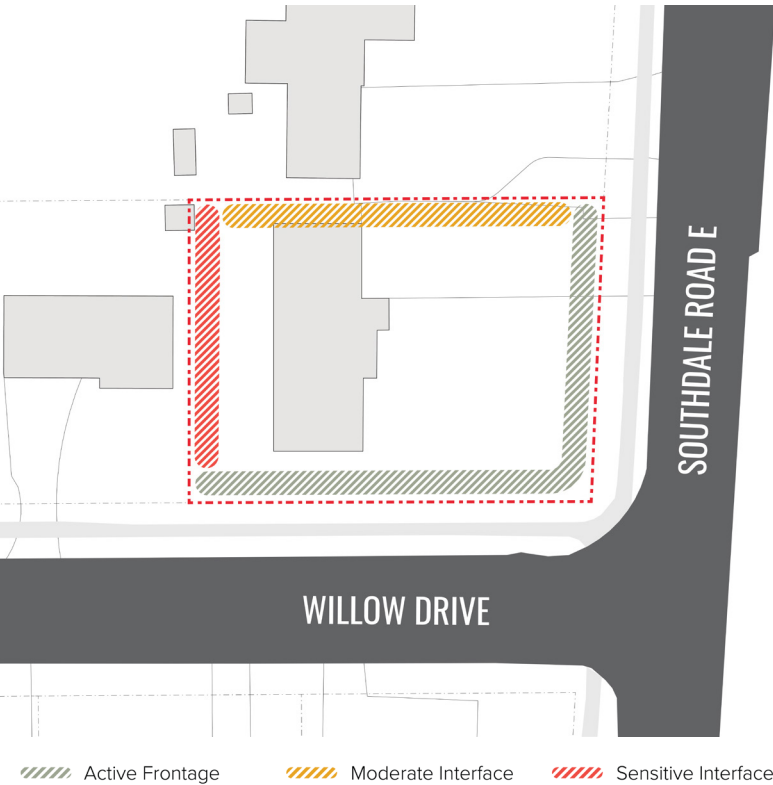
2 Mobility

The surrounding mobility framework (e.g., roads, intersections, access driveways, sidewalks, bike lanes, etc.) has been taken into consideration while planning for the re-development of the site to ensure that the ultimate development is complementing or enhancing the planned function of the mobility network and minimizing operational impacts to the extent possible.



3 Site Conditions

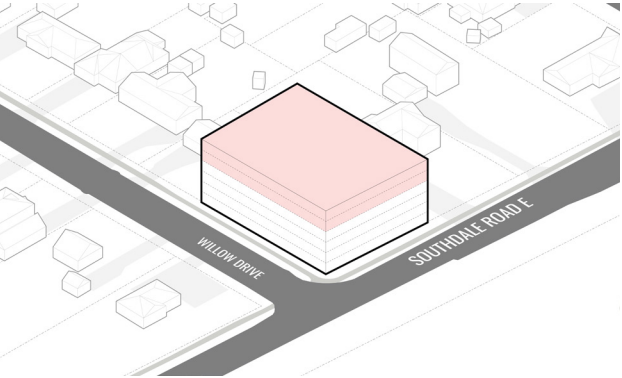
A range of potential physical and natural conditions (e.g., trees, vegetation, natural features, topography, major infrastructure, road widening dedications, etc.) can influence the ultimate design and complexity of any redevelopment project. The graphic above highlights the key physical characteristics of the site. The new development will respond to and account for these conditions from a planning and design perspective.



4 Edge Conditions

The placement, orientation and design of new development has been designed to respond to the existing/planned conditions directly adjacent to the site in order to minimize privacy impacts and protect access to sunlight/sky views for adjacent properties, particularly on adjacent side yards. The graphic above characterizes the various edge conditions/adjacencies that have been taken into consideration.

S5: DESIGN PRINCIPLES

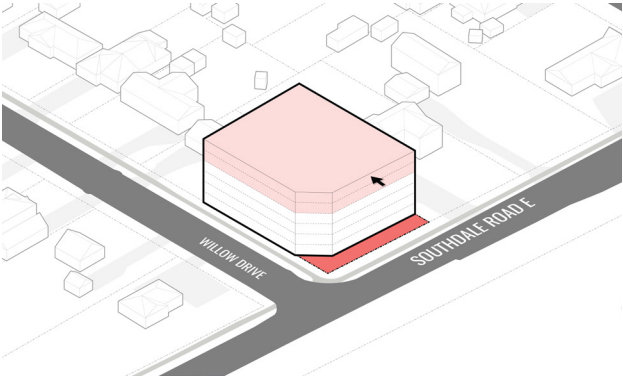


1 Residential Intensification

Given its size and location, the site presents an opportunity for residential intensification. The proposed zoning framework will allow for a low-rise built form (<5-storeys) which is in line with the maximum height permitted by the applicable “intensity” policies of the Neighbourhoods Place Type.

Official Plan References

Neighbourhoods Place Type Policies - Tables 10 & 11

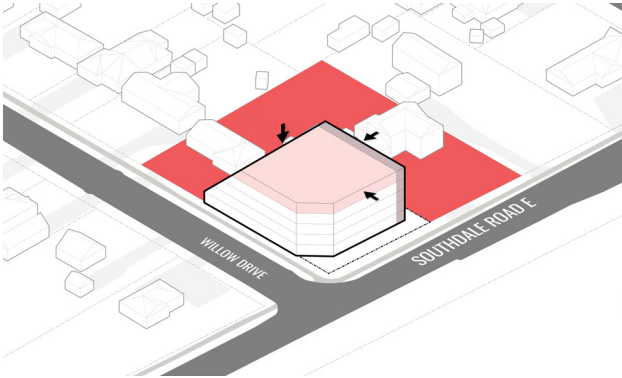


2 Accommodate ROW Dedication

An approximately 4.89 metre road right-of-way widening dedication will be required to be dedicated to the City of London along the Southdale Road East frontage. The City will also require dedication of a 6.0 metre by 6.0 metre “daylight” triangle at the intersection of Southdale Road E. and Willow Drive. This reduction in land area has been accounted for in the development design.

