

## Report to Planning and Environment Committee

**To:** Chair and Members  
Planning & Environment Committee

**From:** George Kotsifas P. Eng.,  
Deputy City Manager, Planning and Economic Development

**Subject:** Leo, Maria and Christine Viglianti  
1047 – 1055 Dearness Drive  
Public Participation Meeting

**Date:** July 26, 2021

## Recommendation

That, on the recommendation of the Director, Planning & Development, the following actions be taken with respect to the application of Leo, Maria and Christine Viglianti relating to the property located at 1047 – 1055 Dearness Drive:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on August 10, 2021 to amend the Official Plan for the City of London Planning Area – 1989 to change the designation of the subject lands **FROM** a Low Density Residential designation **TO** a Multi-family, Medium Density Residential designation and by **ADDING** a policy to Section 3.5. – Policies for Specific Residential Areas to permit a maximum residential density of 134 units per hectare to align the 1989 Official Plan policies with the Neighbourhood Place Type policies of The London Plan;
- (b) the proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on August 10, 2021 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan for the City of London as amended in part (a) above, to change the zoning of the subject property **FROM** a Residential R1 (R1-4) and a Residential R2/Office Conversion (R2-2/OC5) Zone, **TO** a Residential R9 Bonus (R9-1(\_)\*H19\*B-\_ ) Zone;

The Bonus Zone shall be implemented through one or more agreements to facilitate the development of a high quality residential apartment building, with a maximum height of 6 storeys and a maximum height of 26 metres, 55 dwelling units and a maximum density of 134 units per hectare, which substantively implements the Site Plan, Renderings, Elevations and Views, attached as Schedule "1" to the amending by-law and provides for the following:

- 1) Exceptional Building and Site Design
  - i) a built form located along Bradley Avenue and Dearness Drive that establishes a built edge with street-oriented units and active uses along those frontages;
  - ii) an architectural feature/massing/building articulation that addresses and emphasizes the intersection of Bradley Avenue and Dearness Drive;
  - iii) an active edge along the Bradley Avenue frontage including a well-defined principal entrance and individual front entrances to the ground floor apartment units;
  - iv) lockable "front door" style ground floor doors that open into ground floor private amenity spaces designed to extend into setbacks as front porches or courtyards;
  - v) ground floor patio enclosures using semi-transparent materials with a height of no more than 1 metre to provide views and passive surveillance into the public streetscape;

- vi) a step-back above the 5<sup>th</sup> storey for a portion of the building along both street frontages providing a human-scale along the streets;
- vii) articulated facades including recesses, projections, balconies and terraces to provide depth and variation in the built form to enhance the pedestrian environment;
- viii) a variety of materials, textures and articulation along building façade(s) to highlight different architectural elements and provide interest and human-scale rhythm along the street frontages;
- ix) a significant setback from the property to the north aiding smooth transition from the mid-rise building to the low-rise residential to the north;
- x) common outdoor amenity space at ground level and using rooftop terraces located to protect the privacy of adjacent properties.
- xi) an enhanced landscape buffer for the length of the north property line, between the parking ramp and the properties to the north, as well as an enhanced buffer to screen parking where it is visible from the street, noting that the Access Management Guidelines will require that the location of the proposed driveway, parking area and ramp will deviate from the locations shown on Schedule "1"; and,
- xii) limited surface parking located away from the major street frontage and providing most of the parking within an underground structure.

2) Provision of Affordable Housing

- i) A total of two (2) one-bedroom units and two (2) two-bedroom units will be provided for affordable housing;
- ii) Rents not exceeding 85% of the Average Market Rent (AMR) for the London Census Metropolitan Area as determined by the CMHC at the time of building occupancy;
- iii) The duration of affordability set at 50 years from the point of initial occupancy;
- iv) The proponent enter into a Tenant Placement Agreement (TPA) with the City of London to align the affordable units with priority populations;
- v) These conditions to be secured through an agreement registered on title with associated compliance requirements and remedies.

(c) **IT BEING NOTED** that the following site plan matters were raised during the application review process:

- i) ensure the site is configured to provide an adequate buffer between ground floor units and the public streets and rear parking area to accommodate a landscape buffer and minor grade separation (i.e. steps to porch or courtyard) to provide residential amenity and ensure a reasonable level of privacy;
- ii) consideration during the driveway realignment required to comply with the Access Management Guidelines, of the potential to preserve existing trees located on/near the Dearness Drive property line. That as part of those considerations, a tree preservation report be required at the site plan stage to inform the final co-ordinated driveway design and landscaping plans.

## Executive Summary

### Summary of Request

The owner has requested an amendment to Zoning By-law Z.-1 to change the zoning of the subject lands from a Residential R1 (R1-4) and a Residential R2/Office Conversion (R2-2/OC5) Zone to a Residential R9 Special Provision Bonus (R9-5( )\*B- ) Zone with the intent of constructing a six (6) storey, 55 unit apartment building. The requested change would permit apartment buildings, lodging house class 2, senior citizens apartment buildings, handicapped persons apartment buildings, and continuum-of-care facilities. Zoning special provisions were requested including permitting a maximum height of 26 metres whereas the height is to be established on the zone map, a maximum density of 134 units per hectare in place of 125 units per hectare, a minimum exterior side yard depth of 4.0 metres in place of 6.0 metres, and a minimum interior side yard depth of 2.9 metres in place of 11 metres.

The applicant requested the use of Bonus provisions to allow the increase in density whereas the applicable policies of the existing Low Density Residential designation would allow residential intensification up to a maximum of 75 units per hectare. The facilities, services and matters proposed by the applicant to support Bonus Zoning include the building design, affordable housing, building fronting onto Bradley Avenue and underground parking.

The City also initiated an amendment to the 1989 Official Plan to change the designation of the property from Low Density Residential to Multi-family, Medium Density Residential, and to add a Specific Policy Area in the Multi-family, Medium Density designation to permit a maximum residential density of 134 units per hectare, in place of a maximum density of 75 units per hectare with the potential to bonus up to 100 units per hectare. The intent is to align the 1989 Official Plan policies with The London Plan policies that apply to the site.

### Purpose and Effect of Recommended Action

The recommended zoning is a Residential R9 Special Provision Bonus (R9-1( )\*H19\*B- ) Zone, providing for:

- a base zone that would apply in the event development occurs without the use of bonusing, to allow a four storey (19 metre) apartment building (including the rooftop penthouse as it is to provide for access to the proposed common rooftop terraces) at a maximum density of 75 units per hectare with a reduced minimum exterior side yard depth of 4.0 metres to provide a suitable alignment of an apartment building with existing low density residential development to the north.
- A Bonus Zone to facilitate the development of the subject lands with a six (6) storey, 55 unit apartment building with up to 73 parking spaces, most of which are to be provided in an underground parking structure. The Bonus Zone will establish a maximum density of 134 units per hectare, a maximum building height of 6 storeys up to 26 metres, a minimum interior side yard depth of 2.9 metres, a minimum exterior side yard depth of 4.0 metres. The recommended action will also remove the as-of-right bonusing permitted in exchange for the provision of additional landscaped open space.

### Rationale of Recommended Action

1. The recommended amendment is consistent with the Provincial Policy Statement, 2020, 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;

2. The recommended amendment conforms to the in-force policies of The London Plan, including but not limited to the Key Directions, and Neighbourhoods Place Type;
3. The recommended amendment conforms to the in-force policies of the 1989 Official Plan, including but not limited to the Multi-family, Medium Density Residential designation and the Policies for Specific Residential Areas which allow Council to address development opportunities through specific policies that provide additional guidance to the general Multi-family, Medium Density Residential policies;
4. The recommended amendment secures units for affordable housing through the bonus zone; and
5. 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.

## **Linkage to the Corporate Strategic Plan**

Building a Sustainable City – London’s growth and development is well planned and sustainable over the long term.

## **Climate Emergency**

On April 23, 2019, Council declared a Climate Emergency. Through this declaration the City is committed to reducing and mitigating climate change by encouraging intensification and growth at appropriate locations. This includes efficient use of existing urban lands and infrastructure. It also includes aligning land use planning with transportation planning to facilitate transit-supportive developments and encourage active transportation

## **Analysis**

### **1.0 Background Information**

#### **1.1 Previous Reports Related to this Matter**

None.

#### **1.2 Property Description**

The subject site is comprised of two (2) lots located at the northwest corner of the intersection of Bradley Avenue and Dearness Drive. The site has a frontage of 59.0 metres along Bradley Avenue and a total area of 0.41 hectares. Each of the existing two (2) lots is currently developed with a single detached dwelling.

Bradley Avenue is an arterial road with an average annual daily traffic volume west of Dearness Drive of 19,500 vehicles per day, and east of Dearness Drive of 18,500 vehicles per day. Dearness Drive is a collector road with an average annual daily traffic volume of 2,500 vehicles per day. The intersection is signalized with dedicated left turn lanes in all directions. Dearness Drive currently has a rural profile with ditches and culverts, and no curbs and gutters. Transportation has indicated that an upgrade for services and an urban profile for Dearness Drive is anticipated in 2026

The site is relatively flat, decreasing gradually in elevation toward the northwest.





Figure 1: 1055 Dearness Drive from Bradley Avenue



Figure 2: 1055 Dearness Drive



Figure 3: 1047 Dearness Drive

### 1.3 Current Planning Information (see more detail in Appendix E)

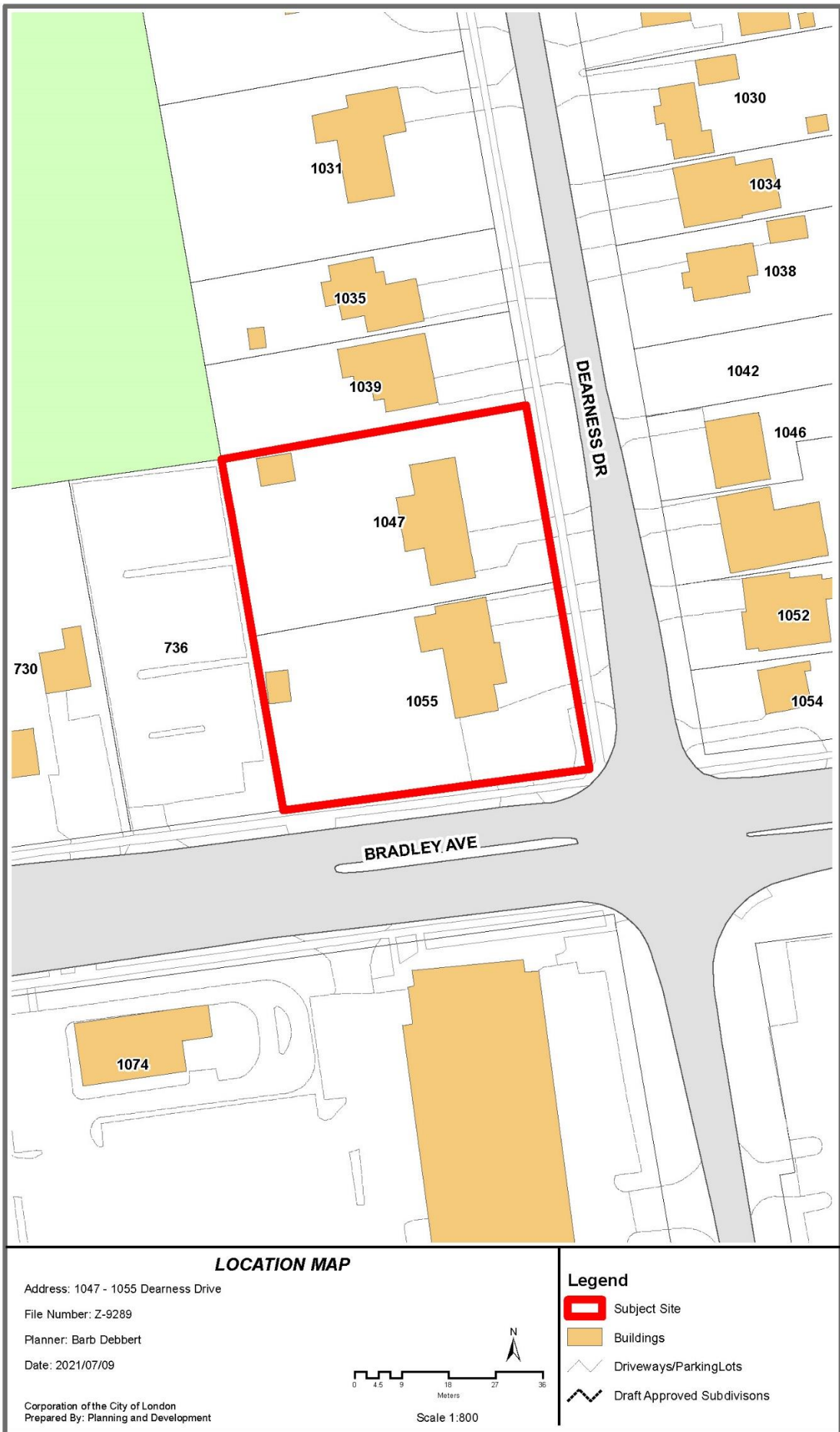
- Official Plan Designation – Low Density Residential
- The London Plan Place Type – Neighbourhoods Place Type fronting a Main Street
- Existing Zoning – Residential R1 (R1-4) Zone and Residential/Office Conversion (R2-2/OC5) Zone

### 1.4 Site Characteristics

- Current Land Use – two (2) single detached dwellings
- Frontage – 59.0 metres
- Depth – 71.0 metres
- Area – 0.41 hectares
- Shape – rectangular



## 1.5 Location Map



## 1.6 Surrounding Land Uses

- North – Single detached dwellings, commercial (Wellington Road and Southdale Road East backing onto Wellingsboro Road), small office building and Wellingsboro Park (Willow Lane), Nicholas Wilson Public School (Osgoode Drive)
- East – Single detached dwellings,
- South – commercial plazas
- West – Fanshawe College, St. Stephen's Park, White Oaks Mall and other commercial uses

## 1.7 Intensification

The proposed 55 residential units represent intensification within the Primary Transit Area and the Built-Area Boundary.

## 2.0 Discussion and Considerations

### 2.1 Original Development Proposal (December 2020)

In December, 2020, the City accepted a complete application that proposed a six (6) storey mixed use apartment building with 47 residential dwelling units and 200 square metres of commercial space on the ground floor, with 78 parking spaces, 21 of which were to be provided as surface parking and the remainder of which were to be provided in an underground parking structure. Common outdoor amenity areas for the building occupants were proposed at ground level, and private outdoor amenity area was provided in the form of private balconies and terraces. The proposed building was oriented to and situated close to Bradley Avenue. The original site concept is shown in Figure 4. The original building renderings are shown in Figures 5 and 6.

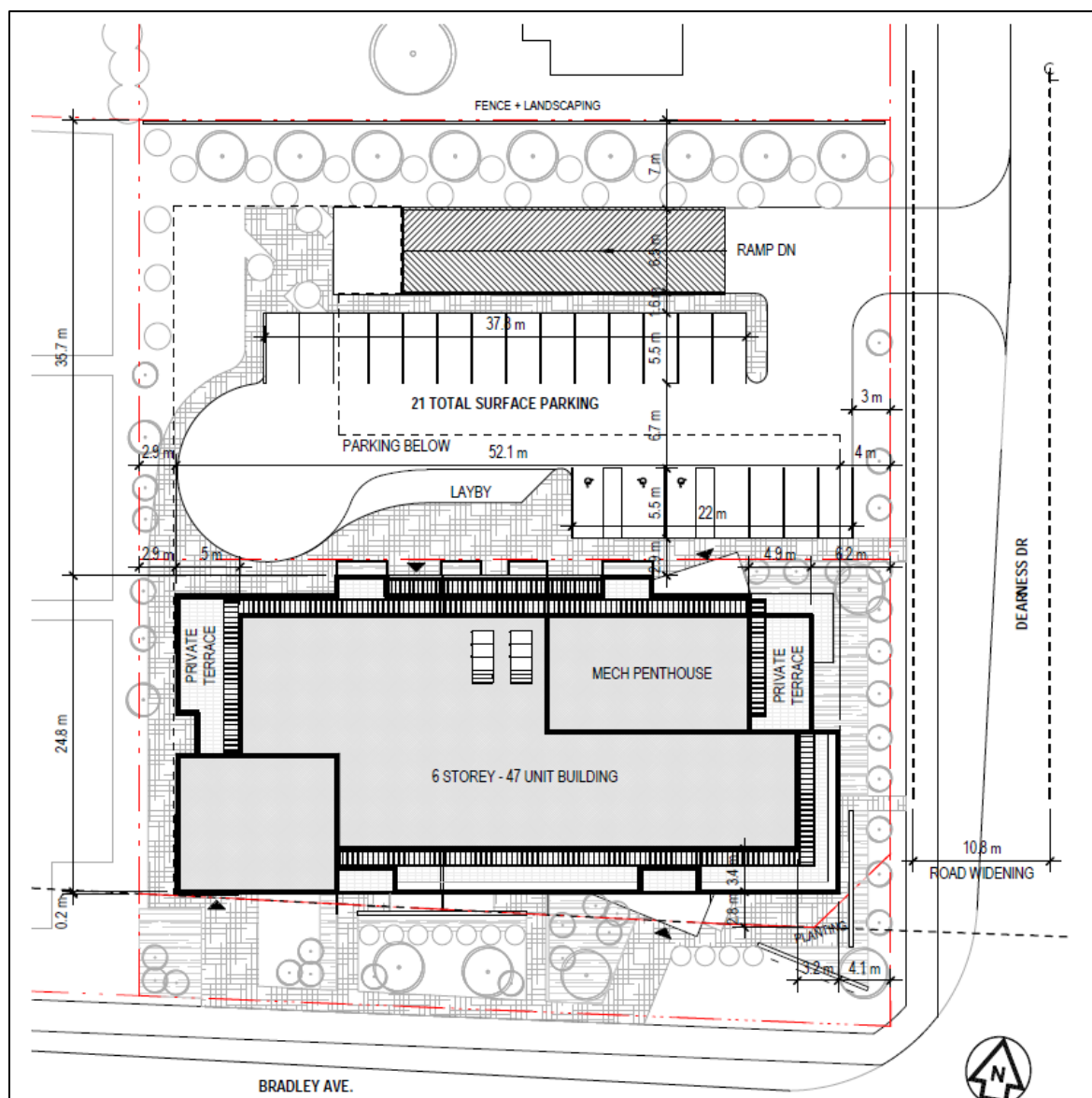


Figure 4: Original Site Concept Plan



Figure 5: Original View from Intersection of Bradley Avenue and Dearness Drive



Figure 6: Original View looking toward Southwest from Dearness Drive

## 2.2 Revised Development Proposal (Spring 2021)

In the Spring of 2021, the applicant requested a revision to the application in response to concerns raised by City staff and the public. The revised proposal is for a six (6) storey, 55 unit apartment building with 73 parking spaces, 14 of which are to be provided through surface parking and the remainder of which are to be provided in an underground parking structure. Common outdoor amenity areas for the building occupants are proposed at ground level and as rooftop terraces looking over Bradley Avenue. The revised site concept is shown in Figure 7. Revised building renderings are shown in Figures 8 and 9.

