

PLANNING JUSTIFICATION REPORT

TEETZEL FARMS
RESIDENTIAL DEVELOPMENT
SHEDDEN, COUNTY OF ELGIN

ZONING BY-LAW AMMENDMENT AND
SUBDIVISION APPLICATION

CJDL
Consulting Engineers

PROPOSED RESIDENTIAL DEVELOPMENT
TEETZEL FARMS, SHEDDEN, COUNTY OF ELGIN
PLANNING JUSTIFICATION REPORT

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22065

13 November 2025

PROPOSED RESIDENTIAL DEVELOPMENT
TEETZEL FARMS, SHEDDEN, COUNTY OF ELGIN
PLANNING JUSTIFICATION REPORT

1.0 INTRODUCTION

This report provides planning justification for proposed amendments to the Township of Southwold Zoning By-law No. 2021-68, concurrent with a Draft plan of Subdivision proposed by Cyril J. Demeyere Ltd. (CJDL) on behalf of Domus Developments (London) Inc. The applications are proposed to facilitate the development of a residential subdivision in Shedden in the Township of Southwold. The subject lands are part of a former agricultural parcel colloquially known as the Teetzel farm and have a total area of approximately 4.29 hectares (10.6 acres).

The general location of the subject lands is depicted below in Figure 1. The surrounding land uses are depicted in Figure 2.

To accompany these applications, the following materials have been prepared:

- Stage 1-2 Archeological Assessment prepared by Archeological Consultants Canada (ACC)
- Transportation Impact Study prepared by Paradigm Transportation Solutions Ltd.
- Preliminary Geotechnical Investigation prepared by MTE
- Environmental Review Letter of Opinion prepared by Vroom & Associates
- Draft Plan of Subdivision surveyed by Archibald, Gray & McKay Ltd. and prepared by CJDL
- Preliminary Servicing Report prepared by CJDL
- Concept Plan prepared by CJDL

A pre-consultation meeting took place on June 23rd, 2025, with planners from Elgin County, the Township of Southwold, and members of the Lower Thames Valley Conservation Authority (LTVCA), which outlined planning submission requirements.

Figure 1: Location of the Subject Lands



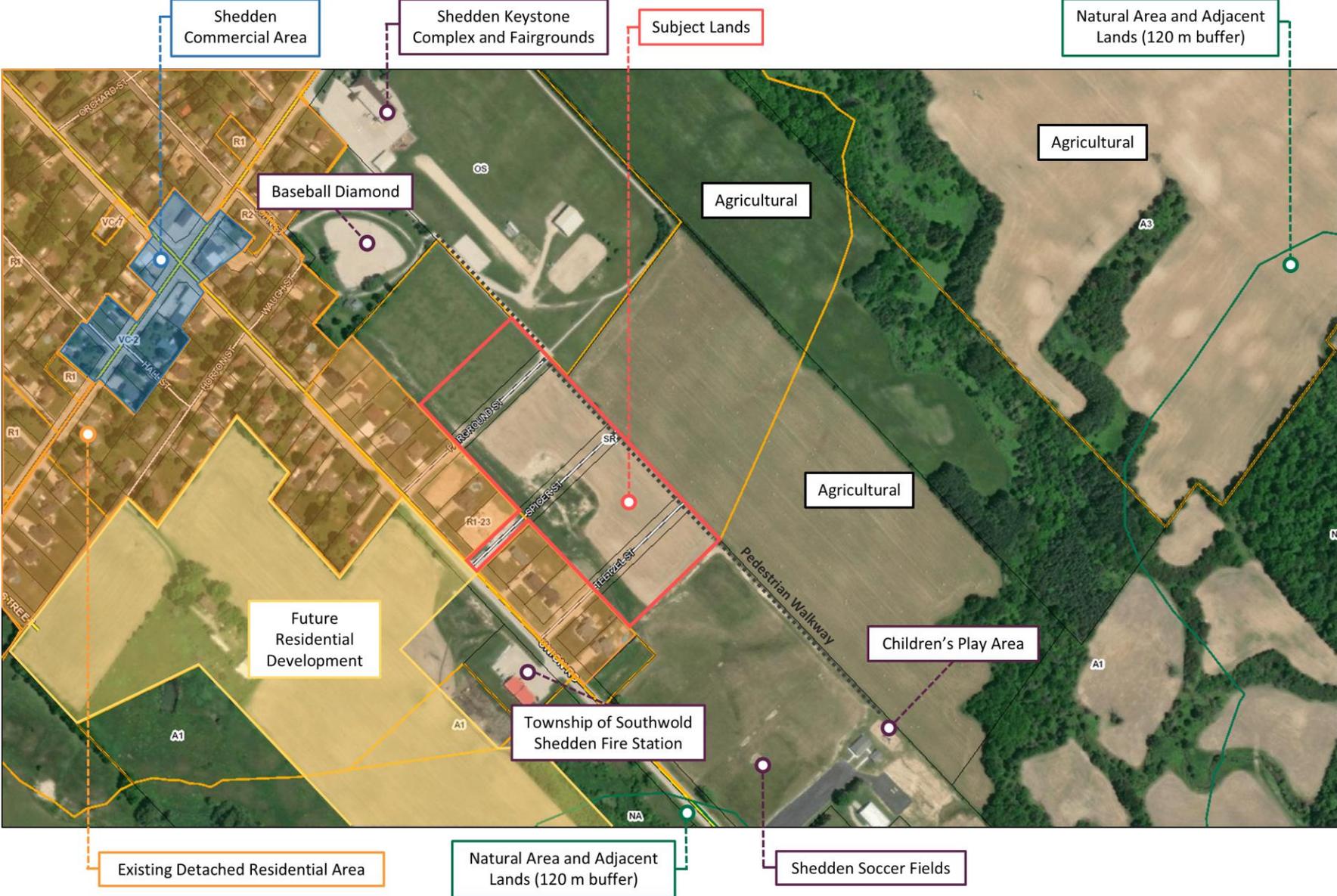
2.0 SUBJECT LANDS AND SURROUNDING LAND USES

The subject lands are located along the north side of Union Road, east of Talbot Street in Shedden and are colloquially known as the Teetzel Farm. The subject lands are legally described as Part of Lot 16, Concession South of the North Branch of the Talbot Road, Township of Southwold, and are described as Parts 8, 9, 13, 14, 18, 19, and 23, on Plan 11R-10140. Schedule 'A' of the Elgin County Official Plan designates the subject lands as part of the Shedden Tier 2 Settlement Area. Schedule '4B' of the Township of Southwold Official Plan designates the subject lands as Residential. The subject lands are currently zoned Settlement Reserve (SR) in the Township of Southwold Zoning By-law No. 2021-68.

The subject lands currently in use as agricultural croplands and cover an area of approximately 4.53 hectares (11.19 acres). Existing low-density residential uses separate the subject lands from Union Road along the southern boundary. The Southwold Keystone Complex is located northeast of the subject lands, and the Shedden Soccer fields are located to the south. The lands contain an existing walkway block along their eastern edge, which spans from the Southwold Keystone Complex to the Shedden soccer fields. Beyond the walkway, to the east, are active agricultural fields. To the west are existing single-detached residential lots. Across Union Road, to the southwest, is the Township of Southwold Fire Station No.1, along with currently vacant former agricultural lands zoned for a future residential development known as 'Shedden Meadows'. In addition to the Complex, the lands are bounded on the east side by agricultural fields. There are no Significant Natural Features on or adjacent to the subject lands, as specified in the letter from the qualified natural heritage assessors, Vroom & Associates. This letter is included with this application.

The subject lands and surrounding land uses are depicted below in Figure 2.

Figure 2: Subject Lands and Surrounding Land Uses



3.0 PROPOSED DEVELOPMENT

The proposed residential development contributes apartment and townhouse dwelling units, together with rights-of-way, drive-ways, parking spaces (including accessible spaces), and amenity areas.

The development includes four (4) residential blocks. Block 1 is located on the northwesterly portion of the lands and consists of fourteen (14) townhouse buildings (69 units). Block 1 is separated from the south-easterly Blocks 2, 3, and 4 by a 20.12m± municipal right-of-way for Spicer Street. Block 2 consists of six (6) townhouse buildings (36 units), Block 3 consists of a 3-story apartment building (28 units), and Block 4 consists of a 3-storey apartment building (28 units).

In total, the development contributes 161 dwelling dwelling units, 56 of which are apartment units and 105 of which are townhouse units.

The proposed development also includes the conversion of the rights-of-way for Teetzel Street and Fairground Street within the subject lands to private roads.

The proposed development maintains the existing pedestiran walkway between the Shedden Keystone Complex, the Shedden soccer fields, and children's playground. The proposed development also provides pedestrian access to Union Road and connectivity throughout the existing site.

The Concept Plan of Development is depicted below in Figure 3. A 3D massing model of this Concept Plan of Development is included in Figure 4.