Official Plan References

Mobility Policies - Table 6  
Our Tools - Policy 1736 - 1751

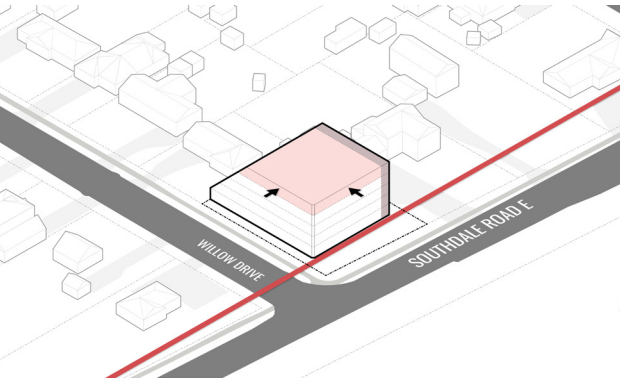


3 Respond to the Context

The new building has been designed to be sensitive to the neighbouring lower-scale uses and buildings that are not anticipated to change over time. The building fits within a 45-degree angular plane measured from 3.0 metres above the south property line. Side yard setbacks have been established based on building orientation to provide appropriate facing distances and ensure compatibility with adjacent uses.

Official Plan References

City Design Policies - Policy 252, 253, 254 & 298  
Neighbourhood Place Type Policies - Policy 953

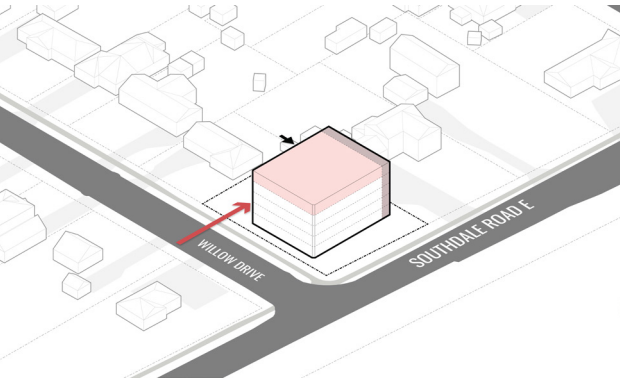


4 Establish the Street Wall

Existing development to the east and west of the site establishes the “street wall”. New development on the project site will establish the intended urban streetscape along major roads, as contemplated in the London Plan. Future development should continue this built edge conditions to avoid awkward and/or undesirable break in the planned urban form along Southdale Road East. New development will be sited close to Willow Drive to facilitate a more urban character with a high degree of enclosure to the adjacent public realm.

Official Plan References

City Design Policies - Policy 256 & 259  
Neighbourhood Place Type Policies - Policy 953

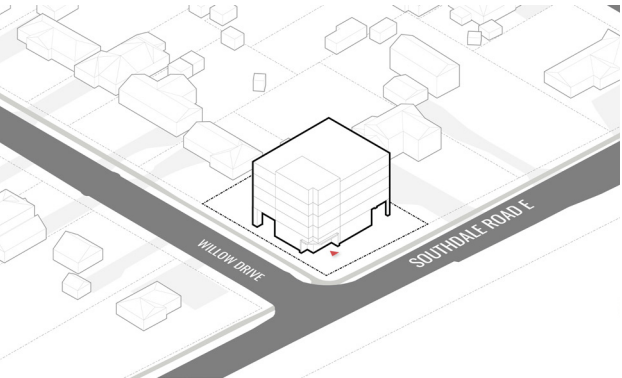


5 Carve for Site Access

New development requires a new 6.7 metre vehicular access/driveway from an adjacent public street. The location of the access will be located on Willow Drive (i.e. the lower-order street), positioned with suitable separation distance from the intersection to avoid conflicts with vehicle turning movements at the intersection at Southdale Road East and Willow Drive.

Official Plan References

Mobility Policies - Policy 336  
Neighbourhoods Place Type Policies - Policy 953



6 Define and Animate the Streetscape

The new building has been oriented such that the primary building frontage faces towards Southdale Road East (i.e., the higher order street) and the secondary frontage faces towards Willow Drive. Both frontages will include active elements such as entrances and walkways that connect directly to the City sidewalk where possible.

Official Plan References

City Design Policies - Policy 268, 269, 285, 290 & 291  
Neighbourhood Place Type Policies - Policy 953

**Note:** The above noted urban design principles have been informed by the applicable policy, regulatory and contextual considerations for the site, many of which are highlighted in the preceding sections of this brief. These principles are central to our planning/design narrative for the site and the overall project goal of being sensitive to, compatible with, and a good fit within, the existing and planned urban fabric of the surrounding area. The images do not represent buildings. They show a potential “outer-envelope” within which a building or multiple buildings could be built.



# S6: THE PROPOSAL

## S6.1 Proposed Zoning By-law Amendment

The proposed Zoning By-law will provide a framework for a higher density housing development in the form of a low-rise apartment building up to a maximum height of 18.5m (5-storeys) and a maximum density of 180uph. The proposed Residential R8 Special Provision (R8-4(\_)) Zone includes special regulations to account for the unique context of the project site and to implement applicable form-based policy directions of the Official Plan. The existing R1-4 Zone category is maintained to provide for low-density uses in addition to a set of built form standards for low-density residential forms. The proposed zone and special regulations are structured to facilitate an appropriate range of desirable site design and built form outcomes, however, the zone is not tied to a specific development design. In this regard, the proposed Zoning By-law Amendment will “lock-in” the key development and built form standards but will also allow for a degree of flexibility to address site and building design details through the future Site Plan Control application process.