Key changes to the proposal include:

- Removal of the commercial component;
- An increase in the number of dwelling units from 47 to 55, achieved through a combination of the repurposing of the commercial space and reduction of unit sizes;
- A change in the density from a mixed-use density of 120 units per hectare to a residential density of 134 units per hectare;



- Architectural changes including increased prominence/massing at the intersection of Bradley Avenue and Dearness Drive; and,
- Driveway/underground parking entrance reconfiguration to preserve an existing tree.

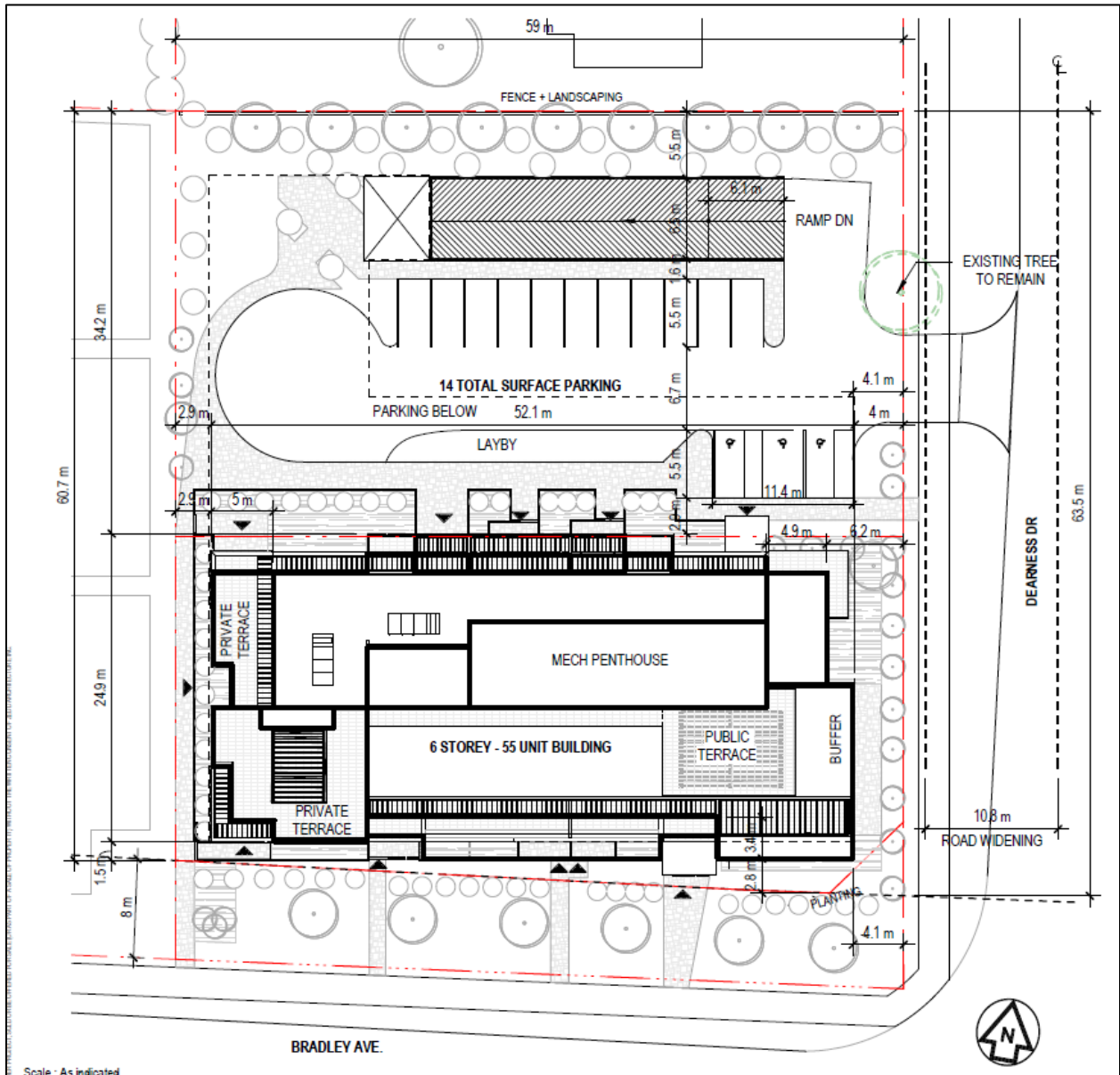


Figure 7: Revised Site Concept Plan



Figure 8: Revised View from Intersection of Bradley Avenue and Dearness Drive



Figure 9: Revised View looking toward Southwest from Dearness Drive

## 2.4 Original Requested Amendment (December 2020)

The applicant originally requested to change the zoning on the subject site from a Residential R1 (R1-4) Zone and a Residential R2/Office Conversion (R2-2/OC5) Zone, which permits single detached dwellings at 1047 Dearness Drive, and single-detached, semi-detached, duplex and converted dwellings, medical/dental offices in existing buildings and offices in existing buildings at 1055 Dearness Drive, to a Residential R9 Special Provision Bonus (R9-5( )\*B- ) Zone. The R9-5 Zone permits apartment buildings, lodging house class 2, senior citizens apartment buildings, handicapped persons apartment buildings, continuum-of-care facilities with a maximum density of 125 units per hectare and a maximum height to be determined on a site-specific basis. Special provisions were requested for:

- additional permitted uses including retail stores, convenience stores, offices, medical/dental offices, personal service establishments, and restaurants;
- a front yard depth of 1.0m in place of 8.0m;
- an interior side yard depth of 2.0m in place of 11.0m;
- an exterior side yard depth of 3.0m in place of 6.0m;
- and a maximum of 200m<sup>2</sup> of commercial gross floor area permitted on the ground floor only.

A Bonus Zone was requested to permit a maximum density of 125 units per hectare and a maximum height of 6 storeys (26 metres). The facilities, services and matters proposed by the applicant to support Bonus Zoning included building design, affordable housing, building fronting onto Bradley Avenue and underground parking.

## 2.5 Revised Requested Amendment (Spring 2021)

In Spring, 2020, the applicant requested a revision to the application to implement the revised land use and design response. The applicant is still requesting a Residential R9 Special Provision Bonus (R9-5( )\*B- ) Zone, but with revised zoning special provisions as follows:

- an interior side yard depth of 2.9m in place of 11.0m;
- an exterior side yard depth of 4.0m in place of 6.0m; and

The requested Bonus Zone was revised to permit a maximum density of 134 units per hectare in combination with the previously requested maximum height of 6 storeys (26 metres). Clarification was provided that the requested height includes the rooftop mechanical/penthouse as it provides access for residents to the proposed common rooftop terraces.

## 2.6 Community Engagement (see more detail in Appendix C)

Written responses were received from, or on behalf of, 18 households.

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

- Scale and height
- Too many units
- Parking reduction
- Traffic volume and safety
- Privacy/Overlook
- Light/Noise
- Tree removal prior to application submission and preparation of Tree Protection Report
- Buffering
- Sufficiency of Servicing Infrastructure
- Type of tenancy
- Loss of property value

## 2.4 Policy Context (see more detail in Appendix D)

### *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. 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). As well, 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).

### *The London Plan*

The London Plan is the new Official Plan for the City of London (Council adopted, approved by the Ministry with modifications, and the majority of which is in force and effect). The London Plan policies under appeal to the *Local Planning Appeals Tribunal* (Appeal PL170100) and not in force and effect are indicated with an asterisk throughout this report. The London Plan policies under appeal are included in this report for informative purposes indicating the intent of City Council, but are not determinative for the purposes of this planning application.

The London Plan provides Key Directions (54\_) that must be considered to help the City effectively achieve its vision. These directions give focus and a clear path that will lead to the transformation of London that has been collectively envisioned for 2035. Under each key direction, a list of planning strategies is presented. These strategies serve as a foundation to the policies of the plan and will guide planning and development over the next 20 years. Relevant Key Directions are outlined below.

The London Plan provides direction to build a mixed-use compact city by:

- Implementing a city structure plan that focuses high-intensity, mixed-use development at strategic locations – along rapid transit corridors and within Primary Transit Area;
- Planning to achieve a compact, contiguous pattern of growth – looking “inward and upward”;
- Planning for infill and intensification of various types and forms to take advantage of existing services and facilities and to reduce our need to grow

outward; and,

- Ensure a mix of housing types within our neighbourhoods so that they are complete and support aging in place. (Key Direction #5, Directions 1, 2, 4 and 5).

The London Plan also provides direction to build strong, healthy and attractive neighbourhoods for everyone by:

- Integrating affordable forms of housing in all neighbourhoods (Key Direction #7, Direction 10).

Lastly, The London Plan provides direction to make wise planning decisions by:

- Plan for sustainability – balance economic, environmental, and social considerations in all planning decisions. (Key Direction #8, Direction 1).

The site is in the Neighbourhoods Place Type at the intersection of a Main Street (Bradley Avenue) with a Neighbourhood Connector, as identified on \*Map 1 – Place Types and Map 3 – Street Classifications. As the permitted uses and heights set out in the Neighbourhoods Place Type do not address lands fronting onto Main Streets, City staff have, on previous occasions, applied the policies related to the nearest street type which interfaces with the Main Street classification. In this case, Urban Thoroughfare was used given that Bradley Avenue to the east of Dearness Drive is classified as such. Given this interpretation, the permitted uses within the Neighbourhoods Place Type at this location include a range of low rise residential uses, such as townhouses, stacked townhouses, triplexes, fourplexes, and low-rise apartments (Table 10 – Range of Permitted Uses in Neighbourhoods Place Type). The minimum permitted height is 2 storeys, and the maximum permitted height is 4 storeys, with the potential to bonus up to six storeys. (\*Table 11 – Range of Permitted Heights in Neighbourhoods Place Type).

#### *1989 Official Plan*

The subject site is designated Low Density Residential in accordance with Schedule 'A' of the 1989 Official Plan. The Low Density Residential designation permits primarily single detached, semi-detached and duplex dwellings. Residential Intensification may be permitted up to 75 units per hectare in the form of single detached and semi-detached dwellings, attached dwellings, cluster housing and low-rise apartments, subject to specific criteria (3.2). There are no policies to support the use of a bonus provision to achieve additional residential density. As the requested density exceeds 75 units per hectare, a change in land use designation is required for consideration of the requested zoning.

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

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

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

#### **4.1 Issue and Consideration #1: Use**

##### *Provincial Policy Statement, 2020*

The PPS encourages an appropriate affordable and market-based range and mix of residential types, including single-detached dwellings, additional residential units, multi-unit housing, affordable housing and housing for older persons to meet long-term needs (1.1.1b)). The PPS also promotes the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs (1.1.1e)).

The PPS directs settlement areas to be the focus of growth and development. 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 and 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 uses and opportunities for intensification and redevelopment (1.1.3.2).

#### *The London Plan*

Policy 916\_3 of the Neighbourhoods Place Type identifies key elements for achieving the vision for neighbourhoods, which includes a diversity of housing choices allowing for affordability and giving people the opportunity to remain in their neighbourhoods as they age if they choose to do so. Furthermore, policy 918\_2 states that neighbourhoods will be planned for diversity and mix and should avoid the broad segregation of different housing types, intensities, and forms. The development of the proposed six (6) storey apartment building would contribute to the existing mix of housing types currently available in the area.

The subject site is in the Neighbourhoods Place Type of The London Plan and is interpreted to be located at the intersection of an Urban Thoroughfare and a Neighbourhood Connector street. Table 10 – Range of Permitted Uses in Neighbourhoods Place Type, shows the range of primary and secondary permitted uses that may be allowed within the Neighbourhoods Place Type, by street classification (921\_). At this location, Table 10 would permit a range of low-rise residential uses including single, semi-detached, duplex, triplex, and fourplex dwellings, townhouses, stacked townhouses, and low-rise apartments, as well as mixed-use buildings (Table 10 – Range of Permitted Uses in Neighbourhoods Place Type).

#### *1989 Official Plan*

The 1989 Official Plan supports the provision of a choice of dwelling types so that a broad range of housing requirements are satisfied (3.1.1 ii). The subject property is designated Low Density Residential in accordance with Schedule 'A' of the 1989 Official Plan. The Low Density Residential designation permits primarily single detached, semi-detached and duplex dwellings. Residential Intensification may be permitted up to 75 units per hectare in the form of single detached and semi-detached dwellings, attached dwellings, cluster housing and low-rise apartments, subject to specific criteria (3.2). There are no policies to support the use of a bonus provision to achieve additional residential density. As the requested density exceeds 75 units per hectare, a change in land use designation is required for consideration of the requested zoning.

The land use designation typically applied to sites planned for low-rise apartment buildings is the Multi-family, Medium Density Residential designation in the 1989 Official Plan. This designation contemplates multiple-attached dwellings, such as row houses or cluster houses, low-rise apartments buildings; rooming and boarding houses, emergency care facilities, converted dwellings, and small-scale nursing homes, rest homes and homes for the aged. Development shall have a low-rise form and a site coverage and density that could serve as a transition between low density residential areas and more intensive forms of commercial, industrial, or high density residential development. Normally height limitations will not exceed four storeys. Medium density development will not exceed an approximate net density of 75 units per hectare. Additional density up to a maximum of 100 units per hectare may be made without amendment to the Official Plan for developments which qualify for density bonusing (3.3).

#### Analysis:

Consistent with the PPS, the land use permissions of the 1989 Official Plan, and Council's intent as represented by The London Plan, the recommended low-rise apartment building will contribute to the existing range and mix of housing types in the area, which consists exclusively of one and two-storey single detached dwellings to the immediate east and north. A broader variety of housing forms can be found in the

mixed-use neighbourhoods west of Wellington Road. The proposed 6-storey apartment building with 55 units will provide choice and diversity in housing options for both current and future residents. No new roads or public infrastructure are required to service the site, making efficient use of land and existing services. The property has suitable access to open space, community facilities and shopping areas as further detailed in Appendix D of this report. It is within walking distance of the southerly terminus of the planned Bus Rapid Transit System at the intersection of Bradley Avenue and Wellington Road. While the recommended apartment building has a different intensity and built form than existing surrounding development, the analysis of intensity and form below demonstrates that the apartment building can be developed on the subject lands in a way that is appropriate for the site and adjacent neighbourhood.

## **4.2 Issue and Consideration #2: Intensity**

### *Provincial Policy Statement, 2020*

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). The PPS is supportive of development standards which facilitate intensification, redevelopment and compact form (1.1.3.4). 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 use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed, are promoted by the PPS (1.4.3d)).

### *The London Plan*

The London Plan contemplates residential intensification where appropriately located and provided in a way that is sensitive to and a good fit with existing neighbourhoods (\*83\_, \*937\_, \*939\_ 2. and 5., and \*953\_ 1.). The London Plan directs that intensification may occur in all place types that allow for residential uses (84\_).

The London Plan uses height as a measure of intensity in the Neighbourhoods Place Type. A minimum height of 2 storeys and a maximum height 4 storeys, with bonusing up to 6 storeys, is contemplated within the Neighbourhoods Place Type where a property has frontage on an Urban Thoroughfare. (\*Table 11 – Range of Permitted Heights in the Neighbourhoods Place Type). The intensity of development must be appropriate for the size of the lot (\*953\_ 3.).

### *1989 Official Plan*

The subject site is designated Low Density Residential in the 1989 Official Plan. Development within this designation shall have a low-rise, low coverage form that minimizes problems of shadowing, view obstruction and loss of privacy. While residential densities are generally limited to 30 units per hectare, the Plan also provides for residential intensification through the development of vacant and/or underutilized lots within previously developed areas. (3.2.1. and 3.2.3.). Such residential intensification is permitted in the form of single detached and semi-detached dwellings, attached dwellings, cluster housing and low-rise apartments in a range up to 75 units per hectare (3.2.3.2.). Zoning By-law provisions will ensure that infill housing projects recognize the scale of adjacent land uses and reflect the character of the area. While the use and form of development could be considered within the Low Density Residential designation, the requested intensity of development, with a height of six (6) storeys and a density of 134 units per hectare, requires an amendment to the Official Plan as the Low Density Residential designation does not provide for bonusing beyond 75 units per hectare.

Development in the Multi-family, Medium Density Residential designation shall have a low-rise form and a site coverage and density that could serve as a transition between low density residential areas and more intensive forms of commercial, industrial, or high density residential development. Normally height limitations will not exceed four storeys. Medium density development will not exceed an approximate net density of 75 units per hectare. Additional density up to a maximum of 100 units per hectare may be made without amendment to the Official Plan for developments which qualify for density bonusing (3.3). Locational criteria for development in Multi-family, Medium Density Residential development shall take into account surrounding land uses in terms of height, scale and setbacks, and the adequacy of municipal services. Traffic to and from the location should not have a significant impact on stable, low density residential areas, and the site or area should be of a suitable shape and size to accommodate medium density housing and to provide for adequate buffering measures to protect any adjacent low density residential uses (3.3.2).

The 1989 Official Plan includes locational criteria for the preferred locations for the Multi-family, Medium Density Residential designation. Preferred locations include lands in close proximity to Shopping Areas, Commercial Districts, designated Open Space areas or Regional Facilities; lands adjacent to a Multi-Family, High Density Residential designation; and, lands abutting an arterial, primary collector or secondary collector street. Additional consideration is to be given to criteria related to land use compatibility, the adequacy of municipal services, traffic impacts, and the adequacy of the size and shape of the parcel to accommodate medium density housing and to provide for adequate buffering measures to protect any adjacent low density residential uses (3.3.2).