To facilitate this development, the following applications under the *Planning Act* (R.S.O. 1990) are currently envisioned:

3.1 PROPOSED PLAN OF SUBDIVISION

The proposed residential subdivision will divide the land into Blocks in order to facilitate future Residential development.

The proposed Draft Plan of Subdivision is depicted below in Figure 5.

3.2 PROPOSED ZONING BY-LAW AMENDMENT

The proposed Zoning By-law Amendment would rezone the subject lands from Settlement Reserve (SR) to two Residential 3 (R3) zones in the Township of Southwold Zoning By-law No. 2011-14, one with appropriate special provisions for the proposed development.

The standard R3 zone would be applied to Block 1 and Block 2.

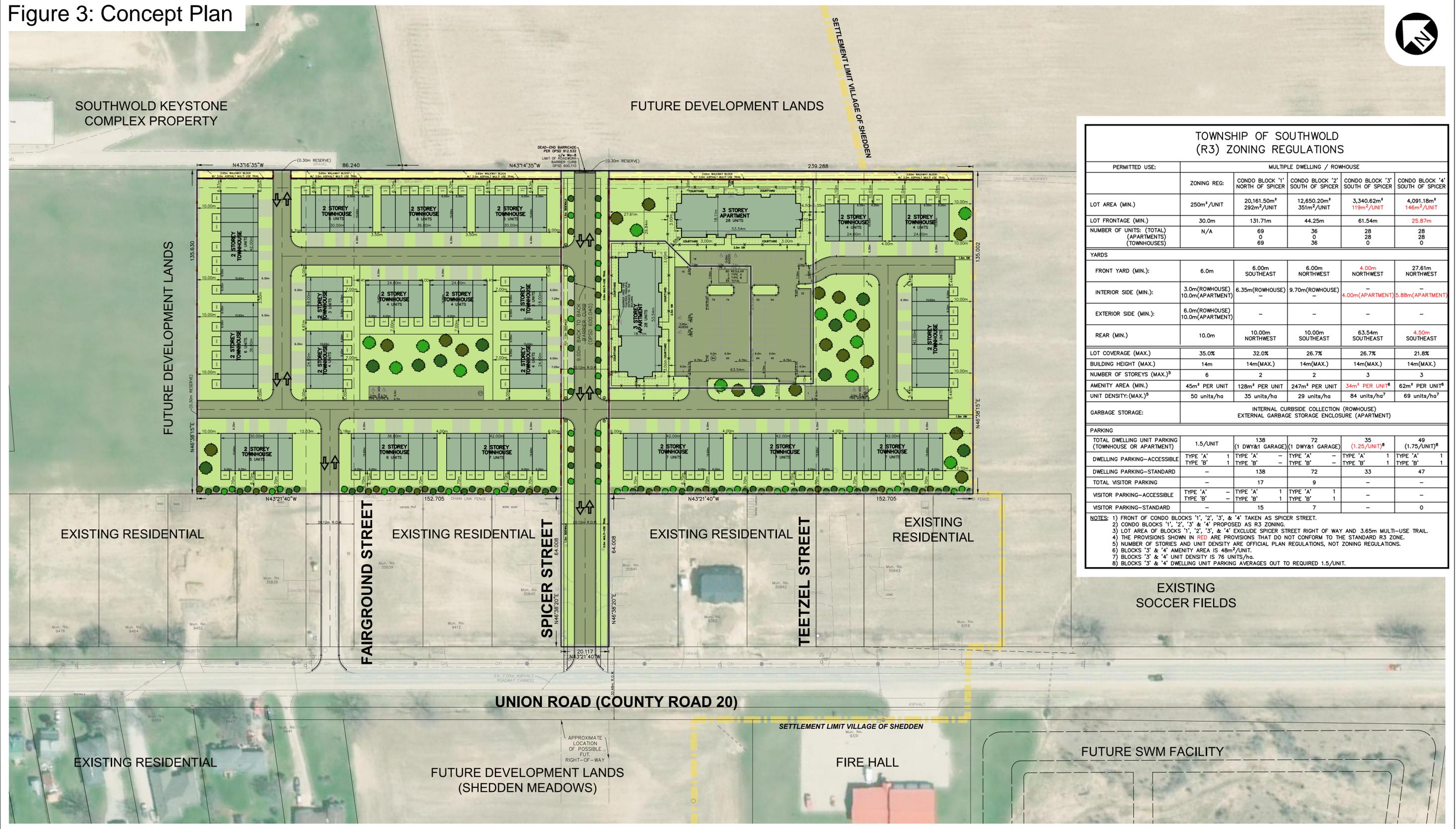
An R3 zone with special provisions (R3-sp) would apply to Block 3 and Block 4. These Blocks are the location of the proposed apartment developments. This zone would provide for:

- A reduced lot area of 119 m² per unit whereas the typical R3 zone provides a minimum lot area of 250 m² per unit.
- A reduced lot frontage of 25.8 m whereas the typical R3 zone provides for a lot frontage of 30.0 m.
- A reduced interior apartment side yard of 6.1 m whereas the typical R3 zone provides a minimum side yard of 10.0 m for apartments.
- A reduced front yard depth of 4.0 m whereas the typical R3 zone provides a front yard depth of 6.0 m.
- A reduced parking provision of a minimum of 1.25 spaces per unit whereas the zoning by-law provides for a minimum of 1.5 spaces per unit.

The Concept Plan for Block 1 depicting the zoning provisions for this Block is included in Figure 6. The Concept Plan for Blocks 2,3, &4 depicting the zoning provisions for these Blocks is included in Figure 7.

The Concept Plan of Development with the location of these zones overlayed is included in Figure 8.

Figure 3: Concept Plan



TOWNSHIP OF SOUTHWOLD (R3) ZONING REGULATIONS					
PERMITTED USE:	MULTIPLE DWELLING / ROWHOUSE				
	ZONING REG:	CONDO BLOCK '1' NORTH OF SPICER	CONDO BLOCK '2' SOUTH OF SPICER	CONDO BLOCK '3' SOUTH OF SPICER	CONDO BLOCK '4' SOUTH OF SPICER
LOT AREA (MIN.)	250m ² /UNIT	20,161.50m ² / 292m ² /UNIT	12,650.20m ² / 351m ² /UNIT	3,340.62m ² / 119m ² /UNIT	4,091.18m ² / 146m ² /UNIT
LOT FRONTAGE (MIN.)	30.0m	131.71m	44.25m	61.54m	25.87m
NUMBER OF UNITS: (TOTAL) (APARTMENTS) (TOWNHOUSES)	N/A	69 / 0 / 69	36 / 0 / 36	28 / 28 / 0	28 / 28 / 0
YARDS					
FRONT YARD (MIN.):	6.0m	6.00m / SOUTHEAST	6.00m / NORTHWEST	4.00m / NORTHWEST	27.61m / NORTHWEST
INTERIOR SIDE (MIN.):	3.0m (ROWHOUSE) / 10.0m (APARTMENT)	6.35m (ROWHOUSE)	9.70m (ROWHOUSE)	4.00m (APARTMENT)	5.88m (APARTMENT)
EXTERIOR SIDE (MIN.):	6.0m (ROWHOUSE) / 10.0m (APARTMENT)	-	-	-	-
REAR (MIN.):	10.0m	10.00m / NORTHWEST	10.00m / SOUTHEAST	63.54m / SOUTHEAST	4.50m / SOUTHEAST
LOT COVERAGE (MAX.):	35.0%	32.0%	26.7%	26.7%	21.8%
BUILDING HEIGHT (MAX.):	14m	14m (MAX.)	14m (MAX.)	14m (MAX.)	14m (MAX.)
NUMBER OF STOREYS (MAX.): ³	6	2	2	3	3
AMENITY AREA (MIN.):	45m ² PER UNIT	128m ² PER UNIT	247m ² PER UNIT	34m ² PER UNIT ⁶	62m ² PER UNIT ⁶
UNIT DENSITY: (MAX.): ⁵	50 units/ha	35 units/ha	29 units/ha	84 units/ha ⁷	69 units/ha ⁷
GARBAGE STORAGE:	INTERNAL CURBSIDE COLLECTION (ROWHOUSE) EXTERNAL GARBAGE STORAGE (APARTMENT)				
PARKING					
TOTAL DWELLING UNIT PARKING (TOWNHOUSE OR APARTMENT)	1.5/UNIT	138 (1 DWY&1 GARAGE)	72 (1 DWY&1 GARAGE)	35 (1.25/UNIT) ⁸	49 (1.75/UNIT) ⁸
DWELLING PARKING-ACCESSIBLE	TYPE 'A' 1 TYPE 'B' 1	TYPE 'A' - TYPE 'B' -	TYPE 'A' - TYPE 'B' -	TYPE 'A' 1 TYPE 'B' 1	TYPE 'A' 1 TYPE 'B' 1
DWELLING PARKING-STANDARD	-	138	72	33	47
TOTAL VISITOR PARKING	-	17	9	-	-
VISITOR PARKING-ACCESSIBLE	TYPE 'A' - TYPE 'B' -	TYPE 'A' 1 TYPE 'B' 1	TYPE 'A' 1 TYPE 'B' 1	-	-
VISITOR PARKING-STANDARD	-	15	7	-	0
NOTES: 1) FRONT OF CONDO BLOCKS '1', '2', '3', & '4' TAKEN AS SPICER STREET. 2) CONDO BLOCKS '1', '2', '3' & '4' PROPOSED AS R3 ZONING. 3) LOT AREA OF BLOCKS '1', '2', '3', & '4' EXCLUDE SPICER STREET RIGHT OF WAY AND 3.65m MULTI-USE TRAIL. 4) THE PROVISIONS SHOWN IN RED ARE PROVISIONS THAT DO NOT CONFORM TO THE STANDARD R3 ZONE. 5) NUMBER OF STOREYS AND UNIT DENSITY ARE OFFICIAL PLAN REGULATIONS, NOT ZONING REGULATIONS. 6) BLOCKS '3' & '4' AMENITY AREA IS 48m ² /UNIT. 7) BLOCKS '3' & '4' UNIT DENSITY IS 76 UNITS/HA. 8) BLOCKS '3' & '4' DWELLING UNIT PARKING AVERAGES OUT TO REQUIRED 1.5/UNIT.					

