

## 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:** White Oaks Shopping Centre Inc.  
1105 Wellington Road  
File Number: OZ-9725, Ward 12  
Public Participation Meeting

**Date:** July 16, 2024

## Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of White Oaks Shopping Centre Inc. relating to the property located at 1105 Wellington Road:

- (a) the request 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 Policy Areas – of the Official Plan, **BE REFUSED** for the following reasons:
  - i) The requested amendment does not satisfy the criteria for adoption of Specific Area Policies;
  - ii) The requested amendment does not facilitate a transition in heights from the core of the Transit Village Place Type, as required by the intensity policies for the Transit Village Place Type.
- (b) the request to amend Zoning By-law No. Z.-1 to change the zoning of the subject property **FROM** a Regional Shopping Area (RSA4) Zone **TO** a Regional Shopping Area/Residential R10 Special Provision (RSA4/R10-5( )\*H115\*D750) Zone, **BE REFUSED** for the following reasons:
  - i) The requested amendment does not facilitate a transition in heights from the core of the Transit Village Place Type, as required by the intensity policies for the Transit Village Place Type;
  - ii) The requested interior side yard depth does not sufficiently mitigate impacts of the proposed development, as required by the Zoning to the Upper Maximum policies contained in the Our Tools section of The London Plan.

**IT BEING NOTED** staff are recommending an alternative Specific Policy Area and Zoning By-law Amendment, which addresses the above noted issues, in parts (c) to (e) below;

- (c) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on July 23, 2024 to amend the Official Plan, The London Plan, by **ADDING** a new policy to the Specific Policies for the Neighbourhoods Place Type and by **ADDING** the subject lands to Map 7 – Specific Policy Areas – of the Official Plan;
- (d) the proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on July 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** Regional Shopping Area (RSA4) Zone **TO** a Regional Shopping Area/Holding Residential R9 Special Provision (RSA4/h-248\*R9-7( )\*H96\*D595) Zone;
- (e) The Site Plan Approval Authority **BE REQUESTED** to consider the following design issues through the site plan process:

- i) Provide an adequately sized and centrally located outdoor amenity space, either at-grade or rooftop, or a combination of both;
- ii) Details regarding garbage storage and collection be determined;
- iii) Details regarding the inclusion of a paratransit layby be determined.

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

1. The recommended amendment is consistent with the *PPS 2020*;
2. The recommended amendment conforms to The London Plan, including, but not limited to the Transit Village Place Type, Protected Major Transit Station Area policies, Zoning to the Upper Maximum policies, and criteria for Specific Area Policies; and
3. The recommended amendment facilitates intensification of an underutilized site at an intensity which provides a transition from the core of the Transit Village Place Type.

## Executive Summary

### Summary of Request

The applicant has requested an amendment to The London Plan to add a Specific Policy Area to the Transit Village Place Type to permit a maximum height of 32 storeys containing 568 residential units.

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property to a Regional Shopping Area/Residential R10 Special Provision (RSA4/R10-5( )\*H115\*D750) Zone.

### Purpose and the Effect of Recommended Action

Staff are recommending refusal of the requested amendment to The London Plan and Zoning By-law amendment and approval of an alternative amendment to The London Plan and Zoning By-law amendment.

Staff are recommending a holding provision that will ensure the development will not occur until such time as there is an accepted water strategy and adequate capacity available.

The recommended action will permit two high-rise towers connected by a common podium consisting of approximately **493 residential units** and a maximum height of 27 storeys (96 metres).

## Linkage to the Corporate Strategic Plan

This recommendation will contribute to the advancement of Municipal Council's 2023-2027 Strategic Plan in the following ways:

- **Housing and Homelessness**, by ensuring London's growth and development is well-planned and considers use, intensity, and form.
- **Housing and Homelessness**, by increasing access to a range of quality, affordable, and supportive housing options that meet the unique needs of Londoners.
- **Wellbeing and Safety**, by promoting neighbourhood planning and design that creates safe, accessible, diverse, walkable, healthy, and connected communities.

## Analysis

### 1.0 Background Information

#### 1.1 Previous Reports Related to this Matter

None.

## **1.2 Planning History**

None.

## **1.3 Property Description and Location**

The subject site is located on the southwest corner of Wellington Road and Bradley Avenue and is currently developed with a regional shopping centre, known as White Oaks Mall, in the White Oaks Planning District.

The portion of the site proposed for development is located at the corner of Bradley Avenue and the White Oaks Mall entry (a private road), with a frontage of approximately 100 metres, depth of approximately 82 metres, and an area of approximately 0.83 hectares. This portion of the site is currently developed with an above grade parking garage.

### **Site Statistics:**

- Current Land Use: Parking garage
- Frontage (Bradley Avenue): 100 metres (328 feet)
- Depth (Private Road): 82 Metres (270 feet)
- Area: 0.83 hectares (2.05 acres)
- Shape: Regular
- Located within the Built Area Boundary: Yes
- Located within the Primary Transit Area: Yes

### **Surrounding Land Uses:**

- North: Townhouses and commercial plaza/future development
- East: White Oaks Mall parking and commercial
- South: White Oaks Mall and commercial
- West: Mid-rise apartment buildings (7 storeys)

### **Existing Planning Information:**

- The London Plan Place Type: Transit Village Place Type
- Existing Special Policies: Protected Major Transit Station Area (PMTSA)
- Existing Zoning: Regional Shopping Area (RSA4) Zone



Figure 1- Aerial Photo of 1105 Wellington Road and surrounding lands



Figure 2 - Streetview of 1105 Wellington Road (view looking southwest)

## 2.0 Discussion and Considerations

### 2.1 Development Proposal

The proposed development consists of two residential towers containing 568 units and providing several apartment configurations to promote housing choice and respond to local market demand. Tower 1 (32 storeys) would be positioned adjacent to Bradley Avenue and Tower 2 (30 storeys) would be positioned to the southwest, with both buildings located on top of a common podium. The podium is primarily utilized for residential parking for Levels 1 through 6, with residential units positioned at the Bradley Avenue interface within these Levels. Levels 7 and 8 of the podium are predominately used for apartment units. One level of underground parking with a total of 141 commercial parking spaces is provided in Level P1, with 734 residential parking spaces integrated into Levels 1 to 6 of the podium. Access to the structured parking levels would be provided from the internal (south) driveway, with clear labels differentiating between the two parking types. One bicycle parking space would be provided per residential unit in Level P1 (568 stalls), and storage lockers for residents would also be provided within the underground parking arrangement.

The proposed development includes the following features:

- Land use: High density residential
- Form: Apartment buildings
- Height: 32 storeys (115 metres)
- Residential units: 568
- Density: 750 units per hectare
- Building coverage: 76%
- Parking spaces: 141 underground and 734 structured
- Bicycle parking spaces: 568 inside
- Landscape open space: 29.5%

Additional information on the development proposal is provided in Appendix “C”.

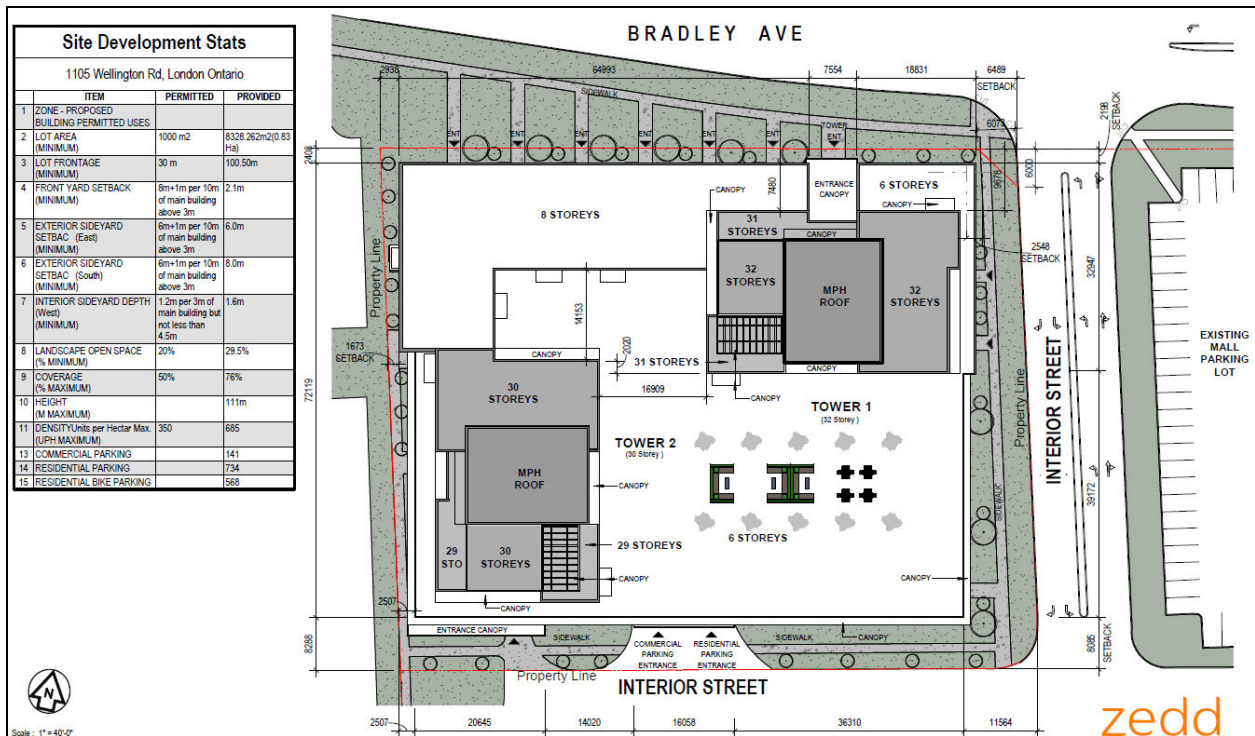


Figure 3 - Conceptual Site Plan (March 2024)



Figure 4 – Conceptual rendering southwest view (April 2024)

Additional plans and drawings of the development proposal are provided in Appendix “D”.

## 2.2 Requested Amendments

The applicant has requested to add a Specific Policy to the Transit Village Place Type in The London Plan and to add the lands to Map 7 – Specific Policy Areas to facilitate the above noted development proposal.

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from a Regional Shopping Area (RSA4) Zone to a Regional Shopping Area/Residential R10 Special Provision (RSA4/R10-5( )\*H115\*D750) Zone.

The following table summarizes the special provisions that have been proposed by the applicant.

Regulation (R10-5 Zone)	Required	Proposed
Front Yard Depth (Minimum)	18.8 metres	1.5 metres
Interior Side Yard Depth (Minimum)	44.4 metres	1.5 metres
Rear Yard Depth (Minimum)	44.4 metres	7.5 metres
Lot Coverage (Maximum)	50%	80%

### 2.3 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 identified by staff and agencies included:

- Building height
- Podium height
- Insufficient westerly side yard depth
- Water capacity

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

### 2.4 Public Engagement

On April 10, 2024, Notice of Application was sent to 1,208 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 April 18, 2024. A “Planning Application” sign was also placed on the site.

There were five (5) 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.

Concerns expressed by the public relate to:

- Traffic and parking
- Increased crime
- Over intensification

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

### 2.5 Policy Context

#### ***The Planning Act and the Provincial Policy Statement, 2020***

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

The policies of the PPS direct planning authorities to identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated, taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs (1.1.3.3).

Planning authorities are further directed to permit and facilitate all housing options required to meet the social, health, economic and well-being requirements of current and future residents as well as all types of residential intensification, including additional residential units and redevelopment (1.4.3b)). Densities for new housing which efficiently uses land, resources, infrastructure and public service facilities, and supports the use of active transportation and transit in areas where it exists or is to be developed, is promoted by the PPS (1.4.3d)).