#### Analysis:

The subject lands have frontage on an Urban Thoroughfare (Bradley Avenue), which is a higher-order street, to which higher-intensity uses are directed. The subject lands are well served by a broad range of commercial, office and service uses within walking distance. Those closest to the subject lands include the commercial plaza complex to the immediate south between Dearness Drive and Wellington Road, and White Oaks Mall, a regional shopping facility. Many other commercial, office and service uses also exist along Wellington Road north and south of Bradley Avenue providing for the daily, weekly and specialized needs of area residents. The site is also within walking distance of three neighbourhood parks, and Nicholas Wilson Public School on Osgoode Drive. The site is at the edge of homogenous residential area characterized by single detached dwellings on large lots.

The site is also located immediately adjacent to the Transit Village Place Type which applies to the lands west and south. The Transit Village Place Type is intended to support the rapid transit system, by providing a higher density of people living, working, and shopping in close proximity to high-quality transit service (808\_). The Transit Village policies support the highest residential intensities in the City other than in the Downtown Area, allowing consideration of heights up to 15 storeys, with the potential to bonus up to 22 storeys (\*813\_). Within the Transit Village Place Type, permitted building heights will step down from the core of the Transit Village to any adjacent Neighbourhood Place Types.

The evaluation of appropriate intensity should be relative to both the existing and planned function of surrounding land uses. The recommended six (6) storey apartment building would represent a suitable transition in intensity from the potential future redevelopment of neighbouring lands at greater heights within the Transit Village, to the low density traditional suburban subdivision to the east and north.

When consolidated, the subject lands are of a size and configuration capable of accommodating a more intensive redevelopment of an underutilized site within a settlement area, including a building of appropriate scale and the provision of the required number of parking spaces without reduction. As the site is currently developed with two single detached dwellings, the proposed development represents a form of intensification through infill redevelopment. Consistent with the PPS, the recommended

amendment facilitates the redevelopment of an underutilized site within a settlement area. The increased intensity of development on the site will make use of existing and planned transit services, nearby recreation opportunities, local and regional institutional uses, and shopping, entertainment and service uses.

The subject lands are sited in an area where both the 1989 Official Plan and The London Plan direct and support some degree of residential intensification and redevelopment. While the proposal complies with the maximum bonusable height of six (6) storeys in The London Plan, the requested density of development exceeds that permitted by both the Low Density Residential Designation and the Multi-family, Medium Density Residential designations of the 1989 Official Plan.

More specifically, the proposed development of 55 new apartment units equates to 134 units per hectare and does not conform to the maximum permitted density of 75 units per hectare which may be achieved using the intensification policies of the applicable Low Density Residential designation. It also does not conform to the policies of the Multi-family, Medium Density Residential designation, which permits a maximum density with possible bonusing up to 100 units per hectare. Nevertheless, the use of the Multi-family, Medium Density Residential designation is typical for low-rise apartment buildings such as the one proposed by this application. City staff are satisfied that the subject site is an appropriate location for medium density development based on the above locational and evaluative criteria. Additional policy permissions are required to achieve a bonusable density of 134 units per hectare within this designation to align with the policies of The London Plan. It is for this reason that a City-initiated Official Plan amendment has been recommended.

It has become a matter of practice for City staff to recommend Policies for Specific Areas in the 1989 Official Plan where a proposed development advances Council's direction as stated in The London Plan, and therefore a specific policy within the recommended Multi-family, Medium Density Residential designation to allow for additional density for this development is included as part of the amendment. Additional measures addressing the impacts of the proposed intensity on surrounding lands have been reviewed. The requested intensity of development contemplated is recommended on the lands, subject to density bonusing and certain considerations at the site plan approval stage.

The proposed development is of a suitable intensity for the site and is consistent with the PPS and the in-force policies of the City's Official Plans.

#### *Base Zone Considerations for Intensity*

Bonus zones are usually paired with a base zone that establishes the maximum regulations within which development must occur if the requirements of the more permissive Bonus (B-\_) Zone are not met. The requested Residential R9 (R9-5) Zone would permit a maximum density of 125 units per hectare without bonusing, and is not an appropriate base zone to provide maximum limits consistent with the recommended Multi-family, Medium Density Residential designation. The Residential (R9-1) Zone recommended by City staff would allow a maximum density of 75 units per hectare. The Residential R9 Zone variations also rely on maximum heights established on a site-specific basis. In the event future development is contemplated without the use of bonus zoning, City staff recommend a maximum permitted height that is the lesser of 18 metres or four (4) storeys plus the height required to provide common access to rooftop terraces for building occupants. This intent is reflected in a recommended special provision to the Residential R9 (R9-1) Zone to ensure an attempt is not made to construct a fifth storey with residential occupancy.

#### *Bonus Zone Considerations for Intensity*

With respect to the 1989 Official Plan, the applicant has applied for a density of 134 units per hectare which exceeds the maximum of 75 units per hectare contemplated by the staff-recommended Multi-family, Medium Density Residential designation. The requested six (6) storeys also exceed the standard height permitted by The London Plan, which allows a maximum of four (4) storeys without the use of a Bonus Zone. The proposed 55 units in a six (6) storey building, as shown in the site concept, elevations and renderings submitted with the revised application, are considered appropriate on

the subject site and within the surrounding area. The proposed six (6) storey building has been designed in a manner which will fit within the existing and planned scale and character of the surrounding streetscape. More discussion on the form of development is provided in Section 4.3 of this report.

The applicant has proposed a number of public facilities, amenities, and design features in return for the requested height and density, in conformity with Chapter 19.4.4 of the 1989 Official Plan and the Bonus Zoning policies of The London Plan (1638\_ - 1634\_). These features are addressed in greater detail in Section 4.4 of this report. Staff is satisfied that the proposed features are commensurate with the proposed increase in density.

The recommended base Residential R9 (R9-1) Zone includes provisions for additional density as-of-right in exchange for the provision of landscaped open space, at a rate of 3 additional units for every 70.0 square metres of exterior common open space provided at grade in excess of 30%. The recommended Bonus Zone already provides for additional density. For clarity of Zoning By-law interpretation, the recommended Bonus Zone excludes the ability to compound this standard as-of-right bonus with the specific Bonus Zone that has been developed for the site.

#### *Shadowing*

Members of the public expressed concerns about the shadows that would be cast by the proposed building. The drawings submitted with the application (Zedd Architecture, June 8, 2021) include a shadow study showing where shadows will fall in March, June and December between the hours of 9am and 3pm. In most seasons the shadows will fall within the property boundary, on the Fanshawe College parking lot to the west, or on Dearness Drive, having a negligible impact on the homes to the north and east during the morning through mid-afternoon hours. In December, a morning shadow will be cast over the back yards of the properties to the immediate north, over the house to the immediate north at noon, and shifting to affect three properties on the east side of Bradley Avenue in the afternoon. These impacts are intermittent and mitigated by the location of the building as far south on the property as possible.

#### *Privacy and Overlook*

Members of the public expressed concerns about the height of the building leading to loss of privacy from people looking out their windows or using their terraces or balconies.

The requested exterior yard reduction to 4.0 metres is for the purpose of allowing the building to be placed closer to the property line along Dearness Drive in support of contemporary urban design principles, as well as design flexibility. Privacy and overlook for the houses on Dearness Drive are mitigated by the orientation of these homes toward the street with their rear yards blocked from view by the homes themselves.

With respect to the privacy of rear yards to the north, the building is proposed to be set back 34.2 metres from the rear property line. Figure 10 below was provided as part of the drawing set provided by Zedd Architecture, illustrating the separation between the proposed apartment building and the homes to the north. The placement of the building combined with the height provides for and exceeds the desired 45 degree angular plane from the side yard of the abutting dwelling to the north. The placement of the building allows for the surface and underground parking infrastructure to provide for an appropriate separation between the buildings based on the differences in building height. In addition, the proposed plan provides for a 5.5 metre wide buffer area that can accommodate enhanced, robust landscaping that will provide screening for the adjacent residential uses. Enhanced landscaping in this area has been identified as one of the requirements for the application of the recommended Bonus Zone to increase the permitted height and density.

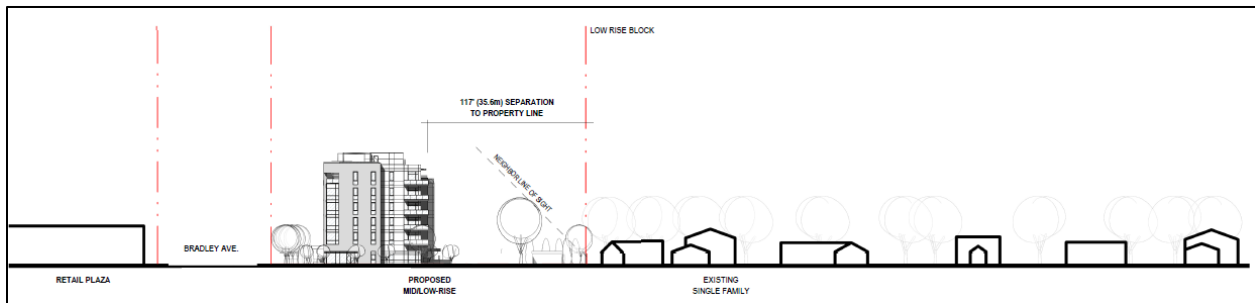


Figure 10: Dearness Neighbourhood Transition

### *Traffic Impacts*

Many neighbourhood concerns were raised about the existing physical condition and use characteristics of Dearness Drive and the resultant overall vehicular and pedestrian safety risks, and inconvenience for homeowners to back out of their driveways near the intersection of Bradley Avenue and Dearness Drive. The pedestrian crossing located to the north of the site at Dearness Drive and Willow Lane is used by students living in the neighbourhood west of Dearness Drive when walking to Nicholas Wilson Public School.

Transportation staff are aware of neighbourhood concerns about the lack of traffic controls that, if provided, could result in traffic control/traffic calming on Dearness Drive.

Dearness Drive currently has a rural cross section, with relatively narrow pavement in various states of repair, with gravel along the edges and a system of ditches and culverts for stormwater control. The City's Traffic Calming team has considered the possibility of improvements at the intersection of Dearness Drive and Willow Lane in response to public concerns. They indicate that in response to area residents' concerns the intersection of Dearness Drive and Willow Lane was studied in 2018 to determine if an all-way stop was warranted. The minimum volume required to meet the warrant is 350 vehicles and pedestrians in an hour with a percentage split. The highest hourly volume recorded in the 8 hour study was 259 so the location failed to meet the warrant. In 2018 Dearness Drive was also reviewed for traffic calming. The assessment scored 20 points and a collector needs a minimum of 52 points to qualify so it failed.

Nevertheless, a lit pedestrian crossing has been considered, but is difficult to implement successfully within the limited space and driveway locations within the existing rural cross section. Transportation staff continue to examine the possibility of shorter-term, non-permanent traffic calming solutions but the installation of a lit pedestrian crossing and other permanent traffic calming measures, if warranted, may need to wait until the reconstruction of Dearness Drive. Infrastructure upgrades to an urban cross section, including curb and gutter, new sewer, and water upgrades are anticipated for 2026. Additionally, with the upgrade to an urban cross section, any warranted traffic controls and/or calming can also be considered for implementation at this time.

A review and possible adjustment to the intersection signal timing for the intersection of Dearness Drive and Bradley Avenue may improve queuing times on Dearness Drive – Roadway Lighting and Traffic Control has been requested to review the light timing now, and it is recommended that a signal timing request be made again when/if the proposed development has been constructed.

Transportation staff accessed historic data for Dearness Drive and report that there has been one property damage collision on Dearness between Southdale and Bradley in the past 5 years. The intersection of Bradley and Dearness Drive has had 27 collisions in the past 5 years, 3 resulting in injury. In the network screening the intersection ranked number 301 in priority out of all the signalized locations.

Dearness Drive is a collector road and is intended to funnel traffic to the arterial roads. Transportation staff have indicated that the proposed development will generate approximately 35 vehicle trips in the AM peak hours and 44 vehicle trips in the PM peak hours. This level of activity will have a minimal impact on Dearness Drive. Dearness Drive has sufficient capacity to accommodate the small amount of traffic that will be generated by this proposed development and existing traffic issues should not be an

impediment to consideration of the proposed development. A Transportation Impact Assessment is not required for the Zoning By-law amendment. Detailed access design and location will be determined through the site plan approval process.

#### *Impact on Stormwater Flows*

Members of the public have expressed concerns about the impact of development with its inherent additional hard surfacing and increased surface runoff in an area that experiences wet surface water conditions in the Spring and during some storm events. In particular, they were concerned about the impact of a high water table on the ability to successfully construct the underground parking garage.

The applicant submitted a Servicing Feasibility Study (Strik Baldinelli Moniz, January 26, 2021). This report stated that the site is tributary to the existing 975 mm storm sewer on Dearness Drive. Stormwater Management quantity controls will be designed to control post-development flows for the 2-year through 100-year storm events to the existing pre-development levels. The 250-year storm event will be safely conveyed overland to the Dearness Drive right-of-way.

The City's Hydrogeologist indicated that as part of the site plan application, a geotechnical report will be required to support the underground structure as well as address any high groundwater/dewatering requirements. As part of the site plan application, the Engineer will address stormwater flows on the surface and will be required to contain and control all flows on-site.

The proposed development is of a suitable intensity for the site and is consistent with the PPS and The London Plan. An amendment to the 1989 Official Plan is recommended to align the policies with The London Plan in support of a development that is of an appropriate intensity within the existing and planned context of the area.

### **4.3 Issue and Consideration #3: Form**

#### *Provincial Policy Statement, 2020*

The PPS is supportive of appropriate development standards which facilitate intensification, redevelopment and compact form (1.1.3.4). The PPS also identifies that long term economic prosperity should be supported by encouraging a sense of place by promoting a well-designed built form (1.7.1e)).

#### *The London Plan*

The London Plan encourages compact forms of development as a means of planning and managing for growth (7\_, 66\_). The London Plan encourages growing "inward and upward" to achieve compact forms of development (59\_ 2, 79\_). The London Plan accommodates opportunities for infill and intensification of various types and forms (59\_ 4). To manage outward growth, The London Plan encourages supporting infill and intensification in meaningful ways (59\_8).

Within the Neighbourhoods Place Type, and according to the urban design considerations for residential intensification, compatibility and fit will be evaluated from a form-based perspective through consideration of the following: site layout in the context of the surrounding neighbourhood; building and main entrance orientation; building line and setback from the street; height transitions with adjacent development; and massing appropriate to the scale of the surrounding neighbourhood (953\_ 2.a. to f.). Similar to the Planning Impact Analysis criteria within the 1989 Official Plan, the Our Tools section of The London Plan contains various considerations for the evaluation of all planning and development applications (1578\_).

#### *1989 Official Plan*

Development within the recommended Multi-family, Medium Density Residential designation shall have a low-rise form and a site coverage and density that could serve as a transition between low density residential areas and more intensive forms of

commercial, industrial, or high density residential development. Normally height limitations will not exceed four storeys. Applications for residential intensification are also to be evaluated on the basis of Section 3.7 – Planning Impact Analysis (3.3.3ii). Appendix D of this report includes a complete Planning Impact Analysis addressing matters of both intensity and form.

#### Analysis:

Consistent with the PPS, and conforming to the recommended amended 1989 Official Plan and The London Plan, the recommended intensification of the subject property would optimize the use of land and public investment in infrastructure in the area. Located within a developed area of the City, the redevelopment and intensification of the subject lands would contribute to achieving more compact forms of growth. The proposed apartment building represents a more compact form of development than the single detached dwellings that currently occupy the site.

The location and massing of the proposed building is consistent with urban design goals. The building is proposed to be situated close to the intersection of Bradley Avenue and Dearness Drive, defining the street edge and encouraging a street-oriented design with ground floor entrances facing the streets. The building design includes building articulation, rhythm, materials, fenestration, and balconies along both street frontages.

The parking area is located behind the building and does not extend into the exterior side yard beyond the building façade. Adequate space is provided along the sides and front of the parking lot and the ramp to the underground parking to provide for appropriate screening of the parking from the street and adjacent to abutting properties.

The proposed building is taller than the surrounding single detached dwellings to the north and east. As previously discussed, the proposed building placement provides for a suitable separation between the proposed development and existing homes, mitigating compatibility concerns including loss of privacy. Sufficient space is available to provide for appropriate fencing and/or vegetative screening along the north property boundary adjacent to the existing single detached dwelling.

Comments from Urban Design staff and the Urban Design Peer Review Panel highlighted various considerations supporting the use of Bonus Zoning to achieve greater height and intensity for the development. They include the following:

- a built form located along Bradley Avenue and Dearness Drive that establishes a built edge with street-oriented units and active uses along those frontages;
- an architectural feature/massing/building articulation that addresses and emphasizes the intersection of Bradley Avenue and Dearness Drive;
- an active edge along the Bradley Avenue frontage including a well-defined principal entrance and individual front entrances to the ground floor apartment units;
- lockable “front door” style ground floor doors that open into ground floor private amenity spaces designed to extend into setbacks as front porches or courtyards;
- ground floor patio enclosures using semi-transparent materials with a height of no more than 1 metre to provide views and passive surveillance into the public streetscape;
- a step-back above the 5<sup>th</sup> storey for a portion of the building along both street frontages providing a human-scale along the streets;
- articulated facades including recesses, projections, balconies and terraces to provide depth and variation in the built form to enhance the pedestrian environment;
- a variety of materials, textures and articulation along building façade(s) to highlight different architectural elements and provide interest and human-scale rhythm along the street frontages;



- a significant setback from the property to the north aiding smooth transition from the mid-rise building to the low-rise residential to the north;
- common outdoor amenity space at ground level and using rooftop terraces located to protect the privacy of adjacent properties.
- an enhanced landscape buffer between the parking ramp and the properties to the north, as well as an enhanced buffer to screen parking where it is visible from the street; and,
- limited surface parking away from the major street frontage and providing most of the parking within an underground structure.

These have been included as requirements of the Bonus Zone in conjunction with the site concept, building elevations, renderings and other drawings attached to the recommended zoning by-law amendment.