LEGEND

SAN	PROPOSED SANITARY SEWER	W	PROPOSED WATERMAIN	M	MAINTENANCE HOLE
SAN	EXISTING SANITARY SEWER	W	EXISTING WATERMAIN	CB	CATCH BASIN
SAN	FUTURE SANITARY SEWER	W	FUTURE WATERMAIN	W	WATER VALVE
ST	PROPOSED STORM SEWER	S	SITE LIMITS	W	WATER SERVICE CURB STOP
ST	EXISTING STORM SEWER	S	CONDO LIMITS	H	HYDRANT
ST	FUTURE STORM SEWER	S	SHEDDEN SETTLEMENT LIMITS		

CONSULTANT:

CJDL
Consulting Engineers

440 Southwold
Southwold

Stamp: D.J. LYLE 100174772

REVISION		
#	DESCRIPTION	DATE
1	ISSUED FOR PLANNING JUSTIFICATION REPORT	13 NOV 2025
		DD/MM/YYYY

CONCEPT PLAN

CONTRACT #: 22065 SCALE: 1:750

PROJECT NAME: TEETZEL FARM SUBDIVISION
DOMUS DEVELOPMENTS (LONDON) INC.

DRAWING #: 1

FIGURE 4: PERSEPECTIVE RENDERINGS

TEETZEL FARMS, SHEDDEN, TOWNSHIP OF SOUTHWOLD, COUNTY OF ELGIN

3D MASSING MODEL

Top View



North West View



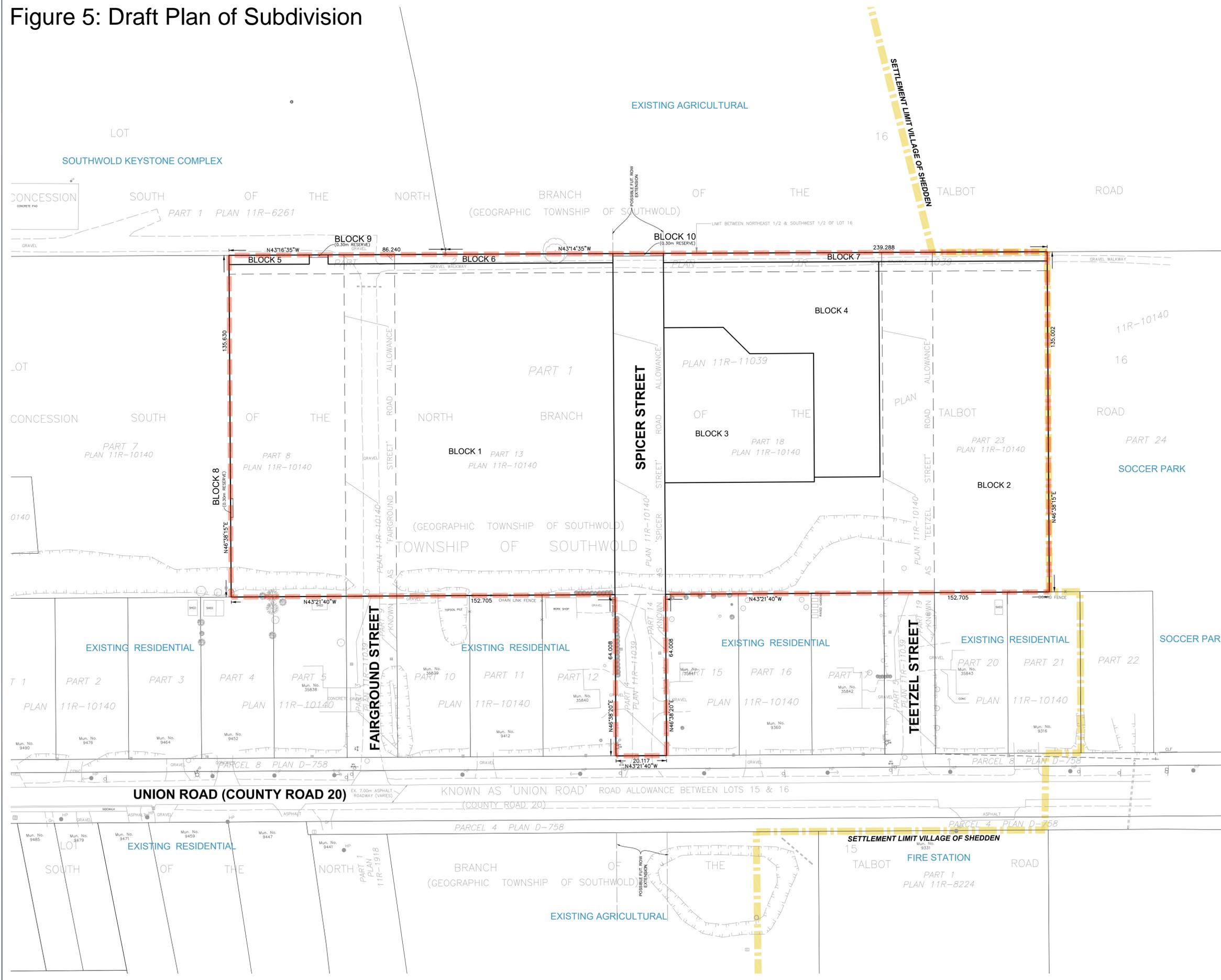
North View



South View



Figure 5: Draft Plan of Subdivision

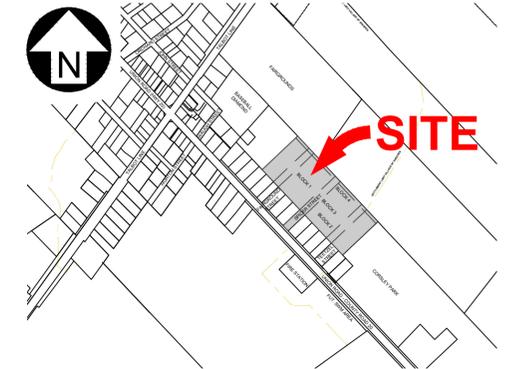


DRAFT PLAN OF SUBDIVISION

PART OF LOT 16,
CONCESSION SOUTH OF THE NORTH BRANCH
OF THE TALBOT ROAD
GEOGRAPHIC TOWNSHIP OF SOUTHWOLD
IN THE
TOWNSHIP OF SOUTHWOLD
COUNTY OF ELGIN

- INFORMATION REQUIRED UNDER SECTION 51(17) OF THE PLANNING ACT RSO 1990
- (A) ON PLAN
 - (B) ON PLAN
 - (C) ON PLAN
 - (D) BLOCKS 1-4 - MEDIUM DENSITY RESIDENTIAL, DEDICATED STREETS - SPICER STREET, BLOCKS 5-7 - WALKWAY, BLOCKS 8-10 - RESERVES
 - (E) NORTH - EXISTING RESIDENTIAL, SOUTHWOLD KEYSTONE COMPLEX WEST - EXISTING RESIDENTIAL, FIRE STATION EAST - EXISTING AGRICULTURE, SOUTH - SOCCER PARK, EXISTING RESIDENTIAL, EXISTING AGRICULTURE
 - (F) ON PLAN
 - (G) ON PLAN
 - (H) MUNICIPAL WATER AVAILABLE
 - (I) SILTY CLAY
 - (J) ON PLAN
 - (K) STORM SEWERS, SANITARY SEWERS, TELEPHONE, GAS, T.V. CABLE
 - (L) SOUTHWOLD OFFICIAL PLAN AND ZONING BY-LAWS

DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.