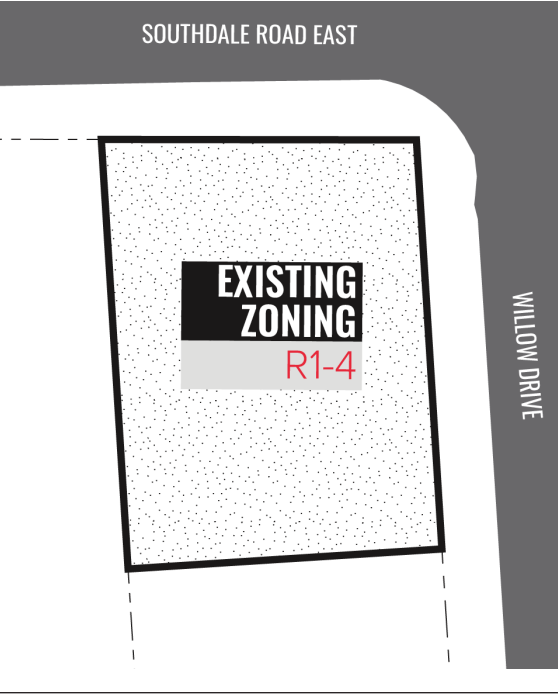


Figure 6. Existing Zoning

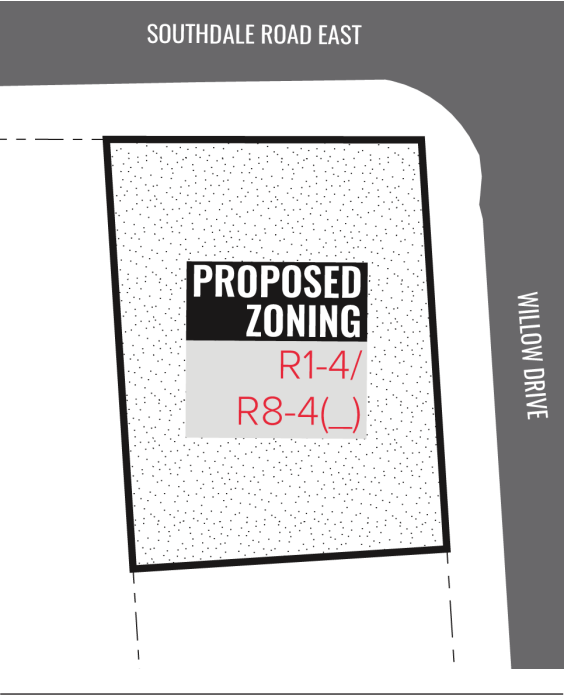
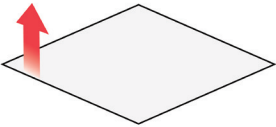


Figure 7. Proposed Zoning

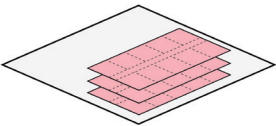
### PROPOSED HEIGHT

18.5  
Metres



### PROPOSED DENSITY

180  
UPH



## / Proposed By-law

767 Southdale Road East			
Regulation	R8-4	Proposed R8-4(\\_)	Special Explanations
Permitted Uses	Section 12.2	-	
Lot Area (min.)	1,000m²	-	
Lot Frontage (min.)	30.0m	-	
Front Yard Depth (min.)	6.0 metres (19.7 feet) plus 1.0 metre (3.3 feet) per 10.0 metres (32.8 feet) of main building height or fraction thereof above the first 3.0 metres (9.8 feet)	Min: 3.0m	1
Interior and Rear Yard Depth (min.)	1.2 metres (3.9 feet) per 3.0 metres (9.8 feet) of main building height or fraction thereof above 3.0 metres (9.8 feet), but in no case less than 4.5 metres (14.8 feet)	Interior: 3.0m	2
Landscaped Open Space (min.)	30%	-	
Lot Coverage (max.)	40%	-	
Height (max.)	13.0m	18.5	3
Density (max.)	75uph	180uph	4
Parking	Apartment: 0.5/unit	-	
-: No Change			

Table 1: Special Regulations Overview

**Note:** See page 19 for additional details and explanation for proposed special regulations.

/ Special Regulation Explanations

1 Urban Front Yard Setback

The existing front yard setback requirement in the R8-4 zone would produce a more suburban character than what is envisioned for redevelopment along Civic Boulevards. The special provision will ensure that the new building will be sited close to the street, aligning with the new urban street wall as envisioned in the London Plan, creating a more urban condition that provides for enclosure and activation of the adjacent public realm.

Official Plan References

City Design Policies - Policy 252, 256, 259 & 284  
Neighbourhood Place Type Policies - Policy 953

2 Interior Side Yards

In accordance with the vision for development along Civic Boulevards, the building form has been focused along and oriented towards Southdale Road East. The proposed Zoning By-law will enable a reduced side yard setback on the site that produces a more urban and pedestrian-oriented character by establishing a street wall with minimal breaks.

Official Plan References

City Design Policies - Policy 252, 253 & 284  
Neighbourhood Place Type Policies - Policy 953

3 Building Height

The proposed Zoning By-law includes a special regulation to permit a building height of 18.5 metres. This reflects the site’s location along a Civic Boulevard, where the in-force policies within the London Plan permit up to 6 storeys. Despite the increased height, the building maintains a 13.9 metre rear yard setback and fits within a 45-degree angular plane measured from 3m above the south property line, ensuring a compatible transition and minimizing shadow and overlook impacts on adjacent low-rise homes.