While staff agree the site is in an appropriate location to support higher intensities that would benefit from proximity to existing services, transit, and a regional shopping centre, the proposed development represents a high-rise and intense built form that is inconsistent with the established land use pattern and surrounding neighbourhood. The proposed intensity of 30 and 32 storeys is greater than the existing context consisting of low density townhouses and mid-rise apartment buildings, as well as the planned context consisting of 10 to 27 storey apartments at the intersection of Bradley Avenue and Montgomery Road. The policy framework allows for the greater height and intensity located at nodes of higher order intersecting streets, in this case at Wellington Road and Bradley Avenue.

### ***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 not all the above criteria have been satisfied. Specifically, criteria 3, 6, and 7. An analysis of the deficiencies is addressed in Section 4.0 of this report.

The London Plan includes conditions for evaluating the appropriateness of Specific Area Policies where the applicable place type policies would not accurately reflect the intent of City Council with respect to a specific site or area (TLP 1729-1734).

The following conditions apply when considering a new Specific Area Policy:

1. The proposal meets all other policies of the Plan beyond those that the specific policy identifies.
2. The proposed policy does not have an adverse impact on the integrity of the place type policies or other relevant parts of this Plan.
3. 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.
4. The proposed use cannot be reasonably altered to conform to the policies of the place type.
5. The proposed policy is in the public interest and represents good planning.

Staff are of the opinion that not all the above conditions have been satisfied. Specifically, criteria 2, 4, and 5. An analysis of the deficiencies is addressed in Section 4.0 of this report.

The London Plan includes a framework of heights that includes standard maximum and upper maximum heights (TLP Table 8). Our Tools includes policies for zoning to the upper maximum height (TLP 1638-1641).



To provide certainty and to ensure that impacts of the additional height and density are mitigated, a site-specific zoning by-law amendment is required to exceed the standard maximum height. This will provide assurance that measures, such as special provisions and Site Plan considerations, will be implemented to address public and Council concerns.

Staff are of the opinion that the applicant's proposed zoning provisions do not sufficiently mitigate the impacts of the additional height and density. Specifically, the reduced interior side yard depth of 1.5 metres does not provide adequate separation from the existing development to the west nor does it provide opportunities for meaningful buffering through landscaping and tree planting. An analysis of the deficiencies is addressed in Section 4.0 of this report, including the alternative staff recommendation.

### **3.0 Financial Impact/Considerations**

None.

### **4.0 Key Issues and Considerations**

#### **4.1 Land Use**

The proposed apartment building use is supported by the policies of the Provincial Policy Statement and contemplated in the Transit Village Place Type in The London Plan (TLP 811\_1).

#### **4.2 Intensity**

In the Transit Village Place Type, buildings will not exceed a standard height of 15 storeys; however, high-rise buildings up to 22 storeys may be permitted in conformity with the Our Tools policies (TLP 813\_1). Permitted building heights will step down from the core of the Transit Village to any adjacent Neighbourhoods Place Type and the Zoning By-law will include regulations to ensure that the intensity of development is appropriate for individual sites (TLP 813\_3 and 813\_6). The full extent of intensity in policy 813\_1 will not necessarily be permitted on all sites within the Transit Village Place Type.

The site is within a Protected Major Transit Station Area (PMTSA), which establishes minimum intensification targets and contemplates a maximum height of 22 storeys (TLP 815C\_). Within the Transit Village PMTSAs, the minimum density is 45 units per hectare for residential uses or a floor area ratio of 0.5 for non-residential uses (TLP 815B\_). The proposed development aligns with these minimum expectations for residents and jobs per hectare as prescribed in the Transit Village Protected Major Transit Station Areas.

Although it is acknowledged that the site is suitable to support intensification, staff have concerns with the level of intensity proposed. As identified in section 2.5 of this report, staff are of the opinion that not all of the criteria of policy 1578\_ of The London Plan have been satisfied, specifically the following:

#### **3. Conformity with the Place Type policies.**

As discussed above, the Transit Village Place Type contemplates a standard maximum height of 15 storeys and an upper maximum of 22 storeys. Heights are to step down from the core of the Transit Village to any adjacent Neighbourhoods Place Type. Although the site does not directly abut the Neighbourhoods Place Type, staff are of the opinion that a more appropriate transition is required towards the existing mid-rise (7 storey) apartment buildings to the west. Staff are further of the opinion that the proposed 32 storey intensity would be more appropriately directed to the intersection of Wellington Road and Bradley Avenue. As such, staff are recommending a maximum building height of 27 storeys to provide a transition in heights while also maintaining consistency with the planned context at the intersection of Bradley Avenue and Montgomery Avenue.

6. *Potential impacts on adjacent and nearby properties in the area and the degree to which such impacts can be managed and mitigated.*

Staff are of the opinion that the proposed form does not adequately mitigate the proposed intensity and may negatively impact adjacent properties. These concerns are discussed in greater detail in section 4.3 of this report.

7. *The degree to which the proposal fits within its existing and planned context.*  
The Transit Village Place Type is planned to accommodate heights ranging from 15 to 22 storeys, with heights reducing from the core towards the Neighbourhoods Place Type. The intent is to ensure the highest intensities are located closest to transit facilities while maintaining an appropriate transition in height towards lower intensities. The site is adjacent to existing 7-storey, mid-rise apartment buildings to the west and 3-storey townhouses to the north (across Bradley Avenue). Although these sites are also in the Transit Village Place Type, it is not reasonably anticipated they will redevelop in the near-term. As such, staff are of the opinion that a more appropriate transition in height towards these properties is required, which can be accommodated with the alternative recommendation of 27 storeys in combination with the recommended zoning provisions.

In addition, staff are of the opinion that the requested amendments do not satisfy the conditions of policy 1730\_, which apply when considering a new Specific Area Policy:

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

As shown in our City Structure Plan, the Downtown will serve as the highest-order mixed-use centre and will permit the tallest buildings and the highest densities in the city (TLP 798\_ and 802\_). Buildings within the Downtown Place Type will be a minimum of either three storeys or nine metres in height and will not exceed 20 storeys in height. High-rise buildings up to 35 storeys, may be permitted in conformity with the Our Tools policies of The London Plan (TLP 802).

The proposed development at 32 storeys is not only 10 storeys greater than the upper maximum height of 22 storeys for the Transit Village Place Type, but also approaches the upper maximum height of 35 storeys for the Downtown Place Type. As such, staff have concerns that permitting 32 storeys mid-block in the Transit Village Place Type and not in the core of the Place Type, has an adverse impact on the integrity of both the Downtown and Transit Village Place Types.

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

Staff are of the opinion that the proposed residential apartment building with heights of 30 and 32 storeys could reasonably be altered to conform to the policies of the Transit Village Place Type. However, staff are also of the opinion that the site is sufficiently unique and distinctive to support greater intensities which facilitate a more appropriate transition in height from the core of the Transit Village Place Type. As such, staff are recommending a maximum height of 27 storeys which will facilitate said transition and aligns with the planned context of the proposed development at the corner of Bradley and Montgomery Avenues.

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

Given the concerns surrounding the intensity, form, and lack of mitigation measures to reduce impacts to adjacent properties and the public realm, staff are of the opinion that the requested Specific Policy Area is not in the public interest and does not represent good planning.

Based on the foregoing, it is recommended the requested Specific Policy Area be refused and the alternative recommendation for a Specific Policy Area permitting a maximum height of 27 storeys be approved.

### 4.3 Form

In accordance with policy 814\_, the following form policies apply within the Transit Village Place Type and are relevant to the proposed development:

- High-quality architectural design.
- Buildings and public realm to 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.
- Convenient pedestrian access to transit facilities.
- Publicly accessible pedestrian connections through development sites.
- The base of all buildings will be designed to establish and support a high-quality pedestrian environment.
- Massing and architecture within the Transit Village should provide for articulated façades and rooflines, accented main entry points, and generous use of glazing and other façade treatments along sidewalk areas such as weather protection features to support a quality pedestrian environment.
- Surface parking areas should be located in the rear and interior side yard. Underground parking and structured parking integrated within the building design is encouraged.
- Planning and development applications will be required to demonstrate how the proposed development can be coordinated with existing, planned and potential development on surrounding lands within the Transit Village Place Type.

In addition to the form policies of the Transit Village Place Type, all planning and development applications will conform with the City Design policies of The London Plan (841\_1). These policies direct all planning and development to foster a well-designed building form, and ensure development is designed to be a good fit and compatible within its context (193\_1 and 193\_2). The site layout of new development should be designed to respond to its context, the existing and planned character of the surrounding area, and to minimize and mitigate impacts on adjacent properties (252\_ and 253\_).

In accordance with policy 289\_, high and mid-rise buildings should be designed to express three defined components: a base, middle, and top. Alternative design solutions that address the following intentions may be permitted:

1. The base should establish a human-scale façade with active frontages including, where appropriate, windows with transparent glass, forecourts, patios, awnings, lighting, and the use of materials that reinforce a human-scale.
2. The middle should be visually cohesive with, but distinct from, the base and top.
3. The top should provide a finishing treatment, such as roof or a cornice treatment, to hide and integrate mechanical penthouses into the overall building design.

#### *Base*

Although the base of the building provides positive design elements such as articulation, reduced setbacks and active frontages along Bradley Avenue, and other positive architectural features, staff are concerned that the eight (8) storey podium does not facilitate a human-scale. As such, it is recommended the podium be reduced to six (6) storeys through the integration of an additional stepback above the 6<sup>th</sup> storey.

#### *Middle*

Staff are generally satisfied that the middle of the proposed towers have been designed to be visually cohesive with, but distinct from, the base and top. The towers have a small floorplate of 961 square metres above the 9<sup>th</sup> floor, resulting in slender point towers.

#### *Top*

A change in materiality and colour scheme proposed for the penthouse, as well as the inclusion of rooftop amenity spaces with canopies on each tower, ensures the top is differentiated from the middle.

#### 4.4 Recommended Zoning

As an alternative to the proposed Residential R10 (R10-5) Zone base zone, staff are recommending a Residential R9 Special Provision (R9-7(\_)) Zone with an appropriate height and density. Additional special provisions are recommended to foster a safe, comfortable, and accessible public realm, and to reduce potential impacts on neighbouring properties.

The following special provisions are recommended to lock in several positive design elements of the building, as proposed:

- Maximum building height of 27 storeys (96 metres);
- Maximum tower floorplate of 1,000 square metres;
- Structured parking is not permitted within 8.0m of the building façade facing Bradley Avenue to ensure the podium is wrapped in active uses;
- Minimum 3.0m step-back above the 6<sup>th</sup> storey along Bradley Avenue;
- Minimum setback above the 8<sup>th</sup> storey along Bradley Avenue of 7.0 metres for Tower 1;
- Minimum setback above the 8<sup>th</sup> storey along Bradley Avenue of 29.0 m for Tower 2;
- Minimum distance between the two towers of 16.9m;
- The principal building entrance shall be oriented to Bradley Avenue;
- Minimum ground floor height of 4.0m to maintain potential for future commercial uses on the ground floor;
- Additional permitted commercial uses on the ground floor to maintain potential for future mixed-use.

In addition, the applicant has requested the following special provisions:

- Minimum front yard depth of 1.5 metres (whereas 18.8 metres is required);
- Minimum interior side yard depth of 1.5 metres (whereas 44.4 metres is required);
- Minimum rear yard depth of 7.5 metres (whereas 44.4 metres is required);
- Maximum lot coverage of 80% (whereas 50% is permitted).

