

Report to Planning and Environment Committee

To: Chair and Members
Planning and Environment Committee

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

Subject: 735 Wonderland Rd North Inc.(c/o Strik, Baldinelli, Moniz Ltd.)
735 Wonderland Road North
File Number: OZ-9704, Ward 6
Public Participation Meeting

Date: April 9, 2024

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of 735 Wonderland Rd North Inc. c/o Strik, Baldinelli, Moniz Ltd. relating to the property located at 735 Wonderland Road North:

- (a) The proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on April 23, 2024 to amend the Official Plan, The London Plan, by **ADDING** a new policy to the Specific Policies for the Transit Village Place Type and by **ADDING** the subject lands to Map 7 – Specific Policies Areas – of the Official Plan;
- (b) the proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on April 23, 2024, to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, The London Plan, as amended in part (a) above, to change the zoning of the subject property **FROM** an Associated Shopping Area Commercial (ASA1/ASA2/ASA3/ASA5/ASA6) Zone **TO** a Business District Commercial Special Provision (BDC1(_)) Zone.
- (c) The Site Plan Approval Authority **BE REQUESTED** to consider the following design issues through the site plan process:
 - i) Incorporate elements that achieve the following:
 - a) principle entrances that are oriented and are accessible from the relevant street frontage,
 - b) forecourts on ground floor commercial units,
 - c) urban character between the building/street interface,
 - d) integrated parking and garbage ramps with active uses on the ground floor to activate the front face of buildings to the street
 - e) appropriate lay-by locations,
 - f) green development elements, where appropriate
 - ii) Implement all Transportation Impact Assessment (TIA) recommendations into a future site plan application notably, the two-way left-turn lane along Beaverbrook Dr.
- (d) Consultation with the Municipal Housing Development division for the provision of affordable units be undertaken as part of the Site Plan process.

IT BEING NOTED, that the above noted amendments are being recommended for the following reasons:

- i) The recommended amendments are consistent with the *Provincial Policy Statement, 2020 (PPS)*, which encourages the regeneration of settlement areas and land use patterns within settlement areas that provide for a range of uses and opportunities for intensification and redevelopment. The *PPS* directs municipalities to permit all forms of housing required to meet the needs of all residents, present and future;

- ii) The recommended amendments conform to The London Plan, including but not limited to the Key Directions, City Design and Building policies, and will facilitate a built form that contributes to achieving a compact, mixed-use City;
- iii) The recommended amendment facilitates the development of a site within the Built-Area Boundary and the Primary Transit Area with an appropriate form of infill development; and
- iv) The recommended amendments would permit an appropriate form of development at an intensity that is appropriate for the site and surrounding neighbourhood.

Executive Summary

Summary of Request

The applicant has requested an amendment to The London Plan, to add a Specific Policy to the Transit Village Place Type to permit one 25-storey mixed-use building to be located on the east side of the property, on the corner of Beaverbrook Avenue and Horizon Drive and an amendment to the Zoning By-law Z.-1 to rezone the property from an a Associated Shopping Area Commercial (ASA1/ASA2/ASA3/ASA5/ASA6) Zone to a Business District Commercial Special Provision (BDC1(_)) Zone to permit the redevelopment of the eastern portion of the subject site by removing a portion of the existing commercial building and constructing a mixed-use 25-storey building with a total of 219 residential units in conjunction with the 5,222m² (53 units) of office and commercial space, resulting in a total unit count of 272 units and a site density of 189 units per hectare. Requested Special Provisions include a maximum density of 189 uph and a maximum height of 25-storeys.

Purpose and the Effect of Recommended Action

Staff are recommending approval of the requested Official Plan and Zoning By-law amendment with additional special provisions to permit a 25-storey mixed-use building with a total of **219 residential units**.

Special provisions recommended by staff include: a maximum density of 189 uph, a maximum height of 25-storeys, a maximum rear yard setback of 12.6m, a minimum step-back above the 3-4 storey podium of 4.0m from Horizon Drive, a minimum step-back above the 3-4 storey podium of 4.0m from Beaverbrook Avenue and a maximum floor plate for the residential tower of 1,000 m².

Linkage to the Corporate Strategic Plan

This recommendation supports the following Strategic Areas of Focus:

- **Wellbeing and Safety**, by promoting neighbourhood planning and design that creates safe, accessible, diverse, walkable, healthy, and connected communities.
- **Housing and Homelessness**, by ensuring London's growth and development is well-planned and considers use, intensity, and form.
- **Housing and Homelessness**, by supporting faster/streamlined approvals and increasing the supply of housing with a focus on achieving intensification targets.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

None

1.2 Planning History

August 31, 2022 – An application to amend the existing site plan was submitted to permit commercial pads at the corner of Wonderland Road North and Beaverbrook Avenue.

December 21, 2022 – A Minor Variance was granted to permit a maximum lot coverage of 32.5% and parking area setback of 1.6 metres from the road allowance to permit two additional buildings on the subject site.

1.3 Property Description and Location

The subject site is a corner property located at the intersection of Wonderland Road North and Beaverbrook Avenue, within the West London Planning District. The site has a total area of approximately 1.45 ha, with an approximate frontage of 71 metres along Wonderland Road North, 176 metres along Beaverbrook Avenue, and 78 metres of frontage along Horizon Avenue. The lands currently contain a commercial plaza with restaurants, offices and retail. An application for site plan approval is currently under review for two additional commercial pads at the corner of Wonderland Road North and Beaverbrook Avenue.

The subject site is part of a growing commercial and residential community, ranging in built form and height in the surrounding area. A number of Planning Applications are ongoing on the lands and in the area including intensification for mixed-use and a residential subdivision to the east. The surrounding land uses adjacent to the subject site include a mix of medium and high-density residential, commercial, institutional and open space. Across Beaverbrook Avenue is a commercial centre (grocery store and fitness centre), London Family Health centre, and a medium density cluster townhouse development (Cherry Ridge condominium community). To the east, across Horizon Drive is the Horizon Place Retirement Residence, a 12-storey residential apartment building, and Proudfoot Park and Community Garden. Directly south of the subject site is the Middlesex-London Paramedic facility (Station 16) and Westview Funeral Chapel. Further south is the Costco-North commercial shopping centre, including restaurants, retail and gas station. To the west, across Wonderland Road North is the West London Alliance Church. There are additional commercial uses northwest of the subject site, including a pharmacy, restaurants, and a grocery store.

Wonderland Road North is an arterial road classified as a Main Street on Map 3-Street Classifications of The London Plan. The road segment of Wonderland Road North between Beaverbrook Avenue and Farrah Road has a traffic volume of approximately 48,000 vehicles per day. The subject site also has frontage onto Beaverbrook Avenue and Horizon Drive, which are classified as a Neighbourhood Connectors on Map 3-Street Classifications of The London Plan. The site is located on existing LTC transit routes, with a bus stops located on Wonderland Road North and Beaverbrook Avenue in front of the subject site.

Site Statistics:

- Current Land Use: commercial plaza
- Frontage: (\pm 71 m frontage), onto Wonderland Road North, (\pm 176 m frontage), onto Beaverbrook Avenue and (\pm 78 m) onto Horizon Drive
- Area: 1.45 ha (3.6 ac)
- Shape: regular (rectangle)
- Located within the Built Area Boundary: Yes
- Located within the Primary Transit Area: Yes

Surrounding Land Uses:

- North: Commercial and Residential
- East: Residential
- South: Commercial
- West: Institutional and Commercial

Existing Planning Information:

- Existing London Plan Place Type: Transit Village
- Existing Zoning: Associated Shopping Area Commercial (ASA1/ASA2/ASA3/ASA5/ASA6)

Additional site information and context is provided in Appendix C.



Figure 1- Aerial Photo of 735 Wonderland Road N and surrounding lands



Figure 2 - Streetview of 735 Wonderland Rd N (view looking northwest from Beaverbrook Ave)



Figure 3: Streetview of Development Area (view looking southeast from Beaverbrook Ave)

2.0 Discussion and Considerations

2.1 Development Proposal

In January 2024, the City accepted a complete Official Plan and Zoning By-law amendment application. The development proposal is to redevelop the eastern portion of the subject site by removing a portion of the commercial building, presently a Swiss Chalet restaurant, and construct a mixed-use 25-storey tower with a total of 219 units (189 uph). The proposed building would consist of a 3-storey podium with 134m² of commercial space fronting Beaverbrook Avenue. A point tower would rise above the podium for a total height of 25 storeys and would include 219 residential apartments consisting of 1- and 2-bedroom dwelling units. The primary entrance for the residential component of the building is planned to be oriented toward Horizon Drive with layby

driveway access for pick up and drop off area. Entrance(s) to ground floor commercial units would be oriented to Beaverbrook Avenue. The entrance to the existing second floor office unit above the existing plaza would be reconfigured and located to the west of the proposed building. Residential vehicle parking would be provided underground and within the podium levels with two separate accesses from the lane at the rear of the building. This south driveway lane would continue to provide access to loading spaces and the garbage collection area for the existing commercial plaza. Amenity space for the building would be located within several internal and rooftop spaces to allow residents access to communal space and amenity in addition to private balconies.

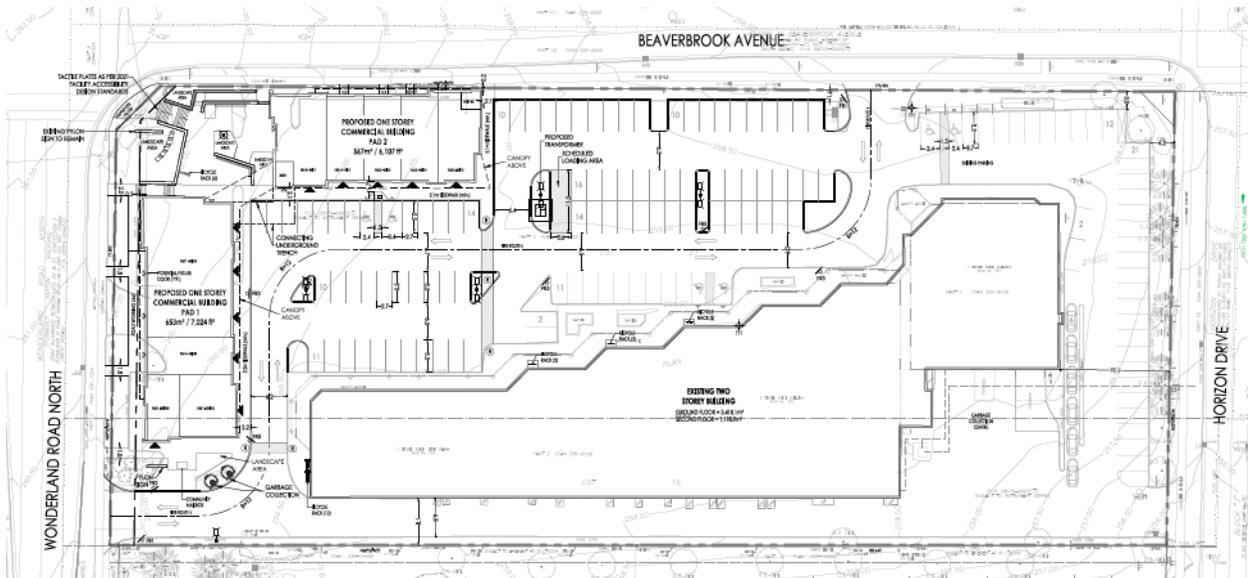


Figure 4: Existing Site Plan



Figure 5 : Conceptual Site Plan



Figure 6: Rendering view from across Beaverbrook Ave

2.2 Requested Amendment(s)

The applicant has requested to amend the Transit Village Place Type policies on a site-specific basis applied to the lands located at 735 Wonderland Road North, to permit a mixed-use building with a maximum height of 25-storeys, whereas 22-storeys is the upper maximum building height in The London Plan. Further, the applicant has requested an amendment to the Zoning By law Z.-1 to rezone the property from an Associated Shopping Area Commercial (ASA1/ASA2/ASA3/ASA5/ASA6) Zone to a Business District Commercial Special Provision (BDC1(_)) Zone. Requested Special Provisions include a maximum height of 25-storeys and a maximum density of 189 units per hectare

The following table summarizes the special provisions that have been proposed by the applicant and those that are being recommended by staff.

Regulation (BDC1 Zone)	Required	Proposed	Recommended
Maximum Density (units per hectare)	As per 25.3.3	189	189
Maximum Height (metres)	As per 25.3.3	86m (25 storeys)	86m (25 storeys)
Maximum Rear Yard Depth (metres)	N/A	12.6m	14.0m
Minimum step-back above the 3-4 storey podium from Horizon Drive (metres)	4.0	4.15	4.0m
Minimum step-back above the 3-4storey podium from Beaverbrook Ave (metres)	N/A	4.6	4.0m
Maximum Floor Plate for residential tower	N/A	991 m ²	1,000 m ²

2.4 Internal and Agency Comments

The application and associated materials were circulated for internal comments and public agencies to review. Comments received were considered in the review of this application and are addressed in Section 4.0 of this report.

Key issues by staff and agencies identified that the **proposed site and building design features outlined in Section 4.7 of this report are supported and should be carried forward through zoning.**

Detailed internal and agency comments are included in Appendix “E” of this report.

2.5 Public Engagement

A Virtual Open House/Community Information Meeting was held by the Applicant on November 16, 2023. On February 5, 2024, Notice of Application was sent to property owners and residents in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on February 5, 2024. A “Planning Application” sign was also placed on the site.

There were 28 responses received during the public consultation period. Comments received were considered in the review of this application and are addressed in Section 4.0 of this report.

The public’s concerns generally dealt with the following matters:

- Traffic volume and safety
- Noise
- Air pollution
- Construction impacts
- Lack of privacy
- Blocked views
- Shadow impacts/loss of sunlight
- Intensity
- Lack of parking
- Precedent
- Notice Requirements

Detailed public comments are included in Appendix “F” of this report.