Official Plan References

City Design Policies - Policy 252 & 253  
Neighbourhood Place Type Policies - Policy 953

4 Density

The proposed maximum density provision of 180 units per hectare will allow for the implementation of the proposed low-rise apartment building and will align with the City’s vision for residential intensification in Neighbourhoods. The proposed development accommodates all functional requirements, including on-site parking, landscaping, outdoor amenity areas, waste collection, and screening.

Official Plan References

Planning Measures for Use, Intensity and Form - Policy 753

/ Neighbourhood Fit Rationale

Explanation

Residential intensification is fundamentally important in achieving the vision of the London Plan. When planning for intensification in existing developed neighbourhoods, compatibility and fit (from a site layout and built form perspective) is an important consideration. The following graphic have been prepared to illustrate key elements of the site layout and massing strategy and how they have been informed by the existing and planned context of the surrounding area.

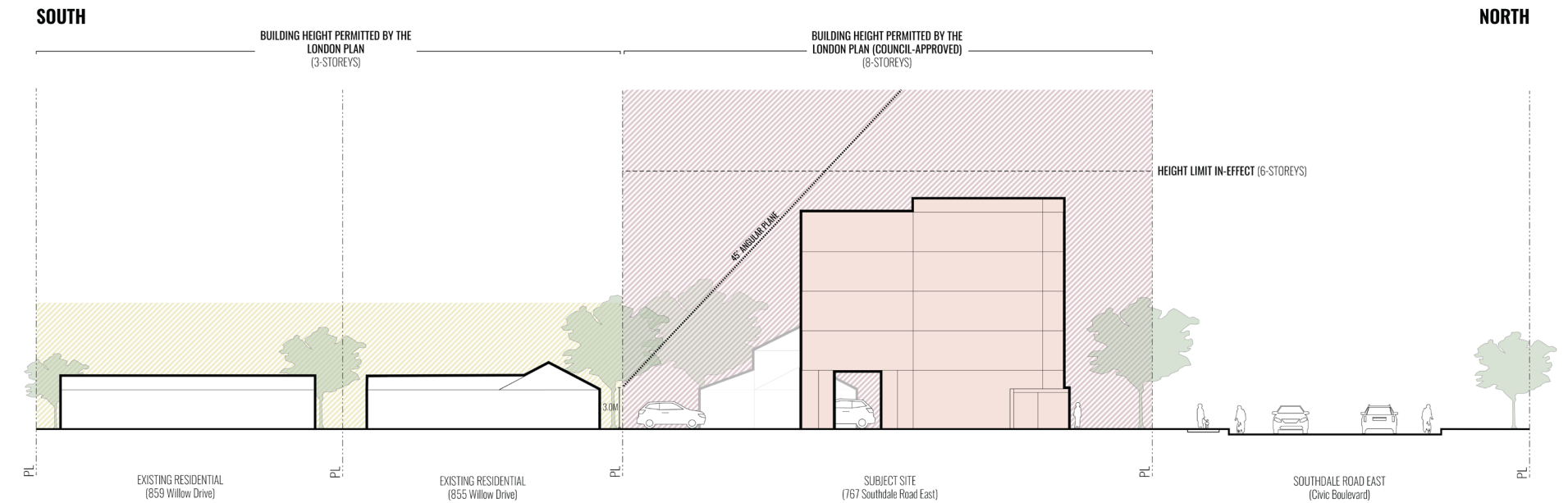


Figure 8. South-North Street Section Diagram

The London Plan envisions the Neighbourhoods Place Type along Civic Boulevards as appropriate locations for mid-rise residential development. Recent Council-approved amendments establish a maximum height of 8 storeys for this site, removing previous “upper maximum” limits. The proposed 5-storey (18.5m) low-rise apartment building is well within this height permission.

While a Special Provision is requested to accommodate the proposed building height under the Zoning By-law, the proposal has been designed to ensure compatibility with surrounding uses. A 13.9 metre rear yard setback provides separation from low-density residential dwellings to the south on Willow Drive. As shown in Figure 8, the building fits entirely within a 45-degree angular plane measured from 3.0 metres above the rear property line. This design mitigates shadow and overlook impacts, while landscaping and fencing will enhance privacy and support a sensitive transition. Figure 8 also shows the allowable building heights as per the Official Plan and shows how the proposed apartment building is below the allowable limits.



S6.2 Proposed Development Concept

/ 5 Storey Low-rise Apartment Building

The following illustrations and graphics provide an overview of the development concept for 767 Southdale Road East. The development concept is representative of the developer’s future intention for the project site and represents a desirable implementation of the proposed Zoning By-law Amendment outlined in Section 6.1 of this brief. The preliminary concept plan envisions a 5-storey low-rise apartment building containing a total of 24 residential units. The development concept includes a total of 14 surface parking stalls. Vehicular access to the surface parking is provided via a new driveway towards the south edge of the property, accessed from Willow Drive. A series of renders and simplified supporting illustrations have been prepared by Siv-ik Planning & Design Inc. to highlight key elements of the conceptual site and building design in manner that enables a more seamless evaluation by stakeholders and decision-makers. A dimensioned site conceptual site plan has been prepared and is available for public download at [www.siv-ik.ca/767s](http://www.siv-ik.ca/767s). The detailed conceptual site plan should be referred to where detailed dimensions and specifications are required for review or evaluation.