Urban Design staff and/or the UDPRP also identified additional site plan matters that are included and are noted requiring additional consideration at the site plan approval stage, as follows:

- ensure the site is configured to provide an adequate buffer between ground floor units and the public streets and rear parking area to accommodate a landscape buffer and minor grade separation (i.e. steps to porch or courtyard) to provide residential amenity and ensure a reasonable level of privacy;
- it is strongly recommended that the applicant retain the existing mature trees along the east property line. Currently, mature trees line both sides of the street for the length of Dearness Drive. Preservation of this character leading up to the intersection of Dearness and Bradley would help soften the added building mass and strengthen the contextual fit of the new development.

With respect to the latter, the revised site concept submitted by the applicant proposes to retain the most northerly tree along the east property line. This was accomplished by revising the driveway location and the geometry for the ingress and egress of vehicles from and to the underground parking garage. Transportation has reviewed this revision and advised that the driveway and underground parking ramp will require further review at the site plan approval stage. Sufficient turning movement space for vehicles, as well as sufficient clear throat from property line need to be provided, not just for the ramp access but also for the first parking stall on the south side of the drive aisle. A minimum of 8.0 metres of clear throat from the property line needs to be provided for both. This may necessitate relocation of the ramp to the west side of the lot from the top of the 'bulb' with related modifications. At this time the proposed design does not comply with aspects of the Site Control By-law with respect to the Access Management Guidelines. It is the expectation of City staff that modifications to the driveway location and underground parking ramp design will continue to accommodate the recommended Bonus Zone requirements for an enhanced landscape/buffer area adjacent to the single detached dwelling to the north.

Suitable notes regarding grade separation for the ground floor units, and consideration of alternative access/underground parking design to address engineering requirements and save healthy trees in the City boulevard, if possible, are included in the staff recommendation.

A reduced interior side yard depth of 2.9 metres was requested adjacent to the neighbouring parking lot that supports the Fanshawe College building to the west. A reduced exterior side yard depth of 4.0 metres was requested along Dearness Drive, to place the building closer to the street in support of urban design goals while maintaining a setback that respects the depths of the front yards of the houses to the north. Both of the requested reductions are considered appropriate in their context and are recommended as part of the Bonus Zone. In addition, the reduced exterior side yard depth was included in the special provisions for the base R9 (R9-1) as it is also

considered an appropriate yard depth if the property develops without benefit of the recommended Bonus Zone.

The proposed development is generally of a suitable form to meet high level urban design goals. Implementation of the required Bonus Zone elements and targeted refinements of the site and building design will result in a development that is compatible with, and a good fit, with the existing and planned context of the area.

#### **4.4 Issue and Consideration #4: Bonusing**

##### *The London Plan*

In accordance with the Our Tools policies of The London Plan, Type 2 Bonus Zoning may be applied to permit greater height or density in favour of a range of facilities, services, or matters that provide significant public benefit in pursuit of the City Building goals (\*1650\_). Specific facilities, services, or matters contemplated under Type 2 Bonus Zoning are contained in policy \*1652\_. A summary of the facilities, services, and matters proposed by the applicant in return for additional height and density is provided below:

##### *\*1652\_1: Exceptional site and building design:*

- Building design and site layout incorporate architectural themes and design elements that creates a strong street wall and sets the context for a comfortable pedestrian environment.

##### *\*1652\_12: Affordable housing:*

- The applicant worked with the Housing Development Corporation (HDC) London through the application process for the provision of affordable housing. The HDC has recommended the following:
  - A total of two (2) one-bedroom units and two (2) two-bedroom units will be provided for affordable housing;
  - Rents not exceeding 85% of the Average Market Rent (AMR) for the London Census Metropolitan Area as determined by the CMHC at the time of building occupancy;
  - The duration of affordability set at 50 years from the point of initial occupancy;
  - The proponent enter into a Tenant Placement Agreement (TPA) with the City of London to align the affordable units with priority populations;
  - These conditions to be secured through an agreement registered on title with associated compliance requirements and remedies

Staff is satisfied the proposed facilities, services, and matters outlined above are commensurate to the requested increase in intensity.

##### *1989 Official Plan*

Under the provisions of Policy 19.4.4, Council may allow an increase in the density above the limit otherwise permitted by the Zoning By-law in return for the provision of certain public facilities, amenities or design features (3.4.3. iv)). Chapter 19.4.4. ii) of the 1989 Official Plan establishes a number of objectives which may be achieved through Bonus Zoning. The applicant's bonus proposal meets the objective of providing affordable housing.

Through discussions with the HDC, the applicant has agreed to provide five (5) affordable units for the purpose of affordable housing. Rents would not exceed 80% AMR for a period of 50 years from initial point of occupancy.

Staff is satisfied the proposed public facilities, amenities, and design features is commensurate for the requested increase in height and density.

## **Conclusion**

The recommended amendment is consistent with the Provincial Policy Statement, 2020 and conforms to the in-force policies of The London Plan, including but not limited to the Key Directions and the Neighbourhoods Place Type. Further, the recommended amendment is in conformity with the in-force policies of the 1989 Official Plan, including but not limited to the Multi-family, Medium Density Residential designation and the criteria for Policies for Specific Areas. The recommended amendment will facilitate the development of an underutilized site within the Built-Area Boundary and the Primary Transit Area with a land use, intensity, and form that is appropriate for the site through the use of Bonus Zoning.

**Prepared by:** Barb Debbert  
Senior Planner, Development Services

**Reviewed by:** Michael Tomazincic, MCIP, RPP  
Acting Manager, Planning Implementation

**Recommended by:** Gregg Barrett, AICP  
Director, Planning and Development

**Submitted by:** George Kotsifas, P. Eng  
Deputy City Manager, Planning and Economic  
Development

## Appendix A

Bill No. (number to be inserted by Clerk's Office)  
2021

By-law No. C.P.-1284-  
A by-law to amend the Official Plan for  
the City of London, 1989 relating to 1047-  
1055 Dearness Drive.

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 for the City of London Planning Area – 1989, as contained in the text attached hereto and forming part of this by-law, is adopted.
2. This by-law shall come into effect in accordance with subsection 17(38) of the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on August 10, 2021.

Ed Holder  
Mayor

Catharine Saunders  
City Clerk

First Reading – August 10, 2021  
Second Reading – August 10, 2021  
Third Reading – August 10, 2021

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

**A. PURPOSE OF THIS AMENDMENT**

The purpose of this Amendment is to change the designation of the site from Low Density Residential to Multi-family, Medium Density Residential and to add a policy in Section 3.5. of the Official Plan for the City of London Planning Area – 1989 to provide for a permitted residential density through the use of bonus zoning that will allow for a development that is consistent with the Neighbourhoods Place Type policies of The London Plan.

**B. LOCATION OF THIS AMENDMENT**

This Amendment applies to lands located at 1047 – 1055 Dearness Drive in the City of London.

**C. BASIS OF THE AMENDMENT**

The recommended amendment is consistent with the PPS and the in force policies of the 1989 Official Plan and The London Plan. The recommendation provides the opportunity for residential intensification in the form of a low-rise apartment building, located at the intersection of a high-order street with a collector street at the edge of an existing neighbourhood. The recommended amendment would permit development at an intensity that is appropriate for the site and the surrounding neighbourhood. The recommended amendment would help to achieve the vision of the Neighbourhoods Place Type, providing a range of housing choice and mix of uses to accommodate a diverse population of various ages and abilities.

**D. THE AMENDMENT**

The Official Plan for the City of London Planning Area - 1989 is hereby amended as follows:

1. Schedule “A”, Land Use, to the Official Plan for the City of London – 1989 is amended by designating those lands located at 1047 – 1055 in the City of London, as indicated on “Schedule 1” attached hereto from Low Density Residential to Multi-family, Medium Density Residential.
2. Section 3.5. – Policies for Specific Residential Areas of the Official Plan for the City of London – 1989 is amended by adding the following:

1047 – 1055 Dearness Drive

( ) At 1047 – 1055 Dearness Drive, residential development for the permitted uses of the Multi-family, Medium Density Residential designation may be permitted with a minimum height of 2 storeys and a maximum height of 4 storeys, with possible bonusing of height up to 6 storeys. Density bonusing may be permitted above the permissions of the Multi-family, Medium Density Residential designation up to 134 units per hectare. Bonusing may be permitted provided the magnitude of the height and/or density bonus is commensurate with the provision of facilities, services or matters that provide significant public benefit. Bonusing may only be permitted where the site and building design mitigates the impacts of the additional height and/or density. The additional facilities, services or matters that are provided may include, but are not limited to, the provision of high quality urban design features

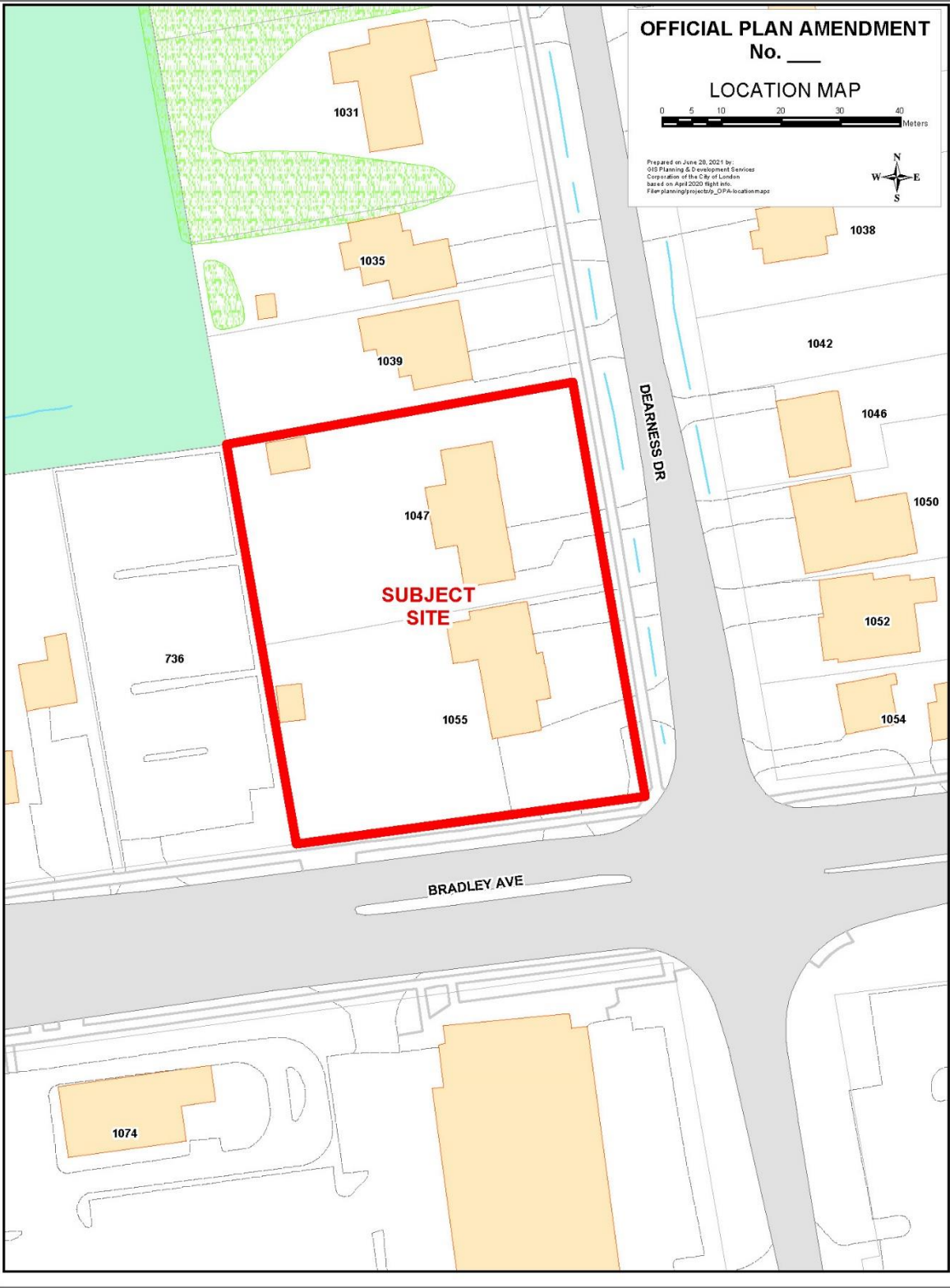
and the provision of affordable housing. The City Design policies of The London Plan shall apply.

**OFFICIAL PLAN AMENDMENT  
No. \_\_\_\_**

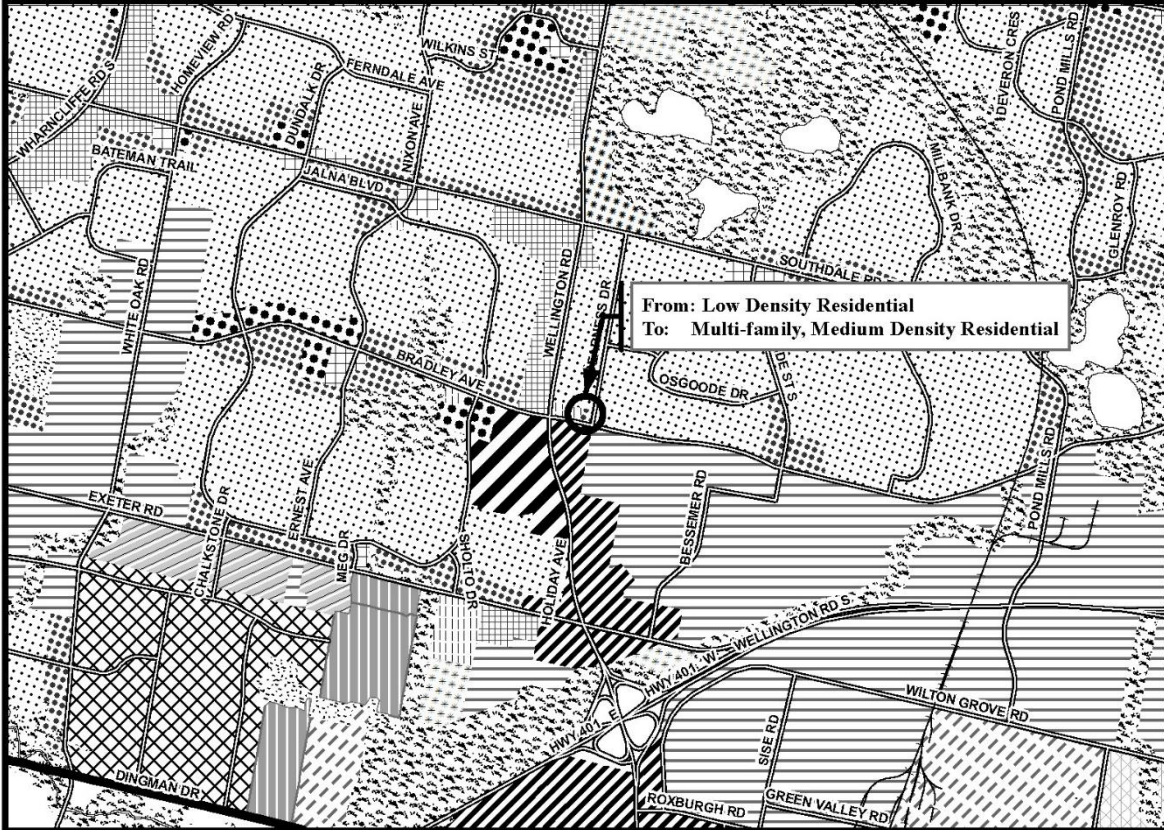
**LOCATION MAP**



Prepared on June 28, 2021 by:  
OIE Planning & Development Services  
Corporation of the City of London  
based on April 2020 flight info.  
File: planning/projects\_OPA/locationmap







**Legend**

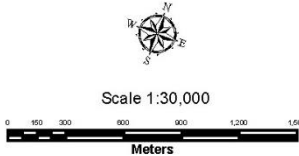
Downtown	Multi-Family, Medium Density Residential	Office Business Park
Wonderland Road Community Enterprise Corridor	Low Density Residential	General Industrial
Enclosed Regional Commercial Node	Office Area	Light Industrial
New Format Regional Commercial Node	Office/Residential	Commercial Industrial
Community Commercial Node	Regional Facility	Transitional Industrial
Neighbourhood Commercial Node	Community Facility	Rural Settlement
Main Street Commercial Corridor	Open Space	Environmental Review
Auto-Oriented Commercial Corridor	Urban Reserve - Community Growth	Agriculture
Multi-Family, High Density Residential	Urban Reserve - Industrial Growth	Urban Growth Boundary

*This is an excerpt from the Planning Division's working consolidation of Schedule A to the City of London Official Plan, with added notations.*

**SCHEDULE 1  
TO  
OFFICIAL PLAN**

AMENDMENT NO. \_\_\_\_\_

PREPARED BY: Graphics and Information Services



FILE NUMBER: O-9288

PLANNER: BD

TECHNICIAN: RC

DATE: 2021/07/09



## Appendix B

Bill No. (number to be inserted by Clerk's Office)  
2021

By-law No. Z.-1-21\_\_\_\_\_

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 1047 – 1055 Dearness Drive.