KEY PLAN
SCALE: 1:10,000

AREA SUMMARY

DESCRIPTION	AREA (ha)
BLOCK 1-4	4.02
DEDICATED STREETS	0.40
BLOCK 5-7	0.11
BLOCKS 8-10	0.001
TOTAL	4.53

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATELY AND CORRECTLY SHOWN ON THIS PLAN.

November 6, 2025
DATE

THOMAS J. STIRLING, ONTARIO LAND SURVEYOR
ARCHIBALD, GRAY & WICKAY LTD.



SCALE: 1:750



NOTE: ORIGINAL CONTOURS SHOWN FROM 2021 C.D.L SURVEY

PLAN PREPARED BY:
CJDL
Consulting Engineers

Cyril J. Demeyere Limited
P.O. Box 460, 261 Broadway
Tillsonburg, Ontario, N4G 4H8
Tel: 519-688-1000
866-302-9886
cjd@cjdlemg.com

JOB No. 22065

DATE: 4 NOV 2025

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Figure 6: Site Plan of Block 1

SOUTHWOLD KEYSTONE COMPLEX PROPERTY

FUTURE DEVELOPMENT LANDS

TOWNSHIP OF SOUTHWOLD (R3) ZONING REGULATIONS		
PERMITTED USE:	MULTIPLE DWELLING / ROWHOUSE	
ZONING REG:	CONDO BLOCK '1' NORTH OF SPICER	
LOT AREA (MIN.)	250m ² /UNIT	20,161.50m ² 292m ² /UNIT
LOT FRONTAGE (MIN.)	30.0m	131.71m
NUMBER OF UNITS: (TOTAL) (APARTMENTS) (TOWNHOUSES)	N/A	69 0 69
YARDS		
FRONT YARD (MIN.):	6.0m	6.00m SOUTHEAST
INTERIOR SIDE (MIN.):	3.0m(ROWHOUSE) 10.0m(APARTMENT)	6.35m(ROWHOUSE) -
EXTERIOR SIDE (MIN.):	6.0m(ROWHOUSE) 10.0m(APARTMENT)	-
REAR (MIN.):	10.0m	10.00m NORTHWEST
LOT COVERAGE (MAX.):	35.0%	32.0%
BUILDING HEIGHT (MAX.):	14m	14m(MAX.)
NUMBER OF STOREYS (MAX.): ⁵	6	2
AMENITY AREA (MIN.):	45m ² PER UNIT	128m ² PER UNIT
UNIT DENSITY: (MAX.): ⁵	50 units/ha	35 units/ha
GARBAGE STORAGE:	INTERNAL CURBSIDE COLLECTION (ROWHOUSE)	
PARKING		
TOTAL DWELLING UNIT PARKING (TOWNHOUSE OR APARTMENT)	1.5/UNIT	138 (1 DWY&1 GARAGE)
DWELLING PARKING—ACCESSIBLE	TYPE 'A' 1 TYPE 'B' 1	TYPE 'A' - TYPE 'B' -
DWELLING PARKING—STANDARD	-	138
TOTAL VISITOR PARKING	-	17
VISITOR PARKING—ACCESSIBLE	TYPE 'A' - TYPE 'B' -	TYPE 'A' 1 TYPE 'B' 1
VISITOR PARKING—STANDARD	-	15
NOTES: 1) FRONT OF CONDO BLOCK '1' TAKEN AS SPICER STREET. 2) CONDO BLOCK '1' PROPOSED AS R3 ZONING. 3) LOT AREA OF BLOCK '1' EXCLUDE SPICER STREET RIGHT OF WAY AND 3.65m MULTI-USE TRAIL. 4) THE PROVISIONS SHOWN IN RED ARE PROVISIONS THAT DO NOT CONFORM TO THE STANDARD R3 ZONE. 5) NUMBER OF STOREYS AND UNIT DENSITY ARE OFFICIAL PLAN REGULATIONS, NOT ZONING REGULATIONS.		



LEGEND

PROPOSED SANITARY SEWER	PROPOSED WATERMAIN	MAINTENANCE HOLE
EXISTING SANITARY SEWER	EXISTING WATERMAIN	CATCH BASIN
FUTURE SANITARY SEWER	FUTURE WATERMAIN	WATER VALVE
PROPOSED STORM SEWER	SITE LIMITS	WATER SERVICE CURB STOP
EXISTING STORM SEWER	CONDO LIMITS	HYDRANT
FUTURE STORM SEWER		

CONSULTANT:
CJDL
Consulting Engineers

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PROFESSIONAL ENGINEER
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D.J. LYLE
100174772
PROVINCE OF ONTARIO

REVISION		
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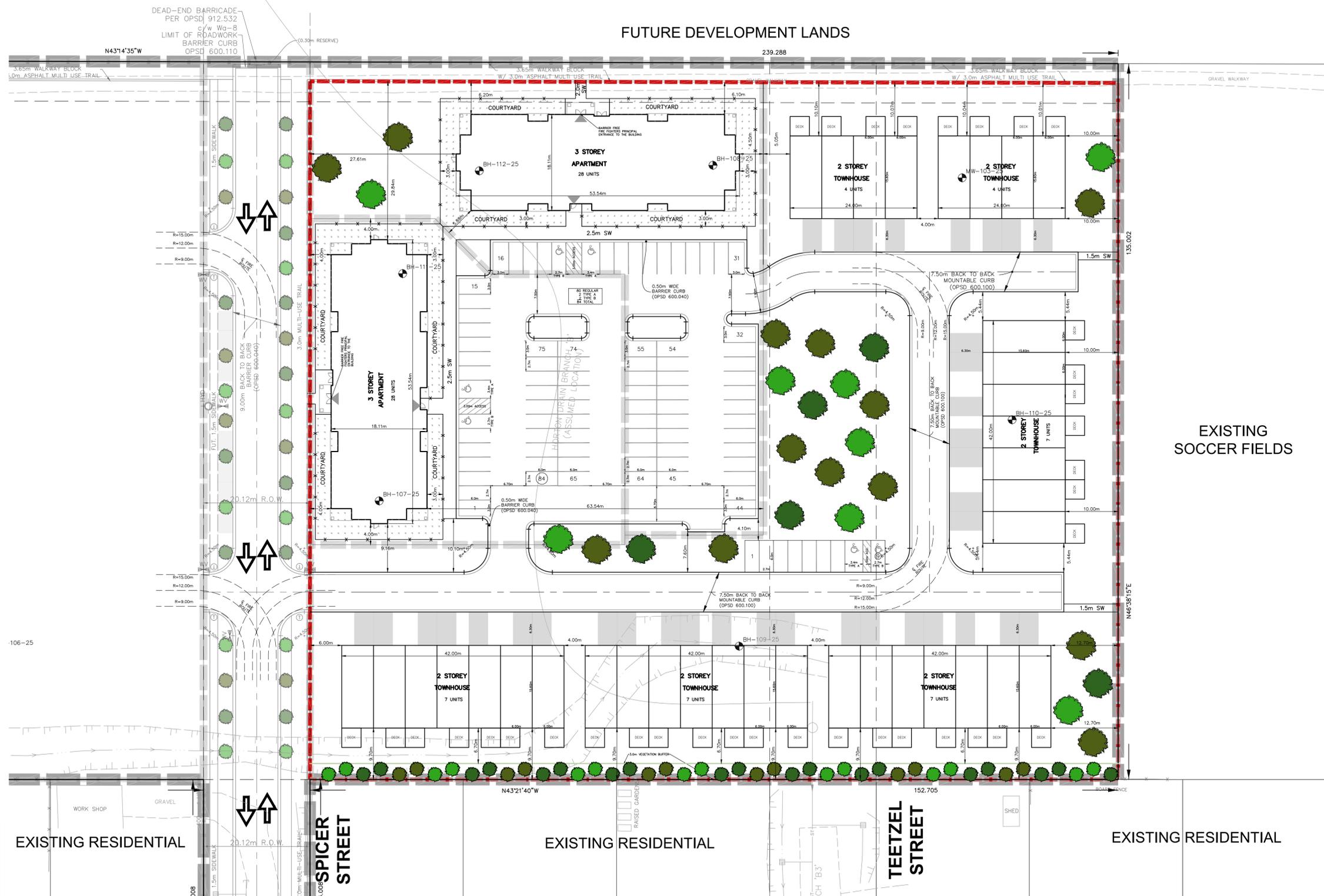
SITE PLAN - BLOCK 1

CONTRACT #: 22065 SCALE: 1:400

PROJECT NAME: TEETZEL FARM SUBDIVISION
DOMUS DEVELOPMENTS (LONDON) INC.