Regulation	Proposed	Recommended
Front Yard Depth (Minimum)	1.5 metres	1.5 metres
Interior Side Yard Depth (Minimum)	1.5 metres	4.5 metres
Rear Yard Depth (Minimum)	7.5 metres	7.5 metres
Lot Coverage (Maximum)	80%	80%

Staff are agreeable to the reduced front yard depth and a reduced easterly interior side yard depth along the White Oaks Mall Entry, as these reduced setbacks will facilitate an enhanced public realm along the public and private streets. Staff are also agreeable to the increased lot coverage as recommended zone boundaries tightly wrap the proposed development. However, staff take exception to the reduced westerly side yard depth of 1.5 metres as this provides little separation between the 8 storey podium of the proposed development and adjacent properties, and affects the ability to provide a meaningful buffer with enhanced landscaping and tree planting. On this basis, staff are recommending an increased setback of 4.5 metres.

#### 4.5 The London Plan – City-led Heights Review

City staff are currently undertaking a review of the heights framework in The London Plan. The initial recommendations of the consultant are being presented to Planning and Environment Committee on July 16, 2024 – the same meeting as this report. Staff have considered the initial findings and recommendations for the heights review in the analysis of this Official Plan and Zoning By-law application.

## Conclusion

The applicant has requested an amendment to The London Plan to add a Specific Policy Area to the Transit Village Place Type to permit a maximum height of 32 storeys and has requested an amendment to the Zoning By-law Z.-1 to rezone the property to a Regional Shopping Area/Residential R10 Special Provision (RSA4/R10-5(\_)\*H115\*D750) Zone.

Staff are recommending refusal of the requested amendment to The London Plan and Zoning By-law amendment. Notwithstanding, Staff are recommending approval of an alternative amendment to The London Plan and Zoning By-law amendment. A holding provision is included in the staff recommendation to ensure the development will not occur until such time as there is an accepted water strategy and adequate capacity available.

The recommended action is consistent with the PPS 2020, conforms to The London Plan and will permit two high-rise towers connected by a common podium consisting of approximately 493 residential units and a maximum height of 27 storeys (96 metres).

**Prepared by:** Catherine Maton, MCIP, RPP  
Manager, Planning Implementation

**Reviewed by:** Mike Corby, MCIP, RPP  
Manager, Site Plans

**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  
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 1105 Wellington Road

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) or 17(27.1) of the *Planning Act, R.S.O. 1990*, c.P.13.

PASSED in Open Council on July 23, 2024 subject to the provisions of PART VI.1 of the *Municipal Act, 2001*.

Josh Morgan  
Mayor

Michael Schulthess  
City Clerk

First Reading – July 23, 2024  
Second Reading – July 23, 2024  
Third Reading – July 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 a maximum building height of 27 storeys, subject to the criteria for Specific Area Policies in the Our Tools part of this Plan.

**B. LOCATION OF THIS AMENDMENT**

This Amendment applies to lands located at 1105 Wellington Road in the City of London.

**C. BASIS OF THE AMENDMENT**

The site-specific amendment would allow for apartment buildings with a maximum height of 27 storeys on the subject lands. The recommended amendment is consistent with the *PPS 2020*, which supports densities for new housing which efficiently uses land, resources, infrastructure and public service facilities, and supports the use of active transportation and transit in areas where it exists or is to be developed. The recommended amendment conforms to *The London Plan*, including, but not limited to the evaluation criteria for Specific Policy Areas, the evaluation criteria for planning and development applications, and the Transit Village Place Type. The recommended amendment facilitates intensification of underutilized land with residential development at an appropriate scale and intensity within the Built Area Boundary and Primary Transit Area.

**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:

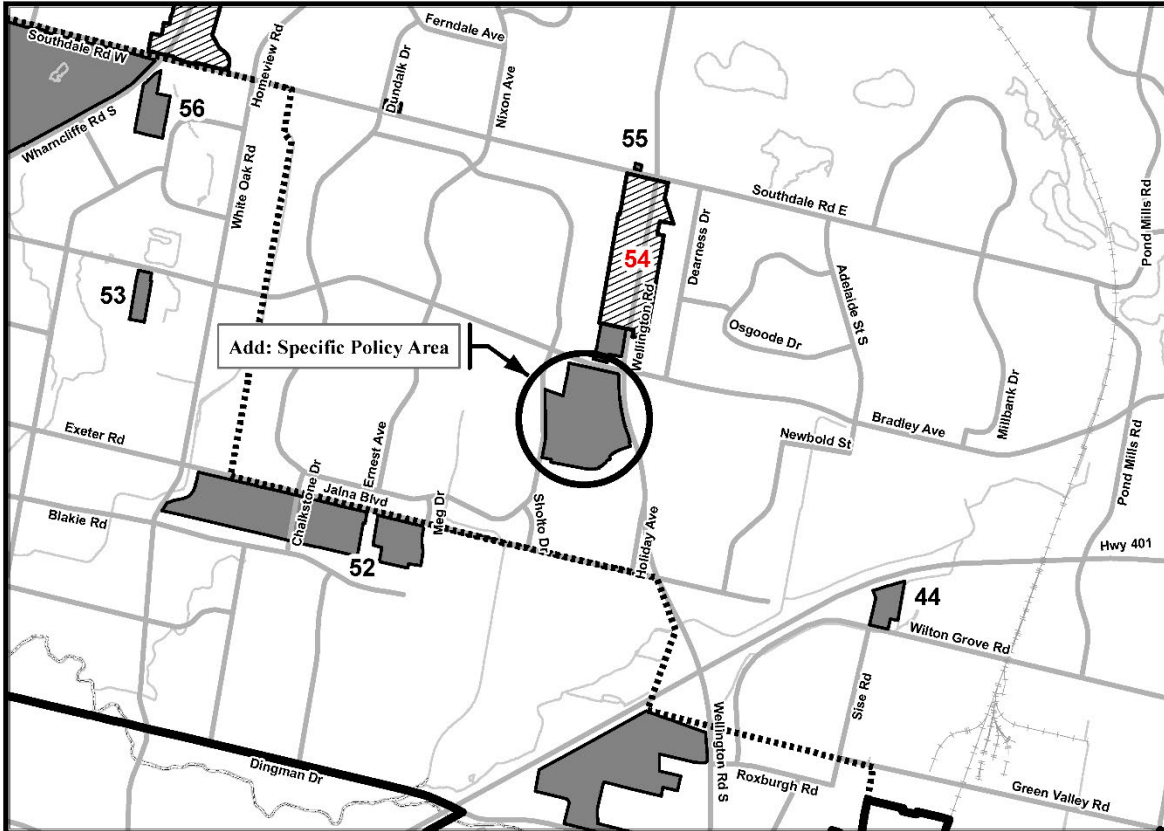
( ) 1105 Wellington Road

In the Transit Village Place Type at 1105 Wellington Road, a residential apartment building consisting of two towers may be permitted up to 27 storeys in height in addition to the existing permissions of the Transit Village Place Type.

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 1105 Wellington Road in the City of London, as indicated on “Schedule 1” attached hereto.







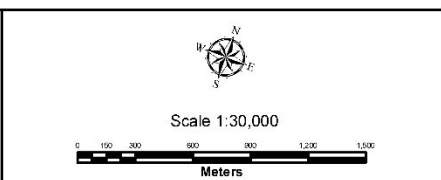
LEGEND	BASE MAP FEATURES
Specific Policies	Streets (See Map 3)
Rapid Transit and Urban Corridor Specific-Segment Policies	Railways
Near Campus Neighbourhood	Urban Growth Boundary
Secondary Plans	Water Courses/Ponds

*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-9725

**PLANNER:** CM

**TECHNICIAN:** RC

**DATE:** 6/26/2024

## Appendix B – Zoning By-law 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 1105  
Wellington Road

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

NOW 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 1105 Wellington Road, as shown on the attached map **FROM** Regional Shopping Area (RSA4) Zone **TO** a Regional Shopping Area/Holding Residential R10 Special Provision (RSA4/h-248\*R9-7(□)\*H96\*D595) Zone.
2. Section Number 13.4g) of the Residential R9 (R9-7) Zone is amended by adding the following Special Provisions:

R9-7(□) 1105 Wellington Road

a. Additional Permitted Uses

- i) Notwithstanding the locational criteria for permitted uses in the RSA4 Zone, all uses of the RSA4 Zone shall be permitted on the ground floor of an apartment building

b. Regulations

- i) Front Yard Depth (Minimum) – 1.5 metres
  - ii) Easterly Interior Side Yard Depth (Minimum) – 1.5 metres
  - iii) Westerly Interior Side Yard Depth (Minimum) – 4.5 metres
  - iv) Rear Yard Depth (Minimum) – 7.5 metres
  - v) Lot Coverage (Maximum) – 80%
  - vi) Tower Floorplate (Maximum) 1,000.0 square metres
  - vii) Stepback Above the 6<sup>th</sup> Storey along Bradley Avenue (Minimum) – 3.0 metres
  - viii) Stepback Above the 8<sup>th</sup> Storey along Bradley Avenue (Minimum) – 7.0 metres for Tower 1 and 29.0 metres for Tower 2
  - ix) Tower Separation (Minimum) – 16.9 metres
  - x) Ground Floor Height (Minimum) – 4.0 metres
  - xi) Building Height (Maximum) – 27 storeys or 96 metres, whichever is greater
  - xii) Density (Maximum) – 595 units per hectare
  - xiii) Balcony and Canopy Projections in All Yards (Maximum) – 0.0 metres to the lot line
  - xiv) The principal building entrance shall be oriented to Bradley Avenue
  - xv) Structured parking shall not be permitted within 8.0 metres of the building façade facing Bradley Avenue
3. This Amendment shall come into effect 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.