2.6 Policy Context

The Planning Act and the Provincial Policy Statement, 2020

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

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

Land use patterns within settlement areas shall be based on densities and a mix of land uses which: efficiently use land and resources; are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; minimize negative impacts to air quality and climate change, and promote energy efficiency; prepare for

the impacts of a changing climate; support active transportation; are transit-supportive, where transit is planned, exists, or may be developed (1.1.3.2). Land use patterns within settlement areas shall also be based on a range of use and opportunities for intensification and redevelopment (1.1.3.2). Finally, the PPS supports long-term economic prosperity by encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce, and by encouraging a sense of place by promoting well-designed built form (1.7.1.b) & 1.7.1.e)).

The proposed development meets the intent of the PPS policies by introducing intensification in the form of a mixed-use apartment building within the urban growth boundary and in close proximity to transit and other services.

The London Plan, 2016

The London Plan (TLP) includes evaluation criteria for all planning and development applications with respect to use, intensity and form, as well as with consideration of the following (TLP 1577-1579):

1. Consistency with the Provincial Policy Statement and all applicable legislation.
2. Conformity with the Our City, Our Strategy, City Building, and Environmental policies.
3. Conformity with the Place Type policies.
4. Consideration of applicable guideline documents.
5. The availability of municipal services.
6. Potential impacts on adjacent and nearby properties in the area and the degree to which such impacts can be managed and mitigated.
7. The degree to which the proposal fits within its existing and planned context.

Staff are of the opinion that all the above criteria have been satisfied.

3.0 Financial Impact/Considerations

3.1 Financial Impact

There are no direct municipal financial expenditures associated with this application.

4.0 Key Issues and Considerations

4.1 Land Use

The proposed residential use on the subject site is supported by the policies of the *Provincial Policy Statement, 2020 (PPS)* and is contemplated in the Transit Village Place Type in The London Plan (TLP 877_). The Transit Village Place Type contemplates a broad range of residential, retail, service, office, cultural, recreational, institutional, hospitality and entertainment, uses (811_1, TLP). Mixed-use buildings are encouraged, as well as the provision of active (commercial, retail and service) uses on the ground floor at grade (811_2&3). The application proposes a 3-storey podium with commercial uses at grade. These uses will help provide an active frontage for the apartment building along the street. Residential units in the apartment will have convenient access to nearby goods and services in a walkable environment, and convenient access to higher order transit.

The proposed mixed-use building aligns with the goals of The London Plan to plan for infill and intensification of various types and forms and by ensuring a mix of housing types is provided within our neighbourhoods (TLP 59_4).

4.2 Intensity

The proposed residential intensity is consistent with the policies of the PPS that encourage residential intensification, redevelopment, and compact form (1.1.3.4), and a diversified mix of housing types and densities (1.1.3.4).

The London Plan places an emphasis on growing 'inward and upward' to achieve a compact form of development. There is a greater focus on encouraging and supporting growth within the existing built-up areas of the City. Transit Villages are "second only to the Downtown" in terms of the mix of uses and intensity permitted (807). The role of Transit Villages is to support higher order transit by providing a higher number of people living, working and shopping in close proximity to high-quality transit services (808).

Intensity of use is generally defined by such features as height, gross floor area, coverage, floor plate area, density in units/ha, number of bedrooms, parking, and floor area ratio (*Table 7). The Transit Village policies recognize that there is a limited amount of land within the place type and that land should be optimized and fully utilized to support rapid transit and existing infrastructure and services (813_2). Buildings will be between 2-15 storeys with an upper maximum contemplated up to 22 storeys (813_1). The proposed development efficiently utilizes the site and provides a height of 25 storeys. Since the proposed height is above the 22-storey permissions of the Transit Village Place Type a site-specific amendment is required to permit the proposed development. The subject site occupies a land area of 1.45ha. The proposed site intensification will result in the creation of 219 residential units in conjunction with the 5,222m² (53 units) of office and commercial space, resulting in a total unit count of 272 units and a site density of 189 units per hectare, which provides a diversity of uses at an appropriate intensity. The site is within a Protected Major Transit Station Area (PMTSA) which includes all Transit Village Place Types. These PMTSAs are planned to achieve a minimum number of 150 residents and jobs per hectare (815B), with a minimum density of 45 units per hectare for residential uses or a minimum floor area ratio of 0.5 for non-residential uses (815D). Establishing minimum intensity targets in the PMTSAs ensures that lands are efficiently utilized and provide compact development forms that support higher-order transit and stations. The site contributes to achieving the intent of the PMTSA policies.

The proposed redevelopment of the eastern portion of the site will facilitate an appropriate scale of development on a parcel that is of sufficient size to support their use and can provide sufficient setbacks to buffer the neighbouring existing and future commercial and residential development. The redevelopment of the parcel will facilitate the efficient use of land and existing municipal services, as servicing is available for the proposed uses.

4.3 Form

The proposed built form on the subject site is supported by the policies of the *Provincial Policy Statement, 2020 (PPS)* and is contemplated in the Transit Village Place Type in The London Plan (TLP 814_1). It is the intent of The London Plan to allow for more intense and efficient use of Transit Village sites through redevelopment, expansion and the introduction of high density mixed-use urban neighbourhoods connected by higher order transit to the Downtown and each other (TLP 806). High rise buildings should be designed to express three defined components including a base, middle and top (289). The base should establish a human-scale façade with active frontages, the middle should be visually cohesive but distinct from the base and top, and the top should provide a finishing treatment (TLP 289).

Base

The base should establish a human-scale façade with active frontages including windows with transparent glass, forecourts, patios, awnings and lighting (289_1). The current drawings show a 3-storey "base" utilizing a variety of materials with principal entrances oriented towards the public rights-of-way with engaging frontages and glazing to increase visibility to support pedestrian activity and safety at grade.

Considerations for both the existing office entrance and the new entrances required for the tower have been carefully articulated. The existing office entrance is demolished due to the implementation of the new tower design. A new office entrance is implemented between the existing plaza and the new tower, via the main parking lot. A new glass vestibule has been provided to overlook the existing plaza, providing greater

street presence to the new office entry. Additionally, the principal residential entrance is provided at the northeast corner of the podium along Horizon Drive and projected towards the intersection with Beaverbrook Avenue. This corner entrance is framed by a 1-storey angular canopy with a blue underside, establishes hierarchy along the pedestrian realm embracing the surrounding community. The use of a podium helps reduce the apparent height and massing of the building on the pedestrian environment.



Figure 7: Rendering view of podium from Horizon Drive



Figure 8 : Rendering view of podium from Beaverbrook Ave

Building entrances and transparent windows should be located to face the public right-of-ways to reinforce the public realm establish an active frontage and provide convenient pedestrian access (291). Along the Beaverbrook Avenue frontage the principal entrances are proposed for the commercial/offices uses, and along the Horizon Drive frontage the principal entrance of the residential lobby is proposed, both which activate these frontages with pedestrian movements at the principal entrances. There is a proposed layby driveway access for pick up and drop off area.

Overall, the proposed development would significantly contribute to establishing a streetwall and improved streetscape on both Horizon Drive and Beaverbrook Avenue, by removing surface parking, minimizing setbacks from the streets and increasing landscaping. Street frontages will offer pedestrian walkway connections and active commercial/building frontages with large windows increasing natural surveillance of the public realm. Loading and garbage facilities are proposed to be located to the rear of the site, so as not to detract from visual appeal of the site and pedestrian connectivity throughout the site.

As part of site plan, the applicant will be required to explore additional improvements for the building base, ground floor, and podium:

1. Provide a forecourt or a potential patio space for the ground floor commercial units along Beaverbrook Avenue. TLP 286, 289_1

2. Design the space between the building and the street to have an urban character and an appropriate mix of hard and softscape. TLP 289_1
3. Wrap the parking spaces and garage ramps with active uses on the ground floor along Beaverbrook Avenue and Horizon Drive to create an active street front. TLP 276
4. Ensure parking garage ramps and the garbage area to the rear are well-screened from Horizon Drive with enhanced all-season landscaping. TLP 278

Middle

The middle should be visually cohesive with, but distinct from, the base and top (289_2). The middle of the building – the point tower above the podium is stepped back to reduce the floor plate and reduce the shadow impact on surrounding lands. This tower provides a contemporary modern design that provides a change in materials from the base to create interest and distinction, and respect the adjacent plaza. The ‘middle’ of the development is comprised of the majority of the tower components above the base, which provides a change in materiality from the overall base.

The London Plan identifies that high-rise buildings should be designed to minimize massing, shadowing, visual impact and the obstructions of view from the street and neighbouring properties by providing a slender tower without long axes that create an overwhelming building mass (293). A slender tower is characterized as one that has a smaller tower floor plate, typically between 750 – 1,000 m² of GFA. The proposed component of the design is under 1,000 m² in size. This size helps reduce any possible "slab-like" appearance, shadow impacts, obstruction of sky views and to be less imposing on neighbouring properties and public spaces.

Additionally, the proposed built form facilitates an appropriate form and scale of residential intensification on a lot of sufficient size to accommodate the proposed development and to help mitigate planning impacts on adjacent uses (TLP 878_5). Specifically, the proposed built form supports a positive pedestrian environment directly to Beaverbrook Avenue and the public transit stop located in front of the proposed development. The proposed development would add to the mix of housing types within the neighbourhood and is designed to be a good fit and compatible with the surrounding context (TLP 193_). The proposed development would be accessible from Beaverbrook Avenue and Horizon Drive, and located close to Beaverbrook Avenue to minimize the visual exposure of the existing parking areas to the street (TLP 269_). Also, there are 188 podium and underground parking spaces provided.

Top

The top should provide a finishing treatment, such as a roof or cornice treatment, and will serve to hide and integrate mechanical penthouses (289_3). The mechanical penthouse for the tower has been clad in a “insulated spandrel panel material”, along with metal panel which is used for screening. The top portion of the tower has been differentiated from the middle portion through the use of step backs and through the use of varying building materials, and articulation.

4.4 Other Form Considerations

Transition to Surrounding Neighbourhoods

Within Transit Villages, The London Plan requires a transition in height and intensity between transit stations and surrounding neighbourhoods (810). Permitted building heights will step down from the core of the Transit Village to any adjacent Neighbourhoods Place Type (813_3). This property is located within the core of the Place Type and surrounding lands on every side are also within the Transit Village Place Type, offering the opportunity for existing uses and future redevelopment to step down to lower heights which provides transition to the more sensitive land uses like the medium density development to the northeast.

Connectivity

The building will be designed to be pedestrian, cycling and transit-supportive through building orientation, location of entrances, clearly marked pedestrian pathways, widened sidewalks, cycling infrastructure, and general site layout that reinforces pedestrian safety and easy navigation (814_3). The development is oriented towards Beaverbrook Avenue and Horizon Drive which will provide convenient access for residents. Consideration should be given to providing publicly-accessible pedestrian connections through a proposed development site connecting with the pedestrian network on existing and future sites (814_5). The site facilitates pedestrian movements through the existing internal walkways through the commercial plaza and the connections provided to the existing sidewalks surrounding the development.

Parking

Transit villages are intended to be intensive and walkable environments with a focus on providing residents with employment, services, shopping and transit within convenient walking distances. The proposal has two levels of underground parking and three levels of structured parking located in the podium/internal of the building. Buildings should be sited to minimize the visual exposure of parking areas to the street (269). All parking associated with the new development has been internalized on the site. A total of 286 parking spaces is proposed to accommodate the subject site with 188 podium and underground spaces to support the mixed-use building and 98 surface to support the commercial and offices uses. The site is well-located to adjacent transit stops where there are existing transit services. Further, the area has a high proportion of existing retail, shopping, commercial, service and employment uses within convenient walking distance to reduce single vehicle trips and encourage more pedestrian trips. The proposed number of vehicle parking spaces is reasonable given the active and public transit options and will contribute to achieving the overall intent of the Transit Village.

BDC1 Zone Considerations for Intensity

The BDC Zone is typically applied to corridors with a main street character. This Zone provides for and regulates a mix of retail, restaurant, neighbourhood facility, office and residential uses located along pedestrian-oriented business districts. In the BDC Zone variations, the height and density of each apartment building over the standard zone height and/or containing units outside existing structures, will be established through a zoning by-law amendment application and be indicated on Schedule A of the Zoning Bylaw. As per the Transit Village policies, an upper maximum height of 22 storeys may be permitted. As noted, a site specific policy is required to permit 25-storeys for the proposed mixed-use building in the Transit Village Place Type. This is being recommended and discussed below. Additionally, other special provisions are being recommended to ensure important features of the proposed mixed-use building are locked in with appropriate regulations.

4.4 Zoning - Density

In order to appropriately calculate the overall density of the site the existing and proposed commercial and office development must be included in the overall calculation. The Zoning By-law considers 100m² of commercial space the equivalent to 1 residential unit. Based on the GFA of 5,222 m² an additional 53 units shall be added to the 219 units proposed within the apartment building for a total of 272 units or density of 189 uph.

4.5 Transportation

Transportation staff did not have significant concerns with the proposed development. A Transportation Impact Study was conducted and the recommendations in the study will be taken into consideration through the site plan review process, notably, the proposal for a two-way left-turn lane along Beaverbrook Avenue.

4.6 Specific Area Policies

Policies for Specific Areas may be applied where the applicable place type policies

would not accurately reflect the intent of City Council with respect to a specific site or area (1729_). The adoption of policies for Specific Areas may be considered in limited circumstances where the following conditions apply:

The proposal meets all other policies of the Plan beyond those that the specific policy identifies.

- The proposed development generally conforms to the policies of The London Plan for overall use, intensity and form. The recommended regulations to enhance the built form will align the proposed development with the City Building policies, and the specific area policy will allow for greater intensity of the development through an increased height.

The proposed policy does not have an adverse impact on the integrity of the place type policies or other relevant parts of this Plan.

- The special policy will not adversely impact the underlying Transit Village Place Type. The Staff recommendation will only permit one mixed-use building at 25-storeys in height with no additional permitted uses as a result. Any future request for additional height above and beyond the permissions of the Transit Village Place Type will be reviewed on a case-by-case basis.

The proposed use is sufficiently unique and distinctive such that it does not establish an argument for a similar exception on other properties in the area.

- It is possible that with the approval of this development, the surrounding lands on would also seek to redevelop their existing lands, but those lands would be subject to a review that is site-specific to that development proposal and reviewed on its own merits.