WHEREAS Leo, Maria and Christine Viglianti have applied to rezone an area of land located at 1047 – 1055 Dearness Drive, as shown on 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 1047-1055 Dearness Drive, as shown on the attached map comprising part of Key Map No. A112, from a Residential R1 (R1-4) and a Residential R2/Office Conversion (R2-2/OC5) Zone, **TO** a Residential R9 Special Provision Bonus (R9-1( )\*H19\*B- ) Zone.
- 2) Section Number 4.3 of the General Provisions in By-law No. Z.-1 is amended by adding the following new Bonus Zone:

4.3) B-\_\_\_\_\_ 1047 – 1055 Dearness Drive

The Bonus Zone shall be implemented through one or more agreements to facilitate the development of a residential apartment building, with a maximum height of 6-storeys measuring up to 26 metres and a maximum density of 134 units per hectare, in general conformity with the Site Plan, Renderings, Elevations and Views attached as Schedule "1" to the amending by-law, and provides for the following:

- a) Exceptional Building and Site Design
  - i) a built form located along Bradley Avenue and Dearness Drive that establishes a built edge with street-oriented units and active uses along those frontages;
  - ii) an architectural feature/massing/building articulation that addresses and emphasizes the intersection of Bradley Avenue and Dearness Drive;
  - iii) an active edge along the Bradley Avenue frontage including a well-defined principal entrance and individual front entrances to the ground floor apartment units;
  - iv) lockable "front door" style ground floor doors that open into ground floor private amenity spaces designed to extend into setbacks as front porches or courtyards;
  - v) ground floor patio enclosures using semi-transparent materials with a height of no more than 1 metre to provide views and passive surveillance into the public streetscape;
  - vi) a step-back above the 5<sup>th</sup> storey for a portion of the building along both street frontages providing a human-scale along the streets;

- vii) articulated facades including recesses, projections, balconies and terraces to provide depth and variation in the built form to enhance the pedestrian environment;
  - viii) a variety of materials, textures and articulation along building façade(s) to highlight different architectural elements and provide interest and human-scale rhythm along the street frontages;
  - ix) a significant setback from the property to the north aiding smooth transition from the mid-rise building to the low-rise residential to the north;
  - x) common outdoor amenity space at ground level and using rooftop terraces located to protect the privacy of adjacent properties.
  - xi) an enhanced landscape buffer for the length of the north property line, between the parking ramp and the properties to the north, as well as an enhanced buffer to screen parking where it is visible from the street, noting that the Access Management Guidelines will require that the location of the proposed driveway, parking area and ramp will deviate from the locations shown on Schedule “1”; and,
  - xii) limited surface parking located away from the major street frontage and providing most of the parking within an underground structure.
- b) Provision of Affordable Housing
- i) A total of two (2) one-bedroom units and two (2) two-bedroom units will be provided for affordable housing;
  - ii) Rents not exceeding 85% of the Average Market Rent (AMR) for the London Census Metropolitan Area as determined by the CMHC at the time of building occupancy;
  - iii) The duration of affordability set at 50 years from the point of initial occupancy;
  - iv) The proponent enter into a Tenant Placement Agreement (TPA) with the City of London to align the affordable units with priority populations;
  - v) These conditions to be secured through an agreement registered on title with associated compliance requirements and remedies.

The following special regulations apply within the bonus zone upon the execution and registration of the required development agreement(s):

- a) Regulations
- i) Density (Maximum) 134 units per hectare
  - ii) Building Height (Maximum) 6 storeys up to 26 metres (85.3 feet)
  - iii) Interior Side Yard Depth (Minimum) 2.9 metres (9.5 feet)
  - iv) Exterior Side Yard Depth (Minimum) 4.0 metres (13.1 feet)
  - v) The as-of-right bonusing permitted in Table 13.3, Row 16 shall not apply

3) Section Number 13.4 of the Residential R9 (R9-1) Zone is amended by adding the following Special Provision:

) R9-1( ) 1047 – 1055 Dearness Drive

a) Regulations

- |  |   |
|--|---|
| i) Exterior Side Yard Depth<br>(Minimum) | 4.0 metres (13.1 feet)  |
| ii) Height<br>(Maximum)                  | the lesser of 18.0 metres,<br>or 4 storeys plus the<br>height required for<br>common access to<br>a rooftop terrace |

The inclusion in this By-law of imperial measure along with metric measure is for the purpose of convenience only and the metric measure governs in case of any discrepancy between the two measures.

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.

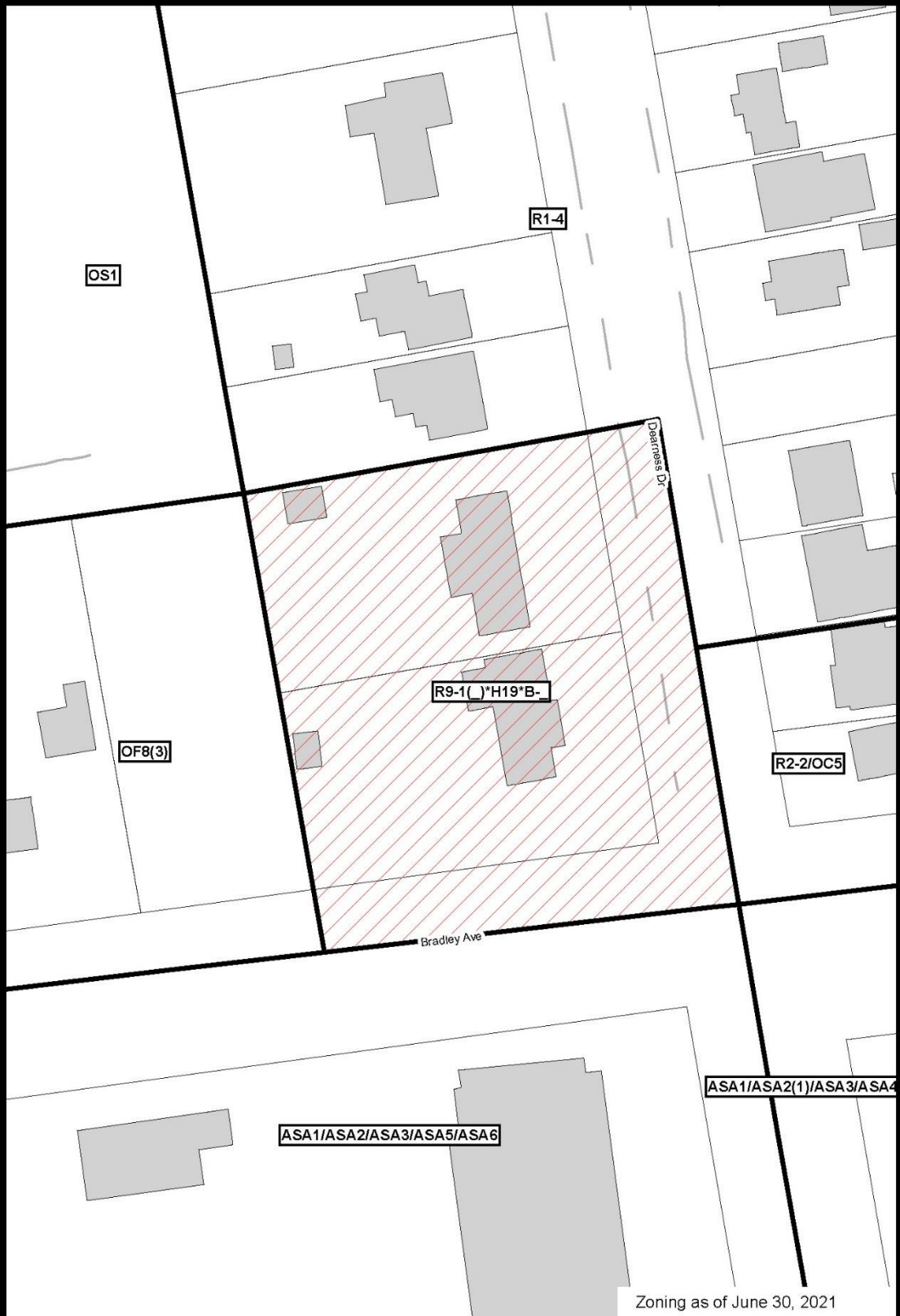
PASSED in Open Council on August 10, 2021.


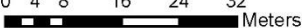

Ed Holder  
Mayor

Catharine Saunders  
City Clerk

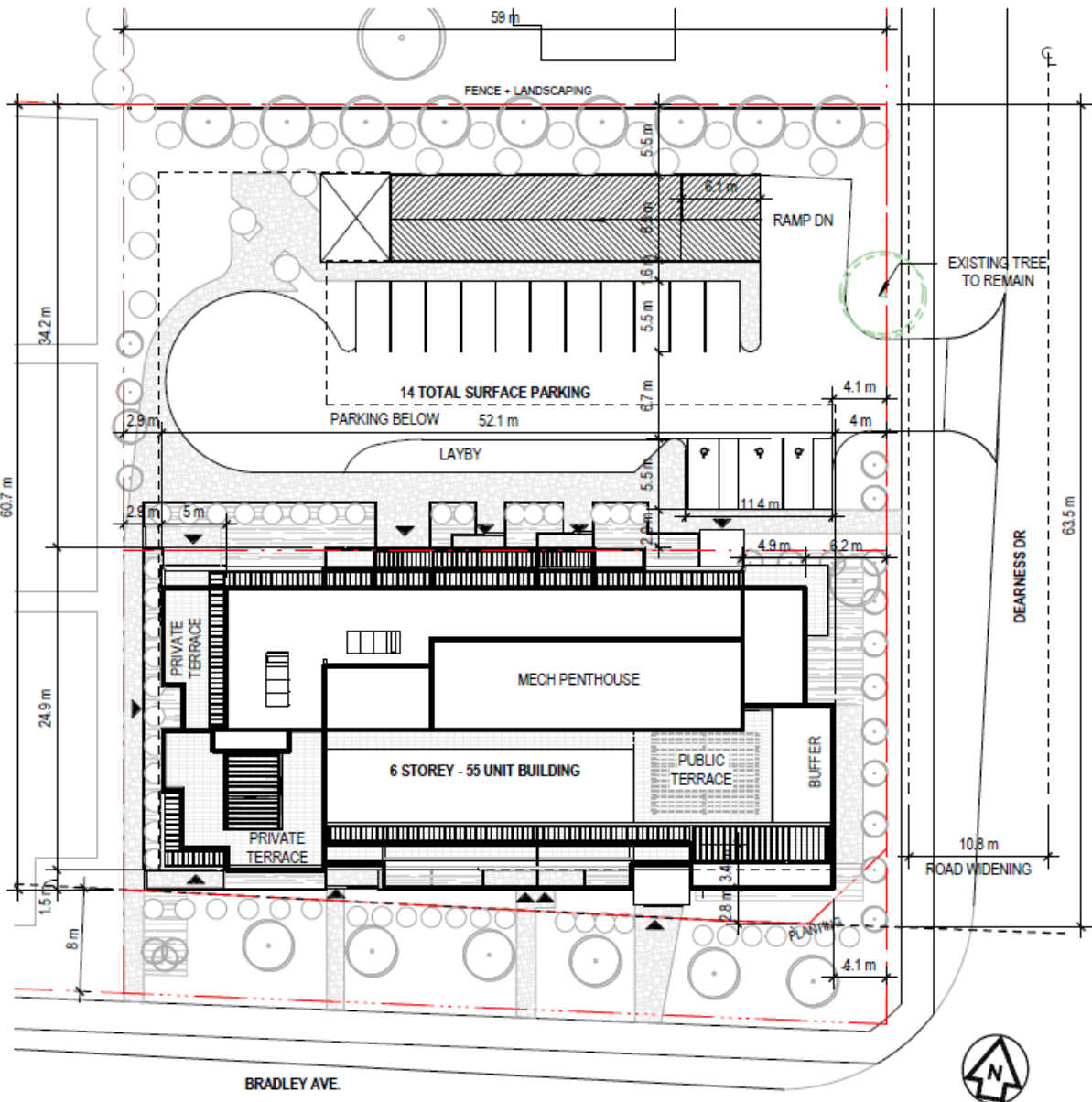
First Reading – August 10, 2021  
Second Reading – August 10, 2021  
Third Reading – August 10, 2021

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



<p>File Number: Z-9289                  Planner: BD                  Date Prepared: 2021/07/09                  Technician: BD                  By-Law No: Z.-1-</p>	<p>SUBJECT SITE </p> <p>1:800</p> <p>0 4 8 16 24 32 Meters </p> <p></p>
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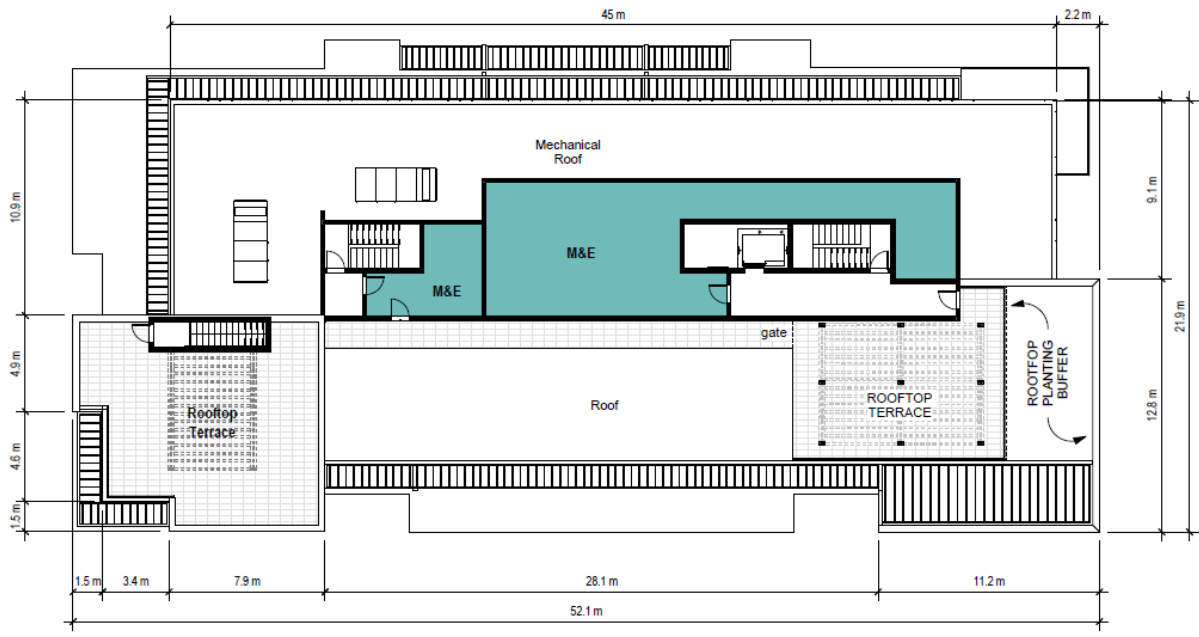
# Schedule "1"



Scale : As indicated



- 207 -







WARM GREY BRICK  
DARK GREY ALUMINUM PANELS

METAL TRELLIS

GREY ALUMINUM PANELS

METAL TRELLIS

GLASS RAIL

GLAZING AND ALUMINUM PANELS

FENCE / GATE

BRADLEY AVE. (SOUTH)



METAL TRELLIS

GREY ALUMINUM PANELS

WARM GREY BRICK

DARK GREY ALUMINUM PANELS

GLASS RAIL

DEARNNESS AVE. (EAST)



DARK GREY ALUMINUM PANELS

WARM GREY BRICK

GLASS RAIL

DARK GREY ALUMINUM PANELS

METAL TRELLIS

WARM GREY BRICK

DARK GREY ALUMINUM PANELS

FENCE / GATE

NORTH ELEVATION





WEST ELEVATION



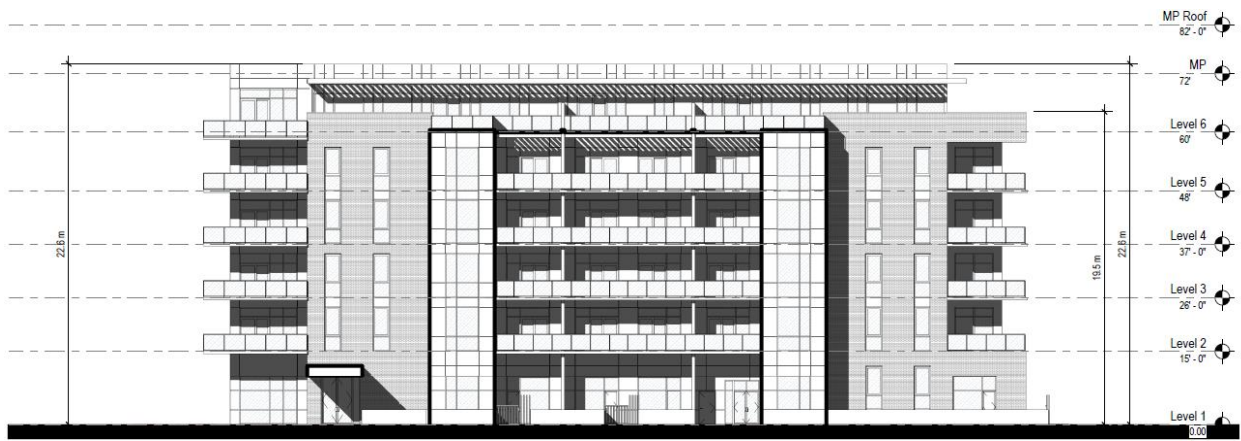
BRADLEY AVE. (SOUTH)



EAST ELEVATION

WEST ELEVATION





NORTH ELEVATION



BRADLEY AVE PERSPECTIVE



BRADLEY AVE ELEVATION





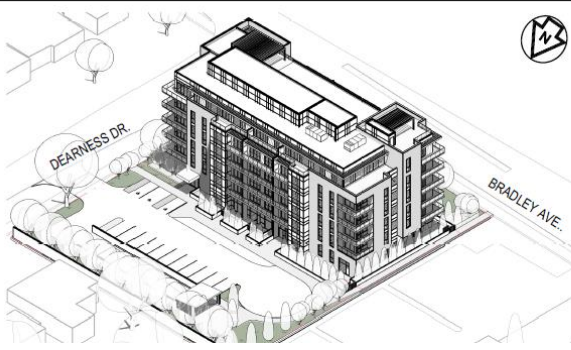
DEARNESS PERSPECTIVE



NEIGHBOUR PARKINGLOT PERSPECTIVE



VIEW FROM BRADLEY AVE





## Appendix C – Public Engagement

### Community Engagement

#### **Notice of Application (December 16, 2020):**

On December 16, 2020, Notice of Application was sent to 41 property owners and tenants in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on December 17, 2021. “Planning Application” signs were also posted on the site.

Replies were received from 40 households, 14 of which could be identified as being from within the 120 metres circulation radius. Many others were from individuals who were concerned about the impact of development on the broader neighbourhood. An online petition was created by a concerned neighbour seeking signatures of people who were opposed to the proposed development. The neighbour reported that on January 5, 2021, 189 signatures had been received.