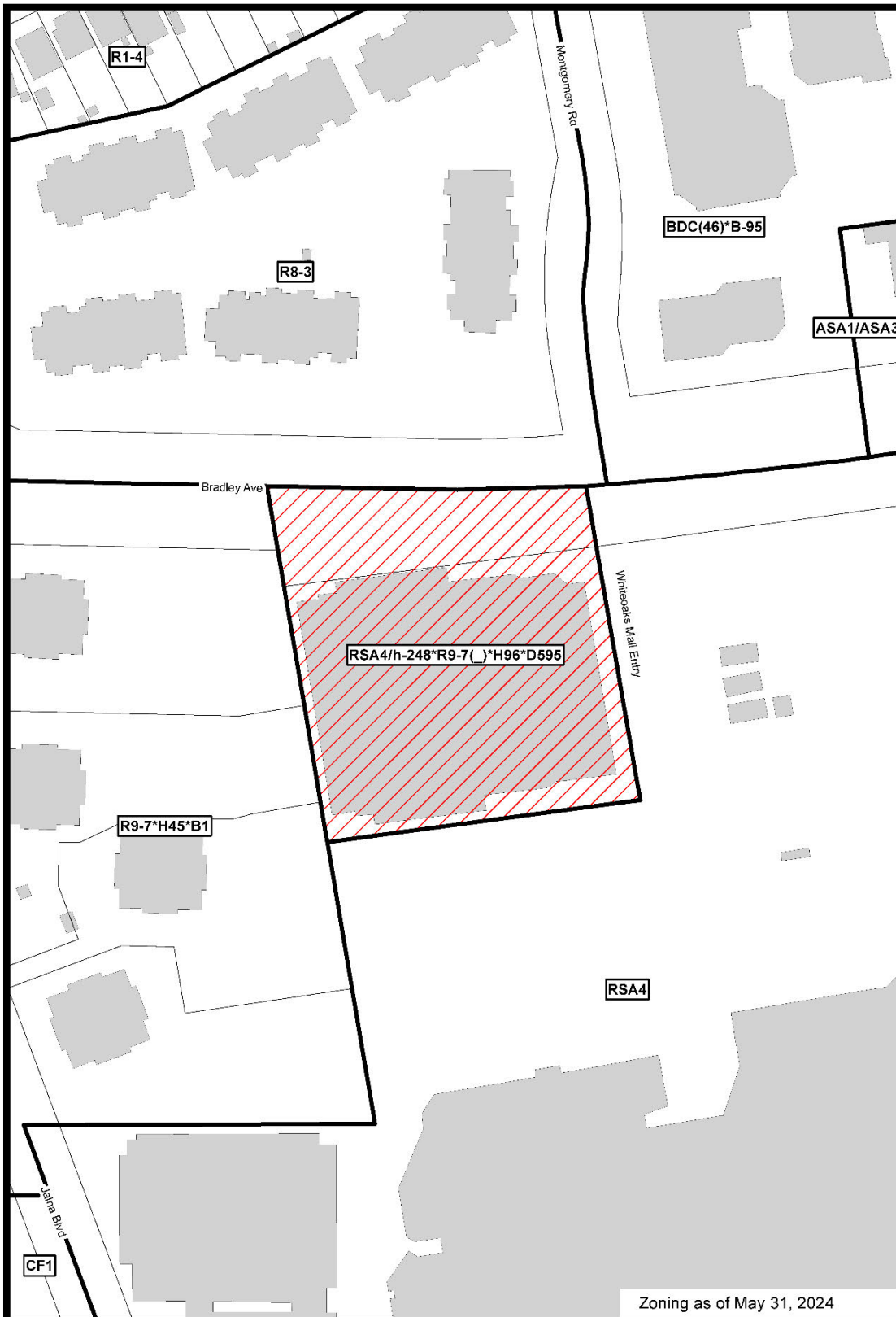
PASSED in Open Council on July 23, 2024 subject to the provisions of PART VI.1 of the *Municipal Act, 2001*.

Josh Morgan  
Mayor

Michael Schulthess  
City Clerk

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

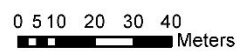
AMENDMENT TO SCHEDULE "A" (BY-LAW NO. Z.-1)



File Number: OZ-9725  
Planner: CM  
Date Prepared: 2024/06/26  
Technician: RC  
By-Law No: Z.-1-

SUBJECT SITE 

1:1,500



## Appendix B - Site and Development Summary

### A. Site Information and Context

#### Site Statistics

Current Land Use	Parking garage
Frontage (Bradley Avenue)	100 metres (328 feet)
Depth (Private Road)	82 Metres (270 feet)
Area	0.83 hectares (2.05 acres)
Shape	Regular
Within Built Area Boundary	Yes
Within Primary Transit Area	Yes

#### Surrounding Land Uses

North	Townhouses and commercial plaza/future development
East	White Oaks Mall parking and commercial
South	White Oaks Mall and commercial
West	Mid-rise apartment buildings (7 storeys)

#### Proximity to Nearest Amenities

Major Intersection	Wellington Road and Bradley Avenue, 165 metres
Dedicated cycling infrastructure	Bradley Avenue
London Transit stop	Bradley Avenue, 115 metres
Public open space	White Oaks Park, 600 metres
Commercial area/use	White Oaks Mall, on site
Food store	Walmart, on site
Community/recreation amenity	South London Community Centre, 600 metres

### B. Planning Information and Request

#### Current Planning Information

Current Place Type	Transit Village Place Type
Current Special Policies	Protected Major Transit Station Area (PMTSA)
Current Zoning	Regional Shopping Area (RSA4) Zone

#### Requested Designation and Zone

Requested Place Type	No change requested
Requested Special Policies	To permit a maximum building height of 32 storeys
Requested Zoning	Regional Shopping Area/Residential R10 Special Provision (RSA4/R10-5( )*H115*D750) Zone

#### Requested Special Provisions

Regulation (R10-5 Zone)	Required	Proposed
Front Yard Depth (Minimum)	18.8 metres	1.5 metres
Interior Side Yard Depth (Minimum)	44.4 metres	1.5 metres
Rear Yard Depth (Minimum)	44.4 metres	7.5 metres
Lot Coverage (Maximum)	50%	80%

## C. Development Proposal Summary

### Development Overview

The proposed development consists of two residential towers containing 568 units and providing several apartment configurations to promote housing choice and respond to local market demand. Tower 1 (32 storeys) would be positioned adjacent to Bradley Avenue and Tower 2 (30 storeys) would be positioned to the southwest, with both buildings located on top of a common podium. The podium is primarily utilized for residential parking for Levels 1 through 6, with residential units positioned at the Bradley Avenue interface within these Levels. Levels 7 and 8 of the podium are predominately used for apartment units.

One level of underground parking (Level P1) for commercial uses associated with the mall and six levels of residential parking for the apartment development. A total of 141 commercial parking spaces are provided in Level P1, with 734 residential parking spaces integrated into Levels 1 to 6 of the podium. Access to the structured parking levels would be provided from the internal (south) driveway, with clear labels differentiating between the two parking types. One bicycle parking space would be provided per residential unit in Level P1 (568 stalls), and storage lockers for residents would also be provided within the underground parking arrangement.

### Proposal Statistics

Land use	High density residential
Form	Apartment buildings
Height	32 storeys (115 metres)
Residential units	568
Density	750 units per hectare
Building coverage	76%
Landscape open space	29.5%
New use being added to the local community	No

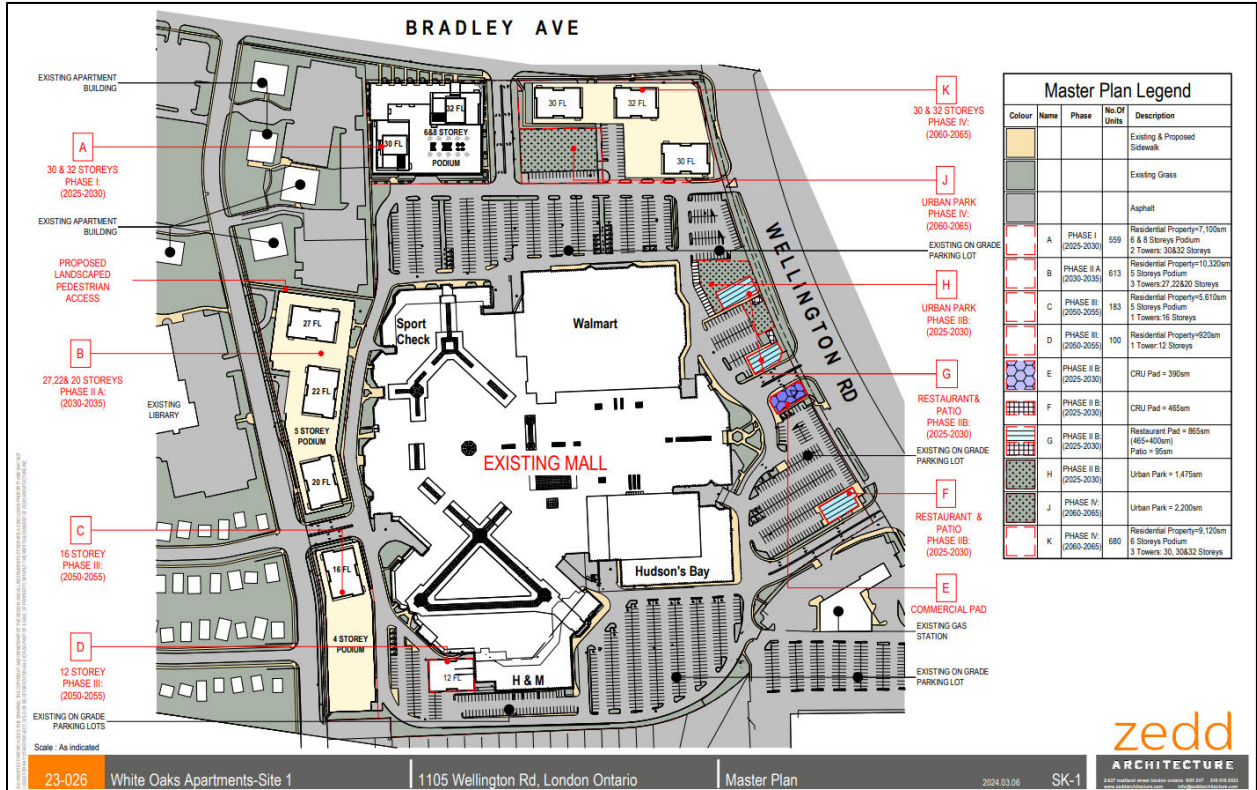
### Mobility

Parking spaces	141 underground and 734 structured
Vehicle parking ratio	1.5 spaces per unit
New electric vehicles charging stations	None
Secured bike parking spaces	568
Secured bike parking ratio	1 space per unit
Completes gaps in the public sidewalk	NA
Connection from the site to a public sidewalk	Yes
Connection from the site to a multi-use path	NA

### Environment

Tree removals	14
Tree plantings	Unknown
Tree Protection Area	No
Loss of natural heritage features	NA
Species at Risk Habitat loss	NA
Minimum Environmental Management Guideline buffer met	NA
Existing structures repurposed or reused	NA
Green building features	Unknown

# Appendix C – Additional Plans and Drawings



Conceptual Master Plan (April 2024)



Rendering – Northwest view (April 2024)