The proposed use cannot be reasonably altered to conform to the policies of the place type.

- The site contains an existing commercial plaza and surface parking. There are a variety of different development options that the subject site could achieve. It is the opinion of staff that the site is capable of supporting development that completely conforms to the policies of the place type and The London Plan overall. However, the desire and benefits for additional height are acknowledged and some additional height for this site is justified as per the staff recommendation.

The proposed policy is in the public interest and represents good planning.

- The proposed development can sufficiently accommodate additional height for the proposed mixed-use building while minimizing the risk to property damage and public safety.

4.7 Matters for Consideration by the Site Plan Approval Authority

On August 31, 2022 an application to amend the existing site plan was submitted to permit commercial pads at the corner of Wonderland Road North and Beaverbrook Avenue. Additionally, a site plan consultation occurred March 2023 with a Record of Site Plan Consultation issued March 6, 2026 to include the 25-storey building. A formal application to include this 25-storey building will be submitted after the zoning is approved. The site plan incorporates many elements and the following are recommended matters for consideration by the Site Plan Approval Authority:

- i) Provide principal entrances of the commercial units to face Beaverbrook Avenue;
- ii) Providing principal entrances of the residential lobby to face Horizon Drive and a wrap-around canopy to address the corner at the intersection of Beaverbrook Avenue and Horizon Drive.
- iii) Consider an alternative paratransit lay-by location; Consider an alternative lay-by location;

- iv) Provide a forecourt or a potential patio space for the ground floor commercial units along Beaverbrook Avenue; Design the space between the building and the street to have an urban character and an appropriate mix of hard and softscape; Wrap the parking spaces and garage ramps with active uses on the ground floor along Beaverbrook Avenue and Horizon Drive to create an active street front; Ensure parking garage ramps and the garbage area to the rear are well-screened from Horizon Drive with enhanced all-season landscaping.
- v) Implement all Transportation Impact Assessment (TIA) recommendations into a future site plan application notably, the two-way left-turn lane along Beaverbrook Dr.;
- vi) Consider inclusion of green roof elements;
- vii) Include 40-50% native species for landscaping;
- viii) That larger parking setbacks and larger landscape islands be considered to increase tree planting;
- ix) Include long and short-term bike parking as per submitted site plan;
- x) Incorporate a high degree of bird-friendly glazing and architectural detail in for the mixed-use building as these facades will be highly; and
- xi) Incorporate 5% EV charger spaces for required parking spaces.

Conclusion

The site is within a Transit Village Place Type of The London Plan, which is a place type that contemplates a well designed, high-density, mixed-use urban neighbourhood. The vision for this place type is for a complete community that allows for substantial commercial, office and residential uses which will support the current and future rapid transit system.

The proposed development and recommended amendments are consistent with the Provincial Policy Statement, 2020 and conform to The London Plan policies including but not limited to Key Directions, the City Structure Plan, growth frameworks, City Design policies, and the Transit Village Place Type. The recommended amendments will facilitate a form of development and intensification that is appropriate for the site and surrounding area.

Prepared by: Alanna Riley, MCIP, RPP
Senior Planner, Planning Implementation

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

Recommended by: Heather McNeely, MCIP, RPP
Director, Planning and Development

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

Copy: Britt O'Hagan, Manager, Current Development
Michael Pease, Manager, Site Plans
Brent Lambert, Manager, Development Engineering

Appendix A – Official Plan Amendment

Bill No. (number to be inserted by Clerk's Office)
2024

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

A by-law to amend the Official Plan, The
London Plan for the City of London, 2016
relating to 735 Wonderland Road North

The Municipal Council of The Corporation of the City of London enacts as follows:

1. Amendment No. (to be inserted by Clerk's Office) to the Official Plan, The London Plan for the City of London Planning Area – 2016, as contained in the text attached hereto and forming part of this by-law, is adopted.
2. This Amendment shall come into effect in accordance with subsection 17(27) of the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on April 23, 2024

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – April 23, 2024
Second Reading – April 23, 2024
Third Reading – April 23, 2024

AMENDMENT NO.
to the
OFFICIAL PLAN, THE LONDON PLAN, FOR THE CITY OF LONDON

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to add a policy to the Specific Policies for the Transit Village Place Type and add the subject lands to Map 7 – Specific Policy Areas - of the City of London to permit one 25-storey mixed-use building to be located on the east side of the property, on the corner of Beaverbrook Avenue and Horizon Drive, subject to the policies for contained in this Plan.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 735 Wonderland Road North in the City of London.

C. BASIS OF THE AMENDMENT

The site-specific amendment would allow for a 25-storey mixed-use building to be located on the east side of the property, on the corner of Beaverbrook Avenue and Horizon Drive, with a maximum density of 189 units per hectare (uph). The recommended amendment is consistent with the *Provincial Policy Statement, 2020 (PPS)*, which encourages the regeneration of settlement areas and land use patterns within settlement areas that provide for a range of uses and opportunities for intensification and redevelopment. The *PPS* directs municipalities to permit all forms of housing required to meet the needs of all residents, present and future; The recommended amendment conforms to The London Plan, including but not limited to the Key Directions, City Design and Building policies, and will facilitate a built form that contributes to achieving a compact, mixed-use City; The recommended amendment facilitates the development of a site within the Built-Area Boundary and the Primary Transit Area with an appropriate form of infill development; and the recommended amendments would permit an appropriate form of development at an intensity that is appropriate for the site and surrounding neighbourhood.

D. THE AMENDMENT

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

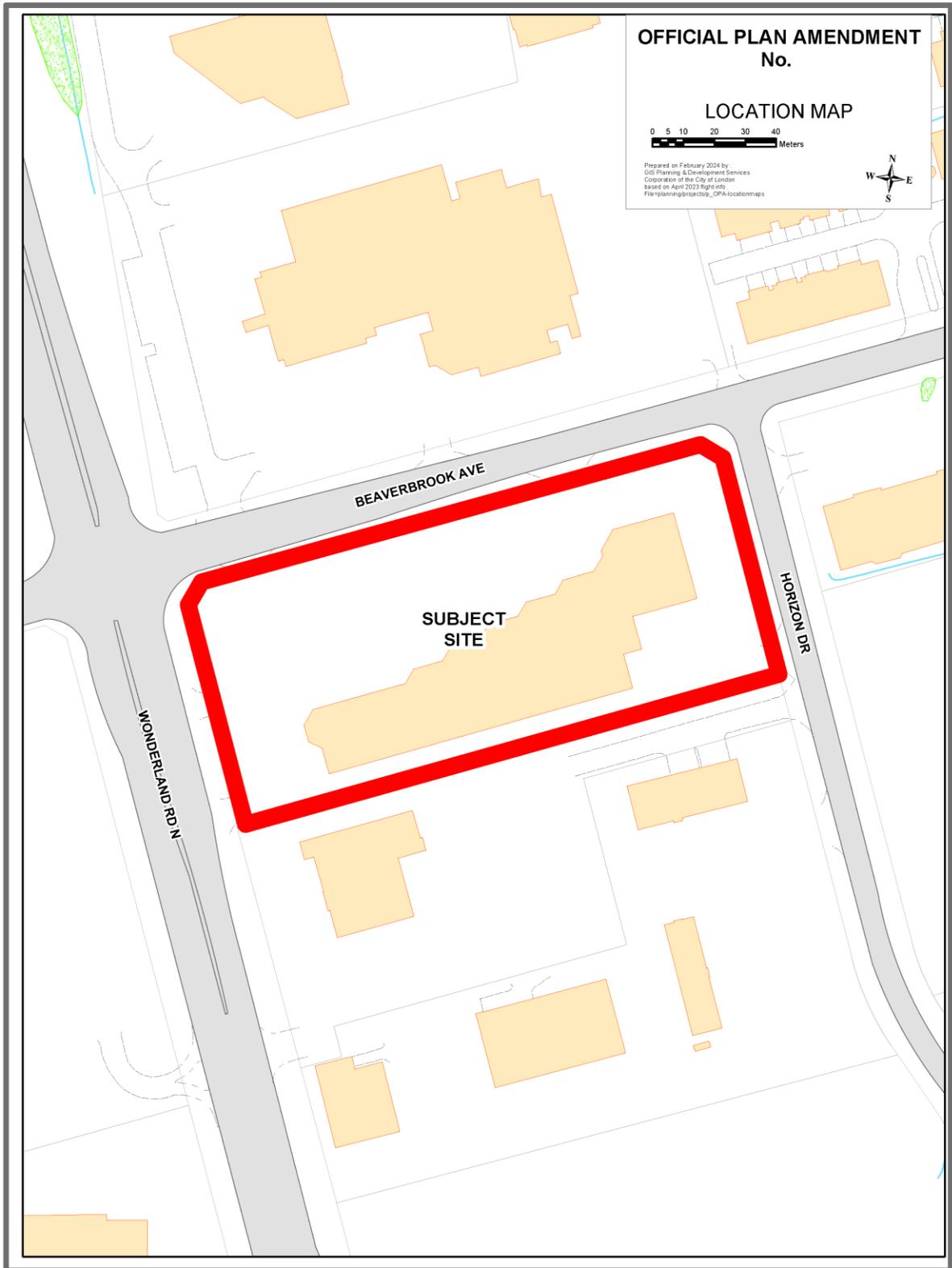
1. Specific Policies for the Transit Village Place Type of Official Plan, The London Plan, for the City of London is amended by adding the following:

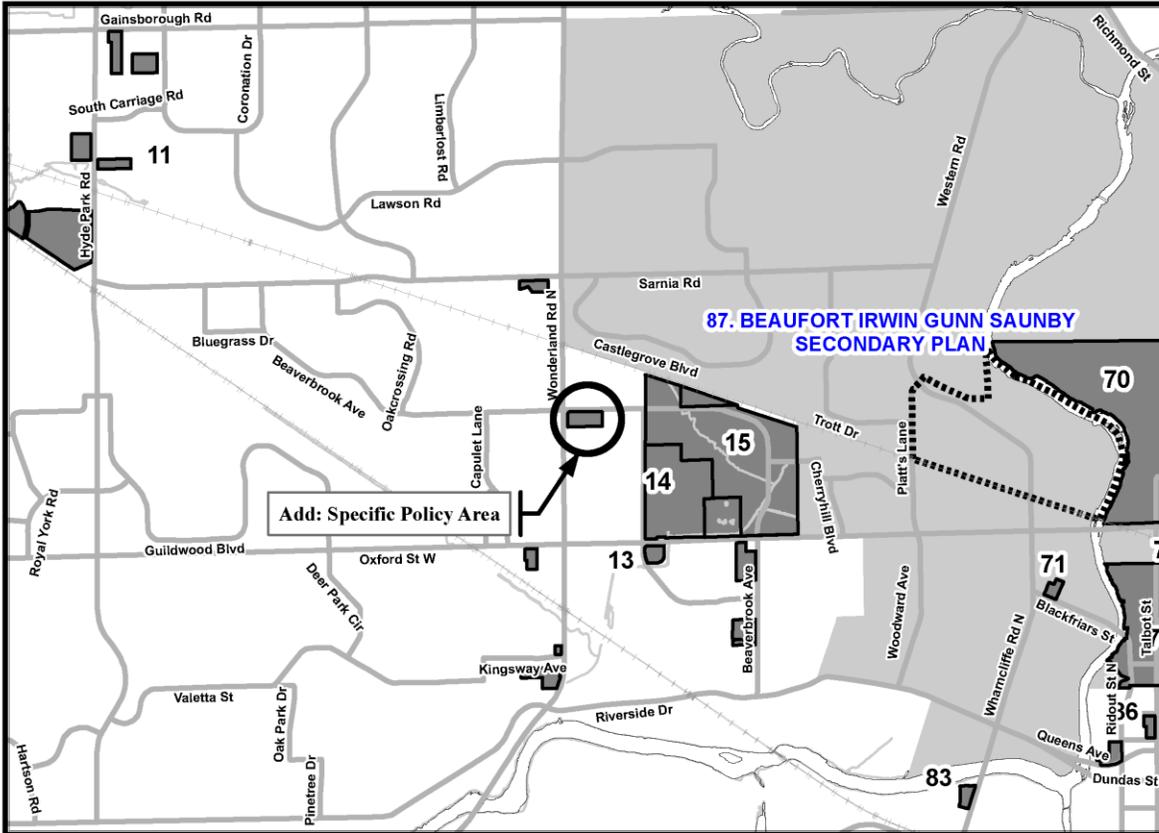
() 735 Wonderland Road North

In the Transit Village Place Type located at 735 Wonderland Road North, one 25-storey mixed-use building to be located on the east side of the property.

2. Map 7 - Specific Policy Areas, to the Official Plan, The London Plan, for the City of London Planning Area is amended by adding a Specific Policy Area for the lands located at 735 Wonderland Road North in the City of London, as indicated on "Schedule 1" attached hereto.

“Schedule 1”





LEGEND

- Specific Policies
- Rapid Transit and Urban Corridor Specific-Segment Policies
- Near Campus Neighbourhood
- Secondary Plans

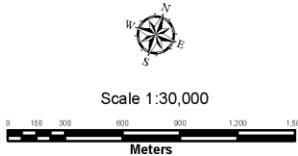
BASE MAP FEATURES

- Streets (See Map 3)
- Railways
- Urban Growth Boundary
- Water Courses/Ponds

This is an excerpt from the Planning Division's working consolidation of Map 7 - Special Policy Areas of the London Plan, with added notations.