**Nature of Liaison:** The purpose and effect of this Official Plan and zoning change is to permit a six storey mixed-use apartment building with 47 residential dwelling units and 200m<sup>2</sup> of commercial floor area. Possible amendment to the 1989 Official Plan **FROM** Low Density Residential **TO** Multi-family, Medium Density Residential with a specific area policy to: allow a height of 6 storeys; increase the permitted maximum density with Bonus Zoning of 120uph in place of 100uph; require that retail, service and office uses be located on the ground floor of a mixed-use building and oriented to the street; and, allow a total maximum floor area of 200m<sup>2</sup> for retail, service and office uses for all lands located at the intersection within the Multi-family, Medium Density Residential designation. The intent is to align the 1989 Official Plan policies with The London Plan policies that apply to the site. Possible change to Zoning By-law Z.-1 **FROM** a Residential R1 (R1-4) Zone and a Residential R2/Office Conversion (R2-2/OC) Zone **TO** a Residential R9 Special Provision Bonus (R9-5(\_)/B\*\_\_) Zone to permit a 6 storey (26m) mixed-use apartment building with a maximum density of 125uph (47 residential units and 200m<sup>2</sup> of commercial floor area). Special Provisions and/or Bonus Zoning are requested to permit: retail stores, convenience stores, offices, medical/dental offices, personal service establishments, and restaurants as additional uses; a front yard depth of 1.0m in place of 8.0m, an interior side yard depth of 2.0m in place of 11.0m, an exterior side yard depth of 3.0m in place of 6.0m, and a maximum of 200m<sup>2</sup> of commercial gross floor area permitted on the ground floor only. The proposed services, facilities and matters to support Bonus Zoning include building design, affordable housing, building fronting onto Bradley Avenue, and underground parking. For the requested zoning, the City may also consider such measures as: applying a site-specific maximum density; including specific street-orientation regulations for the proposed building; removing existing as-of-right bonusing for the provision of additional landscaped open space from the Residential R9 (R9-5) Zone; reducing the amount of commercial gross floor area permitted on the site; and, applying a commercial zone in combination with a residential zone.

#### **Revised Notice of Application (June 29, 2021):**

On June 29, 2021, Notice of Revised Application was sent to 64 property owners and tenants in the surrounding area who were either within the 120 metre circulation radiuys, or who had provided comments and their Canada Post mailing address. Notice of Revised Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on July 1, 2021.

**Nature of Liaison:** The purpose and effect of this Official Plan and zoning change is to permit a six storey apartment building with 55 residential dwelling units. Possible amendment to the 1989 Official Plan **FROM** Low Density Residential **TO** Multi-family, Medium Density Residential with a specific area policy to: allow a height of 6 storeys; increase the permitted maximum density with Bonus Zoning of 134uph in place of 100uph. The intent is to align the 1989 Official Plan policies with The London Plan policies that apply to the site. Possible change to Zoning By-law Z.-1 **FROM** a

Residential R1 (R1-4) Zone and a Residential R2/Office Conversion (R2-2/OC) Zone **TO** a Residential R9 Special Provision Bonus (R9-5( )/B\* ) Zone to permit a 6 storey (26m) apartment building with a maximum density of 134 uph (55 residential units). Special Provisions and/or Bonus Zoning are requested to permit: an interior side yard depth of 2.9m in place of 11.0m, an exterior side yard depth of 4.0m in place of 6.0m, and a maximum permitted density of 134 uph in place of 125 uph. The proposed services, facilities and matters to support Bonus Zoning include building design, affordable housing, building fronting onto Bradley Avenue, and underground parking. For the requested zoning, the City may also consider such measures as: applying a less intensive base zone for development that does not qualify for bonusing; including specific street-orientation regulations for the proposed building; establishing a minimum front yard depth whereas no setback is required; removing existing as-of-right bonusing for the provision of additional landscaped open space from the Residential R9/Bonus (R9-5)/B\* ) Zone. Key changes to the development proposal since the original Notice of Application was published on December 24, 2020 include the removal of a commercial component, an increase in the number of dwelling units from 47 to 55, an increase in residential density from 120 uph to 134 uph, architectural changes, and driveway reconfiguration to preserve an existing tree.

**Responses:** A summary of the various comments received include the following:

**Concern for:**

- Scale and height not appropriate for the area
- Too many units
- No need for commercial space – existing vacancies in the area
- No need for additional rental units – especially if the proposed high rise apartment complex at the northwest corner of Wellington Road and Bradley Avenue proceeds
- Traffic volume, speed and safety
  - Cars queuing on Dearness Drive block entrances to existing driveways – timing of traffic control lights
  - Safety of students attending Nicholas Wilson Public School to the east – drivers ignore the cross walk at Dearness Drive and Willow Lane; attempts to get 3-way stop here have been unsuccessful.
  - Existing cut-through traffic from businesses at Wellington Road and Southdale Road East along Wellingsboro and Dearness.
  - Impacts on LTC bus routes and regular use by ambulances of Dearness Drive
- Existing poor condition of Dearness Drive
  - Construction impacts worsening condition
  - Inadequate to accommodate current traffic flows
- Privacy/Overlook
- Shadowing impacts
- Light/Noise
- Buffering
- Sufficiency of Servicing Infrastructure
  - Stormwater Management - Flooding from more hard surfacing contributing to standing water conditions in some seasons
  - Water service
- Lack of protection of single detached lots created under the Veteran's Land Act
- Type of tenancy
- Loss of property value
- Property tax increases due to road construction
- Increase in crime

**Responses to Public Liaison Letter and Publication in “The Londoner”**

<b>Telephone</b>	<b>Written</b>
Janet Housden 975 Dearness Drive London ON N6E 1N6	Gary and Pat McCarty 1035 Dearness Drive London ON N6E 1N8
Gerry Newton 983 Dearness Drive London ON N6E 1N6	Joan Christie-Kazimer 1030 Dearness Drive London ON N6E 1N7
Eugene Gazda 1053 Willow Drive	Tim and Fotini Mantzavrakos 1050 Dearness Drive London ON N6E 1N7
Sylvia Brand 717 Dunelm Lane London ON N6E 1J6	Mr. and Mrs. Henry Taback 1024 Dearness Drive London ON N6E 1N7
Vince McCarthy 982 Willow Drive London ON N6E 1P3	Sean Jackson 950 Willow Drive London ON N6E 1P1
Jessica Shen 758 Bradley Avenue London ON N6E 1J9	Tracey Pringle 1054 Dearness Drive London ON N6E 1N7
Shawn Gatschene 924 Dearness Drive London ON N6E 1N5	Jennifer Manzi 1017 Dearness Drive London ON N6E 1N8
	Kelly Burns – mailing address not provided
	Lynn Cronin 930 Willow Drive London ON N6E 1P1
	Ken DeHoog 944 Dearness Drive London ON N6E 1N5
	Andrew Wilson 901 Willow Drive London ON N6E 1P2
	Amanda Grinstead 940 Willow Lane London ON N6E 1H5
	Agostino Bondi – mailing address not provided
	Sarah Lafond - mailing address not provided

	Richard Baxter 879 Willow Drive London ON N6E 1P2
	Brian and Connie Lorch 1052 Dearness Drive London ON N6E 1N7
	Shannon Sinclair 156 Mendip Crescent London ON N6E 1H1
	Issaaf and Hussein Mankal 855 Willow Drive London ON N6E 1P2
	Joanne Willson 892 Dearness Drive London ON N6E 1N5
	Nancy Reed 83 Mendip Crescent London ON N6E 1H2
	Walt Stevens – mailing address not provided
	Kevin Kelman 925 Glenbanner Road London ON N6E 1N1
	William Hill 935 Dearness Drive London ON N6M 1E6
	Emily Off 934 Dearness Drive London N6E 1N5
	Nicole Burke 1039 Dearness Drive London ON N6E 1N8
	Daryl Dunne 1046 Dearness Drive London ON N6E 1N7
	Rob Murray 1034 Dearness Drive London ON N6E 1N7
	Jason Jordan 970 Willow Drive London ON N6E 1P3
	Barbara Fisher 928 Dearness Drive London ON N6E 1N5

	Lucy Ferreira 1008 Dearness Drive London ON N6E 1N7
	Rene Khouri 1022 Dearness Drive London ON N6E 1N7
	Dan Brinkman 131 Harding Crescent London ON N6E 1G2
	Melanie Oudshoorn 989 Dearness Drive London ON N6E 1N6

**From:** gary mccarty  
**Sent:** Tuesday, December 22, 2020 3:50 PM  
**To:** Debbert, Barb <bdebbert@London.ca>; Hillier, Steven <shillier@london.ca>  
**Subject:** [EXTERNAL] Re file#0-9288/Z-9289

Dear Ms. Barb Debbert

This email is in regards to the proposed official plan and zoning by-law amendments of 1047-1055 Dearness Dr.,file# 0-9288/Z-9289.

We (Gary and Pat McCarty) residing at 1035 Dearness Dr. strongly object to such plans.

We built and have lived at this address for the past 25 years. This area was chosen for its spacious lots, the park behind and for the diversity of homes along this mature treed street.

We have grave concerns regarding the density of commercial buildings and the soon to be densely populated high rises being built directly behind us on Wellington.

To add this proposed apartment building to the mix would decrease our house values along the street and increase noise and pollution levels as well as the traffic on Dearness Dr. itself. The traffic has already increased over the years ,as people use it to avoid Wellington and Southdale and I have seen cars backed up at the Bradley and Dearness lights well past our house(four doors down from the corner.)

We are also concerned regarding the water table in this area. The high density of this building and other apartments may increase the risk of flooding in our homes. We are under the impression there are natural springs/ponds below the surface in this area, all related to the Kettle ponds.

The original letter from the Viglianti's did not mention a commercial area on the ground floor of this proposed apartment.

We also believe the height of this building as well as where it will be situated will detract from the privacy of enjoying our backyard.

I hope you take our comments and concerns into serious consideration before decisions are made.

Thank you.  
Sincerely,  
Pat and Gary McCarty

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**From:** Joan Christie-kazimer  
**Sent:** Tuesday, December 22, 2020 4:51 PM  
**To:** Debbert, Barb <bdebbert@London.ca>  
**Subject:** [EXTERNAL] File O-9288/Z-9289 1047 - 1055 Dearness Drive London, Ontario

Dear Barb

I have lived here at 1030 Dearness Drive London Ontario since 1962. I have a few concerns about the proposed building of this project.

When this subdivision was build in the late 1940's as a VLA subdivision it was to be single family homes. Under that VLA was it not stated that as long as the said vet or the children of the said vet would be covered under the VLA act? And that the land would be treated like crown land? So why would it be changed from family subdivision to multi unites?

Will the under grown pipes be able to take the water and sewer uses of a building that size since it was updated in the mid 1970's? Traffic in this street is all ready a problem and will only get worse what about the children and seniors who live in this neighbourhood? Kiddy corner from this suite there use to be a pond (that was long before the Viglianti family were here) This pound like other in this area were feed by underground streams. This is why were the plaza on Bradley and Willow have a green space that can not be built on. So will there be a assessment done on the environment of the land?

With the building of the new apartment building on Bradley and Wellington would this new one they want to build on Dearness and Bradley cause problems for both the neighbourhood and the city?

I believe this would not be good for this old neighbourhood.

Thank you and I look forward to your reply.

Joan Christie-Kazimer

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**From:** Joan Christie-kazimer  
**Sent:** Tuesday, December 22, 2020 5:23 PM  
**To:** Hillier, Steven <[shillier@london.ca](mailto:shillier@london.ca)>  
**Subject:** [EXTERNAL] Zoning By-Law Amendments for 1047 - 1055 Dearness Drive London ON

Dear Mr. Steven Hillier

My family and I have lived at 1030 Dearness Dr. London since 1962. When my parents purchased the property it was under the VLA act as my father was a WW2 vet. And that means we have lived here longer than the Viglianti family who would like to build this six storey mixed - use apartment building.

When this subdivision was created it was done as a single family subdivision as there were and still is children and seniors living here.

I have a few concerns about this project.

Is the infrastructure able to handle the sewer and water of that building?

How does changing from single family home to multi home affect the area and our taxes?

How will the increase traffic affect the safety of those who live on the street?

Has an environment study been done on the area as there was once an pond were Bradley and Willow is that was feed by a underground stream when I was a child growing up here. How will the water table effect such a building?

If the project on Wellington and Bradley with the five new apartment building goes on and is built before this on on Dearness how will it affect the neighbourhood? It say the building is a six story building but is to be at least 80 feet. Is 80 feet more than six storey's ?

If this project also has 200m2 commercial floor area were is the driveway going to be for the added traffic? Bradley has a concrete barrier on Bradley which mean all the traffic will be on Dearness very close to the intersection. Would this not cause traffic problems which could be a health and safety issue to the children and seniors on the street?

As this was build as a single family subdivision and the health and safety of those who live in the neighbourhood would be at risk if this project goes threw. I hope that you are able to fight for our safety in this issue.

Thank you Mr. Hillier for your time and effort in this matter and I look forward to hearing from your office.

Yours truly  
Joan Christie-Kazimer

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**From:** Themis Mantzavrakos  
**Sent:** Tuesday, December 29, 2020 1:54 PM  
**To:** Debbert, Barb <bdebbert@London.ca>  
**Cc:** Meni Mantzavrakos  
**Subject:** [EXTERNAL] Comments - File: O-9288/Z-9289  
Dear Barb Debbert,

**Re: Notice of Planning Application – File: O-9288/Z-9289**

My name is Tim (Themistoklis) Mantzavrakos and I live at 1050 Dearness Drive with my wife Fotini. We have lived here since 1978 and we object to the building project proposed in this application.

Our concerns are as follows:

1. Traffic volume on our street is already high and this building will make it worse. For years, and to this day, many cars use our driveway, our neighbours driveways, including the applicants driveway, to turn around and go west on Bradley Avenue. As fellow neighbours, we have all complained about this to each other for years. This was an irritant for us all. The exit at the plaza across the street only allows eastbound turns onto Bradley Avenue because of an island and a sign that says, "no left turn" and that is the main reason our driveways and U-turns are used by many cars each day to change direction and go westbound on Bradley.
2. Many transport trucks use Dearness Drive in both directions, despite the sign on Bradley Avenue prohibiting trucks. This is in addition to LTC bus traffic. What's being proposed will only make traffic worse, adding more large delivery trucks, resident and visitors vehicles, all coming in and out of one entrance across from our house.
3. We have lived here long enough to notice that Dearness Drive is the preferred access road for people who live within the perimeter defined by Southdale, Adelaide, Bradley and Dearness. People who live within this perimeter, tend to avoid the congestion of single lane Bradley Avenue, (especially during rush hour)

if they want to access the 401 or the many shops on Wellington Road, south of Bradley, including White Oaks Mall.

4. It takes a long time to back out of our driveway because of traffic congestion. Traffic on Dearness (at Bradley) frequently backs up all the way north, reaching Willow Lane (approximately 150meters). This happens because Dearness is one lane which is used by southbound vehicles to go in three directions, south on Dearness, east or west on Bradley. This problem is made worse because of the short duration green light (about 20 seconds) and the duration of the east west green light on Bradley is about 2 minutes.
5. A six story building will block the sun for half the day.

We object to this proposed project. It will make existing traffic problems worse for us and our neighbours. We have no objection if the owner proposed using the land to build a few homes, but not an multi-floor apartment complex.

Thank you,

Tim and Fotini Mantzavrakos

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**From:** Henry Taback  
**Sent:** Wednesday, December 30, 2020 9:20 AM  
**To:** Debbert, Barb <bdebbert@London.ca>  
**Subject:** [EXTERNAL] Re:File:O-9288/Z-9289

Hello Barb Debbert,

My husband and I are writing this letter to express our great concern regarding the negative impact that the proposed building site and plans will have on our street and community.

They are as follows:

- 1) We have lived in this area for more than 30 years and are very upset that this proposal would significantly lower our existing property value at which we have worked so hard to maintain.
  - 2) This will definitely bring a huge volume of traffic to our area, an area that already struggles with traffic issues as the street gets very clogged at Dearness and Bradley Ave. Making an entrance to this building site off of Dearness will only cause more havoc.
  - 3) There is a good mixture of young and old families that reside on this street and we feel it would only endanger everyone due to the increased volume of traffic.
  - 4) We do believe there is a high water table so we're very concerned whether the sewage system would be able to uphold a building of this size.
  - 5) Aesthetically it will look horribly out of place as Dearness Drive and Willow Drive have a great mixture of unique new and old homes.
- In closing, we do hope that all aspects and concerns of this building proposal site and plans that we have brought to your attention, are carefully weighed as the impact that this will bring to our neighbourhood, will not, as we have expressed, be in our best interests.

Thank you for taking the time to hear us.

Sincerely,  
Mr. and Mrs. Henry Taback

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**From:** Sean Jackson  
**Sent:** Wednesday, December 30, 2020 10:37 AM  
**To:** Debbert, Barb <bdebbert@London.ca>; Hillier, Steven <shillier@london.ca>  
**Subject:** [EXTERNAL] Fwd: Plan

Dear Barb Debbert:

I would like to voice my concern about the proposed 6 storey mixed use res/retail development.

Shoe-horning this into an existing residential development is not fair to the surrounding home owners - their property values will be negatively impacted for the sake of one single owner who bought the property knowing full well it wasn't zoned for this type of development to start with.

This will also add to the always increasing traffic levels of the neighbourhood. Plus if the planned mega-development behind the LCBO along Wellington is approved the area traffic will be unbearable. The City rarely takes into consideration traffic levels and Oxford and Wonderland are prime examples of what happens when too much is jammed into a tight area without proper roadways to service the new traffic loads.

Given it's proximity to Fanshawe it will likely become student housing which will further erode the family neighbourhood character already long established. Plus it having a retail component is only going to add to the strain existing established retailers are already experiencing.

These are only some of the reasons I am strongly against this development and I hope you hear similar feedback from others that dwell in the neighbourhood.

Sean Jackson  
950 Willow Drive  
London, ON

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**From:** Tracey Pringle  
**Sent:** Wednesday, December 30, 2020 11:56 AM  
**To:** Debbert, Barb <bdebbert@London.ca>  
**Subject:** [EXTERNAL] Planning Application O-9288/Z-9289  
Dear Ms. Debbert

My name is Tracey Pringle, I live at and own the property at 1054 Dearness Drive, on the NE corner of the intersection of Bradley Avenue and Dearness Drive, directly across the street from the proposed zoning change.