**Perspective:** Artist rendering looking southwest from the intersection of Southdale Road East and Willow Drive.

*Conceptual Rendering*





**Perspective:** Artist rendering looking northwest from Willow Drive.

*Conceptual Rendering*

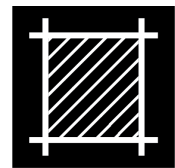


**Perspective:** Artist rendering looking southwest from the intersection of Southdale Road East and Willow Drive.

*Conceptual Rendering*

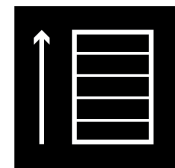


SITE AREA



0.13  
HECTARES

BUILDING HEIGHT



5  
STOREYS

18.5  
METRES

DWELLING UNITS



24  
DWELLING UNITS

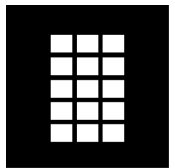
PARKING



0.58/unit  
OVERALL RATE

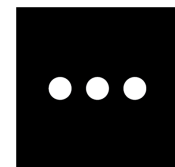
14  
RESIDENT STALLS

DENSITY



180  
UNITS PER HECTARE

OTHER

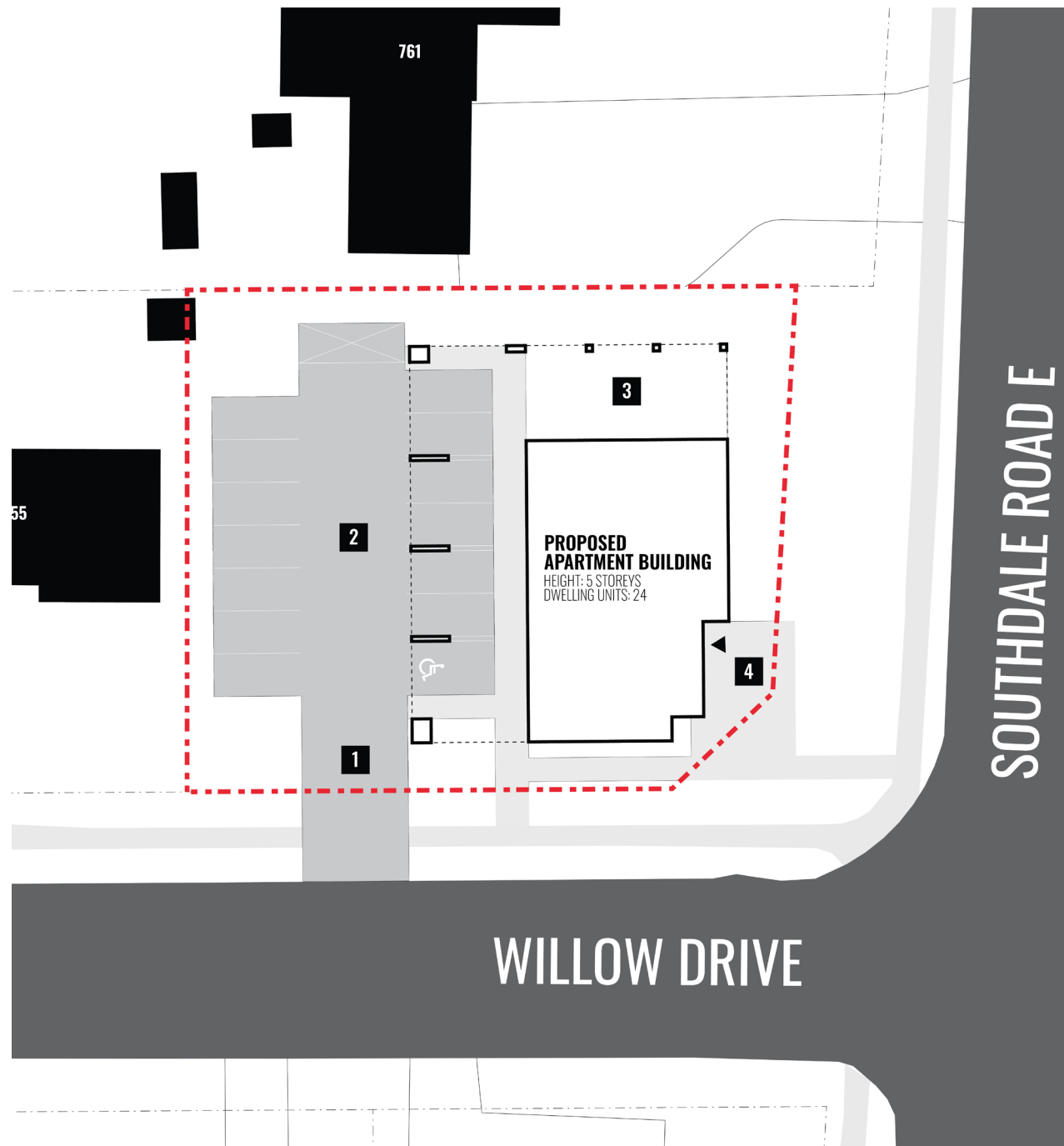


41%  
LANDSCAPED  
OPEN SPACE

36%  
LOT  
COVERAGE



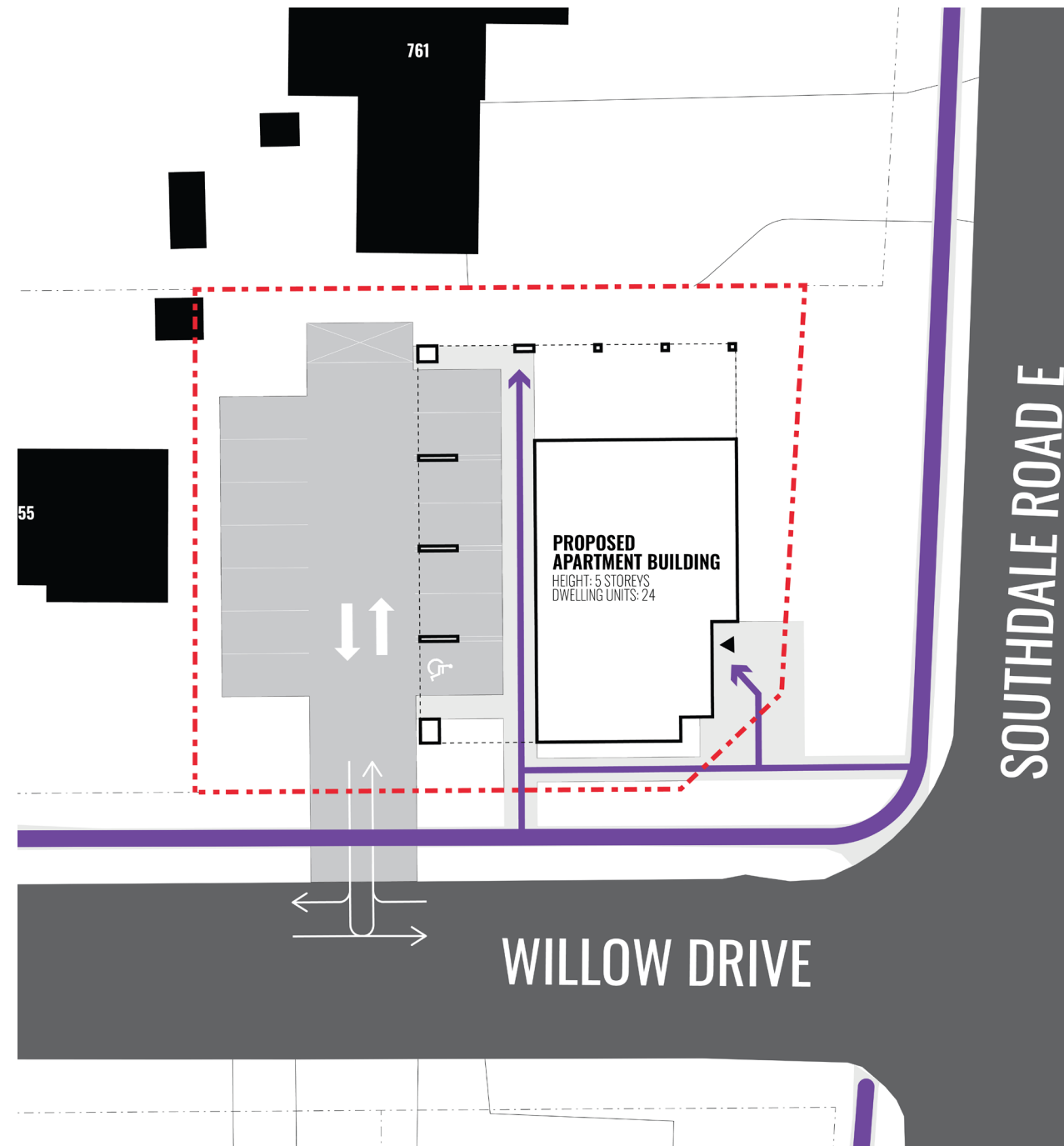




- ▲ Building Entrances
- - - Site Boundary
- New Building Footprint
- 1 New Site Access
- 2 Surface Parking
- 3 Common Outdoor Amenity Area
- 4 Street-Oriented Front Entrance

**Note:** This simplified site concept plan has been prepared based on the detailed site concept plan by Siv-ik Planning & Design Inc. It is meant to aid in illustrating the key attributes of the development concept. For dimensions and full site details, please refer to the 2024.03.11 conceptual site plan.

Figure 9. Simplified Site Plan



- ▲ Building Entrances
- - - Site Boundary
- New Building Footprint
- ▬ Existing Sidewalk
- ➔ Pedestrian Connection
- ➔ Vehicular Circulation/ Movements

**Note:** This simplified site access and circulation plan has been prepared based on the detailed site concept plan by Siv-ik Planning & Design Inc. It is meant to aid in illustrating the key attributes and functions of the development concept related to vehicular and pedestrian movements. For dimensions and full site details, please refer to the 2025.03.11 conceptual site plan.

Figure 10. Site Access and Circulation Plan



**Figure 11.** Simplified Landscape Plan

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# S7: SUPPORTING PLANS