**SCHEDULE 1
TO
OFFICIAL AMENDMENT NO. _____**

PREPARED BY: Planning & Development



FILE NUMBER: OZ-9407
PLANNER: AR
TECHNICIAN: RC
DATE: 2/6/2024

Appendix B – Zoning Bylaw Amendment

Bill No. (number to be inserted by Clerk's Office)
2024

By-law No. Z.-1-

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 735 Wonderland Road North

WHEREAS 735 Wonderland Rd North Inc. c/o Strike, Baldinelli, Moniz Ltd. has applied to rezone an area of land located at 735 Wonderland Road North, as shown of the map attached to this by-law, as set out below;

AND WHEREAS upon approval of Official Plan Amendment Number (number to be inserted by Clerk's Office) this rezoning will conform to the Official Plan;

THEREFORE the Municipal Council of The Corporation of the City of London enacts as follows:

1. Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 735 Wonderland Road North, as shown on the attached map comprising part of Key Map No. A111, **FROM** an Associated Shopping Area Commercial (ASA1/ASA2/ASA3/ASA5/ASA6) Zone **TO** a Business District Commercial Special Provision (BDC1(_)) Zone.
2. Section Number 12.4 of the Residential BDC Zone is amended by adding the following Special Provisions:

BDC1 () 735 Wonderland Road North

a. Regulations

- i) Density (maximum): 189 units per hectare
- ii) Height (maximum): 25-storeys (86.0m)
- iii) Rear Yard Setback – Horizon Drive (maximum): 14.0m
- iv) Step-back above the podium from Horizon Drive (minimum): 4.0m
- v) Step-back above the podium from Beaverbrook Ave (minimum): 4.5m
- vi) Floor Plate for residential tower (minimum): 1,000m²

This By-law shall come into force and be deemed to come into force in accordance with Section 34 of the *Planning Act, R.S.O. 1990, c. P13*, either upon the date of the passage of this by-law or as otherwise provided by the said section.

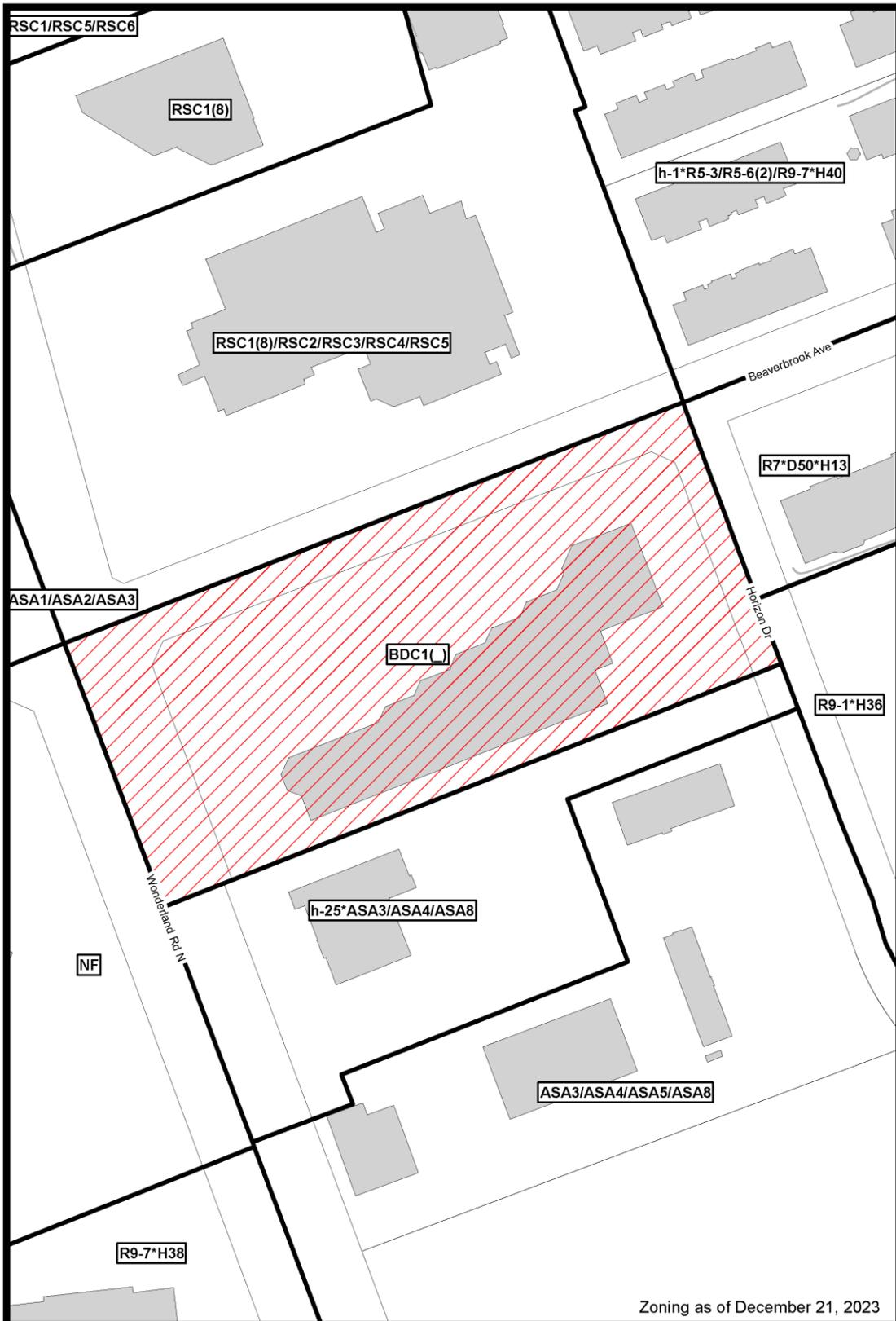
PASSED in Open Council on April 23, 2024

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – April 23, 2024
Second Reading – April 23, 2024
Third Reading – April 23, 2024

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



File Number: OZ-9704
Planner: AR
Date Prepared: 2024/02/06
Technician: RC
By-Law No: Z.-1-

SUBJECT SITE 

1:1,500

0 5 10 20 30 40 Meters 



Appendix C - Site and Development Summary

A. Site Information and Context

Site Statistics

Current Land Use	Commercial plaza
Frontage	(± 71 m frontage), onto Wonderland Road N, & (± 176 m frontage), onto Beaverbrook Ave and (± 78 m) onto Horizon Drive
Depth	N/A
Area	1.45 Hectares (3.6 acres)
Shape	Regular (rectangle)
Within Built Area Boundary	Yes
Within Primary Transit Area	Yes

Surrounding Land Uses

North	Residential and Commercial
East	Residential
South	Institutional and Commercial
West	Commercial

Proximity to Nearest Amenities

Major Intersection	Wonderland Road N and Beaverbrook Ave (0 metres)
Dedicated cycling infrastructure	Wonderland Road N, 0 metres
London Transit stop	Beaverbrook Ave, 0 metres
Public open space	Proudfoot Park, 100 metres
Commercial area/use	On site
Food store	20 metres (Angelo's Italian Bakery and Market)
Community/recreation amenity	Community Garden, 200 metres

B. Planning Information and Request

Current Planning Information

Current Place Type	Transit Village
Current Zoning	Associated Shopping Area Commercial(ASA1/ASA2/ASA3/ASA5/ASA6) Zone

Requested Designation and Zone

Requested Place Type	N/A
Requested Special Policies	Site Specific Policy in Transit Village Place Type
Requested Zoning	Business District Commercial Special Provision (BDC1()) Zone

Requested Special Provisions

Regulation (BDC1)	Required	Proposed
Maximum Density (units per hectare)	As per 25.3.3	189
Maximum Height (metres)	As per 25.3.3	86m – 25 storeys

C. Development Proposal Summary

Development Overview

The development proposal comprises of a 25-storey mixed-use high-rise containing 134m² of commercial and 219 residential units, with a maximum density of 189 uph.

Proposal Statistics

Land use	Mixed-Use
Form	High rise tower
Height	25 storeys
Residential units	219
Density	189 Units per hectare
Gross floor area (new commercial)	134m ²
Building coverage	32.5%
Landscape open space	20.5%
Functional amenity space	Rooftop and balconies
New use being added to the local community	No

Mobility

Parking spaces	139 spaces
Vehicle parking ratio	0.5 Spaces per unit
New electric vehicles charging stations	N/A
Secured bike parking spaces	200 spaces
Secured bike parking ratio	0.9 spaces for each 100m ²
Completes gaps in the public sidewalk	N/A
Connection from the site to a public sidewalk	Yes
Connection from the site to a multi-use path	N/A

Environmental Impact

Tree removals	No
Tree plantings	Yes
Tree Protection Area	No
Loss of natural heritage features	No
Species at Risk Habitat loss	No
Minimum Environmental Management Guideline buffer met	N/A
Existing structures repurposed or reused	No
Green building features	Unknown



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:

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

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

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

**ZONING
BY-LAW NO. Z.-1
SCHEDULE A**



THIS MAP IS AN UNOFFICIAL EXTRACT FROM THE ZONING BY-LAW WITH ADDED NOTATIONS

FILE NO:

OZ-9704

AR

MAP PREPARED:

2024/02/06

rc

1:2,500

0 12.525 50 75 100

Meters

Appendix E – Internal and Agency Comments

UTRCA

The UTRCA has no objections to the application and we have no Section 28 approval requirements.

Urban Design

As per The London Plan (TLP), the subject site is located at the intersection of a Main Street, Urban Thoroughfare, a Neighbourhood Connector and a Neighbourhood Street within the Transit Village Place Type, which contemplates an upper maximum height of 22 storeys. **Urban Design is generally supportive of the proposed development.**

The following site and building design features are supported and should be carried forward through zoning:

- **Providing principal entrances of the commercial units to face Beaverbrook Avenue.** TLP 291
- **Providing principal entrances of the residential lobby to face Horizon Drive and a wrap-around canopy to address the corner at the intersection of Beaverbrook Avenue and Horizon Drive.** TLP 290, 291

Matters for Zoning

1. **Provide a minimum setback of 1.0m from Beaverbrook Avenue** to encourage street-orientation while avoiding encroachment of footings and canopies. TLP 259, 286, 288
2. **Provide a ground floor height of 4.5m for the commercial uses and a minimum percentage of transparent glazing on the ground floor along Beaverbrook Avenue**
3. **Provide a minimum step-back above the 3-4 storey podium of 4.0m from Horizon Drive.** TLP 286, 292
4. **Provide a minimum step-back above the 3-4 storey podium of 4.5m from Beaverbrook Avenue.** TLP 286, 292
5. **Provide a minimum setback of 10m and 12m from the north and east property line** respectively for the tower portion above the podium level
6. **Design the tower portion as a slender tower with a maximum floor plate size of less than 1000 sq. m.** to reduce shadow impacts, obstruction of sky views and to mitigate potential negative impacts on neighbouring properties and the public realm. TLP 293

Matters for Site Plan

7. Provide a forecourt or a potential patio space for the ground floor commercial units along Beaverbrook Avenue. TLP 286, 289_1
8. Design the space between the building and the street to have an urban character and an appropriate mix of hard and softscape. TLP 289_1
9. Wrap the parking spaces and garage ramps with active uses on the ground floor along Beaverbrook Avenue and Horizon Drive to create an active street front. TLP 276
10. Ensure parking garage ramps and the garbage area to the rear are well-screened from Horizon Drive with enhanced all-season landscaping. TLP 278

Site Plan

Zoning:

1. Site Plan suggest that the applicant explores opportunities to utilize the R9 Zone with special provisions for ground floor commercial uses, to support the proposed higher density residential development.

Site Plan:

1. The proposed paratransit lay-by along Horizon Drive is located near the intersection of Gainsborough Avenue & Horizon Drive, which may not be supported by City of London Transportation staff. Consider an alternative paratransit lay-by location.
2. The proposed Bicycle Storage is located on the LL3 Parking level and the ground floor. Specify cyclist circulation through the subject site. Consider delineating a cyclist route to the lower-level bicycle storage. Alternatively, relocate all the bicycle storage to the ground floor. (The London Plan, 814.3)
 - a. In accordance with the Site Plan Control By-Law, located bicycle parking no less than 15 metres from an entrance that is easily accessible to bicycles.
3. The proposed garbage location is located on the LL1 Parking Plan. Specify how garbage will be transported from the garbage storage room to the waste pickup location.
 - a. Specify the waste pickup location.
 - b. Specify if waste pickup will be shared by both commercial and residential uses.
4. The proposed development is located in a Minimum Parking Standards Exemptions and Downtown Protected Major Transit Station Area. Consider reducing the proposed off-street parking spaces. Alternatively, incorporate electric vehicles charging spaces and carshare programs into the design of the proposed parking spaces. (The London Plan, 814.12 & 729).
5. Update to the Zoning Referral Table to reflect the number of off-street parking spaces outlined in the provided Site & Floor Plans.
 - a. Off-street parking spaces included in the off-street parking tally shall have a minimum dimension of 2.7m by 5.5m.
 - b. Do not include the small vehicle parking spots in the parking count.
 - c. Dimension the proposed tandem parking spots.
 - d. Clarify the location of visitor parking.
 - e. Dimension the hammerhead provided at the top and lowest level of the parking structure to ensure adequate turning room for vehicles.
6. Provide a Photometric Plan delineating existing and proposed light standards.

Ecology

- This is to confirm that there are currently no ecological planning issues related to this property and/or associated study requirements.
- No Natural Heritage Features on, or adjacent to the site have been identified on Map 5 of The London Plan or based on current aerial photo interpretation.

Engineering

Zoning Application Comments

Planning & Development

- The submitted TIA is accepted. The applicant shall implement all TIA recommendations into a future site plan application notably, the two-way left-turn lane along Beaverbrook Dr.

- Engineering has no further comments and recommends approval for this zoning application.

The following items are to be considered during a future site plan application stage:

Wastewater

- The municipal sanitary sewer available to this site is the 200mm diameter sanitary sewer with existing AC 150mm diameter PDC on Horizon Drive, City Plan no.8662 shows “as-constructed” information. The lands are zoned ‘ASA’ with multiple stores and under one ownership. The subject lands were previously part of SPA22-088 for two additional commercial buildings on the northwest corner as indicated on the site plan.
- The existing PDC will need to be field verified and certified by the applicants engineer which may require video inspection subject to the approval of the City’s Customer Relations Division, that the PDC is adequate in size, slope, and condition for the additional proposed flows.
- The applicants engineer is to provide a servicing brief with the maximum population and peak flows generated by the entirety of the site including detailed servicing drawings. Label Inspection manhole located entirely on private property but as close to the street line as possible or as otherwise approved by the City Engineer.