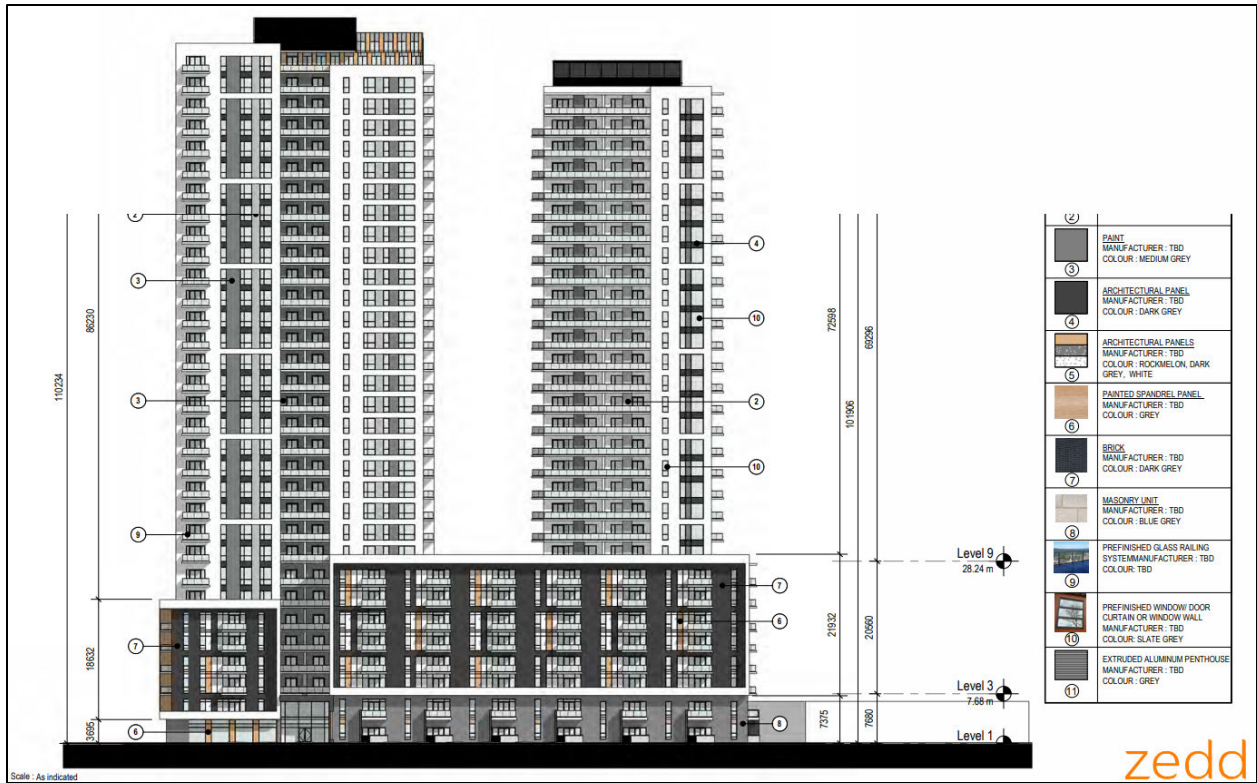


*Rendering – Southwest view (April 2024)*

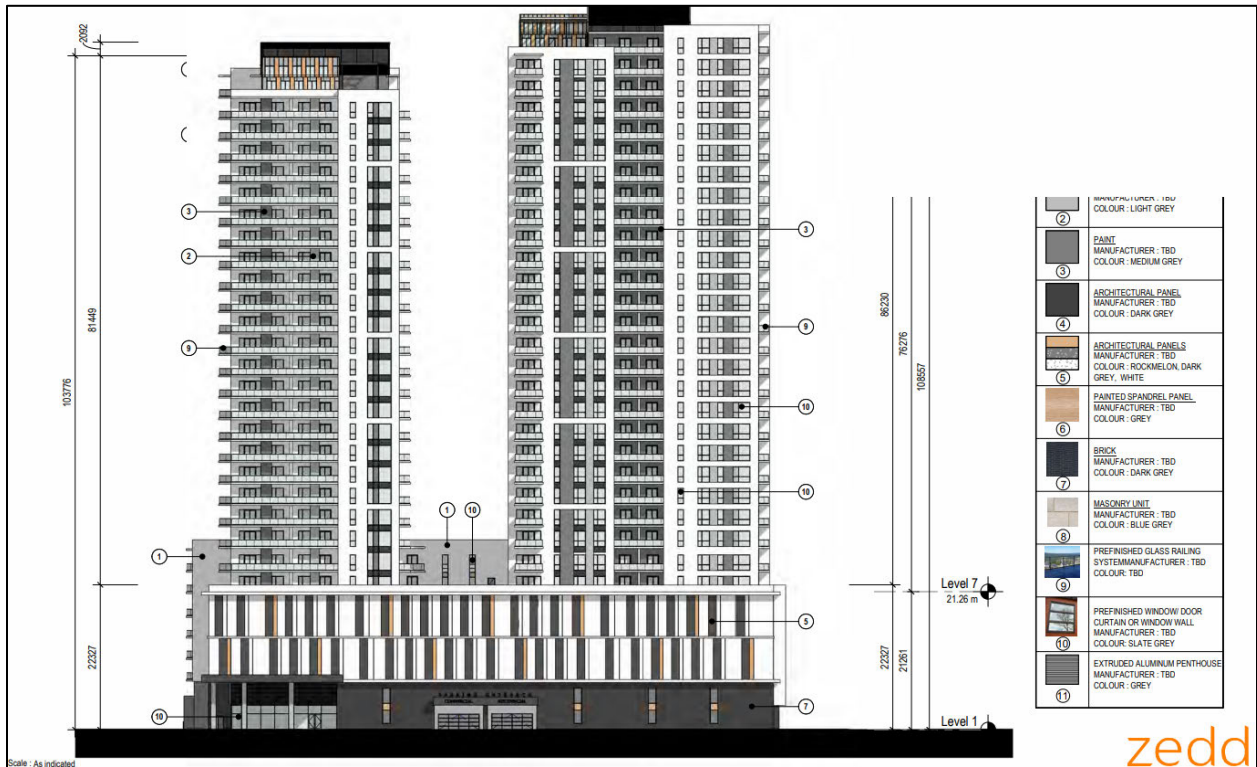


*Rendering – Northeast view (April 2024)*

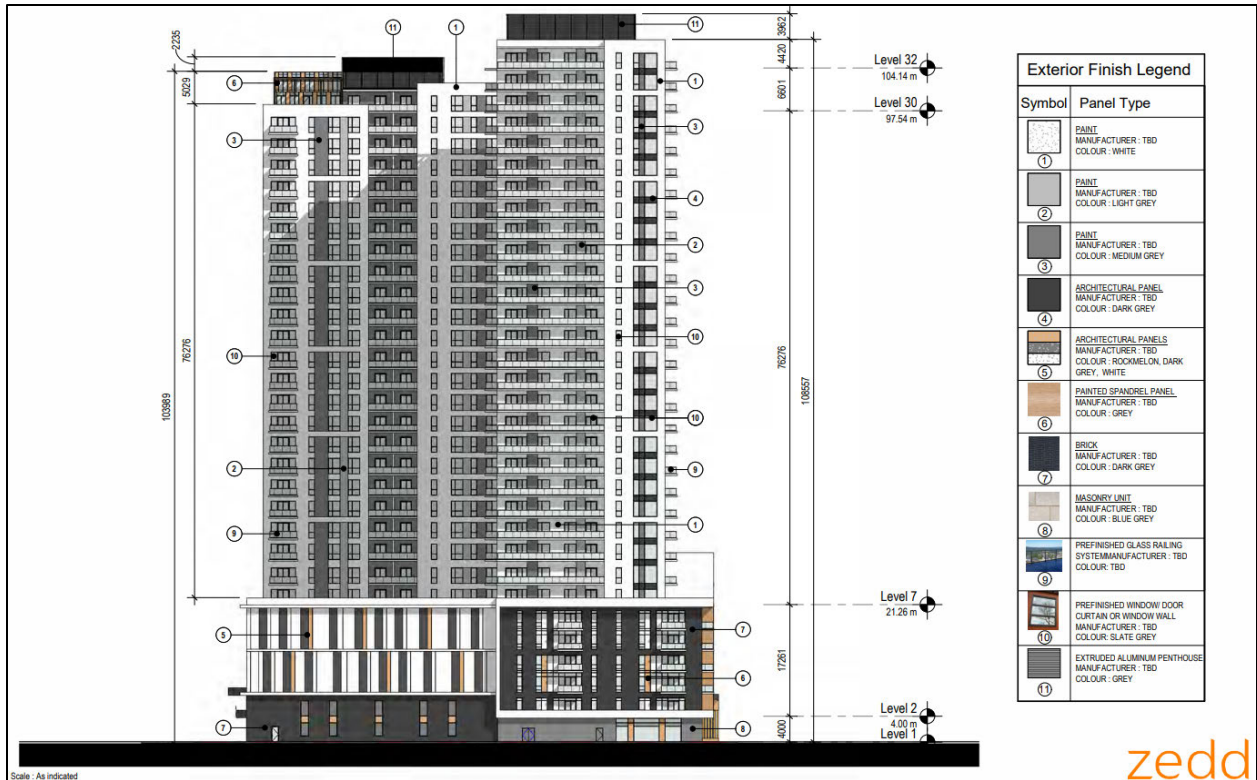




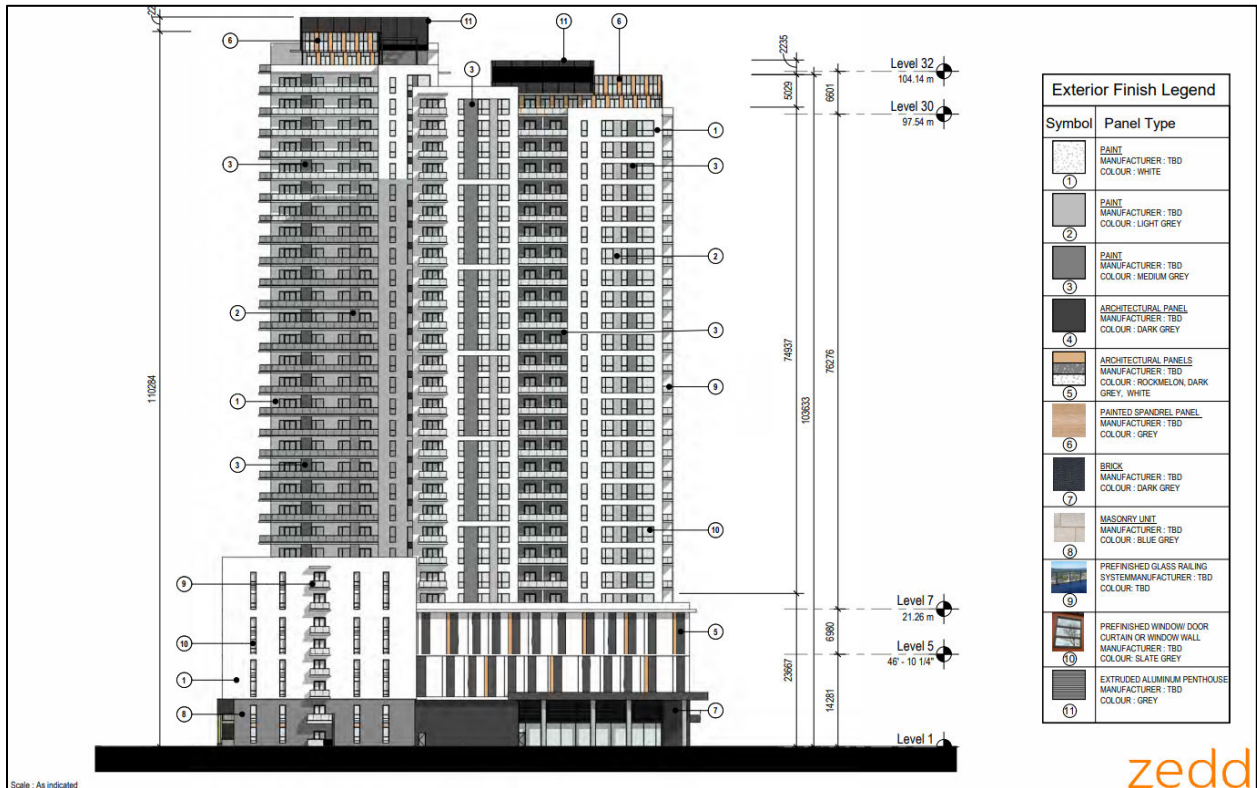
Elevation – North (April 2024)