DRAWING #: 1

Figure 7: Site Plan of Block 2,3, and 4



TOWNSHIP OF SOUTHWOLD (R3) ZONING REGULATIONS				
PERMITTED USE:	MULTIPLE DWELLING / ROWHOUSE			
	ZONING REG:	CONDO BLOCK '2' SOUTH OF SPICER	CONDO BLOCK '3' SOUTH OF SPICER	CONDO BLOCK '4' SOUTH OF SPICER
LOT AREA (MIN.)	250m ² /UNIT	12,650.20m ² 351m ² /UNIT	3,340.62m ² 119m ² /UNIT	4,091.18m ² 146m ² /UNIT
LOT FRONTAGE (MIN.)	30.0m	44.25m	61.54m	25.87m
NUMBER OF UNITS: (TOTAL) (APARTMENTS) (TOWNHOUSES)	N/A	36 0 36	28 28 0	28 28 0
YARDS				
FRONT YARD (MIN.):	6.0m	6.00m NORTHWEST	4.00m NORTHWEST	27.61m NORTHWEST
INTERIOR SIDE (MIN.):	3.0m(ROWHOUSE) 10.0m(APARTMENT)	9.70m(ROWHOUSE)	4.00m(APARTMENT)	5.88m(APARTMENT)
EXTERIOR SIDE (MIN.):	6.0m(ROWHOUSE) 10.0m(APARTMENT)	-	-	-
REAR (MIN.):	10.0m	10.00m SOUTHEAST	63.54m SOUTHEAST	4.50m SOUTHEAST
LOT COVERAGE (MAX.)	35.0%	26.7%	26.7%	21.8%
BUILDING HEIGHT (MAX.)	14m	14m(MAX.)	14m(MAX.)	14m(MAX.)
NUMBER OF STOREYS (MAX.) ⁵	6	2	3	3
AMENITY AREA (MIN.)	45m ² PER UNIT	247m ² PER UNIT	34m ² PER UNIT ⁶	62m ² PER UNIT ⁶
UNIT DENSITY (MAX.) ⁵	50 units/ha	29 units/ha	84 units/ha ⁷	69 units/ha ⁷
GARBAGE STORAGE: INTERNAL CURBSIDE COLLECTION (ROWHOUSE) EXTERNAL GARBAGE STORAGE ENCLOSURE (APARTMENT)				
PARKING				
TOTAL DWELLING UNIT PARKING (TOWNHOUSE OR APARTMENT)	1.5/UNIT	72 (1 DWY&I GARAGE)	35 (1.25/UNIT) ⁸	49 (1.75/UNIT) ⁸
DWELLING PARKING-ACCESSIBLE	TYPE 'A' 1 TYPE 'B' 1	TYPE 'A' - TYPE 'B' -	TYPE 'A' 1 TYPE 'B' 1	TYPE 'A' 1 TYPE 'B' 1
DWELLING PARKING-STANDARD	-	72	33	47
TOTAL VISITOR PARKING	-	9	-	-
VISITOR PARKING-ACCESSIBLE	TYPE 'A' - TYPE 'B' -	TYPE 'A' 1 TYPE 'B' 1	-	-
VISITOR PARKING-STANDARD	-	7	-	0
NOTES: 1) FRONT OF CONDO BLOCKS '2', '3', & '4' TAKEN AS SPICER STREET. 2) CONDO BLOCKS '2', '3' & '4' PROPOSED AS R3 ZONING. 3) LOT AREA OF BLOCKS '2', '3', & '4' EXCLUDE SPICER STREET RIGHT OF WAY AND 3.65m MULTI-USE TRAIL. 4) THE PROVISIONS SHOWN IN RED ARE PROVISIONS THAT DO NOT CONFORM TO THE STANDARD R3 ZONE. 5) NUMBER OF STOREYS AND UNIT DENSITY ARE OFFICIAL PLAN REGULATIONS, NOT ZONING REGULATIONS. 6) BLOCKS '3' & '4' AMENITY AREA IS 48m ² /UNIT. 7) BLOCKS '3' & '4' UNIT DENSITY IS 76 UNITS/ha. 8) BLOCKS '3' & '4' DWELLING UNIT PARKING AVERAGES OUT TO REQUIRED 1.5/UNIT.				

LEGEND

SAN - PROPOSED SANITARY SEWER	W - PROPOSED WATERMAIN	MH - MAINTENANCE HOLE
SAN - EXISTING SANITARY SEWER	W - EXISTING WATERMAIN	CB - CATCH BASIN
ST - PROPOSED STORM SEWER	W - FUTURE WATERMAIN	W - WATER VALVE
ST - EXISTING STORM SEWER	SL - SITE LIMITS	W - WATER SERVICE CURB STOP
ST - FUTURE STORM SEWER	CL - CONDO LIMITS	H - HYDRANT

CONSULTANT:
CJDL
Consulting Engineers

Stamp:
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Toronto, Ontario, M5G 4H8
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Fax: 519-842-2335
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100174772
PROFESSIONAL ENGINEER
PROVINCE OF ONTARIO

REVISION		
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1	ISSUED FOR PLANNING JUSTIFICATION REPORT	13 NOV 2025

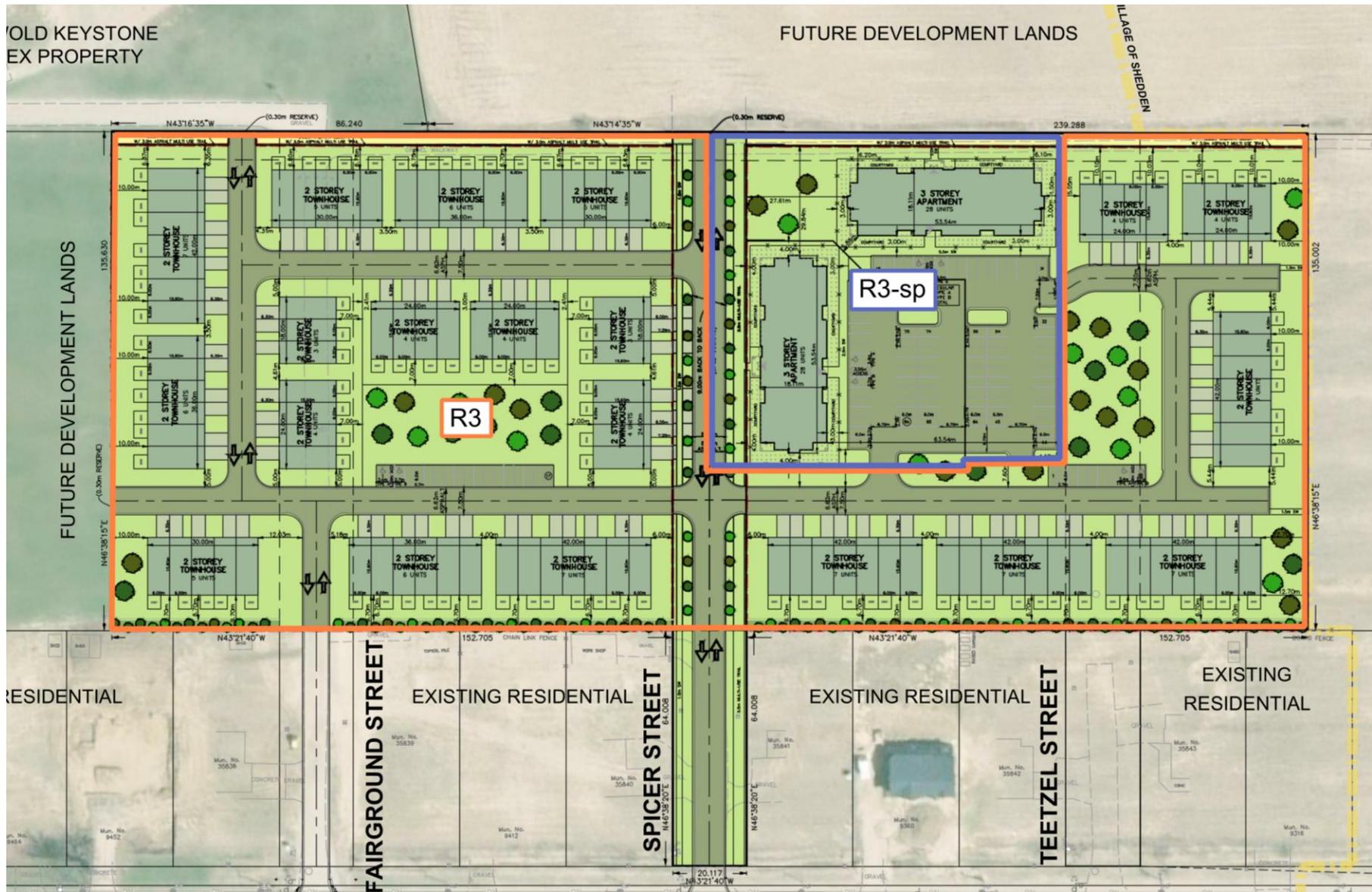
SITE PLAN - BLOCKS 2,3,4

CONTRACT #: 22065 SCALE: 1:400

PROJECT NAME: TEETZEL FARM SUBDIVISION
DOMUS DEVELOPMENTS (LONDON) INC.