Water

- - Water is available to the subject site via 300 mm watermain on Wonderland Road N , 250 mm municipal watermain on Beaverbrook Ave and 200mm municipal watermain on Horizon Drive.
 - The servicing strategy for the site shall not create a regulated drinking water system.
 - The site is in the City’s low-level service area, which has a hydraulic grade line of 301.8m.
 - During the demolition of existing structure water service is to be decommissioned to City Standards (cut and capped at the main).

- ***Stormwater:***

- As per attached as-constructed 11515 & 9582, the site at C=0.65 is tributary to the existing 1200mm storm sewer on Horizon Drive. For proposed development in exceedance of the approved C-value of the downstream storm sewer design, the site is to store volumes in excess of the allowable release rate. On-site SWM controls design should include, but not be limited to required storage volume calculations, flow restrictor sizing, bioswales, etc.
- The proposed land use of a high density residential will triggers the application of design requirements of Permanent Private Storm System (PPS) as approved by Council resolution on January 18, 2010. A standalone Operation and Maintenance manual document for the proposed SWM system is to be included as part of the system design and submitted to the City for review.
- As per the City of London’s Design Requirements for Permanent Private Systems, the proposed application falls within case 2, therefore the following design criteria should be implemented:
 - The downstream SWM facility does not address all required SWM criteria (subwatershed quality targets). The relevant on-site controls will be required for the lands to be developed, as per the applicable Subwatershed Study. The consultant shall provide a servicing report and drawings to present calculations, recommendations and details to address these requirements.
- The number of proposed/existing parking spaces exceeds 29, the owner shall be required to have a consulting Professional Engineer confirming how the water quality will be addressed to the standards of the Ministry of the Environment, Conservation and Parks (MECP) with a minimum of 80% TSS removal to the

satisfaction of the City Engineer. Applicable options could include, but not be limited to the use of oil/grit separators or any LID filtration/infiltration devices.

- To manage stormwater runoff quantity and quality, the applicant's consulting engineer may consider implementing infiltration devices in the parking area in the form of "Green Parking" zones as part of the landscaping design.
- Any proposed LID solutions should be supported by a Geotechnical Report and/or hydrogeological investigations prepared with focus on the type of soil, its infiltration rate, hydraulic conductivity (under field saturated conditions), and seasonal high ground water elevation. The report(s) should include geotechnical and hydrogeological recommendations of any preferred/suitable LID solution. All LID proposals are to be in accordance with Section 6 Stormwater Management of the Design Specifications & Requirements manual.
- The subject lands are located in the Mud Creek Subwatershed. The Owner shall provide a Storm/Drainage Servicing Report demonstrating compliance with the SWM criteria and environmental targets identified in the Mud Creek Subwatershed Study that may include but not be limited to, quantity/quality control (80% TSS), erosion, stream morphology, etc.
- The Owner agrees to promote the implementation of SWM Best Management Practices (BMP's) within the plan, including Low Impact Development (LID) where possible, to the satisfaction of the City Engineer.
- The owner is required to provide a lot grading plan for stormwater flows and major overland flows on site, ensuring that stormwater flows are self-contained and that grading can safely convey up to the 250 year storm event, all to be designed by a Professional Engineer for review.
- The Owner shall allow for conveyance of overland flows from external drainage areas that naturally drain by topography through the subject lands.
- Stormwater run-off from the subject lands shall not cause any adverse effects to adjacent or downstream lands.
- An erosion/sediment control plan that will identify all erosion and sediment control measures for the subject site and that will be in accordance with City of London and MECP (formerly MOECC) standards and requirements, all to the specification and satisfaction of the City Engineer. This plan is to include measures to be used during all phases of construction. These measures shall be identified in the Storm/Drainage Servicing Report.

Transportation

- - A TMP is required for any work in the City ROW, including any servicing, restoration, proposed construction, etc. To be reviewed as part of a PAW submission;
 - TIA to be submitted as part of a complete application.

Parks Planning and Design

1. Major Issues

- *None.*

2. Matters for OPA/ZBA

- *None.*

3. Matters for Site Plan

- *Parkland dedication has not been taken for this site. It is to be noted that the applicant, as a condition of site plan approval, will be required to provide parkland dedication in the form of cash-in-lieu pursuant to By-law CP-25.*

Landscape Architect

- No comments

Heritage

- This is to confirm that heritage has no concerns with this application.

London Hydro

This site is presently serviced by London Hydro. Contact the Engineering Dept. if a service upgrade is required to facilitate the new building. Any new and/or relocation of existing infrastructure will be at the applicant's expense, maintaining safe clearances from L.H. infrastructure is mandatory. **Note:** Transformation lead times are minimum 16weeks. Contact the Engineering Dept. to confirm requirements & availability.

London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. Any new or relocation of the existing service will be at the expense of the owner.

Appendix F – Public Engagement

Community Engagement

Public liaison: On November 16, Notice of Planning Application was sent to 62 property owners and residents in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on November 30, 2023. A “Planning Application” sign was also placed on the site.

Nature of Liaison: The purpose and effect of this Official Plan and zoning change is to permit a 3.5 storey, stacked townhouse development with 20 units. Possible Official Plan Amendment to the *Southwest Area Secondary Plan* to redesignate the subject lands from Commercial to Medium Density Residential designation. Possible change to Zoning By-law Z.-1 from an Urban Reserve (UR4) zone to a Residential R8 Special Provision (R8-4(_)) Zone. Special Provisions: Maximum density of 80 UPH, reduced front yard depth of 5m, reduced exterior side yard depth of 5m, reduced, reduced parking setback from right-of-way of 2m.

One public comment was received:

From: LOIS REINHARDT
Sent: Tuesday, March 5, 2024 4:18 AM
To: Riley, Alanna <ariley@London.ca>; Trosow, Sam <strosow@london.ca>
Subject: [EXTERNAL] 25-story building application

Dear City Planner

I am writing to share my concerns regarding the proposed 25-story building application for the southeastern corner of Wonderland and Beaverbrook. I believe that such a tall structure does not align with the current community landscape, where buildings typically do not exceed 12 stories in height. Moreover, the potential increase in population from the building would lead to significant traffic congestion in an area already prone to gridlock, especially during rush hours. The existing infrastructure may not be equipped to handle the influx of residents, with no transit hub or village planned for the area.

Additionally, the current plan appears to lack a cohesive vision for the development of this piece of land. The combination of a 25-story apartment building, a one-story strip mall, and two stand-alone buildings could create a disjointed and uncoordinated urban landscape. Furthermore, the limited parking available for both the stores and visitors to the apartment building may exacerbate existing parking issues in the area. This, coupled with the high number of pedestrians in the vicinity, raises safety concerns, especially at the 4-way stop.

I strongly urge the city to reconsider the proposed 25-story building and explore alternative plans that better integrate with the existing community and address the concerns raised by residents. It is essential to ensure that any development in the area is sustainable, promotes safe pedestrian access, and enhances the overall quality of life for residents. Thank you for considering these comments as you review the application.

Sincerely,

Lois Reinhardt

From: Dorothy Ingram
Sent: Tuesday, March 5, 2024 1:40 PM
To: Riley, Alanna <ariley@London.ca>

Cc: Trosow, Sam <strosow@london.ca>

Subject: [EXTERNAL] 735 Wonderland Road 25 storey high rise

As all residents of Cherry Ridge Condos at [REDACTED] can attest we are concerned about the proposed 25 storey apartment building to be built at the address above at the intersection of Beaverbrook Road and Horizon Drive. Our condo development has only one road for access, and even now is seriously gridlocked. The potential of hundreds of residents for such a building and the anticipated number of vehicles for their use can have a catastrophic effect on an already overtaxed area.

Making matters even worse, there is an exit from the Angelo's Bakery parking lot across the street from the north end of Horizon Drive bringing both vehicle and pedestrian traffic (already taxed) into play, both of which would increase if any structure of the size suggested were to even be considered.

The ambulance building on Horizon Drive would be similarly affected by such a project. Having had to call on this ambulance service ourselves we would hate to see their response times negatively affected by this proposed project. Time is of the essence in such a serious situation and consequences of much increased vehicular traffic bottlenecks would be huge.

We hope you take the above comments into consideration in assessing the entire matter of this proposal.

Gary and Dorothy Ingram

From: Walt Medwid

Sent: Monday, March 4, 2024 3:56 PM

To: Riley, Alanna <ariley@London.ca>

Cc: Trosow, Sam <strosow@london.ca>

Subject: [EXTERNAL] 735 Wonderland Road N Planning Application Comments

Hi Alanna,

I live at [REDACTED] and offer the following comments regarding the planning application File OZ-9704 for a zoning amendment for the proposed 25-story development at 735 Wonderland Road N.

Although I recognize that there is a need for new affordable housing, I'm concerned that this particular application should not be singularly assessed on its merit but included with the proposed development at 323 Oxford Street West, 92 & 95 Proudfoot Lane (File: 39T-21505/Z-9416).

My concern is that the increase in traffic by extending Beaverbrook Ave. eastward and an increase in residential properties will overwhelm the existing roadway to Wonderland Rd. N.

Without a Transit Village in the area offering public transportation, all traffic will be vehicular with drivers looking to avoid the Oxford/Wonderland intersection.

I believe the proposed 25-story structure on this site is too stark for the surrounding area. The surrounding high-rises are generally 12 stories in height and are currently far enough away from existing residential structures offering an open non-confining environment. This structure belongs in a downtown or commercial area, like the proposed project at 530 Exford St. W – London Mall with its two 33-story buildings (File: OZ-9712).

This area has a high level of pedestrian traffic from the surrounding apartment buildings, the senior's retirement home Horizon Place, and the residential condominium complex

at Cherry Ridge. Adding a 25-story apartment building with limited ingress/egress will create a more dangerous situation for pedestrians, especially at the 4-way stop.

This apartment building would make it more difficult for emergency services (ambulance right behind the building and fire services on Oxford, west of Wonderland) to access the main roads when responding to emergencies.

In the right place, a 25-story building can be both attractive and efficient. However, this site is not suitable for this type of structure. Limiting the building to 12-story like others in the area may be a more suitable alternative.

Respectfully,

Walt Medwid

From: Debbie Breeze [REDACTED]
Sent: Tuesday, March 5, 2024 3:30 PM
To: Riley, Alanna <ariley@London.ca>
Cc: Trosow, Sam <strosow@london.ca>
Subject: [EXTERNAL] 735 Wonderland Road North Planning Application

Dear City Planner,

I am writing to share my concerns regarding the proposed 25-story building application for the southeastern corner of Wonderland Road and Beaverbrook Avenue.

I am a resident/condo owner in this area, and have been for 20 years. I am a frequent pedestrian and driver in this area. I know the area well and have witnessed all the changes over that 20 year span.

The opening of Costco has made the area prone to gridlock. Drivers using Proudfoot/Beaverbrook from Oxford as a shortcut to Wonderland road has created even more gridlock. At rush hour I frequently have an issue trying to get in or out of my development. Speed bumps were installed on that Beaverbrook Ave. shortcut route to slow these drivers. A 4-way stop was installed at Beaverbrook and Horizon for ease of drivers but also for the safety of the many pedestrians (myself included). On weekends, between Costco customers, Horizon Place Seniors Residence visitors, Angelo's Deli, and all the eateries in the adjoining strip mall it truly is gridlock. Having the London Middlesex Ambulance service right there (off of Horizon) is certainly very concerning.

With the proposed 25-story building, the increase in population raises very valid concerns about

adding to the already heavy traffic congestion, safety of pedestrians and emergency services.

Lastly, aesthetically, a skyscraper in this low rise community would in my opinion be an eyesore.

Sincerely,

Deborah Carpenter

Sent: Tuesday, March 5, 2024 2:54 PM
To: Riley, Alanna <ariley@London.ca>
Cc: Trosow, Sam <strosow@london.ca>
Subject: [EXTERNAL] Comments re 735 Wonderland Road North Planning Application

Dear Alanna Riley / Urban Planner at City of London, ON :

I am writing to express some concerns and objections regarding the proposed 25-story apartment building at the southeastern corner of Wonderland and Beaverbrook. Firstly, the height of the building seems out of place in our current community, where no other

buildings exceed 12 stories. Such a tall structure may not blend well with the existing landscape and could potentially alter the character of our neighborhood.

One major concern is the impact on traffic in our area. With the influx of residents from a 25-story tower, the already congested roads in Wonderland could face exponential increases in traffic, particularly during rush hours. The 4-way stop leading into Angelo's is already a bottleneck, and additional vehicles from the apartment building would only worsen the situation. Furthermore, the lack of adequate infrastructure, such as a transit hub or village, raises questions about the feasibility of supporting a larger population in this area.

Considering the footprint of the proposed building and the limited parking availability for both the stores in the complex and visitors to the apartment building, there are valid concerns about the practicality of the current plan. The safety of pedestrians, including residents from surrounding apartment buildings and senior living facilities, is also a crucial issue, particularly at the busy 4-way stop. Moreover, the potential hindrance to emergency services' access to main roads could pose risks during critical situations. Note there is a Middlesex London Paramedic Service building off of Horizon Drive (behind Swiss Chalet), and ambulances from there are a frequent sight in the vicinity.

In light of these concerns, I urge you to reconsider the proposed 25-story apartment building and explore alternative options that better align with the existing community's infrastructure and needs. A more cohesive plan for the area, possibly with a lower building height and improved access and egress points, would not only address the current objections but also ensure a more sustainable and harmonious development for our neighborhood. Thank you for your attention to these important matters.

Respectfully,

Richard Breeze

From: Des G

Sent: Monday, March 4, 2024 4:58 PM

To: Riley, Alanna <ariley@London.ca>

Cc: Trosow, Sam <strosow@london.ca>; B Elliott [REDACTED]; Mary Singeris [REDACTED]

Subject: [EXTERNAL] Concerns - Notice of Planning Application - 735 Wonderland Rd High Rise

Good Afternoon Ms. Riley,

I live in the [REDACTED] condo complex which is directly across the street from the 735 Wonderland Rd High Rise proposed development, which I was informed of via mail. This is in reference to the Notice of Planning Application - proposed development of a 25 storey high rise where Swiss Chalet is located at the corner of Beaverbrook and Horizon.