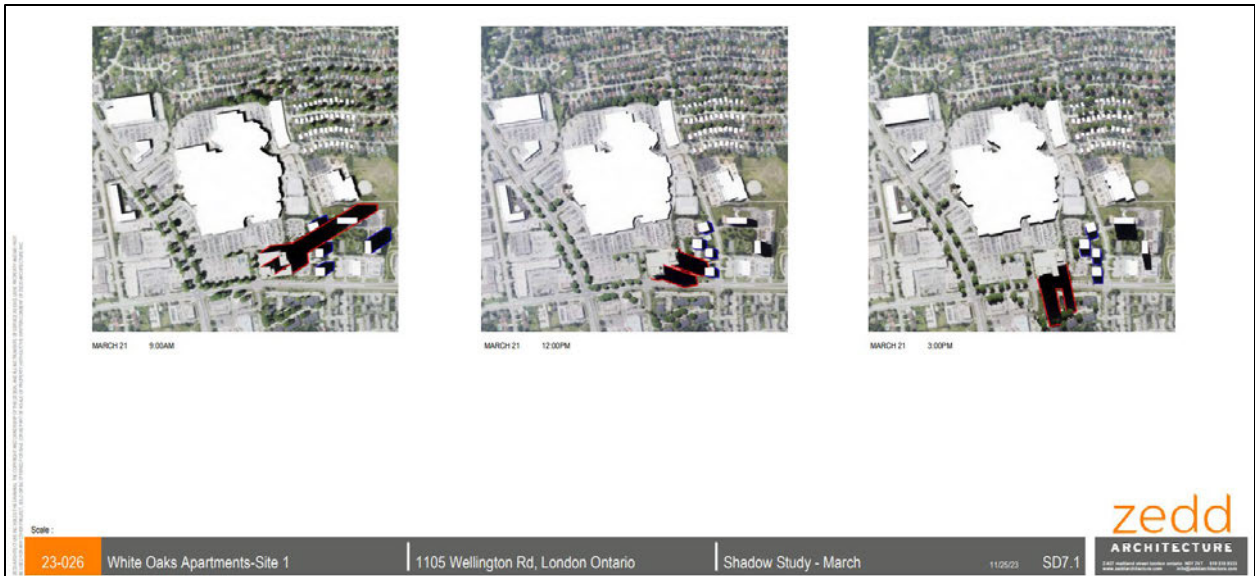
Elevation – South (April 2024)



Elevation – East (April 2024)



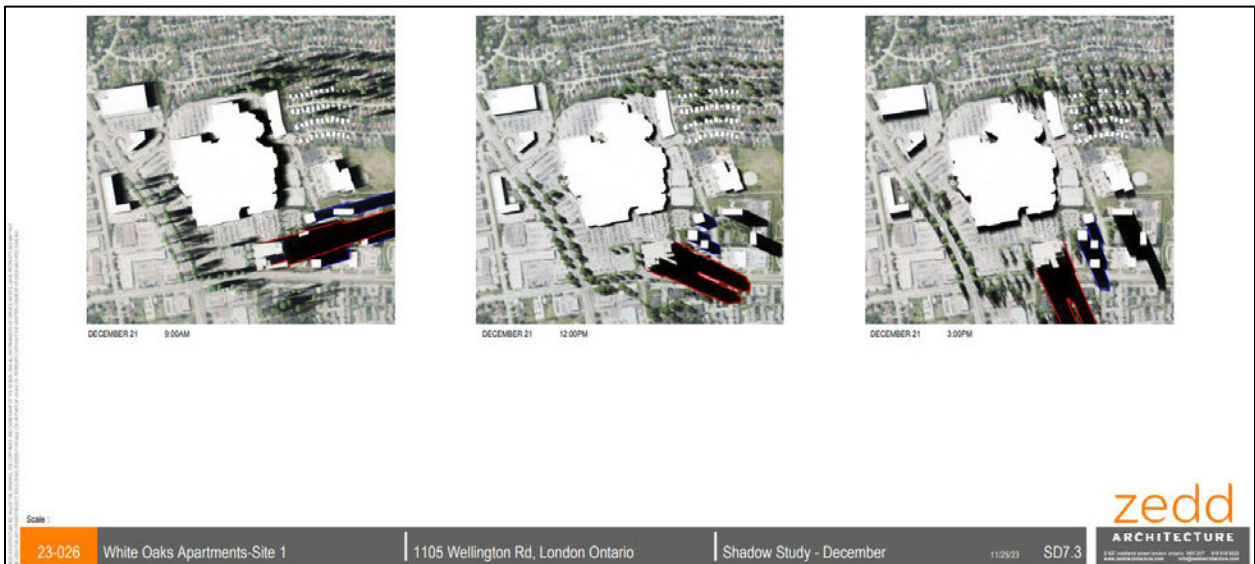
Elevation – West (April 2024)



*Shadow Study – March (April 2024)*



*Shadow Study – June (April 2024)*



*Shadow Study – December (April 2024)*

## Appendix D – Internal and Agency Comments

### UTRCA – April 11, 2024

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

### Landscape Architecture – April 11, 2024

Development and Plannings Landscape Architect does not support the reduced west interior side-yard setback proposed at 1105 Wellington Rd. Sufficient volume of soil must be provided to support tree growth, as required in Site Plan Control Bylaw and to meet canopy goals of the London Plan and the Urban Forest Strategy. London Plan Key Direction #4, is for London to become one of Canada's greenest Cities; plantings on private developments play an important role in obtaining this goal. Also, the side yards must accommodate fencing, retaining walls, drainage features [above and below ground] and tree planting. Reduced setbacks will cause conflicts.

### Exxon Mobile – April 11, 2024

Please be informed, there is no Imperial infrastructure in the vicinity of this location, and there is no need for further engagement.

### Heritage – April 15, 2024

Confirming that I reviewed the Stage 1 Archaeological Assessment submitted with this application.

There are no further archaeological concerns associated with this application.

### London Hydro – April 18, 2024

- 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.

### Urban Design – April 22, 2024

#### *Major Issues*

- Urban Design is generally supportive of the proposed site layout and building design, and commends the applicant for wrapping the above-ground parking within the podium with active uses, for locating the building close to the street, for offsetting the towers on the base and for proposing slender towers with a floorplate of less than 1000m<sup>2</sup>.

#### *Matters for OPA/ZBA*

- Urban Design recommends the following Special Provisions be incorporated into the proposed R10-5( ) Zone to foster a safe, comfortable and accessible public realm, and to reduce potential impacts on neighbouring properties:
  - Maximum height;
  - Maximum tower floorplate size of 1000m<sup>2</sup>;
  - Glazing (minimum) – 60% on the north (Bradley Avenue-facing) façade of the ground floor;
  - Structured parking is not permitted in the podium abutting Bradley Avenue / within a specified distance (±8.0m) of the building façade facing Bradley Avenue to ensure the podium is wrapped in active uses (as currently proposed);
  - Minimum 3.0m step-back above the 6<sup>th</sup> storey along Bradley Avenue;
  - Minimum stepback above the podium (8<sup>th</sup> storey) of ±7.4m (as currently proposed) for Tower 1;
  - Minimum stepback above the podium (8<sup>th</sup> storey) of ±29.0m (as currently proposed) for Tower 2;

- Minimum distance between the two towers of 16.9m (as currently proposed);
- The principal building entrance shall be oriented to Bradley Avenue;
- Additional uses permitted on the ground floor (commercial uses);
- Minimum ground floor height of 4.0m.

*Matters for Consideration Through a Future Site Plan*

- The following site plan-related comments were provided to the applicant through the SPC process:
  - Provide increased transparent glazing (windows) on the Bradley Avenue-facing façade of the ground floor to reduce the amount of blank wall facing toward the street and to foster a safe, transparent and active public realm. Floors 3 – 8 incorporate a higher level of glazing and articulation; include a similar level of detail on Floors 1 & 2.
  - Reduce the amount of blank wall on the ground floor on the east elevation as it will be highly visible from Bradley Avenue and to avoid potential Crime Prevention Through Environmental Design (CPTED) issues that may arise from large expanses of blank wall along the interior street.
  - Provide direct pedestrian access from the proposed development to the existing mall to promote connectivity and safe movement of pedestrians. Provide an illustration showing how pedestrians would safely be able to access the mall from this building.
  - The applicant is encouraged to provide publicly-accessible pedestrian walkways throughout the site that connect between the existing commercial uses, the proposed development and the rapid transit station.
  - Promote walkability, wayfinding, and pedestrian comfort and safety by including lockable ‘front doors’ for the units along the street, as opposed to sliding patio doors, to define these as unit entrances.
    - Consider including porches and/or weather protection (canopies, awnings) for the individual unit entrances;
    - Provide gates for pedestrian access into to these units.
    - Include facilities for temporary bicycle storage (bike racks) close to the building entrance(s) to promote active transportation.
  - Consider providing more of the coloured (orange) panels throughout the tower portions of the building to further break-down the massing and add increased visual interest into the building design.
  - Mitigate potential headlight glare and ensure privacy for residential ground floor units by slightly elevating the ground floor (a maximum of 3 to 5 steps) and/or enhanced all-season landscaping.

Ecology – April 22, 2024

This e-mail is to confirm that there are currently no ecological planning issues related to this property and/or associated study requirements.

Parks Planning & Open Space Design – April 26, 2024

*Major Issues*

None.

*Matters for OPA/ZBA*

None.

*Matters for Consideration Through a Future 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.

Site Plan – April 29, 2024

*Matters for OPA/ZBA*

- No layby shown
- Confirm building encroachments, such as balconies, from site boundary

*Matters for Consideration Through a Future Site Plan*

- Provide detail about garbage collection (pickup pad) and ensure no reversing of garbage trucks is required.
- Provide ground floor common amenity space

### Engineering – May 8, 2024

#### *Matters for OPA/ZBA*

##### Planning & Development – Development Engineering:

- It has been noted in the water servicing report that the existing water service to be utilized by proposed development will not be adequate during fire flow conditions. As part of zoning approval, a holding provision (h-245) will be required until it is demonstrated that the on-site water servicing meets current City standards.
- Engineering has no further comments on this application.

##### Sewer Engineering:

- There is available surplus capacity for Phase 1 (currently in for Site Plan Consultation – SPC24-015). Please note that The CoL cannot reserve capacity over the course of the next 20/30 years as it would take away from other intensification within the tributary area from developing in the near future.
- Private service connection to the 300mm diameter sanitary sewer on Wellington Road for Phase 1 (30-storey and 32-storey tower) to be coordinated with the Major Projects team and the BRT project.
- Future phases and intensification will be subject to further comments through the appropriate process at the time of submission.

##### Water Engineering:

- Only the portions of the report relating to the current application (OZ-9725), Building A (Phase 1) was reviewed and will be commented on at this time. The servicing strategies and capacity analysis for the future phases of development will be reviewed and commented on as part of the related future planning applications.
- The capacity analysis is to use the requested zone density of 750 units/hectare to determine the total number of units and resulting population/water demand.
- Water demands pertaining to the restaurant and commercial areas are to be in accordance with the MECP's Guidelines for the Design of Water Distribution Systems.

##### Transportation:

- Proposed traffic impact study is acceptable. There are recommendations provide to improve future traffic condition, please note that City will continue to monitor those intersection and take it in advisement.
- A side-by-side driveways for residential and commercial parking creates multiple conflict points and is not safe. It recommended to consolidate both parking spaces with single driveway. Later separate it through security gates internal to the parking level.
- As per Site Plan Control By-law, Section 6.8.1., an internal lay-by is required for the paratransit. It needs to be hard surfaced loading pad for use by paratransit and other service vehicles with minimum dimensions of 3.5 metres wide by 12.0 metres, and attached to the building entrance.
- Additionally, a loading zone is required separate from paratransit for the people moving in/out and transporting furniture etc. Given the size of the building, it is recommended to have it accessible with service elevators.
- The internal road network of White Oak Mall in the vicinity of building is noticeably busy given the Walmart and other commercial. Therefore it is recommended to include loading and layby internal to the building and create less impact as possible on internal roads.

#### *Matters for to be Considered Through Site Plan*

##### Sewer Engineering:

- SED is requesting in future that the connections be limited to one PDC connection to the trunk sewer on Jalna namely for Area 116 and 117

- Provide clarification on what is intent for Area 115 as it is suggested to be Restaurant & Patio/Commercial pad but is given HD residential development based on the 671ppl for the 1.54ha.
- There appears to be minor omission to the proposed sanitary drainage submitted dated 2024-01-11, namely the mall (Area 105) should be allocated 100ppl/ha consistent with City Standards
- PDC(s) are totally on the responsibility of the owner for the cost; the applicant is to coordinate the PDC location and depth as well as the cost associated with the major project team.