DRAWING #: 1

Figure 8: Areas Subject to the Proposed Zoning By-law Amendments



4.0 PLANNING ANALYSIS

This section reviews the proposal's conformance with relevant policies and plans to assess its feasibility within the existing planning framework. Guiding legislation included in this analysis is the Provincial Planning Statement (PPS), the Elgin County Official Plan, and the Township of Southwold Official Plan.

4.1 PROVINCIAL PLANNING STATEMENT

The Provincial Planning Statement (PPS) came into effect on October 20th, 2024, and replaced the former Provincial Policy Statement (2020). This policy is issued under Section 3 of the *Planning Act* (R.S.O. 1990) and provides policy direction on matters of provincial interest related to land use planning and development. All planning decisions in Ontario are required to be consistent with the PPS.

4.1.3 BUILDING HOMES, SUSTAINING STRONG AND COMPETITIVE COMMUNITIES

Chapter 2 of the PPS is related to building homes and sustaining strong, competitive communities. Section 2.1.6 states:

"Planning authorities should support the achievement of complete communities by:

- a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;*
- b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and*
- c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups."*

Additionally, Section 2.2.1 states:

"Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

...

- b) permitting and facilitating:*
 - 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and*

...

- c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation;"*

Consistent with these policies, the proposed development contributes townhouse and apartment options. This type and density of housing is new to the community of Southwold, where 98% of existing housing is in the form of single-detached dwellings (Statistics Canada, 2021). This mix of housing types accommodates present and future residents with a range of needs and supports a diverse and growing population.

The density of the proposed development makes efficient use of land and optimizes the Township's infrastructure investments. The proposed development also contributes to pedestrian connectivity,

providing links to the Southwold Keystone Complex, the Shedden soccer fields, and the nearby children's play area.

Section 2.3 contains General Policies for Settlement Areas. Section 2.3.1 states, *"Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas."* Section 2.3.2 states:

"Land use patterns within settlement areas should be based on densities and a mix of land uses which:

- a) efficiently use land and resources;*
- b) optimize existing and planned infrastructure and public service facilities;*
- c) support active transportation;"*

The proposed development is within the Shedden Settlement Area, and it provides residential development at a density that makes efficient use of land and service infrastructure, and which supports active transportation through enhanced pedestrian connectivity.

4.1.4 INFRASTRUCTURE AND FACILITIES

Chapter 3 of the PPS is related to infrastructure and facilities. Section 3.1 states that *"Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs."*

Additionally, Section 3.6.2 states: *"Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety."*

Infrastructure planning was carried out by the Township of Southwold, and construction of the new sanitary system and wastewater treatment plant in Shedden is planned for 2025-2026. These service improvements will provide full municipal services to the proposed development, facilitating the efficient provision of infrastructure and public services in the preferred form of servicing for settlement areas.

4.1.5 WISE USE AND MANAGEMENT OF RESOURCES

Chapter 4 of the PPS is related to the wise use and management of resources. Section 4.1 states that *"Natural features and areas shall be protected for the long term."* Sections 4.1.5 and 4.1.8 specify that development is not permitted on or adjacent to significant natural heritage feature unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.

While there are no identified natural heritage features adjacent to the proposed development that would trigger the need for an EIS, a letter from Vroom & Leonard has been submitted with the application material, which confirms that the proposed development would not contribute to any anticipated negative effects on natural heritage features.

The proposed amendments to Township of Southwold Zoning By-law No. 2011-14 and the proposed Plan of Subdivision are consistent with the goals and policies of the Provincial Planning Statement.

4.2 ELGIN COUNTY OFFICIAL PLAN

In September of 2025, the new Elgin County Official Plan came into effect. This plan describes the strategic direction and objectives that guide Elgin’s growth, housing, business development, transportation, and environmental protection. This section of this report reviews the proposal’s conformance with the goals, objectives, and policies of this Plan.

Section 1.0, Introduction, of the Official Plan broadly describes the goals of the document, stating that it is intended to:

- “a) Establish a county-wide planning framework for managing growth and land use, and addressing planning issues of county-wide importance and scope until 2044;*
- b) Provide direction for the responsible management of the natural environment and natural resources, including the County’s agricultural land base;*
- c) Ensure that planning in the County occurs in an orderly and logical manner that supports the creation of healthy, liveable, and vibrant communities;*
- d) Provide direction to local municipalities in the preparation of their own official plans, zoning bylaws, and other planning documents, as well as local infrastructure decisions;*
and,
- e) Ensure a consistent approach to the review of all applications under the Planning Act at both the County and local levels.”*

Section 2.5 establishes a hierarchy of settlement areas, with tiers based on the level of servicing available for each. Tier I settlements have full water and wastewater services, giving them the ability to support an urban form with a range of densities, with amenities and employment opportunities in close proximity. Tier II settlements have partial services and, as a result, have limited densities and limited proximities to employment opportunities and amenities.

While Schedule ‘A’ of the Elgin County Official Plan identifies Shedden as a Tier II community, the planned sewage treatment infrastructure intended to serve the area supports treatment as a Tier I community. If any settlement area with full services were to be treated as Tier II, limitations on densities would result in new development that would not conform with the goals and objectives of the Plan.

Section 4.0 contains policies related to housing, with Section 4.3 stating that:

- “Providing for a range of housing typologies promotes affordability and ensures that the County maintains options for households at all stages of their lifecycle. In settlement areas where full municipal services are available, a range of housing typologies shall be provided. Where new residential development proposes single detached dwellings, they shall generally not comprise more than 70% of the dwelling mix.”*

Existing residential development in Shedden is mainly low-density, detached housing. The proposed development increases the housing options available for households in various stages of life by contributing apartment and townhouse options. In this way, the proposed range and mix of housing is supported by the plan.

Section 6.0 contains policies and objectives for Settlement Areas within Elgin County. These objectives and the proposals support of these objectives is included in the table below.

Objective	Proposal
<i>“a) Protect the unique small-town character of the County’s settlement areas;</i>	The higher density development pattern provided by the proposed development does not conflict with the small-town character of Shedden. Additionally, the development is within the defined boundaries of the settlement area which establish the extent of Shedden.
<i>b) Facilitate the creation of compact, complete, and pedestrian-friendly communities that provide equitable access to a range of local economic and social opportunities, centred around a vibrant main street or commercial core;</i>	The proposed development provides density, walkability, and connectivity with surrounding areas. These factors contribute to a pedestrian friendly community.
<i>c) Ensure that development and redevelopment utilize land efficiently, as servicing will permit;</i>	The density of development optimizes the use of land and planned services.
<i>d) Ensure that development is appropriately located, safely accessed, and adequately serviced; and,</i>	The development is located in a designated settlement area. The supporting studies referenced in Section 6.0 of this report have demonstrated that the development in this location will have no unmitigable effects on the transportation network, natural heritage features, or surface and ground water.
<i>e) Encourage the use of environmental best practices for development and redevelopment.”</i>	The proposed development is of a compact built form that optimizes land use, makes an efficient use of infrastructure and services, and relieves pressure for the development of natural areas, in accordance with environmental best practices.

Section 6.8 outlines policies related to development in Tier I Settlement Areas and provides a list of requirements for new development. As the development will be provided on full municipal services, criteria for Tier I settlement areas is applicable for this form of development. The following table includes a column containing each requirement listed in Section 6.8 and a column containing a brief explanation of how each is satisfied by the proposed development.