I have many concerns about this proposed development:

- The City of London is looking into this new high rise in our location with the false promise of "providing a higher density of people living, working and shopping in close proximity to high quality transit service". I have seen no improvement plans to improve transit infrastructure in the Oxford & Wonderland Rd vicinity and as a result, adding more high rises in our area will further impede heavy traffic, causing more accidents involving motor vehicles and pedestrians, to name a few.
- Beaverbrook Ave beside the 735 Wonderland Rd location is already dangerous for road traffic in regards to pedestrians and I do not feel safe going for walks on Beaverbrook currently with the heavy traffic.
- The proposed 25 storey high rise to be built within our low rise neighbourhood does not make sense ... we are already densely populated in the Wonderland

and Oxford area with fifteen 12 storey high rises with more being planned to be built in the Cherryhill development east of us - along Oxford Street from Cherryhill to Proudfoot.

- Once Beaverbrook is opened up to support the Cherryhill development (through Oxford and Westfield), cut-through traffic will increase exponentially (only 1 lane each way). A broader traffic study is required considering all developments including Cherryhill and Jiffy Lube property and Beaverbrook.
- The only exit out of our [REDACTED] complex is onto Beaverbrook Ave, and have no other options to avoid the gridlock and limited access to having emergency vehicles enter our complex. The proposed 735 Wonderland Rd entrance on Horizon Drive will significantly impact road access for the next door Ambulance Station which will delay the dispatch of vehicles.
- Again, due to the fact that this neighbourhood is already densely populated with high rises, our [REDACTED] low rise complex, and the seniors home across the street, there is already heavy pedestrian traffic which imposes a clear danger with the current level of motor vehicle traffic in our area, especially with Beaverbrook Ave and Horizon Rd intersection. Additional traffic from all the new developments will make it extremely dangerous. A comprehensive traffic study needs to be completed before any building is approved.

Thank you in advance and hopefully my concerns are passed on to the City of London and the developers.

Kind Regards,

-Despena Gougoulis

From: JERRY SUNDERCOCK
Sent: Monday, March 4, 2024 8:06 PM
To: Riley, Alanna <ariley@London.ca>
Cc: Trosow, Sam <strosow@london.ca>
Subject: [EXTERNAL] Concerns regarding 735 Wonderland Road N Planning Application

Ms. Alanna Riley,
Development Services, City of London
300 Dufferin Avenue, 6th Floor
London, ON
PO Box 5035
N6A 4L9

Dear Ms. Riley:

While we, the Directors of Middlesex Condominium Corporation #416, fully support the City of London Plan's goals of higher density housing and infill development to prevent urban sprawl, we believe the proposed 25-story building in our residential/service neighbourhood is not the answer to London's housing crisis. This project does not align with the community's character, would create significant challenges for our community, and create significant issues if approved. Additionally, the development raises concerns about its impact on our community, existing infrastructure, and resident well-being. The proposed 25-story building stands in stark contrast to the existing and unique character of our neighbourhood. Unlike the surrounding area, which features single-story condominium buildings like ours, the Horizon Retirement Home, Angelo's, the ambulance center, the Damian Warner Fitness Centre, and a handful of mid-rise apartment buildings, reaching a maximum of 12 stories, this towering structure would be entirely out of place. It would drastically alter the established visual landscape, introducing a visually jarring element that would clash with the existing architectural style. Its scale is more suited to a city center project.

The proposed development, coupled with several other planned projects in the vicinity, raises serious concerns about traffic congestion. Plans to connect Beaverbrook Ave. to

the Cherryhill Mall area and the southern portion of Beaverbrook Ave. south of Oxford St. can be reasonably expected to turn our street into a shortcut for drivers seeking to bypass Oxford St. on their way west towards Wonderland Rd. and beyond. This, coupled with the influx of residents from the proposed high-rise, would significantly worsen the existing traffic situation on Beaverbrook Ave., further burdening a road already struggling to handle current traffic volumes.

Therefore, the current traffic plan seems to be incomplete, neglecting to account for the cumulative impact of these developments on major roads like Beaverbrook Ave., Oxford St., and Wonderland Rd. Existing traffic calming measures at the Beaverbrook Ave./Horizon Dr. intersection already struggle during peak hours, with long queues. The influx of residents and visitors from this high-rise building, combined with the lack of a nearby transit hub, will likely exacerbate these issues, leading to increased car use by the tenants and contributing to existing traffic jams and air pollution on surrounding roads,

Traffic congestion on Wonderland Road is already a major concern, with gridlock that stretches from Sarnia Road to Oxford Street, typically occurring during peak hours. This situation already significantly hinders emergency services' ability to respond to critical situations. Ingress and egress from our four (93-unit) condominium complex with its single driveway will be compromised by the increased traffic. Many of our owners are senior citizens who need occasional emergency vehicle access.

As stated, the area of our community has a significant population of senior residents, many residing in apartments on Proudfoot Lane, Horizon Retirement Residence, and our own complex. These individuals rely heavily on walking for daily activities.

Unfortunately, crossing streets is already challenging for some, especially those using walkers. The proposed development, with its potential increase in traffic volume, has the potential to exacerbate this existing concern and further hinder the safe and independent mobility of our senior residents.

Given the cancellation of additional lanes for Wonderland Road, there seems to be no immediate solution for traffic relief. This development therefore poses a serious public safety risk, potentially leading to delayed emergency response times and increased possibility of fatalities.

Beyond traffic concerns, the proposed development's footprint raises questions about its ability to adequately accommodate the planned number of units. This potentially leads to several issues: overcrowding, insufficient parking for nearby businesses like those in the Wonderland Corners Business Centre. The footprint appears insufficient to accommodate both the planned building and the necessary parking for residents, guests, and existing businesses. This raises concerns about potential parking shortages. It can be reasonably expected that the overflow of vehicles seeking parking could easily spill over onto surrounding streets, potentially impacting the Horizon Retirement Residence, Angelos restaurant, and our own complex.

This proposal, along with the others in the immediate area would also increase strain on existing infrastructure and amenities. These factors would create a significant burden on London taxpayers, as the totality of the multiple developments as now construed, will require additional resources and upgrades to address the strain. The lack of a comprehensive area plan addressing these concerns further magnifies the potential problems.

In the spirit of finding a solution that best serves our community, we propose the consideration of constructing two or more smaller buildings along Wonderland Rd. For example, considering a smaller building scale, similar to that of the York apartment building at the intersection of Springbank Dr. and Wonderland Rd., could be a more suitable and equitable solution for all. This approach would achieve increased density while maintaining a scale and character more compatible with the existing neighbourhood. Additionally, by distributing the development across smaller buildings, the potential negative impacts on traffic and infrastructure would likely be mitigated compared to a single, massive structure. We recommend exploring alternative development options that better integrate with the existing character of the community and would be more appropriate while maintaining a more harmonious presence within the neighbourhood.

Yours sincerely,

Middlesex CC #416 Board of Directors on behalf of 22 owners.

Dr. John Barnett,

Mr. Reale DeCicco,
Mr. Jerry Sundercock,

From: Mary Singeris
Sent: Monday, March 4, 2024 4:22 PM
To: Riley, Alanna <ariley@London.ca>
Cc: Trosow, Sam <strosow@london.ca>
Subject: [EXTERNAL] FILE 02-9704 735 WONDERLAND RD. N.

To: CITY PLANNER, ALANNA RILEY
CC: CITY COUNCIL MEMBER, SAM TROSOW

Good Afternoon,

Re: FILE # 02-9704
735 WONDERLAND RD. N.
C/O STRIK, BALDINELLI, MONIZ LTD

I am a condo owner at [REDACTED] and also on the Board of MCC439. After reading the information sent re the above, I am greatly concerned and distressed over the impact this type of building will have on the neighbourhood and northwest London, Oxford and Wonderland Roads.

1. This type of development, 25 storey building, is not appropriate to the neighbourhood for several reasons. This is a low rise area with housing for seniors and newcomers which does not indicate good planning. The space to build this is very limited and will add to the congestion of the area already considering pedestrians, cars, school buses. Why is a 25 story building necessary when it would be taller than any of the other surrounding ones? What is wrong with a 10 storey building moved further into the plaza?
 -
2. The traffic in this area is horrendous which is a danger for pedestrians crossing especially at Beaverbrook and Horizon. *Has the city had a transportation engineer analyze this or is the city relying on the information from the architect, Paradigm Transportation Solutions?* Once Beaverbrook is opened up through Oxford Street and Westfield, cut-through traffic will increase at a fast speed and most significantly with many negative repercussions. This is a 2 lane street with people, who are not residents of the area parking on the street to get to the gardens across from Costco.
 -
3. What is meant by a mixed use of building? Presently, the Y Education Centre is housed there which assists newcomers integrate into Canadian life. This a project funded by Immigration Canada. This would displace over 100 people plus the childcare Centre and reflects a poor partnership with the federal government. What are the priorities of City Hall regards to urban planning? Homeless will definitely be able to pay such rent nor will immigrants be able to afford this. If you look around at the apartment buildings in the area, there are several FOR RENT signs which to me would indicate that there are enough apartments in this area already! Shame on the developer and the city for disrupting and disrespecting the challenges of an elderly population and vulnerable immigrants who try to survive.
 -
4. Our complex is at [REDACTED] and has only one way in and one way out. How do you expect emergency vehicles to get into this complex in time to respond? Last year we had a gas leakage and it was difficult enough to get the responders here quickly because of the traffic on Beaverbrook at that time. Having the the high rise entrance on to the Ambulance Station and across from the driveway of Horizon Place, a seniors building, will delay the dispatch of vehicles.
 -

5. Why would this be labelled a transit village other than the city is looking to house university and college students which are in transit anyways? There are enough buses that can get them to these places within a short walk to the bus stop. Further, there are children from the many surrounding apartment buildings who are bused to schools during the busy morning hours and return home times to cause much congestion and danger. I have seen cars zoom by at a great speed as they are cutting through to get to Oxford or Wonderland.
 -
6. Where is the urban planning in all of this? I was born, raised and educated in this city and my family has always been involved in businesses and we have always felt that decisions from City Hall were determined cooperatively and collaboratively with the taxpayers. I know that life has changed but good team work brings great results!!
 -
7. Surrounding the proposed building is Horizon Place, a seniors' complex, Westview Funeral Home, 1241 Beaverbrook Complex of 93 homes, Emergency Ambulance services, an Immigration Program, a veterinary service, plus other businesses. Have they been informed about this and given a chance to express their views? Last week a funeral procession from Westview was coming out on Horizon because they couldn't get out on to Wonderland because of traffic. Cars respectfully stopped to allow them the access. Seniors were trying to cross Wonderland after a morning program at the church on the corner and traffic had to stop to let them cross under the supervision of one kind gentleman. According to the plans, the driveway from the proposed building is directly across the street from the Horizon, the seniors' place. The entranceway to the medical building and pharmacy at 1261 and to Angelo's leaves hardly any room for two vehicles to turn into or out of successfully.
 -
8. It is noticed that York Development has FOR LEASE signs for this plaza that state that they will build to accommodate. What does that exactly mean?
 -
 - I urge City Hall to re-examine the proposed plan and make revisions considering all of the above as what is proposed is both dangerous and disrespectful.
 -
 - Thank you considering and addressing my concerns as a Board member of MCC439 who tries to provide leadership to the owners in our phase/complex and also as a home owner myself with my husband who moved here 10 years ago and are disappointed in the manner in which disruptions and disrespect are in the forefront. I trust that these issues will be addressed appropriately for all.
 -
 - Yours truly,
 - Mary Singeris

From: B Elliott <
 Sent: Monday, March 4, 2024 3:08 PM
 To: Riley, Alanna <ariley@London.ca>
 Cc: Trosow, Sam <strosow@london.ca>
 Subject: [EXTERNAL] File OZ-9704 735 Wonderland Rd N High Rise

Hello Alanna,

I am writing in reference to the application and zoning amendment request for the 25 storey high rise proposed for the corner of Beaverbrook Ave and Horizon Drive.

I have been a homeowner at the condominium complex at [REDACTED] for 24 years and am currently on the Board of Directors as well. Our complex consists of 91 homes, across the street just east of the requested location of the high rise.

This area of Beaverbrook east of Wonderland is a low rise neighbourhood. There is not a building over 3 storeys on the street. It's hard to imagine how it could be good planning to set a monstrous 25 storey building right in the middle of all the low rises.

The shadow study shows that this building will block sunshine as far back as the 3rd phase of our complex. There are many seniors living here that enjoy the southern exposure, it's vital for good mental health. Eliminating this will affect the quality of life for us all.

The plans show the entrance and driveway facing Horizon Drive. This is directly across from Horizon Place seniors home's entrance and right beside Middlesex-London EMS Station 16 and the exit to Westview Funeral Chapel where funeral processions leave. This will cause congestion and delays for EMS, much interruption for funeral processions and danger for seniors on foot. Already Horizon is extremely busy with traffic coming and going to Costco as well as cut-through traffic avoiding Wonderland and Oxford. Having an entrance for the high rise on this 2 lane street allows nowhere for emergency vehicles to go around.

We at [REDACTED] have just one exit out of our complex. Getting out on to Beaverbrook is already extremely challenging most times of the day. Adding traffic from the high rise, plus the hundreds of homes going in from Cherryhill to Proudfoot, plus the additional cut-through traffic once Beaverbrook is extended south of Oxford will be treacherous. Beaverbrook is a 2 lane street! The traffic study in this application is not complete and very skewed in the developer's favour. It does not consider the additional traffic mentioned above, travelling in all directions.

The application states the City of London is considering this new high rise in this location because it has determined this area to be a Transit Village "providing a higher density of people living, working and shopping in close proximity to high quality transit service".

The problem with this plan is that there is no high quality transit service in the west end of the city, nor is there any planned for the near future. Infrastructure improvements for Wonderland have been cancelled. Oxford and Wonderland are gridlocked most of the time forcing cut-through traffic down Beaverbrook. Crossing the street on foot is very dangerous on Beaverbrook. This is the state today, without the massive development coming along. Without adequate infrastructure improvement this model is not sustainable.