I have a number of concerns with the proposed change to the zoning of the property in question but will only list a couple of examples here.

1) The sewers on this roadway, are they up to date and able to handle the added strain that a residential building of this size will put on them

2) The runoff from rain and snow melt, will the storm sewers handle the excess created when they pave over the area in question

3) Are there even storm sewers on this road way, there are no sidewalks on the east side of the street where my house is located and the ditch along the roadway appears to not have been maintained in quite some time ait is filling in and the end of my driveway is heaving up causing some issues when leaving my property.

4) The increase in traffic at the intersection of Bradley Avenue and Dearness Drive during and after construction of the proposed building, traffic in the area is quite heavy at times and there are a number people making U-turns in the intersection at all hours,

people use Dearness as a short cut to and from Southdale Rd. to avoid Wellington during rush hour, morning and evening. Perhaps a traffic study of the area is warranted.

5) The position/location of my driveway and the vegetation on the corner make exiting the property difficult at times and the increase in traffic that adding the proposed number of residents (most likely with 2 cars per unit, or 94 resident vehicles and the customers for the commercial space that is proposed) will make traffic too heavy for the design of the road in its current state.

6) Finally is the concern of property values in this area of single family dwellings being adversely effected due to the re-zoning and construction of a multi-storey multi-family building. this is an older neighbourhood and as such should be left intact.

Thank you for taking the time to review my concerns

Respectfully,  
Tracey Pringle  
1054 Dearness Drive

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**From:** [Jennifer Manzi]

**Sent:** Wednesday, December 30, 2020 1:24 PM

**To:** Debbert, Barb <bdebbert@London.ca>

**Subject:** [EXTERNAL] 1047 and 1055 Dearness Drive in London

I am writing to with regards to the letter we received regarding 1047 1055 Dearness Drive.

I understand the one residence is already zoned commercial for the barber shop ...BUT .... I am very disappointed that the city would entertain the idea of changing the second residence to commercial in order for them to build a 6 story apartment building with underground parking.

The value of our homes will go down significantly ..The older residence on this street want to stay in their forever homes not be forced to sell because of an inconsiderate neighbor wanting to build a monstrosity in a residential neighborhood hood.

This is a residential community - HOUSES not Apartments and this building has no place on this street...the traffic is too busy as it is .

Dearness is used as a mini raceway and the lack of police presence, allows the speeding to go on continuously ... having all these residents in this building will just compound the problem in more ways than one .

The sewer system?

Who is going to be responsible for the up grade to the system - which it will need ...does it get applied to the tax payers who do not want this building to move forward.

As it stands the road is need of repair with all the potholes, this extra traffic is going to make it worse,

I feel sorry for the neighbors who will have this building right beside them - they will have no privacy what so ever , having this building loom over their properties  
The neighbors across the road will get to sit on his beautiful porch and **no** longer get to see the sun set or the horizon he will see bricks and mortar or horrendous balconies with their crap filling them ..that is not what we signed up for.

If they want to build an apartment do it in an area that already has apartments, not in this residential single family homes neighborhood

Apartments are being planned at the corner of Wellington and Bradley one block down , which is all commercial with 2 story walk up across the road and business all around...

Hopefully we will be notified if there is going to be a meeting regarding this proposal that the community can attend and explain in even greater detail that this is wrong for this community

Thank you

Jennifer Manzi

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**From:** Kelly Burns

**Sent:** Thursday, December 31, 2020 10:34 AM

**To:** Hillier, Steven <shillier@london.ca>; Debbert, Barb <bdebbert@London.ca>

**Subject:** [EXTERNAL] 1047-1055 Dearness Drive

Good morning

Im writing today about the proposed 6 story building being proposed for Dearness Drive. The building is not suitable for this area. This neighborhood is a single family home area. It is not ment for apartment buildings. The homes in the immediate are will not have privacy. There is also several home based daycares and a school in the area and it will be putting their safety at risk during construction as well as after with all the increased traffic. The proposed development at wellington and bradley is extremly suitable for that type of development. With all the construction that is coming i am extremley worried about the safety of my children and the others in this neighborhood. Please help keep this neighborhood whole as is and not a new apartment that does not and will not fit in. The safety of an entire neighborhood is at risk here. Thank you for your time. I look forward to hearing from you to discuss this matter in further detail.

Kelly Burns

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**From:** Lynn Cronin

**Sent:** Thursday, December 31, 2020 12:05 PM

**To:** Debbert, Barb <bdebbert@London.ca>

**Cc:** Hillier, Steven <shillier@london.ca>

**Subject:** [EXTERNAL] File O-9228/Z-9289 1047-1055 Dearness Drive

Hi Barb

We are writing to you to express our opposition to the above development.

We are concerned about the increase in population density in our neighbourhood. The density in an area is proportional to traffic and crime in that area. We chose this area due to the large lot sizes and lack of congestion of population and traffic. This development would change the dynamic of the area. We see no reason to change the makeup of this neighbourhood.

Thanks for your time and we hope that you will include our comments in your report to the city regarding this proposal.

If you have any questions, please do not hesitate to contact me.

Lynn Cronin  
James Cronin  
Nicole Cronin

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**From:** KEN DE HOOG

**Sent:** Thursday, December 31, 2020 12:28 PM

**To:** Debbert, Barb <bdebbert@London.ca>

**Subject:** [EXTERNAL] 1047/1055 Dearness Drive planning application  
Barb

I am emailing you today about the proposed development at 1047/1055 Dearness Drive. We have lived at 944 Dearness Drive for 39 years and we are extremely opposed to the planned building. There are numerous reasons why but the main one is for the safety of the children that live on or around Dearness Drive. Dearness Drive already has the nickname of Dearness Drive speedway, as of now it is used as a short cut for people travelling on Wellington Rd. We can always tell when Wellington Rd is busy by the number of vehicles (cars all the way up to semi trucks) that use Dearness. Over the years we have complained to city hall and the city police about the way people travel down the road. City police have done a few radar traps on the road and have always caught people speeding. At the time when kids are getting out of school, when they try and cross at Willow Lane they have to be extremely careful crossing. We have seen cars doing over 80 km at that time with no respect for the kids. If the building goes up there it will increase both north and south bound traffic, meaning more chances of the kids getting hit. If the entrance and exit are on Dearness it will mean that vehicles will not want to wait at the light and will go down Dearness Dr, the road is a residential road not a main artery. I have tried a couple of times to get a 3 way stop both at Willow Lane and also Wellingsboro Rd but have been unsuccessful, which would help with the speed people travel down the road.

Another concern is parking, when Westervelt school was there we always had problems with people parking on the side of the road, now they did put up no parking signs part way up the road but they would still park further up the road. I hope that they are allowing for enough parking for the residents and for people coming and going from the commercial part. Which brings me to another concern, the increase of traffic at the lights, at times now traffic can be backed up part way down the road at the lights. People entering and exiting the building will add to that and there will be a greater risk of accidents there and greater chances of backups of people trying to get in or out.

Lastly we feel that the area on Dearness Drive is a residential area not a mass residential/commercial area, we feel it does not fit in at that location. There has to be other areas that would fit this building closer to Wellington Rd and with better access. Please feel free to contact us if you want or need anymore information.

Ken and Debbie de Hoog  
944 Dearness, Drive

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Andrew Wilson, BES, MLA, OALA, CSLA  
901 Willow Drive, London, ON  
N6E 1P2

Dec 31, 2020

**Planning Application Review – File O-9288/Z-9289**

Steven Hillier, Ward Councillor (shillier@london.ca); Barb Debbert, London City Planner (bdebbert@london.ca)

RE: 1047 – 1055 DEARNESS DRIVE

PROPOSED OFFICIAL PLAN & ZONING BY-LAW AMENDMENTS

The Notice of Planning Application for the subject properties (red boundary line Google Earth image below) does not make clear how the requested zoning by-law amendment supports the Neighbourhoods Place Type on a Main Street. Planning by place type requires specific analysis of existing context to determine development suitability. Of significance is the proposed development's proximity to the Wellington-Bradley

intersection (image below) and the future BRT system. The four corners are underdeveloped with parking lots dominating currently. Fanshawe's (F below) lease of the building at the northeast corner is a positive commitment to the area. The proposed mixed-use redevelopment (PD below) of the northwest quadrant featuring five residential towers with about 1,200 units is significant and a positive response to the area and the BRT commitment. Similarly, the parking lot at the southwest corner lends itself to intensification, as with the southeast quadrant.



The northeast quadrant is constrained positively for redevelopment by the city park: more necessary should the area population grow with over 1,200 additional residential units. (More attention paid to the Wellington Road park frontage is merited: a sidewalk, for example. The existing ditch or bio-swale could better serve as a demonstration of green infrastructure in conjunction with the park's existing SWM pond.) The mid-block house (A above) on the north side of Bradley Avenue is an anomaly. The intensification of the two subject sites at the corner of Bradley and Dearness is justified contextually; however, the proposed building scale resulting from its six-floor height is not justified beyond the economic.

#### BUILDING SCALE OUT OF CONTEXT

Urban design convention calls for the stepping down of height from high intensity land use to lower intensity land use.

Doing that diminishes scale, mass and visual impact in relation to adjacent buildings: in this case, the three floor Fanshawe building to the west, one floor commercial buildings (C above) to the south and small scale residential buildings (R above) to the east and north. The proposed six-floor building is out of place because of its scale resulting from its height and mass. Toward the end of the day, September-April, it will cast a shadow on the residential buildings across Dearness.

- A three-floor building would be more in keeping with the existing context.

#### BONUS ZONING NOT MERITED

Bonus zoning is not merited for the noted development aspects:

1. building design,
2. affordable housing,
3. building fronting onto Bradley Avenue,
4. underground parking.

1. Quality architectural design does not merit a bonus provision; it should be a basic requirement for development approval anywhere in the city, let alone within a Main Street Place type. All appreciate good architectural design: it contributes to a positive sense of place.



2. The City of London is spending considerable time and resources to advocate for and provide affordable housing. As with an enlightened approach to the provision of housing elsewhere, every multi-family development in the city should contain a percentage of subsidized/affordable housing. (It's the right thing to do socially, economically and politically.)

3. The London Plan urban design provisions require the building to front onto Bradley Avenue because it is a Main Street.

4. The development of the proposed site for a multi-floor, mixed-use building requires underground parking because there is not the land area remaining to accommodate the required parking.

#### RECREATIONAL GREEN SPACE REQUIRED

Related to site coverage by parking and building, the proposed development of the subject site provides no recreational green space for residents' use. That is just bad site design for a housing project. Fortunately, there is a city park to the northwest. An easement on the adjacent property west of the subject site could alleviate the noted lack of green space by providing for a connection between the sites for the benefit of future residents. The current pandemic has made clear the necessity for convenient access to usable green space for individuals' good health and well-being.

#### SUMMARY

I support the intensification of the subject site as follows:

- A three-floor building rather than a six-floor one ensures a better transition to adjacent land use.
- The noted development features related to bonus zoning are basic to the responsible development of the site for a multi-floor, mixed-use building on a Main Street. They do not merit the rewarding of greater height and density.

The lack of usable green space for residents is a significant site design failing. (Unfortunately, there is ample precedent for this in London.) All housing requires green space for residents' recreation in support of their general health and well-being. For numerous economic and political reasons too many multi-family residential developers in London favour extensive surface parking at the cost of recreational green space for residents. Land intensification coupled with rising land value will lead to more underground and/or podium parking. With respect to the subject development, fewer floors/units mean less parking. The elimination of much of the surface parking would mean green space for resident's use (storm water infiltration benefits too).

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**From:** Amanda Grinstead

**Sent:** Thursday, December 31, 2020 1:12 PM

**To:** Debbert, Barb <bdebbert@London.ca>

**Subject:** [EXTERNAL] re: Proposed Development of 1047-1055 Dearness Drive

To Barb Debbert, Senior Planner-Development & Compliance Services:

My name is Amanda Grinstead and I am writing to you because I recently learned of a plan to develop 1047-1055 Dearness Drive. I must say that I was shocked and very upset to learn of plans to build a 6-storey apartment building in our neighbourhood. We already see a large amount of through-traffic in the area with many vehicles not respecting stop signs, speed limits and crosswalk areas. Adding 47 residential dwelling units to the neighbourhood would exacerbate this issue to new heights. Quite frankly, our post-war, residential neighbourhood was not designed to accommodate heavy traffic. Drivers often come from HWY 401 assuming that it is faster to avoid Wellington Road on the way towards Southdale Road E and Adelaide Street S. As a result, drivers are constantly speeding down Dearness Drive, Willow Lane, Willow Drive and Osgoode Drive. Willow Lane is one block in length and it is the only street that intersects with Dearness Drive between Bradley and Southdale. It has a school crosswalk and I can tell you from personal experience that vehicles do not stop or respect the signs at this

intersection. A traffic study of the neighbourhood would not support increasing vehicular flow down Dearness Drive and subsequently, Willow Lane, which is exactly what would happen if a large apartment complex were built on Dearness Drive.

It would greatly increase the risk to the many children who walk down Dearness Drive, Willow Lane and Willow Drive towards Nicholas Wilson Public School (located on the corner of Willow Lane and Osgoode Drive) and who play at Wellingsboro Park (located at the corner of Willow Lane and Willow Drive).

Further to this, the City of London zoning for 1047 Dearness Drive is listed as R1 and is restricted to only single detached dwelling units, while 1055 is listed as R2, which "provides for and regulates low density residential development in the form of single detached dwellings, semi-detached dwellings, duplex dwellings and two unit converted dwellings." (<https://london.ca/sites/default/files/2020-10/Zoning%20By-law%20Section%206.pdf>)

In order to demolish the houses that currently stand on these lots and build a large, 84 foot high complex in their place, the City would have to rezone sections of our small street, which mostly consist of post-war, bungalow houses.

Such a building would be an eyesore in the neighbourhood because it would tower over the surrounding homes and eliminate the privacy that residents have in their backyards. It would also create issues with street parking and has the potential to overwhelm the current water and waste systems in the area.

I have two young children and I am very concerned about the impact of having more residences, people and vehicles on the road in our neighbourhood. There are many areas of London that are being developed with new housing; locations that are appropriate for this kind of building. However, our small neighbourhood of one-storey houses, surrounded by parks and the Nicholas Wilson Public School is not the right community in which to construct an imposing, multistorey apartment complex.

I am requesting that my comments are included in your report to be reviewed by the City of London and I am signing a petition against this proposed development.

I urge you and the City of London to reject this building proposal.

Respectfully yours,  
Amanda Grinstead

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**From:** agostino bondi  
**Sent:** Thursday, December 31, 2020 1:40 PM  
**To:** Debbert, Barb <bdebbert@London.ca>  
**Subject:** [EXTERNAL] Petition

Here are my COMMENTS.

(!) Dearness is a RESIDENTIAL AREA. We have many children that use the street to go to Nicholas Wilson School. More traffic equals more danger for these kids who have to cross the street.

(2) The present traffic on Bradley is already huge. More traffic now comes from Summerside; in the future more of that is going to come from that area. When driving on Bradley going east and I have to make a left turn on Dearness, where I reside, often I have to wait a few minutes, on account of the traffic.

(3) Now to this manageable problem you add all the traffic that comes through Dearness, now add the new traffic caused by a large number of tenants added to visitors for commercial reasons, and you have created a traffic situation that cannot be sustained, it will be Dangerous, and will change the RESIDENTIAL aspect of the area.

(4) This street is being used as a short cut for the AMBULANCE.  
SO my answer is a FIRM NOOOOOOOOOO!!!!!!

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From: Sarah lafond  
Sent: Thursday, December 31, 2020 1:50 PM  
To: Debbert, Barb <bdebbert@London.ca>; Hillier, Steven <shillier@london.ca>  
Subject: [EXTERNAL] Dearness drive development

Hello.

I'm not entirely sure why you are planning to build yet another apartment building and "commercial space". Let alone in my neighbour hood.

Maybe you are unaware but this area is a veterans subdivision. It was created for WWII vets when they came home from the war. It was created at a time when we respected our war hero's, clearly there is no respect for them anymore. Now you are taking beautiful properties and putting up ugly apartments. The veterans would be appalled with the behaviour of taking away large lots where CHILDREN are meant to play and replacing it with large buildings with no space for children to play outside.

As for your "commercial space". Absolutely ridiculous. There are enough commercial spaces that are currently VACANT in and around the Dearness drive area. Right across the street there is vacant commercial space. There are two "malls" down at Exeter and Wellington that are 1/2 empty. Are they not "commercial space?" Then there is also Westmount mall which is 1/2 empty and has lots of Commercial space available. What is the point of building more commercial space when there isn't a need for it. If there was a need how about we fill the VACANT buildings before creating new spaces.

Considering we just had a horrible accident resulting in two deaths at another apartment building complex I am surprised that you're pushing ahead to build yet another apartment building.

These residences were private property how is it that the city is taking these private houses and turning them into an apartment building? Profit over people I guess is the city's motto.

I wish my grandfather and all the veterans were alive to see how the city of London "thanks them for their service" by turning their beloved properties into profit for a city.

Sarah Lafond

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**From:** [Richard Baxter]  
**Sent:** Thursday, December 31, 2020 2:24 PM  
**To:** Debbert, Barb <bdebbert@London.ca>  
**Subject:** [EXTERNAL] 1047-1055 Dearness Dr

Barb

I am sending you this in regards to the proposed development on Dearness Dr. While I do not live on Dearness Dr I do live a block over on Willow Dr and I can totally understand the residents concern over the proposed rezoning and development. I do understand the importance of developing and changing some of the city to better the area and provide additional services for the residents.

This I feel would have a greater negative impact on the neighborhood than positive. These two streets are a hidden gem (in my eyes) of London which is what brought me to the street almost 25 years ago. I feel that a development of the proposed nature will have a big impact on not only the real-estate values of the surrounding homes but also

the "feel" of that close knit neighborhood we all enjoy. If I lived over on Dearness the last thing I would want would to look up at is a wall of cement and windows as I try to enjoy my property. Most people in this neighborhood are here because of the lot sizes and the ability to make the most of them, be it pools, gardens, play equipment or just room for the dog to run and the kids to play.

I'm not sure if I would even see the proposed buildings from my backyard but I feel that the negative impact on the neighborhood forces me to raise a voice and help my neighbor out.