#### Stormwater Engineering:

- As per the as-constructed (7802), it is presumed that the existing site is tributary to the 2250mm storm sewer proximate to the White Oaks Mall Entry. The consultant is to investigate the existing servicing layout of the property and provide a SWM functional report indicating how the proposed development is expected to be serviced.
- A land use of medium or high residential will trigger 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 (ie. subwatershed quality targets). The relevant on-site controls will be required for the lands to be developed, as per the applicable Subwatershed Study (Dingman Creek, 80% TSS removal). The consultant shall provide a servicing report and drawings to present calculations, recommendations and details to address these requirements.
- The subject site is located in the Dingman Subwatershed. The Developer shall be required to provide a Storm/drainage Servicing Report demonstrating that the proper SWM practices will be applied to ensure the maximum permissible storm run-off discharge from the subject site will not exceed the peak discharge of storm run-off under existing conditions up to and including 100-year storm events.
- 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.
- As part of climate change resiliency objectives the consultant is to use best efforts to maximize the provided on-site storage facilities. The consultant is encouraged to make use of rooftop storage.
- 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 MECF (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.
- The Site Plan Control By-law C.P.–1455-541 dictates “One “planter” (island) should be provided for every 50 parking spaces”. In accordance with London Plan 282, it is recommended that these planters be used as small scale LID

units to capture and treat a portion of the parking lot runoff through filtration and infiltration.

- Development applications within a site plan process are encouraged to capture the first 25mm of any rain event on site within a stormwater management system to satisfy water quality and water balance criteria. Implementation of infiltration or filtration measures that meets or exceeds the 25mm event volumes would be accepted to meet Total Suspended Solids (TSS) reduction target.

#### Water Engineering:

- Water is available for the subject site via the municipal 300mm watermain on Bradley Road.
- The watermain on Bradely road is connecting to the City's low-level system, which has a hydraulic grade line of 301.8m
- A water servicing brief addressing domestic demands, fire flow and water quality will be required.
- Water looping maybe required depending on the number of units and the height of the buildings

#### Transportation:

- The Wellington Road frontage is subject to a 1.0 metre widening to achieve the required 25.0m from centreline.
- The Jalna Street frontage is subject to a 0.832 metre widening to achieve the required 11.75m from centreline.
- A 6m x 6m daylight triangle will need to be reconstituted at the intersection of Wellington and Bradley.
- Detailed comments regarding access design and location will be made through the site plan process.



## Appendix E – Public Engagement

**From:** Joy Pickering

**Sent:** Monday, April 15, 2024 3:54 PM

**To:** Wise, Sonia <[swise@london.ca](mailto:swise@london.ca)>

**Subject:** [EXTERNAL] Re 1067-1071 Wellington Road. File 0-9263/Z-9264 What's the situation this on is now at?

We complained about the density situation at this Location. It already has too many problems I live at [REDACTED]. the problem: People mostly from [REDACTED] Condos DRIVE through Our Property all day & Night dumping garbage Use As A Short Cut To Avoid 2 Lights At ☆ Bradley & Jalna & Montgomery. Many people going through Red Light common Almost got run over crossing when I had green light to cross. Those 2 lights Have become a dangerous place to cross Now I drive over. In the WINTER THE SNOW TOO HIGH TO WALK OR CROSS To STEP UP ON SIDE WALK. Minimum Requirements causing lots of Problems. Many have died in accidents there. The Crime is High. We have 1 gang At least. A group of you idle boys. always in the Mall. The Jewellery store beside Walmart was held up at 4.00pm. one afternoon. Tires slashed in that Parking Lot People slashed my 2 tires in the Parking Lot at [REDACTED] Jalna Blvd. Our Condo. Corp Middlesex 91 & the car beside mine as well. Many crashes in our the parking lot in the Winter strangers Speeding through, crash into cars totalling them. I CAN remembering at least 2 incidents. My car (was Left open). was ramsacked papers scattered & my neighbours truck broken into Windows smashed to get in on Record. Not a fantasy There are lots of crimes at the corner of Montgomery & Bradley Already.. The Landscapers said tools were stolen so he parks at Jalna side instead almost blocking me in. The CRIME IS HIGH here already. We DON'T NEED MORE CRIMINALS HERE some Will be among the 1272 residential Units at 1067 to 1071. Stuffed into a small space there

Funny they didn't buy the Abandoned Keg Restaurant there to have more Green space. NOW we hear 1105 Wellington Road FILE. OZ-9725 White Oaks Shopping Centre Inc proposal: 2 High Rise 39 & 32 stories. this is Insanity. 568 residents Units With Special Provisions increase Density, reduced front yard depth, ☆ reduces interior side yard depth sounds like Less green space to increase Lot coverage. increase density A sneaky way of saying in order to get higher building. What is ☆ Carbon Foot Print more parking more people more cars. more idling in the winter to keep warm. One Stays in car while other shop. Is Very Common. & COOL in Summer. MORE Ambulances & Fire Engines idling 1/2 hr I times out my Window. I have respiratory problems from people smoking our side every when because stressed out in a World dedicated to the Big Box. Elites, But Not considering the less fortunate, Have no say Is the Feeling, so they tell me it's useless You have already DECIDED

so I am Expressing the Feelings of many Neighbours in AREA I have lived here 30 in this Condo years & 56 years In White Oaks Area The Noise the garbage the Pollution The Lawlessness. No Enforcement of laws Trasspassing [difficult.no](http://difficult.no) enough doctors policemen to deal with the current problems Already Obvious. I have called about a car left idling a car alarm going off intermittently all Night. Lots of People full of Anger Hate us the Atmosphere. Easily angered If you Look at them, call wrong pronoun. Put in Jail for all life is say somethings Bot shore What?? Really. start with Criminals in the lose. Stealing cars. B&E hone invasions. Fraud Scams all increasin in this Area. (is better to Reconsider & AVOID. what the city can't cope with. NEED NO MORE in this AREA Already too DENSE. Not enough Infrastructure side walks uneven when walking, slippery in winter, water (Runing Red Lights) acculating dirt steal8ng materisls while Building Are you Ready. in A New WORLD of LAWLESNESS Wickedness. I DON'T THINK So. this is Avoidable ☆ While under Construction • ☆ The Noise QUALITY OF Life for 1000s here HOW LONG?? Dust Trucks Machinery in & out. Or how for many years. mistakes High buildings under Construction. Will fall on already Existing Buildings happen Already. Happened too often. Human Errors too prevalent Taking a BIG risk of Unnecessary problems. Stuffing More here. When Government Can Look At Costco empty old Building Psyciatric Hosipal Empty, costing Taxes Paying \$1 Million/ year for Building up the Road on Wellington. Empty for 10+ years Road S not That FAR away from the MALL. Rather than in An ALREADY Too Dense area. Our Property

Is a FREE for All. Treats like They Live Here. Not thought through Not ENOUGH WRONG perspective Only catering to the Rich developers Their desires. Here is the Our side. WE LIVE HERE. WE SUFFER the Noise traffic. pollution Already Non stop. People who don't sleep are Angry Good place to plan Attacks Of terror Creating A Perfect density as seen In many terrorist Attacks. had lots if time to Conclude from what has Already [happened.at](#) a lower densityScale. THIS IS TROUBLE WAITING To HAPPING. With NO HELP FROM CITY, OVER THE YEARS. Their solution, if any Is. We do the Minimum requirements NOT enough to solve Any Problems. SNOW removal when We get a SNOW that will surprise All Qs NO one can Plan For THE future By Assuming

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**From:** pmclachlan

**Sent:** Thursday, May 9, 2024 7:42 AM

**To:** Maton, Catherine <cmaton@london.ca>; Pelosa, Elizabeth <epelosa@london.ca>

**Subject:** [EXTERNAL] Planned amendments to White Oaks Mall

Good morning. I have been considering contacting you on this amendment for sometime now and after hearing of another vehicle accident at Bradley and Ernest I felt compelled to contact you.

First of all let me say that I am not opposed to apartment buildings being put up. I am aware that there is going to be a group of buildings on the northwest side of Wellington and Bradley. I do not remember the size and scope as to how many units or the overall number of floors.

As you drive down Bradley or even Wellington, it is hard not to notice the traffic congestion. Bradley Ave is too narrow to handle what traffic is on it now. Wellington rd will be limited in traffic flow once the south loop of the bus system is complete.

With this being said, that is just the tip of the iceberg on the strain the infrastructure. The other fear that comes to mind is fire, police and ambulance service.

Fire: with the builders wanting to increase stories it means new trucks must be available to service these heights. How many areas of the city are presently being petitioned to change height restrictions and once that happens how many more will be tabled. Also the number of false fire alarms that occur from the buildings at the southwest corner of jalna and Bradley is already ridiculously high.

I do agree that we need more affordable housing and hopefully this will help with both housing in numbers and affordability. The added height and density numbers that this developer wants is not necessary. The infrastructure costs will increase significantly and I am pretty sure that the time to make significant changes to the infrastructure will be years.

Please do not think about changing the existing Zoning guidelines. The developers should have to work within these guidelines. I am sure it is possible.

Thank you for your time

Sincerely Pat McLachlan

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**From:** Des Toner

**Sent:** Thursday, May 9, 2024 9:05 PM

**To:** Maton, Catherine <cmaton@london.ca>

**Subject:** [EXTERNAL] White Oaks Mall

Hello

I have questions, as do many many people, about how this proposal is meant to work? White Oaks mall is a BUSY mall, at the best of times there is very little parking available, and they've already taken one of the covered parking areas away making there even less space...and you think a 32 story building will fit there?! In whose imagination? Where exactly are the occupants of these large building going to park? Who exactly are going to be able to afford to live there? We can hardly afford the cost of living now!

Do you live in this neighbourhood? I do. Please, I'd really like to understand how this proposal is meant to help our neighbourhood.

Desiree

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**From:** Laurie  
**Sent:** Wednesday, May 29, 2024 10:36 AM  
**To:** Maton, Catherine <[cmaton@london.ca](mailto:cmaton@london.ca)>  
**Subject:** [EXTERNAL] White oaks mall

How will parking be accommodated at the mall as a result of this project?  
Laurie Goddard

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**From:** Tessa Toner  
**Sent:** Thursday, May 30, 2024 2:57 PM  
**To:** Planning and Development <[PlanDev@london.ca](mailto:PlanDev@london.ca)>  
**Subject:** [EXTERNAL] White Oaks mall File #Oz-9725  
Hello

I am writing in connection with the proposal to build 2-32 story high apartment buildings in White Oaks mall. Do you live in this area. Do you have any idea on how busy this mall gets and the amount of traffic we have to put up with. The only reason that the parking area is not used is because the mall closed it off renovations and never re-opened it.

What's wrong with 10 or 15 stories. It still make it very inconvenient but it's way better than 32 stories.

I am sending a couple of pictures of apartment buildings, which looks a lot nicer if you plan on building here. Our city is not Toronto or New York. We are supposed to be the Forest City not the concrete city.