Also a concern is this application only specifies one piece of the strip mall. Our fear is that if this monstrous tower is approved a second one will go right beside it. The infrastructure in this area cannot support the growth. It is not sufficient to say we'll wait and see. We already know it will be unliveable for home owners and businesses.

I would like to see the following completed before even considering a new development at this location:

- A broader comprehensive traffic study taking into consideration all the development being done in this area, from Cherryhill to Proudfoot, proposed high rise on Jiffy Lube property, cut-through traffic from Westfield and Beaverbrook south of Oxford, and this proposed high rise. Foot traffic also needs to be considered for crossings. I have already been nudged twice by vehicles at the Beaverbrook and Horizon 4-way stop when I was walking and half way across the road!
- A full plan for the entire strip mall at 735 Wonderland Rd N, not just phase one of the development.
- Despite the pressure for the city to intensify, any development has to be appropriate to the area and a 25 storey tower is not appropriate for this area where no buildings are higher than 3 stories.

The initial plans for the Cherryhill to Proudfoot development show high rises in the Cherryhill area graduated to low rises near Beaverbrook, mixing in with the existing structure in the area. Additional high rises built out on the west side in the area should be built along with the 15 other high rises, not plopped in the middle of one storey residential homes and a seniors home.

- The London Plan does not support a 25 storey high rise in a Transit Village and should not be amended for this application. If the zoning is to be changed to support a multi-unit dwelling in that commercial site it needs to be cut way down to a height appropriate to the neighbourhood - 3 to 5 storeys maximum.

When I moved in 24 years ago Beaverbrook was planned as a neighbourhood within walking distance to shopping and restaurants and green spaces and that was the appeal for me. Taking away the commercial businesses and blocking us in on either side causing major congestion, makes me reconsider my reasons for staying. Thank you for reading my many concerns about this application and amendment request. If you need any clarification on any of the many issues please call or email me.

Barbara Elliott

From: JERRY SUNDERCOCK Sent: Sunday, March 3, 2024 7:43 PM
To: Riley, Alanna <ariley@London.ca>
Cc: Trosow, Sam <strosow@london.ca>
Subject: [EXTERNAL] Letter of Concern re: 735 Wonderland Rd North

Ms. Alanna Riley,
Development Services, City of London
300 Dufferin Avenue, 6th Floor
London, ON
PO Box 5035
N6A 4L9

Dear Ms. Riley:

I am writing to express our opposition to the proposed development of a 25-story building in our residential/service neighbourhood. I totally understand and support higher density housing as well as infill of currently empty plots of land to prevent urban spread as outlined in the City of London Plan. In my mind, this project will not support or provide the type of accommodation required to help with the housing crisis in London. This project does not fit into the community landscape and will cause some significant issues if it is allowed to go ahead.

Firstly, the proposed building is completely incongruous with the current neighbourhood. There is no other apartment blocks above 12 stories in the whole neighbourhood from Capulet Lane, east to Cherryhill. Buildings other than apartment buildings are one story, like ours -- these include Horizon Retirement Home, Angelos, the London-Middlesex Ambulance Center and fitness center. An apartment building twice the size of the current structures will be totally out of place and will create major problems for our area. This size of building is definitely more appropriate for a city centre type project.

As well, this development will contribute to an already overwhelming traffic situation on Wonderland Road which will also cause delays to emergency services response. Wonderland Road has gridlock now during rush hours -- traffic is stopped and completely fills lanes all the way from Sarnia Road to Oxford; during this time fire trucks or ambulance cannot get to Sarnia Road if there is emergency, My guess is that this will eventually lead to a fatality because of a fire or an inability for an ambulance to attend an emergency. Since extra lanes for Wonderland have been cancelled by council, there is no road relief coming in the near future.

In addition to the previous traffic concerns, our Beaverbrook Avenue is going to be connected to the Cherryhill Mall area and the other Beaverbrook Avenue south of Oxford. This development will feed traffic directly to our Beaverbrook Avenue as an easy way to avoid Oxford Street to travel west to arrive at Wonderland or even further, to Sarnia Road through the subdivision. Adding a 25-story apartment building to this traffic will only make a bad situation worse.

There is a paragraph in the application that references the Transat Village Plan. An Oxford Street West transit hub is not supported in the Transat Plan. There is nothing in the plan to create more incentives or opportunities for residents west of Wharncliffe to access rapid public transit rather than use cars.

It is already difficult to exit from our community with only have one exit for our community at [REDACTED] that includes 4 condominium complexes (91 units). During rush hour, the traffic is backed up from the 4-way stop at Angelos all the around the bend to Proudfoot. Adding more traffic from such a large apartment building is going to add to this problem.

We have a lot of walkers in our area and most of them are seniors, living in apartments on Proudfoot, in the Horizon Retirement Residence or in our complex. The increase in traffic will make it more difficult (and it already is an issue) to cope with crossing the streets, in some cases, with a walker.

The plot of land identified in this project is not large enough to support all the future approved buildings and the parking required. Two buildings are approved for the southeast corner of Wonderland and Beaverbrook on current designated parking space. The west end of the current mall on this corner will be left as is and the current Swiss Chalet and offices (2 stories) will be demolished to create the 25-story tower.

Parking spots around Swiss Chalet (and the trees) will be lost to make room for the tower. There will not be sufficient parking spaces for all the retail stores on this corner plus additional parking required for residents and guests of the tower. Those wishing parking will spill over to the streets, Horizon Retirement Residence, Angelos and our complex. Essentially, this parcel of land is not big enough to support all the buildings and all the parking required.

The construction of a 25-story building in this location is not a good fit for this area of the city. I suggest a smaller building similar to the York apartment building built on the corner of Sprngbank and Wonderland. I also suggest that apartments could be placed above the stores in the two buildings on the southeast corner of Wonderland and Beaverbrook. Please consider other options that would fit better into our community.

Sincerely,
Jerry Sundercock and Pamela Power

From: Kim Unterspann
Sent: Monday, March 4, 2024 9:31 PM
To: Riley, Alanna <ariley@London.ca>
Cc: strowsow@london.ca
Subject: [EXTERNAL] Proposed development at Wonderland and Beaverbrook

Dear City Planners,

I am writing to share my concerns regarding the proposed 25 storey apartment tower to be built on the southeast corner of Wonderland and Beaverbrook. Existing homes and condominiums in the area are one or two stories tall. Apartment buildings in the area are less than half the height of the planned development. The parcel of land that is supposed to hold this building and all the retail structures is far too small to accommodate their plans and still provide parking for all these businesses and tenants. The roads surrounding the area do not offer street parking and need to be available for city bus and school bus access. There is also an emergency services building beside

this area that may be hindered by all the extra traffic that a 25 storey building plus more retail stores would bring. I'm also concerned that more retail stores, with very few parking spaces, would equal vacant stores in a short period of time.

Pedestrian traffic is already changing in the area by our condominiums. Trying to cross the road with an elderly friend or relative, especially those needing a walker, is stressful. Walking with young children or a dog in the neighbourhood is already a challenge with the existing businesses and apartment traffic. And, with only one entrance in and out of our complex, there are times when the traffic is already so heavy that one can't imagine adding more residential and commercial traffic to the area.

As a 20 plus year resident of the area, I would urge you to consider carefully whether the proposed development would benefit or harm the community. Safe access to existing homes, apartments, and our seniors residence is essential. Traffic on Wonderland Road is already at capacity most of the day. Beaverbrook, Horizon and the other side roads were not planned for the kind of traffic congestion that a development project of this size and scope would cause.

Thank you for your consideration in this matter. I trust that you will ensure that our neighbourhood remains safe and accessible for all concerned.

Yours sincerely,
Kim Unterspann
and
Gudrun and Gerhard Unterspann

From:

Sent: Monday, March 11, 2024 8:41 PM

To:

Cc: Riley, Alanna <ariley@London.ca>; Trosow, Sam <strosow@london.ca>

Subject: [EXTERNAL] Wonderland & Beaverbrook & Horizon Redevelopment

Re: please accept these comments regarding the redevelopment of the lands bound by Beaverbrook, Horizon and Wonderland Road.

The 25 storey highrise on the corner of Horizon and Beaverbrook has no setbacks. The developer argues that it has no setbacks, and therefore no green space, because it currently has no green space or setbacks. This lowers the bar to zero. All residential buildings need open space for their residents. This building introduces a new precedence in the area, as all other existing highrises have 'grounds' for their residents. Most importantly, having no setbacks means; that building cannot control or absorb its own runoff. Instead, all runoff will be washed away through public infrastructure applying greater stress on that infrastructure financed by public funds, and increases flooding downstream along the Thames River.

Setbacks play a role in water absorption, reducing overflow into public stormwater systems, reduces the risk of flooding downstream and replenishing groundwater. No setbacks also prohibits complying with the Urban Forestry Strategy because there is no open ground to plant trees. It will not contribute to the reforestation of the city and increasing the tree canopy. No setbacks prohibits complying with new policy requiring new development plant 50% native species. If there are no setbacks, there is no place to plant anything.

No setbacks also offends policy requiring Low Impact Development (LID) techniques be used to offset the need for expensive stormwater systems. Low Impact Development is all about open ground to diffuse runoff and the risk of flooding.

No setbacks is an indication that a building is over intensified because it cannot 'service itself' - it is not self contained and dependent of public infrastructure to function wholly. And residents need open space where they live, otherwise they need to walk/travel to find it, and not everyone has that ability such mothers with children or the elderly.

Setbacks are a legal requirement and yet this city persistently ignores the value and necessarily of setbacks.

Sincerely,
AnnaMaria Valastro

From: Tree Tops
Date: Tue, Mar 5, 2024 at 12:21 PM
Subject: Proposed high rise for 735 Wonderland Rd.N.
To: <strosow@london.ca>

Dear Sir,

I received a Notice of Planning Application and Public Meeting for the proposed changes to the site at 735 Wonderland Rd N.

My first issue with this proposal is in the renderings representing the proposal. The pictures of the proposed building are quite simply, ugly! A 25 storey building is totally out of keeping with this neighbourhood. I live at [REDACTED] which is 12 storeys high. Everything else around has a much lower footprint. The ambulance depot is next door to this proposed structure and going along Farah there are low-rise commercial structures such as Costco and the plaza that houses the LCBO, Sobey's, etc. Across Beaverbrook Ave. the buildings are also low-rise as well. There is Angelo's, the fitness club and a lovely area of condos at Cherry Ridge. This building would be an eyesore in this neighbourhood.

Apart from the aesthetics of the building, the traffic in this area is already awful. Wonderland is bumper to bumper as is Oxford and the traffic on Proudfoot is heavy as well. Construction will start before long, I assume on the new development to be built in the fields on the corner of Proudfoot and Beaverbrook which will develop that whole area right to Cherryhill., increasing the traffic and population density of this neighbourhood as well. A 25 storey building is simply too much!

Regards,

Mary Boisvert

From: Nicole B.

Sent: Sunday, March 10, 2024 8:55 PM

To: Riley, Alanna <ariley@London.ca>

Cc: strosow@london.ca

Subject: [EXTERNAL] Proposed 25 storey building on Beaverbrook

Dear Ms. Riley,

I am writing to express my concerns about the proposed 25 storey building on Beaverbrook Ave. I live at [REDACTED] and I am very concerned about the impact this would have on my neighbourhood.

This is a terrible idea as this area is already congested. The roads are constantly jammed and there is limited room to expand to allow vehicles and pedestrians to travel safely. The area is already densely populated and there are often issues with traffic due to Costco and the surrounding businesses. I can't imagine the impact of adding a 25 storey building.

Please reconsider this proposal.

Nicole Cammalleri

From: PHIL WALLER

Sent: Thursday, February 29, 2024 2:53 PM

To: Riley, Alanna <ariley@London.ca>; Trosow, Sam <strosow@london.ca>

Subject: [EXTERNAL] re: Tower on Horizon

A powerful soulless cooperation [York] will negatively impact the lives of thousands of people for decades. The city planners thought of widening Wonderland a few years ago since it often turns into a parking lot but the idea was dropped. Problems are only going to get worse with the Horizon tower and another tower planned for Sherwood Mall. A few economically powerful individuals will reduce the quality of life for thousands of people who live around the Beaverbrook area.

Phil Waller [Cherry Ridge resident]

From: John Barnett
Sent: Thursday, February 29, 2024 4:56 PM
To: Riley, Alanna <ariley@London.ca>
Cc: Trosow, Sam <strosow@london.ca>
Subject: [EXTERNAL] Statement about Proposal for 25-story Apartment building on Beaverbrook Ave

Ms. Alanna Riley,
Planning Dept.
City of London
Dear Ms. Riley:

I am writing to express my opposition to the proposed development of a 25-story building in my residential/service neighbourhood. Despite my support for higher density housing in the City of London Housing Plan, this project raises grave concerns regarding its negative impact on my community, existing infrastructure, and the overall well-being of residents.

Firstly, the proposed building is completely inappropriate for our neighbourhood, which is characterized by low-rise condominium developments, low rise service establishments, and a few medium height apartment buildings. A high-rise of this scale would radically change the visual landscape, introducing an incongruous presence. Secondly, the increased traffic generated by this development, alongside potential traffic increases from other proposed surrounding developments will create a burden. The traffic plan for this proposal does not include the effects of the proposal that will connect the Cherryhill area to Wonderland Rd. nor that of the building proposed at Oxford St just west of Wonderland Rd. Together, they will severely worsen congestion on Beaverbrook Ave. Oxford St. Wonderland Rd. and surrounding roads. The increases from all the proposed developments should be recalculated together in a new traffic plan.

Egress from my condominium complex is already difficult at peak hours (even with the traffic calming that has already had to be put into effect), with up to 20 cars lined up at the all way stop intersection of Beaverbrook Ave. and Horizon Dr. The influx of residents and visitors associated with this proposed building would further exacerbate the issue. Additionally, the lack of a nearby transit hub will inevitably lead to unsustainable levels of car dependency and add to the grid lock seen on both Wonderland Rd. and Oxford St. during rush hours, thereby adding to the significant air pollution in these locales. Furthermore, the footprint of the building is insufficient to accommodate the proposed number of units. This will likely result in overcrowding, loss of parking spaces for current businesses at the Wonderland Corners Business Centre, and increased strain on existing amenities and infrastructure, all of which put an increased burden on the taxpayers of London to provide. The lack of a coherent plan regarding traffic management and infrastructure upgrades for this whole area compounds all these concerns.

