

**From:** CCA London

**Sent:** Friday, September 18, 2020 1:37 PM

**To:** Maitland, Leif <[lmaitlan@london.ca](mailto:lmaitlan@london.ca)>; Kayabaga, Arielle <[akayabaga@london.ca](mailto:akayabaga@london.ca)>

**Cc:** 'Alicia Nelms'

**Subject:** [EXTERNAL] FW: Concerns with Notice of Application SPA 19-046 556 Wellington - Traffic Calming

Dear Leif,

After reviewing the Site plan for 556 Wellington Street File# SPA19-046, it appears that **Traffic Calming** has not been addressed.

We are wondering whether you could forward us any data or the plan that supports the additional traffic that will come from the development.

Please note we are not opposed to the development, but concerned with the additional traffic on Wolfe as the infrastructure was not designed to manage proposed amount of traffic.

**ACCESS TO PARKING GARAGE:**

- They are proposing 544 parking spots entering and exiting onto Wolfe Street.
- There are 293 existing vehicles that park in the back laneways both north and south of Wolfe St
- Of these 293 existing vehicles that park daily, there are 162 vehicles that can only access their parking spot from Wolfe St. the other 131 are on the southern side tight back alley that loops from Waterloo St to Wolfe St, right beside the proposed parking garage entrance.

NOTE: Wolfe Street is a narrow ( 21.5 ft W), one block, 2 way with no street parking, that already attracts speeding drivers using the street as a cut-over to Waterloo or Wellington St.

We added it up & there is a daily potential of **837 vehicles using Wolfe Street**, trying to turn onto Waterloo or Wellington St.

There is also an accessibility pedestrian ramp/crosswalk from Victoria Park (west & east side) at corner of Wellington and Wolfe. This is very hazardous for people crossing the street today, let alone when drivers are exiting or entering the proposed parking garage on Wolfe St.

Question...? Are there plans to add any electronic pedestrian cross-walks between Central and Dufferin Avenue?

It was noted that the site plan will inevitably cause high traffic congestion/jam when a vehicle is...

- turning right onto Wolfe from Wellington (back up at entrance) or
- south onto Wellington from Wolfe or
- north onto Wellington and getting caught by the stoplights 500 yards away at Central.

**Recommendation:**

- access to proposed garage off Wellington at south end of 556 Wellington using present parking access. This is half way between both stoplights ( Dufferin and Central) and will reduce traffic backup on Wolfe which is a tight narrow corner, even when it is expanded.
- block off Wolfe Street with garden containers at Wolfe parking garage entrance or
- make Wolfe Street one way
- Exiting onto Princess Avenue at back is also an option, as there is already a light at Waterloo and Princess Avenue

The lack of a traffic plan is not going to benefit the people of London, unless we consider it as part of the overall downtown Victoria Park development plan.

**STREET LINE**

We also noticed that the building has not maintained the *street line* that was originally set back in the late 1800's when homeowners were building and then was deemed a building requirement/by-law by the West Woodfield Heritage Conservation District. The developer has the building nesting right to the sidewalk.

**Recommendation:** As Wolfe is a narrow and tight street, the proposed building needs to step back to line up with the Heritage homes/buildings so the street scape/line is even all the way to Waterloo. This will provide a clear site line from Victoria Park to Waterloo Street and will not suffocate the street.

Thank you - If you require any clarification, please call me directly.

Alicia

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