## S7.1 Tree Preservation

The City Design Policies of the London Plan highlight a desire to preserve and incorporate existing mature trees into new developments, where possible. A Tree Preservation Plan has been prepared by Ron Koudys Landscape Architects Inc. (RKLA) and has been submitted as part of the complete Zoning By-law Amendment application. The plan identifies and evaluates all trees of all sizes in the City right-of-way and trees greater than 10cm in diameter measured at breast height on, and within 3.0m metres of, the project site. The inventory identified 7 individual trees. The size, location and quality of the existing trees can be found on the Tree Preservation Drawing in Appendix A of the RKLA Report. No rare or endangered tree species were identified. In considering the potential impacts and disturbance associated with the proposed development concept, it was concluded that there is potential to preserve 5 out of the 7 existing trees. The preservation plan will continue to be refined through subsequent stages of the development process when further details about site grading and engineering are finalized (e.g., through the future site plan control application process). New tree plantings will be contemplated through the future landscape plan which will be prepared during the site plan control application process and will offset the loss of existing trees

## S7.2 Archaeological

The Provincial Planning Statement (PPS) and the City of London Official Plan emphasize the need to protect significant archaeological resources. The project site at 767 Southdale Road East was identified as an area of archaeological potential, prompting a Stage 1-2 Archaeological Assessment conducted by Haruta Archaeology on May 8, 2025. The assessment was carried out in accordance with the Ministry of Citizenship and Multiculturalism’s Standards and Guidelines for Consultant Archaeologists (2011) and submitted in support of the Zoning By-law Amendment application. Approximately 70% of the property, consisting of manicured lawn, was subject to a test pit survey at 5-metre intervals. The remaining 30% of the site included a residential structure and driveway, which do not retain archaeological potential and were photo documented. No archaeological resources were identified during the field investigation, and the report concludes that no further archaeological assessment is required. The assessment report has been accepted into the provincial register and is available for public download as part of the application submission.