Criteria	Proposal
<i>“a) comprehensively develop the land in question, serve as a logical extension to the existing built-up area, be compact, and minimize the consumption of land and infrastructure;</i>	The proposed development is adjacent to a built-up area, is compact, and minimizes the consumption of land. The proposal optimizes the use of planned municipal infrastructure and services.
<i>b) comply with the relevant transportation policies of Subsections 8.3 to 8.15 and relevant servicing policies of Subsections 8.16 to 8.23;</i>	The proposal complies with relevant transportation policies in Sections 8.3-8.5 related to Right-of-Way widths, Section 8.6 related to road widenings, and Section 8.9 related to

	<p>Development Adjacent to a County Road. Further details of compliance with Section 8.9 are described later in this report. The proposal also complies with the transportation policies of Sections 8.10 to 8.15.</p> <p>The proposal complies with servicing policies of Sections 8.16 to 8.23. Further details of the proposals compliance with these sections are described later in this report.</p>
<p><i>c) where feasible, retain and integrate, mature trees into the development through the preparation of tree preservation plan and/or landscape plan, regardless of whether the trees form part of the designated Natural System;</i></p>	<p>There are no existing trees on the development site. Trees are proposed to be added.</p>
<p><i>d) achieve a minimum net density of 20 units/net hectare where residential development is proposed however, should the County or a local municipality be satisfied that this is not appropriate in certain circumstances due to geography, topography, or other similar factors, this requirement may be waived;</i></p>	<p>The proposed development surpasses the minimum density of 20 units/net hectare. The proposed development will have a net density of approximately 40 units/net hectare.</p>
<p><i>e) front onto, and be directly accessed, by a public road that is maintained year-round by a public authority;</i></p>	<p>The development will be accessed by Union Road, which is a public road maintained year-round.</p>
<p><i>f) conform to the access policies of the relevant road authority; and,</i></p>	<p>The development conforms to the access policies of Elgin County.</p>
<p><i>g) make any required improvements to public roads, including any required road dedications, needed to facilitate safe ingress and egress and to meet the standards and requirements of the appropriate road authority.”</i></p>	<p>As per the traffic study conducted by Paradigm, the proposed development will not trigger the need for road improvements.</p>

Section 7.0 includes policies relating to the protection of natural heritage features. Section 7.0, part b) includes the objective to “*require development proposals within, or adjacent to, the Natural System to demonstrate that there will be no negative impact on the Natural System.*” Sections 7.7 and 7.8 contain specific policies relating to development adjacent to wetlands and significant woodlands. These policies only permit development within 120 metres of those features once an Environmental Impact Statement has demonstrated that there will be no negative impacts on the ecological features and their functions.

As there are no identified significant natural features located within 120 metres of the proposed development, an Environmental Impact Assessment is not required. However, in order to ensure the proposal would not impact the natural system, a review letter from qualified environmental assessors

Vroom & Leonard is included with this application. This letter confirms that the proposed development will have no impacts on significant natural features or their functions.

Section 8.9 contains policies that apply to proposed development adjacent to County Roads. As the development is located along Union Road, which is designated a County Road, these policies apply. The following analysis quotes each policy in the left column, with the right column containing a brief explanation of how each policy is reflected in the proposed development.

Criteria	Proposal
<p><i>“a) Development shall respect the role and function of the county road that it is located on from a use, access, visibility, and design perspective (including both engineering and site design);</i></p>	<p>The role and function of Union Road (County Road 20) in proximity to the subject lands is as a gateway and main street for the southern limit of Shedden. This function is consistent with the proposal's design, including new private roads connecting to Union Road, while also meeting municipal design requirements for the road rights-of-way.</p>
<p><i>b) Development shall be setback a sufficient distance based on local context, ultimate planned build-out of the road, and rates of speed;</i></p>	<p>Existing residential development acts as a buffer between the proposed development and Union Road.</p>
<p><i>c) Potential negative impacts from the County Road Network such as noise and lighting on sensitive land uses shall be mitigated through site and building design;</i></p>	
<p><i>d) Development should be sited in ways that creates a welcoming and visually appealing experience for both pedestrians and drivers through the use of landscaping, window streets, or other similar approaches, while complementing and respecting the road’s primary function;</i></p>	
<p><i>e) Development should generally avoid rear-lotting or backing onto county roads; and,</i></p>	
<p><i>f) Surface parking lots should be sited and designed to reduce the visual dominance of paved areas along county roads.”</i></p>	

Section 8.16 specifies that municipal services are the preferred form of provision of the water and wastewater services. In conformance with this policy, the development will be provided with full municipal services.

Section 8.19 specifies that:

“In certain circumstances the construction of municipal servicing is dependent on development being approved concurrently, in which case, the County must have reasonable assurances in place that the proposed development will be fully coordinated with the installation of servicing and that sufficient protections are in place to prevent premature development or occupancy of the proposed development.”

The proposed development incorporates consideration for the Township’s servicing plans, and future development will be fully coordinated with servicing installations planned for 2025-2026. This includes plans for sanitary infrastructure, including a wastewater treatment plant, gravity sewers, pumping stations, and forcemains to service the communities of Shedden and Fingal. Construction of a sanitary outlet is anticipated to be complete before construction occurs at the site.

Section 11.5 contains policies related to development in areas of archaeological potential and states that:

“Development and site alteration will be permitted on lands containing archaeological resources or areas of archaeological potential only when the archaeological resources have been assessed, documented, and conserved.”

Archaeological Consultants Canada (ACC) has prepared an archaeological assessment of the subject lands and found no archaeological resources. Based on this finding, the assessment recommended no further archaeological work. A summary of the archaeological assessment is included in Section 5.1 of this report and the full report is included with this application.

The proposed amendments to Township of Southwold Zoning By-law No. 2011-14 and the proposed development are consistent with the goals and policies of the Elgin County Official Plan.

4.3 THE TOWNSHIP OF SOUTHWOLD OFFICIAL PLAN

The current Township of Southwold Official Plan was approved by the County of Elgin on February 22, 2022. This Plan provides planning guidance for the Township of Southwold through the planning period up to 2041.

Section 2.1 contains objectives for growth management planning. Relevant objectives include:

- “a) To direct the majority of population and employment growth to settlement areas;*
- ...*
- i) To create attractive, functional and livable settlement areas that reflect the character of the Township;*
- j) To preserve and enhance wherever possible the distinctive identity and character of the settlement areas within the Township, while accommodating expected growth over the planning horizon of this Plan;*
- k) To provide an adequate supply and diversity of housing types in appropriate locations within settlement areas;”*

The proposed development contributes town houses and apartment units. This diversity of housing types accommodates growth within the settlement area of Shedden. This compact form of development contributes to a functional and efficient use of land, creating a liveable community for residents with a variety of housing needs.

Section 3.2 outlines Southwold's growth strategy. Section 3.2.1 states,

"The majority of the Township's future growth will be directed to the settlement areas of Talbotville, Shedden, Fingal and North Port Stanley where there is access and availability or planned access of municipal sewage services and municipal water services."

Additionally, Section 3.2.2.3 states, *"Full municipal sewage and water services are the preferred form of servicing in the Settlement Areas."*

The residential development facilitated by the proposal is entirely within the Shedden Settlement Area and proposed for full municipal services. The proposal supports these aspects of the Township's growth strategy.

Section 3.2.7 contains policies related to housing supply, stating, *"The Township will provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the Township."*

The township of Southwold's projected housing demand by 2041 is 1050 residential units, which requires the Township to provide approximately 210 new affordable units by 2041. The proposed development contributes an appropriate range and mixture of housing options of an appropriate density, given this housing projection.

Section 3.4 contains policies related to Housing, stating,

"The Township is part of a larger regional market area and will support meeting the needs, affordability and preferences of residents in a manner which is compatible with the scale of the existing communities and commensurate with the services required to support it. The Township will encourage innovative housing designs particularly those which offer energy efficiency, reduced municipal expenditures or lower costs to purchasers."

Infrastructure planning was carried out by the Township of Southwold, and construction of the new sanitary system and waste water treatment plant in Shedden is planned for 2025-2026. The scale of the development is commensurate with planned services.

Section 4.1.2.6 contains policies related to development adjacent to natural heritage features, stating that when natural features are located within 120 metres of development or an area of natural and scientific interest (ANSI) is located within 50 metres of development, an Environmental impact Study is needed.

No identified significant natural features located within 120 metres and no ANSI is located within 50 metres of the proposed development. An Environmental Impact Assessment is not required. However, in order to ensure the proposal would not impact the natural system, a review letter was received from qualified environmental assessors Vroom & Leonard. This letter confirmed that the proposed development will have no negative impact on significant natural features or their functions. This letter is included with this application.

Section 5 contains Land Use policies. The subject lands are part of the settlement area of Fingal and are designated Residential in Schedule 4C to the Township of Southwold Official Plan: Fingal Land Use. Table

5.1 in section 5.2.2.3.1 provides the maximum permitted density and building heights for lands designated residential within Settlement Areas, stating that for medium density residential areas dwelling types will include townhomes and low-rise apartments, the maximum density will be 50 units per hectare and the maximum building height will be up to 3-storeys for townhomes and 6-storeys for low rise apartments.

The proposed development conforms with medium density allowances for dwelling type, density, and building height.

Section 5.2.2.3.2 states that Medium Density Residential Development applications will be considered in accordance with the following policies:

Criteria	Proposal
<i>“1. Preference will be given to medium-density development in locations in proximity to Arterial or Collector Roads where the development provides a physical transition between low-density dwellings, and higher-density residential development; locations in proximity to natural amenities such as watercourses, major open space areas, existing neighbourhood parks, schools and other community facilities, and commercial areas;</i>	The development is accessed via Union Road, designated a County Minor Arterial Road in Schedule ‘B’ to the Elgin County Official Plan.
<i>2. The development should be buffered with appropriate landscaping and setbacks from abutting low-density residential development;</i>	The proposed development provides a landscaped buffer between adjacent existing low density residential uses.
<i>3. The development should be designed so that it is compatible with surrounding development;</i>	The development facilitates a compatible transition between low and medium density uses, with the proposed townhouses acting as a buffer between the adjacent low-density area and the proposed apartments.
<i>4. On-site parking and recreational amenities are to be provided;</i>	Sufficient on-site parking is provided.
<i>5. The height of the proposed development will not generally exceed six storeys;</i>	The apartments will not exceed six storeys.
<i>6. Site Plan Approval is required.”</i>	Site plan applications will be proposed to support the development.

