

S. Gallin  
PEC  
Nov 28, 16  
#14

**London Committee of Adjustment Meeting**  
**Monday November 28<sup>th</sup>, 2016 - 4:30 p.m.**

**Purpose and Effect:** The propose and effect of the requested Official Plan amendment is to delete a policy that requires all parking for office and apartment buildings located within the Southwest Area to be provided underground.

**Background:**

As background, I am one of a great many residences, taxpayers, and voters of Talbot Village who is apposed to the proposed plan for the construction of a twelve (12) storey apartment building at 3040 Pomeroy Lane, which is the southwest ~~west~~ **EAST** corner of Southdale and Pomeroy Lane.

The residents of Talbot Village were sent a Notice of Application for the Approval of Site Plan Application for a twelve-storey apartment building on February 12<sup>th</sup>, 2016. In response to the notice of application we sent in three letters and a petition:

1. On March 10<sup>th</sup>, 2016, a letter outlining 14 concerns with the application;
2. On March 17<sup>th</sup>, 2016, a Petition with 93 signatures or Residents, Taxpayers, and Voters with a covering letter outlining 20 concerns with the application. And please note that this petition was collected during March Break when a large number of families were away on vacation. Many residents have expressed support and regretted that they did not have the opportunity to sign the petition. So, the number of residents of Talbot Village who are against the application for construction of the proposed apartment building is actually much higher than the 93 actual signatures.
3. On April 2<sup>nd</sup>, 2016, we sent an additional third letter with 14 more concerns with the application.

Each of the Planning Committee members should have been provided with copies of the three documents by the Clerk of the Committee. It has now been eight months and NO response has been provided to any of our concerns. We are waiting patiently for all of our concerns to be addressed by the City of London Planning Department ~~and~~ the Planning Committee. *and old Oak.*

## **Objections to the Policy Change:**

We are here today to give input into the proposed request to delete a policy from the Official Plan that requires all parking for office and apartment buildings located within the Southwest Area of London to be provided underground. Our objections to this proposal are for several reasons:

### **1. The Inadequate Parking Available at Ground Level for High Rises:**

The City of London's Planning Department appears to be currently using an antiquated calculation method the number of parking spaces required per unit or floor of high rises. This outdated method of calculation is not meeting the parking needs of current high rise building in the Southwest Area.

As an example, there are currently two high rise apartment buildings owned by Old Oak on the southwest corner of Southdale and Pomeroy Lane. The buildings have a multi-level above ground parking structure adjacent to the apartment buildings. The parking garage's capacity has been maxed out and the overflow of vehicles now park in the vacant lot across the street on the southeast corner of Southdale and Pomeroy Lane and on Pomeroy Lane itself. At any given day, there are between fifteen (15) to twenty (20) vehicles plus, not one but. two school buses (one large and one medium size) parked in the vacant lot. In addition to this, there are about a dozen additional vehicles parked along Pomeroy Lane.

Despite whatever the Committee Members many hear from the developers or their representatives here today, that they are meeting the parking space requirements of the City for their high rises, it is currently not enough. The City's Planning Department needs to update their ratio of parking spaces per unit in a high rise to reflect the fact that many families living in high raises have not one vehicle but two vehicles per unit. After the City's Planning Department updates their current adequate ratio of parking space per unit, then the only answer will be a multi-level underground parking garage since there is not enough capacity for parking spaces at ground level.

The alternative proposed by developers, like Old Oak, may be to build above ground parking structures similar to the structure on the southwest corner of Southdale and Pomeroy Lane. This is the worst of both worlds, ask anyone who lives in a house along Vallas Circle who backs onto the above ground

parking structure. The home owners there advise that they are woken up at 5:30 or 6:00 a.m. with noise and pollution of the car owners starting their cars and warming them up as the headlines glare into the homeowner's second story bedroom windows. So, the only answer is below ground parking structures.

*an above ground parking represents serious environmental concerns, with noise, shadow, and car views*

If we do not insist on an underground large capacity parking garage, then we will not have enough capacity for the vehicles and they will park on streets throughout Talbot Village which will obstruct and prevent snow removal and cause dangerous road conditions for visibility and maneuvering for the residents and homeowners.

## 2. Environmental

The second reason to vote down proposed policy change is environmental. Green space is critical for the positive quality of life for all residences of London. We need more trees in the "Forest City", we need more park lands, playgrounds, and more walk ways. By maintaining the requirement for below ground parking, we are able to have the much-needed green space at the ground level on top of the underground parking garages. With underground parking garages, we can require that the developers build play grounds, picnic areas, and plant trees for the residences of the high rise at the ground level on top of the parking garages.

## 3. Ground level parking lots will detract from the Beauty of the City of London

The proposal to amend the policy to delete the requirement for high rises to have underground parking would dramatically detract from the beauty of London. If high rises are allowed to have ground level parking only, then ten years from now when you are flying into London all you will see is a number of high rises with parking lot after parking lot. Parking lots are not attractive. Concrete and pavement are not eye catching. Nobody picking up a London Tourism brochure will say: 'Hey honey, look at that parking lot, wow that is the place we have to go and visit.' No one is going to say that. On the other hand, grass, trees and green spaces are attractive. In order to maintain the beauty of London, this proposal must be defeated.

Therefore, based on the inadequate parking spaces available with ground level parking lots, the negative impact on the environment and quality of life of all residences, and the destruction of the beauty of London, this proposal to change the current policy of underground parking for high rises must be re-soundly and unanimously defeated.

Thank you for the opportunity to address this committee today.