## S7.3 Sanitary Servicing

Through the development review process and pre-application consultation with the City of London, it was identified that a sanitary capacity analysis would be required to confirm that the existing municipal infrastructure could accommodate the proposed development. Specifically, the City identified that the available municipal sanitary sewer is a 200mm diameter pipe on Willow Drive, and that the existing 100mm sanitary private drain connection (PDC) must be replaced with a minimum 150mm PDC at 1.0% slope, in accordance with the Design Specifications and Requirements Manual (DSRM). AGM was retained to prepare a Sanitary Capacity Analysis to support the development strategy and the Zoning By-law Amendment application. The analysis included a Drainage Area Plan and Design Sheet, based on existing infrastructure information sourced from available City records. The findings confirm that the sanitary sewer on Willow Drive has sufficient capacity to support the proposed development, with peak flows of 5.77 L/s at the downstream end and sewer capacities ranging from 25.43 L/s to 46.36 L/s.

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S8: ENGAGEMENT

S8.1 Our Program

We understand that change in neighbourhoods warrants conversation. Our community engagement program was designed to provide an opportunity for those who are interested to learn about the vision for the site early on in the planning process and to share their thoughts. 1000077448 Ontario Inc. and the project team are committed to engaging with local residents at multiple points in the process.

The timeline below shows a general overview of the steps in the planning process for 767 Southdale Road East and how those steps intersect with our applicant-led community engagement program.

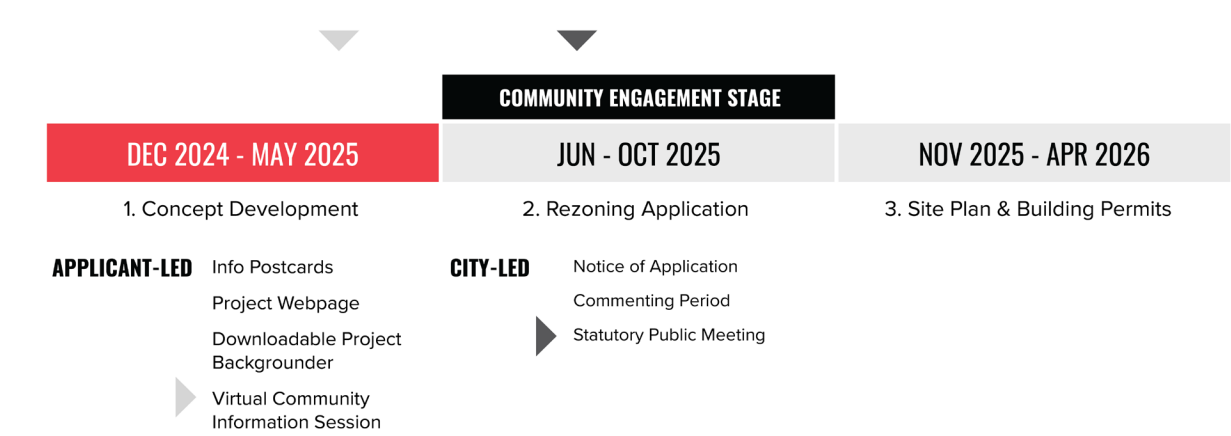


Figure 12. Engagement Program Overview

Feedback received through our outreach program is used to deepen our understanding of the local context and shape some elements of the design of the project, where possible. We acknowledge that change is difficult and that no outcome will satisfy all interested parties completely. As such, the project team cannot integrate everything suggested by our neighbours and the community at-large. However, we commit to: providing residents with quality and up-to-date information about the project; helping residents to understand how they can participate in the process; asking for their thoughts and opinions; and sharing what we have heard and our team’s response to it.

ENGAGEMENT TACTICS

**Info Postcard**  
50 information postcards were circulated to surrounding homes and businesses to notify the local community of the planned redevelopment via direct mail and to direct them to the project website.

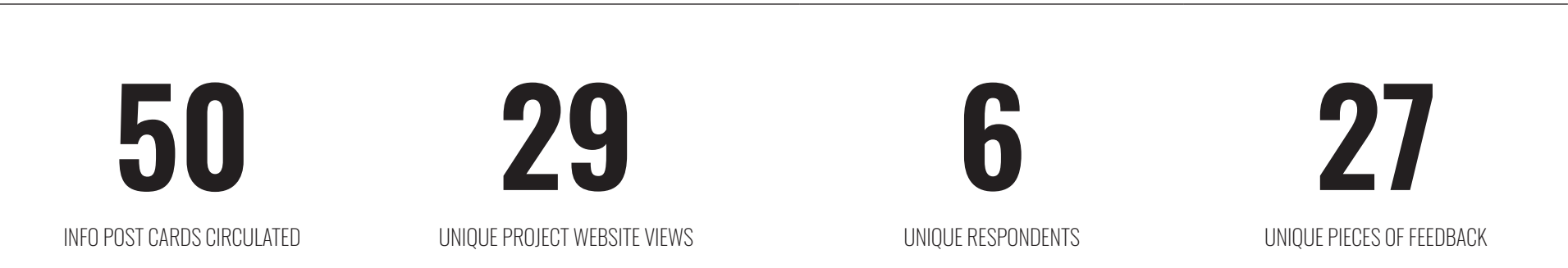
**Project Website**  
A project website (www.siv-ik.ca/767s) was launched on April 1, 2025 to provide a “home base” for sharing information and updates about the project and gathering feedback through an online feedback form.

**Downloadable “Project Backgrounder” Publication**  
Siv-ik published a project backgrounder document to provide informative content regarding City planning policy, the planning process and the preliminary design principles that were established for the site. The backgrounder was made available for download on the project website.