Specifically, the development will significantly reduce available parking for businesses along Beaverbrook Ave, causing a detrimental effect on their operations. In addition, aged residents of the Revera long-term care facility on Beaverbrook Ave. will be particularly impacted by the increase in traffic as many of them currently walk along Beaverbrook Ave., Proudfoot Ln., Horizon Dr. and Farrah Rd. Many will find it impossible to negotiate crossing the streets at their slow pace and the increasing traffic noise will cause them greater stress in their accommodations.

The increased traffic and congestion will also hinder emergency service access from London Fire Department Station 6 at 590 Oxford St. W. as well as the Middlesex London Paramedic Service's Emergency Ambulance station on Horizon Dr. Both these services require the use of an unobstructed Wonderland Road (already too congested at peak hours), potentially creating increasingly severe safety risks for our community such as slower emergency arrival times and slower emergency transport times to University Hospital.

The construction of a 25-story building in this location contradicts any sensible principle of responsible development. A more appropriate approach would be the construction of two or more smaller buildings along Wonderland Rd., maintaining better compatibility

with the existing neighbourhood and mitigating the overwhelming impact on traffic and infrastructure.

I strongly urge you to consider the severe consequences of this ill-conceived project and reject this proposal as it now stands. As a resident, I will seek the opportunity to participate actively in the decision-making process and I plan to advocate for a more sustainable solution within the City of London's Housing Plan.

Sincerely,

Dr. John Barnett

From: Don McLachlan

Sent: Friday, March 1, 2024 10:46 AM

To: Riley, Alanna <ariley@London.ca>

Cc: Trosow, Sam <strosow@london.ca>

Subject: [EXTERNAL] Subject: 735 Wonderland Rd High Rise

Good day

My wife and I are residents of [REDACTED] and have significant concerns pertaining to the proposal @ 735 Wonderland.

The problem with this plan is that there is no high quality transit service in the west end of the city, nor is there any planned for the near future. Oxford and Wonderland are gridlocked most of the time and crossing the street on foot is dangerous as well on Beaverbrook. Without adequate infrastructure this model is not sustainable.

- Development has to be appropriate to the neighborhood despite the pressure to intensify. Setting a 25 storey building in the middle of a low rise neighborhood is not good planning.
- This area is already high density with 15 occupied high rises and more being built along Oxford Street from Cherryhill to Proudfoot.
- Once Beaverbrook is opened up through Oxford and Westfield, cut-through traffic will increase significantly. This is a 2 lane street. A broader traffic study is required considering all developments including Cherryhill and Jiffy Lube property and Beaverbrook.
- There is a lot of foot traffic in this area with all the high rises, seniors home and our complex. Traffic is already a danger for pedestrians crossing at Beaverbrook and Horizon. Additional traffic from all the new developments will make it extremely treacherous. A comprehensive traffic study needs to be done before any building is approved.
- The only exit out of our complex is onto Beaverbrook. We have no other options to avoid the gridlock. Getting emergency vehicles into this complex could be delayed with only one lane each direction. Having the high rise entrance on Horizon next to the Ambulance Station will delay the dispatch of vehicles.

Don McLachlan

From: Al Hobbs

Sent: Friday, March 1, 2024 11:05 AM

To: Riley, Alanna <ariley@London.ca>

Cc: Trosow, Sam <strosow@london.ca>

Subject: [EXTERNAL] York Development-Beaverbrook

I recently found out from my neighbour about the York Development plans for the Swiss Chalet location on Beaverbrook. I was not aware as neither my wife or myself remember receiving anything in the mail.

After reading about this I would like to express my opinion on a 25 Storey building in an area surrounded by 12 storey buildings:

- It will be an eyesore to the community as no other building around seems to exceed 12 storeys
- Traffic will substantially increase on an already overloaded Wonderland Rd. Many people who live on the west side of Wonderland off of Beaverbrook already overload Proudfoot from Oxford to Beaverbrook to bypass the Oxford Wonderland intersection.
- There is no Transit terminal close to this location for LTC riders
- 25 stories is a downtown type of building and it seems like a very small footprint for this height.
- Traffic increases would significantly impact of the EMS station located immediately south of this site. Also another First Responder Site, Fire Hall 6 will be impacted even more by traffic congestion.

I realize that more housing is required but what I am objecting to is the height of 25 stories. It does not blend in with the surroundings and is totally out of place in this section of London.

Al Hobbs

From: Megan Felker

Sent: Tuesday, March 5, 2024 3:39 PM

To: Planning and Development <PlanDev@london.ca>

Subject: [EXTERNAL] Development plan at Beaverbrook and Horizon

March 5th 2024

Dear Planning/Development Services

I hope this letter finds you well. My name is Megan Felker, and I reside at [REDACTED], directly across from the site of the proposed 25-storey condominium development. This letter is written to express profound concerns regarding the scale of this development and its impact on our predominantly low-rise neighbourhood, particularly regarding infrastructure adequacy, potential devaluation of property, pedestrian safety, and the effects of construction and subsequent congestion.

Firstly, the introduction of a high-rise building in a low-rise area raises significant concerns about the visual and environmental impact on our community. Such a drastic change in the skyline could irreversibly alter the character of our neighbourhood.

Moreover, our local roads are already under significant strain, and the expected increase in traffic from this development will lead to untenable levels of congestion. This is particularly concerning given that the sole exit from our complex onto Beaverbrook Avenue offers no alternative routes to circumvent the expected gridlock. The increase in both vehicular and foot traffic, notably from a demographic perspective where many residents are seniors, exacerbates concerns for pedestrian safety. The density and pace of the area do not currently cater to high pedestrian traffic volumes, raising fears about potential accidents and the general safety of our community members.

Another pressing concern is the potential delay in emergency services caused by increased traffic congestion. The thought of ambulances or fire services being unable to reach our community promptly in an emergency is deeply troubling.

I understand and appreciate the need for urban development and housing. However, I firmly believe that such projects must consider the existing community's infrastructure, safety, and quality of life. Therefore, I kindly request your support in advocating for:

1. A re-evaluation of the development's scale to ensure compatibility with the neighbourhood's character and infrastructure capacity.

2. Immediate plans for infrastructure enhancement, particularly roadways, to accommodate increased traffic and ensure pedestrian safety.
3. Strategic traffic management solutions to prevent gridlock, especially during construction and after the building's occupancy, to ensure that residents have access to alternative routes.
4. Measures to guarantee emergency services' unhindered access to our area at all times.

Our community is entitled to development that is considerate, sustainable, and incorporates the well-being and opinions of its current residents. I am eager to participate in further discussions on this matter and to engage in community consultations regarding the proposed development. Personally this proposed development of a High Rise is devastating to me for all the concerns listed above

I look forward to your response and hope we can collaborate to ensure the development opposite 1241 Beaverbrook Avenue enriches our community while mitigating negative impacts.

Sincerely,

Megan Felker

From: Ginny Wilson
Sent: Tuesday, March 12, 2024 8:14 AM
To: Riley, Alanna <ariley@London.ca>
Cc: Trosow, Sam <strosow@london.ca>
Subject: [EXTERNAL] Concerns re York's 25 Storey Apartment Development @ Beaverbrook Ave

Thank you for taking the time to receive, review and consider this letter. I reside at [REDACTED], the Cherry Ridge Condominium complex.

The following will detail major concerns / objections I have to York's proposal to build a 25 storey apartment building or any residential building on the corner of Beaverbrook Ave., and Horizon Dr., London.

Currently there is a Swiss Chalet Restaurant located on that site. Directly across the street is Horizon Place Retirement Residence. Behind the Swiss Chalet there is an Emergency Service building with four ambulances and on Oxford St., just west of Wonderland is Fire Station 6

Traffic alone in this area is of high volume with Wonderland being a four lane thoroughfare and gridlocked during rush hour. Proudfoot and Beaverbrook are being used to circumvent the Oxford and Wonderland intersection.

Despite the four way stop at the corner of Beaverbrook and Horizon, there is traffic congestion that will only increase and be compounded by the construction of and this high density residence, in addition to the extension of Beaverbrook and Westfield that is already in play.

The emergency service vehicles (ambulance and fire) will undoubtedly have significantly more challenges to access main roads. Entering and exiting the entrance to this condo community due to this traffic is also a challenge. One can only foresee these challenges growing exponentially.

This area has a high level of pedestrians from the surrounding apartment buildings, seniors retirement center and the residential condominium complex at Cherry Ridge. Adding a 25-story apartment building with limited access and egress will provide a more dangerous situation for pedestrians, especially at the 4-way stop at the corner of Beaverbrook Ave., and Horizon Dr.. The current risks will only increase.

A 25 storey building is more appropriate to and suitable to and for the downtown landscape.

While I appreciate the need for housing in London, homeowners (taxpayers) should not have to have a complete change in their community or safety to support a large corporation like York. Further there are more than enough suitable areas for their business to expand and homes of this high density to be established.

Respectfully,
Virginia Wilson [REDACTED]

From: Meyer, Klaus
Sent: Wednesday, March 13, 2024 12:59 PM
To: Riley, Alanna <ariley@London.ca>
Cc: strosow@uwo.ca
Subject: [EXTERNAL] 735 Wonderland North

Dear Ms. Riley,

I recently learned about the new planning application for 735 Wonderland North <https://london.ca/business-development/planning-development-applications/planning-applications/735-wonderland-road-n>

My questions 1 to 3 are exactly the same as for the nearby Beaverbrook planning application, except to add that an integrated approach to planning both areas would create opportunities for greatly enhanced quality of life in both new areas by creating walking and cycling linkages.

1. How will residents reach on foot or by bike their daily-need places for shopping, medical services, bank etc?
 1. Cherry Hill Mall area
 2. Shopping and services off Wonderland (e.g. Costco)
2. How will children safely walk or bike to public schools?
 1. University Heights (on other side of the railway) and/or
 2. Eagle Heights (on the other side of Oxford Road)
3. How will residents connect to the urban transport network to get to downtown, to work, etc.?
4. Given the already existing traffic overload / traffic jams / dangerous-to-pedestrians conditions on this particular stretch of Wonderland, how can the access to parking directly from Wonderland be done without creating more accident prone road conditions?

Regards
Klaus Meyer

From: Lynne Ronholm
Sent: Wednesday, March 13, 2024 7:03 PM
To: Riley, Alanna <ariley@London.ca>; Trosow, Sam <strosow@london.ca>
Subject: [EXTERNAL] 25-storey tower/Beaverbrook Ave/Wonderland Rd.

I am writing to express my deep concerns and objections regarding the proposed construction of the 25-storey apartment building on the corner of Beaverbrook Avenue and Wonderland Road. As a resident of the area, I strongly believe that this development will have significant negative impacts on the community.

First and foremost, the increased traffic resulting from this development would exacerbate the already congested conditions in our neighborhood. The entrance on Horizon Dr. near the Costco Gas Station is notorious for its gridlock, as well as the already increased traffic using Proudfoot Lane to avoid heavy traffic at the corner of Oxford Rd. & Wonderland Rd., and adding more vehicles to the mix would only worsen the situation. This would not only inconvenience residents like myself but also pose serious challenges for emergency services and the nearby retirement residence.

Furthermore, our area is already densely populated, and adding another high-rise building would only compound the issue. With limited space and resources, it is essential to consider the strain that such developments would place on our infrastructure and services. Additionally, the proximity of the proposed building to a retirement residence, emergency services, and a fire station raises safety concerns, especially given the existing traffic congestion.

I understand the need for development and growth in our city, but I strongly believe that there are more suitable locations for this type of building elsewhere. The current site is ill-suited for such a large-scale development, given its impact on traffic, density, and safety.

I urge the City of London to reconsider this proposal and explore alternative options that would better serve the needs of the community while minimizing negative impacts. It is essential to prioritize the well-being and quality of life of residents, both now and in the future.

Thank you for considering my concerns.

Sincerely,

Cherry Ridge Condominium Complex

From:
Sent: Monday, March 25, 2024 5:18 PM
To: Riley, Alanna <ariley@London.ca>
Subject: [EXTERNAL] Plan Proposed for Wonderland

Good Afternoon,

I would like to express some thoughts I had about the 25-story tower proposed on Wonderland.

While this may be a good idea for 5+ years down the road, the city simply cannot handle this new proposition on top of plans that have already been approved. Being a mere 4 lanes, Wonderland road cannot handle that much additional traffic, on top of other projects and expanding suburbs. It already takes a minimum of 35 minutes to get from Victoria Hospital to this area, and with additional traffic, West London will essentially be cut-off from the rest.

Additionally, public transit is not yet up to par to support those who do not drive, especially for this area. The addition of a bus-only lane on Sarnia Road made no difference in the accessibility of public transit in this area of the city. It is still a 1 hour bus ride to get from West London, to downtown or south London.

I completely agree that this city needs more land-density, and needs more usage out of land. This is positively represented by current projects by Drewlo Holdings on South

Carriage Rd and Hyde Park Rd. There is also still plenty of empty space for addition buildings in this area. Placing a project this large is not suitable for an area which is already suffering with bumper to bumper traffic each day.

Please take these thoughts into consideration of this planning application, and recognize the need to make adjustments to the area before radically increasing its population.

Thank you.
-May Jones

From: Sharon Deebrah
Sent: Monday, March 11, 2024 9:51 PM
To: Riley, Alanna <ariley@London.ca>
Subject: [EXTERNAL] Inquiry Regarding Developer for File Number OZ-9704

Dear Alanna,

I hope this email finds you well. I am writing to request information regarding the developer who is putting forward the project associated with File Number OZ-9704.

As part of my work and research, I am interested in learning more about the developer involved in this particular project. Could you please provide me with the name of the developer and any relevant contact information, if available?

Your assistance in providing this information would be greatly appreciated. Thank you in advance for your help.

I look forward to hearing back from you soon.

Best regards,
Sharon Deebrah, MPA (she/her/kwe)