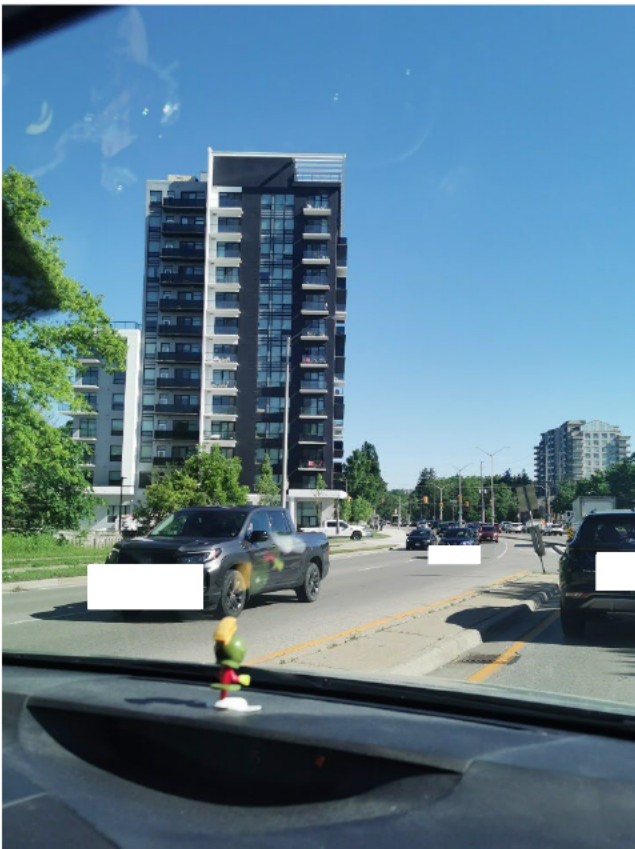
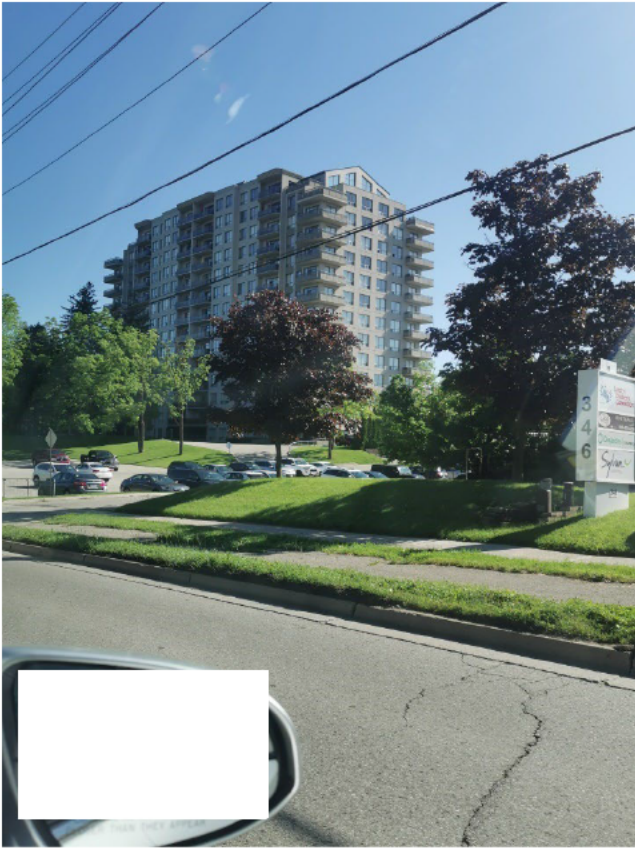
I know that you are saying we need housing but NOT 32 STORY High Buildings. The fire engines can't even reach that high. Also how can people afford the cost of that highrise.

Thank you

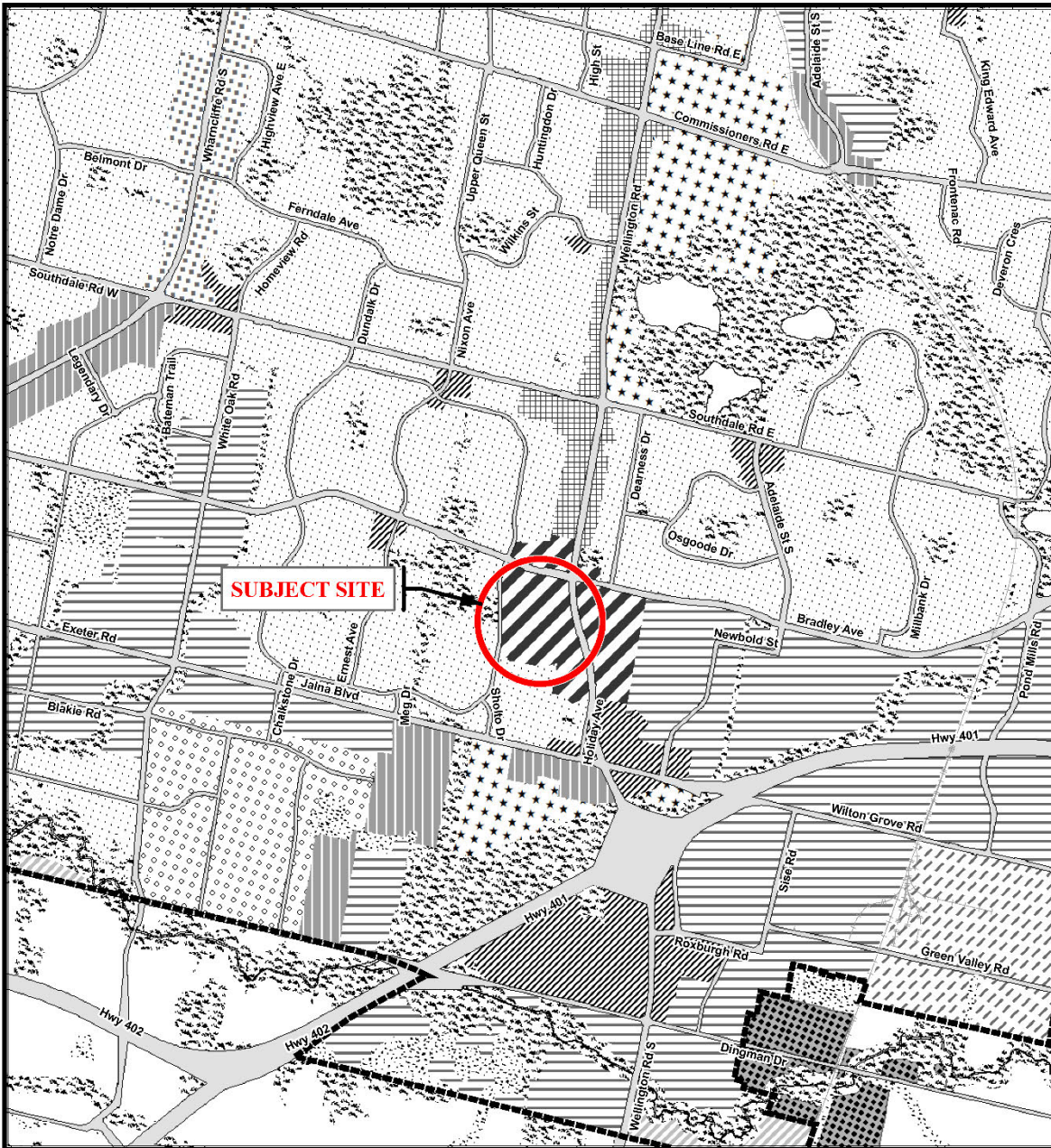
Tessa Toner

Sent from my Huawei phone





# Appendix F – Relevant Background



### Legend

- |                        |                          |   |
|------------------------|--------------------------|---|
| Downtown               | Future Community Growth  | Environmental Review                    |
| Transit Village        | Heavy Industrial         | Farmland                                |
| Shopping Area          | Light Industrial         | Rural Neighbourhood                     |
| Rapid Transit Corridor | Future Industrial Growth | Waste Management Resource Recovery Area |
| Urban Corridor         | Commercial Industrial    | Urban Growth Boundary                   |
| Main Street            | Institutional            |   |
| Neighbourhood          | Green Space              |   |

*This is an excerpt from Planning & Development's working consolidation of Map 1 - Place Types of the London Plan, with added notations.*

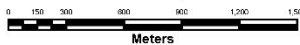
## CITY OF LONDON Official Plan

### LONDON PLAN MAP 1 - PLACE TYPES -

PREPARED BY: Planning & Development



Scale 1:30,000

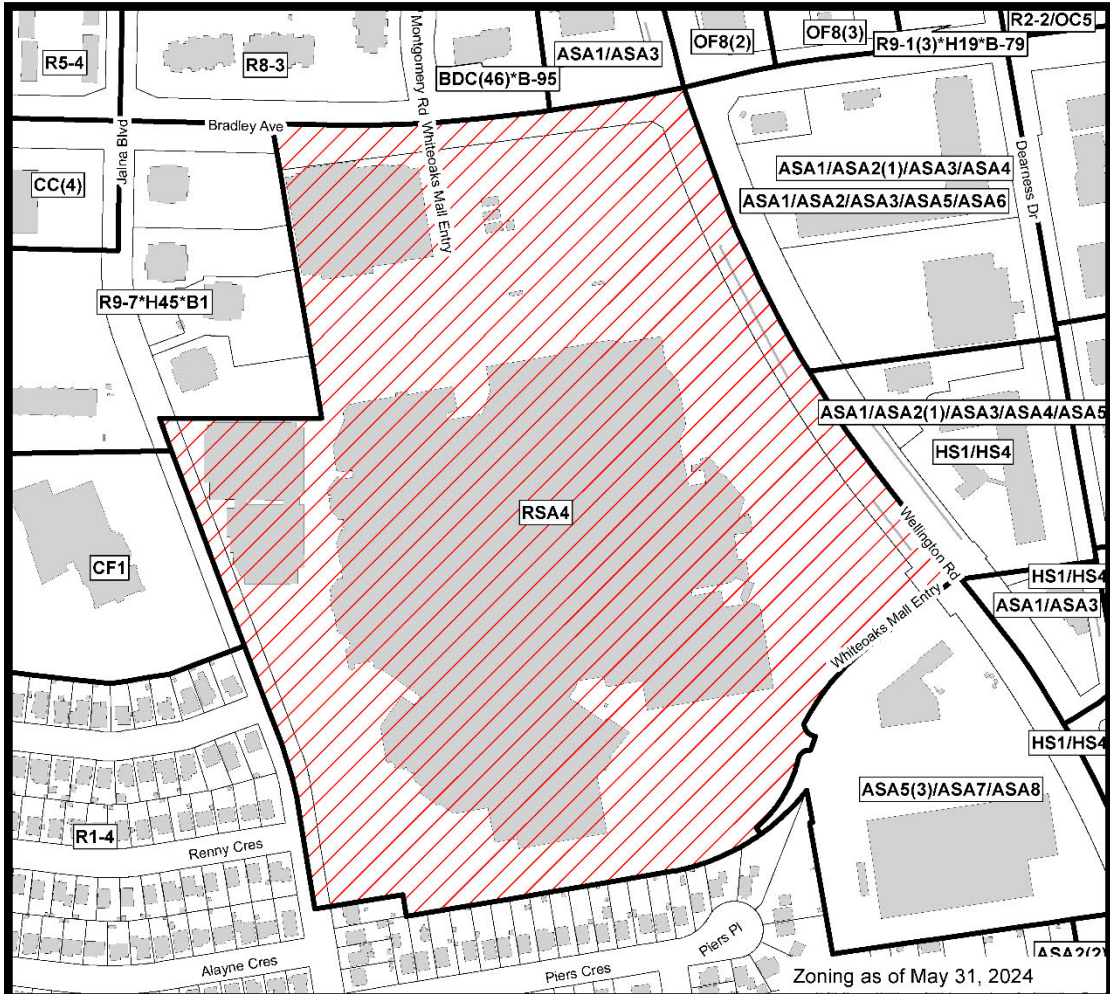


**File Number:** OZ-9725

**Planner:** CM

**Technician:** RC

**Date:** 2024/06/26



Zoning as of May 31, 2024



**COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: RSA4**

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:  
**Z-9725** **CM**

MAP PREPARED:  
**2024/06/26** **RC**

1:4,000  
0 20 40 80 120 160  
Meters