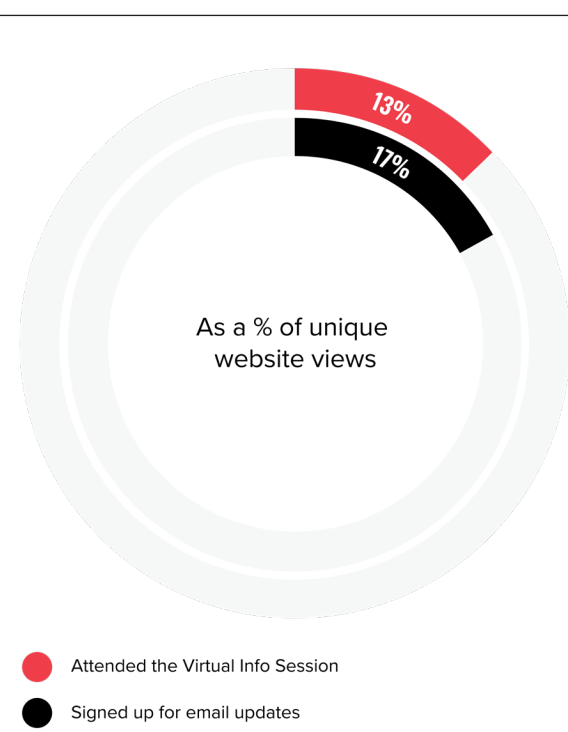
**Virtual Community Information Session**  
The project team hosted a Zoom webinar on April 16, 2025 to provide a live forum to share information directly with residents/participants and to facilitate a Q&A session with lead members of the project team.

**Report of Verbatim Feedback**  
The report was published and shared on our project website. The report clearly documents all the feedback that was received through various channels and provides a summary of participation in the applicant-led engagement process.

REACH



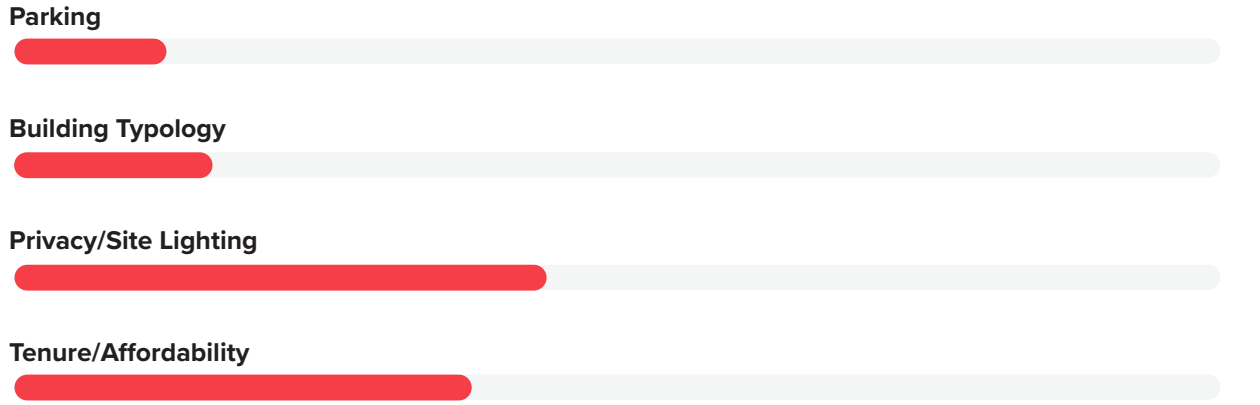
ENGAGEMENT



FEEDBACK

TOPICS OF INTEREST

Key topics of interest have been extracted from the feedback and comments provided. The table below shows the frequency that respondents provided feedback on specific topics. Some respondents provided feedback on more than one topic of interest. In some cases, comments were received that could not be organized into a topic of interest but were taken into consideration as part of this application process and included in this report.



**Note:** The graphics and text above represent highlights of our community engagement program. Further details regarding the engagement program and the verbatim feedback can be found in the 2025-06-04 Feedback Record by Siv-ik Planning and Design Inc. The report is available for public download at www.siv-ik.ca/767s.



# S9: INTERPRETATION

## S9.1 Purpose of this Brief

We understand that sites are not blank slates. This Planning and Design Brief outlines the planning and design rationale for the redevelopment of 767 Southdale Road East. The brief provides an overview of the proposed Zoning By-law Amendment and Concept Plan which are representative of the project team’s best thinking for the site’s redevelopment, considering the policy, regulatory and physical context. The brief is meant to highlight the key factors that shape development on this site and help stakeholders to understand how those key factors have shaped the proposed Zoning By-law and Concept Plan.

## S9.2 The Development Design

The proposed zone and special regulations are structured to facilitate an appropriate range of desirable site design and built form outcomes, however, the zone is not tied to a specific development design. The proposed Zoning By-law Amendment will “lock-in” the key development and built form standards but will also allow for a degree of flexibility to address site and building design details through the future Site Plan Control application process. The specific development plans highlighted in the report are conceptual in nature and are subject to a degree of change through the future development design and approval process.

## S9.3 Stakeholder Engagement

The project team has carried out early engagement with City Administration and surrounding residents to inform the redevelopment vision for the site and looks forward to continuing to do so as the applications progress through the review process.



## REFERENCES

1. City of London Westminster Neighbourhood Profile (2016).
2. Provincial Planning Statement (2024).
3. The London Plan.
4. City of London Comprehensive Zoning By-law Z.-1.
5. City of London, London City Map (Last updated June 18, 2024).
6. Tree Preservation Plan prepared by Ron Koudys Landscape Architects Inc., dated June 17, 2025.
7. Sanitary Capacity Analysis prepared by AGM, dated May 7, 2025.
8. Stage 1-2 Archaeological Assessment prepared by Haruta Archaeology, dated May 8, 2025.