Section 5.2.2.4 contains policies related to urban design for residential areas. The relevant policies within this section, and the proposals conformance with their requirements, is included in the table below.

Criteria	Proposal
<p><i>“5.2.2.4.1 - Site Layout:</i></p> <p><i>The mixing of densities and housing designs within individual developments is encouraged, provided that locational requirements are satisfied. The density of a development will be governed by the Township considering among other things, the preservation of open space and trees, the ability of the road system to accommodate the generated traffic, the capacity of municipal infrastructure, and compatibility with existing development patterns.</i></p>	<p>A mixture of housing types and densities is provided by the development. This medium density development pattern reduces the pressure for the development of existing open space and agricultural lands.</p> <p>The proposed zoning by-law amendment provides for a parking space depth of 5.5 metres while the Township of Southwold Zoning By-law No. 2011-14 Section 3.38 e) i) specifies a parking space depth of 6 metres. A reduction in parking space depth allows for a smaller parking lot overall, while maintaining a sufficient number of parking spaces. This amendment enables flexibility in parking lot size, creating opportunities for the further provision of open space, landscaped buffers, and trees.</p>
<p><i>5.2.2.4.2 - Landscaping and General Site Design:</i></p> <p><i>Landscaping on the front and side yards of all residential properties is required and should have regard for four-season viability, and in accordance with the Zoning By-law. Parking for medium density residential forms should generally be located at the side and rear of buildings, with separate parking from driveway entrances to streets, and avoid obstruction of views of approaching traffic, pedestrians or cyclists. Bicycle parking should also be installed where possible. Screening and landscaping around parking areas is required. Sheds and outdoor storage shall be located in the side or rear yard of residential dwellings, and in accordance with the Zoning By-law.</i></p>	<p>Landscaped areas are provided throughout the site including on the front and side yards. The site design provides sufficient space for screening and landscaping around the parking areas.</p>
<p><i>5.2.2.4.3 - Neighbourhood Design:</i></p> <p><i>Varieties of residential dwelling types will not be mixed indiscriminately, but will be arranged in a gradation so that higher density developments will complement those of lower density, with sufficient spacing to maintain privacy, and amenity. Connectivity of neighbourhoods is required through recreational spaces, parks, trails, sidewalk and other active transportation linkages where feasible.</i></p>	<p>The proposed development provides a transition between low and medium density uses, with the proposed townhouses acting as a buffer between the adjacent low-density area and the higher density apartments, facilitating cohesive development. The development also provides connectivity to adjacent parkland and community recreational facilities through active transportation linkages.</p>

<p>5.2.2.4.5 - Settlement Area Interface:</p> <p><i>In cases where residential development is proposed on lands adjacent to or abutting agricultural lands, the Township will ensure that adequate buffering and/or mitigation measures are provided between the development and the agriculture lands, so that normal farm practices are protected from development within the Settlement Areas, where necessary. In this regard, the developer will be responsible for providing appropriate transitional space through the use of landscaping, setbacks, fencing and screening. The specific design aspects for addressing interface conditions will be determined through the site plan and/or subdivision agreements.”</i></p>	<p>The proposal includes adequate buffering from agricultural lands through transitional features and land uses. The existing soccer fields, walkway block, and Southwold Keystone Complex property act as buffers between land uses.</p>

Section 5.5.3.2 contains policies related to Parkland dedication. Section 5.5.3.2.1 is related to Cash-in-lieu of parkland and states,

“Cash-in-lieu of dedicated parkland will be based on the appraised value of any land required to be conveyed for park or other public recreational purposes in accordance with the appropriate provisions of the Planning Act. Cash-in-lieu will be accepted if the parcel proposed is not appropriate for parkland or parkland is not required by the Township in the subject area.”

Given adjacent parkland and other recreational areas nearby, the subject lands are not appropriate for parkland development. Cash-in-lieu of parkland will be provided at a rate of the value of 1 hectare per 500 units.

Section 6.1 contains policies related to the transportation network. The subject lands are located Union Road, designated a County Minor Arterial Road in Schedule B to the Elgin County Official Plan. Section 6.1.4.4 of the Southwold Official Plan outlines requirements for Traffic Impact Studies and states that,

“Proposed development may require the completion of a Traffic Impact Study to assess the impact on the transportation system and surrounding land uses.

...

Depending on the outcome of the TIS, the expectation is that the TIS will recommend appropriately scaled measures to mitigate any significant impacts related to safety or capacity of the road network.”

In accordance with these policies, a Traffic Impact study was completed by Paradigm Transportation Solutions Ltd. The TIS determined that both site access points will operate at satisfactory levels of service during the AM and PM peak hours. Auxiliary left-turn lanes are not warranted on Union Road at Fairground Street or Spicer Street under 2035 total traffic conditions. The TIS determined that the intersection of Union Road and Talbot Line is currently under 2 ways stop control and is operating at an

acceptable level of service. This intersection is forecast to operate at a poor level of service under 2035 background and total traffic conditions. While upgrades to this intersection are not triggered by the proposed development, the TIS determined that All-Way Stop Control will be warranted by 2035. A summary of the TIS is included in Section 6.3 of this report and the full traffic study is included with this application.

5.0 TECHNICAL STUDIES

In support of the proposed development the following reports were prepared.

5.1 ARCHEOLOGICAL ASSESSMENT

Stage 1 and 2 archaeological assessments have been conducted by Archaeological Consultants Canada (ACC). The need for this assessment was triggered by PPS (2024) requirements in Section 4.6.2 which states that *“planning authorities shall not permit development and site alteration on lands containing archaeological resources or areas of archaeological potential unless the significant archaeological resources have been conserved.”*

During the Stage 1 & 2 archaeological assessment, no artifacts or other archaeological resources were identified and the subject property has now been fully assessed according to the Ministry of Citizenship and Multiculturalism (MCM) 2011 Standards and Guidelines for Consultant Archaeologists. ACC concluded that no further archaeological assessment of the subject property is required. The full Stage 1 & 2 Archaeological Assessment is included in this report.

5.2 ENVIRONMENTAL REVIEW

A desktop environmental assessment letter was prepared by Vroom & Associates, qualified environmental assessors. The assessors expressed that it is their professional opinion, based on the available information and in accordance with applicable municipal and provincial planning policies, an Environmental Impact Study (EIS) is not required in support of the proposed development as the development is not located within 120 metres of any natural heritage feature that would trigger study requirements under the Provincial Planning Statement (2024) or the Township of Southwold Official Plan. The full assessment letter is included with this application.

5.3 TRAFFIC IMPACT STUDY

A Traffic Impact Study (TIS) has been prepared by Paradigm Transportation Solutions Ltd. This TIS conducted traffic forecasting in order to assess the impacts of the proposed development on the surrounding road network.

The scope of the TIS for the proposed development includes assessment of the impact on the County’s transportation system, including:

- The two intersections of Fairground Street and Spicer with Union Road.
- The intersection of Union Road and Talbot Line.

The TIS forecasts that the development will generate 80 and 86 trips during the AM and PM peak hours respectively.

The TIS determined that the two driveway intersections with Union Road and the intersection of Teetzel Street with Union Road are forecast to operate at satisfactory levels of service during the AM and PM peak hours. Auxiliary left-turn lanes are not warranted on Union Road at Fairground Street or Spicer Street under 2035 total traffic conditions.

The TIS determined that the intersection of Union Road and Talbot Line, which is currently under 2 way stop control, is operating at an acceptable level of service. This intersection is forecast to operate at a

poor level of service under 2035 background and total traffic conditions. While upgrades to this intersection are not specifically triggered by the proposed development, the TIS determined that All-Way Stop Control will be warranted by 2035 based on total traffic operations. Based on these findings and conclusions, the TIS included the recommendation that the development be considered for approval as proposed. The full TIS is included with this application.

6.0 SUMMARY AND CONCLUSIONS

Based on the foregoing information and analysis, the proposed Draft Plan of Subdivision and associated Zoning By-law Amendment are consistent with the Provincial Planning Statement and are in conformity with the Elgin County Official Plan and the Township of Southwold Official Plan. The proposed development that would result from the approval of these applications:

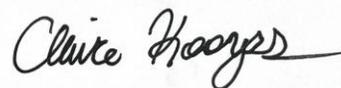
- Contributes a range and mix of housing options to meet the needs of current and future residents;
- Makes efficient use of existing and planned servicing infrastructure;
- Is compatible with existing land uses;
- Provides connective pedestrian and active transportation routes, and;
- Represents sound land use planning.

** ** **

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