I know they would do the same for me.

I also wonder if this would create a ripple effect in as far further development of this kind of housing. I do realize that the developer and builder find this a desirable area to make the millions but so do the current single family dwelling owners. I do believe their voice is an important one and has more weight than a corporate one.

Please feel free to contact me anytime by email or cellphone to discuss or if you have any questions.

Thank you so much for your time.

Richard Baxter  
879 Willow Dr

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**From:** Joan Christie-kazimer  
**Sent:** Friday, January 01, 2021 3:58 PM  
**To:** Debbert, Barb <bdebbert@London.ca>  
**Subject:** [EXTERNAL] planning applications/1047-1055-dearness

Dear Barb Debbert:

I am against the application and am putting my complaint in writing.

This subdivision was build as a VLA subdivision in the late 40's as a safe place for family's to raise their children and grow old in. As a single family subdivision. Many who purchased here were WW11 vets. And children of those said vets have purchased the homes from their parents. (was there not a by-law that said it would cover the vets and or the children of those vet who own the homes) if yes then should the city not also be dealing with the VLA. I for one am one of the children of a WW11 vet and married to a man who served this country and is a vet.

It the infrastructure in the area able to handle the intake that this application will put one the area? (as I have lived in this area from 1962 and know that the update of the service were done in the mid 1970 I am unsure.

Is there going to be a environmental study done for the arena as there was a small pond on the the area of Bradly and Willow when I was growing up and there green space there is soft were the pound was. The Westminster Community as like the pond that was on Dearness were is splits of and there is anther green area were buildings can not sit. St. Stevens park has several soft spots and the two property (1047-1055) back on to the said park.

Traffic would make the area unsafe for the children and senior or any neighbours in this area. There are schools near by and the safety of those in this area is important. With the larger apartment building going up on Wellington and Bradly (five I believe) how will this all effect the area? Who safe will it be for foot traffic? Has there been a study done?

I heard the road is to be widened as well and this is not shown in any information I have received as of yet. Does the city care about the health and safety of this community? How will this affect foot and bus traffic in area.

This is and should stay a single family subdivision for the health and safety of those who live, just as it was planned.

Please Barb Debbert think about the family's who live here our safety is important. Let our subdivision be as it was met to be for single family's.

I wish to thank you in advance for your time and efforts in this matter  
your truly'

Joan Christie-Kazimer

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Brian & Connie Lorch  
1052 Dearness Dr.

Barb Debbert  
Senior Planner  
Development & Compliance Services

We have lived on Dearness Drive for over 20 years. When we were looking for a home we also looked for a good neighbourhood that was close to amenities. We chose this area because it was close to many conveniences on Wellington Road but not on a really busy street and it was a quiet single family area with the exception of a few townhouses at the north end of the street. Like many people in the area, we've taken very good care in keeping our house and property in really good condition and making some upgrades over the years. This was where we planned to stay until we were not capable to live in our home many years down the road. The street has become busier of course over the years. The neighbourhood is a great neighbourhood and many people will stop and talk to you when you're out walking in the area.

We have many concerns for our neighbourhood if the projected apartment building with community space is built. We're hoping, along with **ALL** of our neighbours, that the planning committee does **NOT** change the zoning at 1047 & 1055 Dearness Drive. Below you will find our reasons why we **DON'T** want this change in zoning to be allowed.

1. An apartment or any multiple housing will greatly affect the value of our homes in this area not to mention it would change the whole dynamics of the neighbourhood.
2. The traffic would become a nightmare! More cars at a multiple housing project would equal more traffic all the time! At times there can be 8 – 10 or more cars lined up waiting for the light to change. This would take the traffic back past the proposed driveway for the apartment building. There would also be more traffic due to the number of cars trying to get out of the parking lot onto Dearness Dr. With being on the opposite side of the street to the building we would have increased difficulty trying to get out of our driveway. With commercial space in the building we would also have to deal with extra cars and delivery trucks going in and out of the lot. The number of cars for the tenants in the building would be another mess to deal with. Dearness Dr. is also on a city bus route which will affect the traffic on the street. The bus also adds to the congestion at the stop light at Dearness and Bradley. We request a **traffic study** to be done.
3. With the proposed building and commercial areas there would be a huge increase in water and sewage for the street. This of course would cause a real mess and upgrades would have to be done. Who would pay for this? How would it affect our taxes? Both of these issues would affect a lot of people who would have nothing to gain from it. The surface water runoff would increase substantially.

4. The high water table in this area should be studied and looked at closely before any consideration for a project like the one being proposed. The backyard of 1047 floods and St. Stephen's Park behind this property has a small pond after continuous or heavy rain. There is already a water issue in St. Stephens Park which is evident by the drainage ditches that have been put there to reroute the water to the small pond that has been built there. The south end of Dearness Dr. is lower than the north end so the water runs down which is evident by the flooding in the backyard at 1057 as well. We are concerned about the water issue because there used to be ponds in the south end of Dearness at Bradley. We request an **environmental assessment** be done to look at these issues

5. Dearness Drive is a two lane street except at the corner. This would have to be corrected. This would entail widening the street which in turn will cause us to lose the residential look to the street and encourage more people from other subdivisions behind us to use our street for easier access to Bradley Ave. which again will add to the traffic on Dearness. To fix this problem major road work would need to be done which would change the feel and look of our neighbourhood. This would also increase our taxes as well, so again we would end up paying more for something that doesn't benefit our area or the residents.

6. This would also greatly change the view from our porches which again people like to use for the view and to visit with people as they're on their walks through the area. Nobody wants to sit on their porch and look at an apartment building! Which is another reason we bought in this area. This projected development would greatly reduce the privacy of people living in close proximity to the proposed building as well as decreasing the amount of sun we receive.

7. On the corner of Bradley Ave. and Wellington Rd. is a Fanshawe College campus. We **DON'T** want a bunch of students living on the street and bringing any of the problems that can arise if a bunch of students are living near other students.

8. There's going to be 3 high rise apartment buildings built at Wellington and Bradley so we have no need for another one in our area.

9. Is there enough land to allow for this apartment and commercial building and the parking for these?

You can see the concerns we have for this proposed use if the zoning is changed. This will greatly affect our neighbourhood and the people living in it. It would be different if this area was a new subdivision being built and the apartment building was a part of that subdivision. Then people buying houses in that subdivision would know there was going to be an apartment building there. In our case, this is a residential area and always has been, which is the reason many of us bought homes in this area. This proposed building would greatly change the landscape of our area. If you have any questions please contact us.

Brian & Connie Lorch  
1052 Dearness Dr.

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**From:** Shannon Sinclair  
**Sent:** Sunday, January 03, 2021 5:04 PM  
**To:** Debbert, Barb <bdebbert@London.ca>; Steve Hillier <stevehillier@rogers.com>; Hillier, Steven <shillier@london.ca>  
**Subject:** [EXTERNAL] Planning application 1047-1055 Dearness Drive  
Good Morning Ms. Debbert

I am a Westminster neighbourhood resident, residing a few blocks away from this new proposed development. Overall, I feel that this is a well thought out project, the mix of residential and commercial along with the relatively low height of the proposed building fits well in our neighbourhood. I agree with the London Plan that infill is the way to go

and for residential, this is near several amenities and may encourage more to come to our neighbourhood. I also think that there is an added benefit of being on a bus route I am concerned about the potential increase in traffic. As a member of the Westminster Working Group, a group of neighbourhood residents who try to make our neighbourhood better, traffic and speeding is a huge problem. People currently use Dearness as a throughway to skip the lights on Wellington and several residents on the street have repeatedly voiced concerns; I am concerned that this will only increase as are other residents who live on this street. It is also difficult for students to cross Dearness at times as the crosswalk is in an awkward location and the street traffic can be busy. My children must cross this street with their babysitter and I would NOT allow them to cross this street alone due to the heavy traffic and speeding cars. If this project is to move forward, what can be put into place to ensure that traffic related concerns are not a problem? Is it possible to add a 3 way stop at Dearness and Willow? A lit up crosswalk for the school? Other traffic calming measures such as speed bumps which have made a large improvement on Osgoode near St. Francis and Wilton Grove? Sidewalks to both sides of Dearness?

I truly feel that with proper traffic calming put into place to ensure that pedestrians are safer that this project can only improve the Westminster neighbourhood.

Thank you for your time and consideration

Shannon Sinclair  
Proud Westminster resident

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**From:** Milly and Maha  
**Sent:** Sunday, January 03, 2021 9:10 PM  
**To:** Debbert, Barb <bdebbert@London.ca>; Hillier, Steven <shillier@london.ca>  
**Subject:** [EXTERNAL] 1047 - 1055 Dearness Drive

Dear Ms. Debbert and Mr. Hillier:

RE file#: O-9288/Z-9289

I am writing this email to advise that my husband and I are not in support of the plan to build a 6-storey building on the corner of Dearness Drive and Bradley Ave. We have lived on Willow Drive for over 40 years.

Thank you.

Issaaf Mankal  
Hussein Mankal

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**From:** Joanne  
**Sent:** Monday, January 4, 2021 7:13 AM  
**To:** Development Services <[DevelopmentServices@london.ca](mailto:DevelopmentServices@london.ca)>  
**Subject:** [EXTERNAL] Planning application - 1047 and 1055 Dearness Drive

I am AGAINST the development at 1047 and 1055 Dearness Drive. I live at 892 and it is hard enough getting in and out of the neighbourhood now – the street is like a speedway. You line up at Bradley to get out and can't get out at Southdale (no light) without waiting forever. Imagine another influx of people and cars, etc. I imagine this will go ahead like everything else, even when you give your opinion!  
Put my name on the petition as AGAINST this application. Thank you.

J.E. Willson  
892 Dearness Drive

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**From:** Nancy Reed  
**Sent:** Monday, January 04, 2021 11:42 AM  
**To:** Debbert, Barb <bdebbert@London.ca>  
**Subject:** [EXTERNAL] 1047 – 1055 Dearness Drive Planning Application

Good Morning

I am writing to oppose the above application.

The street and sewers in this area were not built to sustain such a large structure. It is bad enough there are multiple high rises planned for the Bradley and Wellington northwest corners.

Our little quiet subdivision should remain as is. Another Springbank Nest isn't needed.  
Have a Great Day, Nancy and Peter Reed

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**From:** walt stevens  
**Sent:** Monday, January 04, 2021 3:21 PM  
**To:** Debbert, Barb <bdebbert@London.ca>; Hillier, Steven <shillier@london.ca>  
**Subject:** [EXTERNAL] Development of High-rise at Bradley and Dearness

As a taxpayer in the west minister park community I wish to raise my objection to this development. This is a residential single home area. This building can infringe on my privacy and degrade the value of my property. There are no others like it in this area and my fear is that it will open the door to more like this.. If nothing else it will change the culture of the neighbourhood. I urge you not to support this development ..

Walter Stevens

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**From:** Hunt, Elizabeth <ehunt@london.ca>  
**Sent:** Monday, January 04, 2021 4:24 PM  
**To:** Hillier, Steven <shillier@london.ca>  
**Cc:** Debbert, Barb <bdebbert@London.ca>; Swartman, Amanda <aswartma@london.ca>; Lamise L. Kablawi <lamisek@london.ca>  
**Subject:** O-9288/Z-9289

Hi Steve,

You got another call about the attached Dearness application, and the resident also made comments about the apartment towers proposed at Montgomery and Wellington (ward 12).

The resident said that those buildings at those intersections is getting crazy, as it's already congested across from White Oaks. He got a letter from some people about signing a petition, but his issue is that he doesn't have a computer to email this. He called Barb Debbert and gave his feedback in a voicemail, but also asked that I include her here for her records.

He doesn't want these developments to go unnoticed. He lives on Glenbanner, just tucked in from Dearness. There's only one way out of his subdivision, through Dearness onto Bradley, and increased traffic would make that worse. He has lived there since the 80s, and feels this is the worst change yet and would be "wrecking the neighbourhood for a few bucks."

Kevin Kelman 925 Glenbanner Rd

Kind regards,

(Forwarded by Elizabeth Hunt, Executive Assistant, Elected Officials, Councillor's Office, City of London)

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**From:** William Hill  
**Sent:** Monday, January 04, 2021 9:13 PM  
**To:** Debbert, Barb <bdebbert@London.ca>  
**Subject:** [EXTERNAL] 1047-1055 Dearness Drive Planning Application

August 2014 I moved to Dearness Drive from the country. I choose Dearness because the street had a variety of homes, mature trees, larger lots and appeared to be fully developed and I didn't think I had to worry about a developer changing the street into a series of high rises. If this application is approved that is what will happen. It may take several years but if the city approves this application that is what will happen. City will not be able to stop the next application having approved this one. I believe I have the right to purchase a property and not have someone else change the nature of the area for their own personal profit. Therefore I am against approval of this application.

Further under the plan all traffic enters and leaves the property via Dearness including commercial users. Dearness Dr. can't handle that kind of volume. Has there been a traffic study done? Dearness Dr. slopes all the way from Southdale to Bradley and surface water is a problem for many of the residents. The development includes underground parking which will block the flow of surface water.

Properties across from the proposed development and north of the proposal will be de-valued as soon as it is approved. How would you like an 84 foot building looking down on your property. Will the City of London require the applicants to compensate any person whose property is de-valued by this development should it proceed.

Please contact me if you have any questions.

William Hill

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**From:** Emily off  
**Sent:** Tuesday, January 05, 2021 8:01 AM  
**To:** Debbert, Barb <bdebbert@London.ca>  
**Subject:** [EXTERNAL] 1047 and 1055 Dearness Dr.

Hello Barb,

I am emailing you to complain to you about the proposed development at 1047 and 1055 Dearness Dr. I live on dearness drive and feel that this is a really bad idea and do not like the idea of this big building coming into a residential street. I have lived on dearness for 8 years and have kids that go to school at Nicolas Willson, We all walk to school in this area and having any more traffic is not good for the walkers, it is already not safe crossing dearness drive because of the current traffic that we have. Adding this many residence to the area would make it even worse. I have seen cars almost hit kids on their way to or from school. This is already a problem. Bringing in a big build like this would make this even worse. Speeding on this road is also a huge issue. The corner of Bradly and Dearness is notorious for accidents, there are constantly collisions. Adding a large building and a lot more traffic to the area will make this problem even worse than it already is.

This is a through way for ambulances to the Dearness home. More congestion would make it more difficult for them.

We bought in this area because it was a nice quiet residential area and having a big building put in changes this drastically. not only for those neighbours directly beside the building which destroys the large private lots that we have bought in this area (we chose to live in an area where we had this kind of lot and not a really crowded neighbourhood).

A building like this would create an unwanted crowded neighbourhood.

I am a concerned neighbour opposed to this proposed plan.

Thank you for taking the time to read my concerns, please let me know if there is more i can do to hopefully stop this development from coming in.

Thank you  
Emily

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**From:** Nicole Burke

**Sent:** Tuesday, January 05, 2021 9:59 PM

**To:** Debbert, Barb <bdebbert@London.ca>; Hillier, Steven <shillier@london.ca>

**Subject:** [EXTERNAL] Response to planning application O-9288/Z-9289 1047 - 1055 Dearness Drive

Dear Ms. Debbert, Mr. Hillier and City Councillors,

We are writing to express our opposition to the current planning application at 1047 and 1055 Dearness Drive. My husband, myself and our two young girls live at 1039 Dearness Drive, right beside this proposed development. When we moved here, the area was attractive for its privacy, community feel and quiet area with single family zoning. Many of the original families who built these homes still reside here. This development would change all the attributes I just mentioned.

The local community is quite disappointed that this development is being proposed. There are many areas where a condominium apartment building could be built and better suited. There are many areas in south London more specifically, where businesses once flourished, but have been empty for years on end. Tearing down two beautiful homes in the Westminster community doesn't seem like an ideal place to develop. This area has been zoned as single family dwellings since these homes were built. Our online petition has shown that no one in our community wishes for that zoning to change.

Our community was able to band together once we received the letters from the city, notifying us of the application. This was quite difficult as we received the letters on December 23rd and the province lockdown was just days away. We were only given 13 days to respond. Nonetheless, we were able to put together an online petition and notify the local community of the proposed development. In just 24 hours, the online petition received over 100 signatures from neighbours on just 3 streets closest to the area, Dearness, Willow and Glenbanner. This alone speaks volumes to the level of opposition and dissatisfaction. As of January 5th, 2021, our petition currently has received 189 signatures.

We will continue to reach out to the greater Westminster area, until the public meeting for this application is scheduled. We have discussed with many neighbours that this type of development is concerning, as it could lead to a trend in more unnecessary development in our area. We will be creating a community group that will be meeting electronically to discuss our concerns, so we can attend the public meeting as an organized and unified front. The community is more than prepared to organize ourselves to litigate against this process if required.

Here are some more specific concerns that have been discussed:

The local water table is quite high, as our whole community resides near Westminster ponds and the clay till is very close to the surface, creating drainage and flooding concerns. Underground parking in this area of London appears to be irresponsible. The park behind us is a floodplain. Many homes in the area flood without a sump pump. How can we ensure that a developer would maintain proper drainage in the area so the

homes in the immediate vicinity don't have to deal with flooded basements and yards?  
How do we know that water won't be displaced and create flooding in the future?

On Dearness Drive, we have a lot of traffic during rush hour and especially when traffic is bad on Wellington Rd. If the city were to allow 42 units to be added on Dearness, the traffic on the street would increase to an unsafe level, especially since there is no stop sign at Dearness and Willow Lane or even a sidewalk on the other side of the street. Cars currently travel on Dearness well above the speed limit, often double just two blocks from an elementary school. We can't imagine adding more cars to that equation.

On a personal note, this building would block all of the sun from our yard. We would lose all privacy and have many balconies and windows facing our yard and our homes' windows. The local neighbours are all concerned about the loss of privacy. The construction would be a nightmare of dealing with the logistics of several years of construction vehicles struggling to get in and out of an already small and busy area. Another traffic consideration is the entrance and exit of the proposed building. The current plans show the main entrance as 7 meters from our property line and our current driveway.

We appreciate the opportunity to discuss our concerns. Thank you to Barb Debbert for taking our calls and fielding questions and concerns from our community. We greatly appreciate your time and consideration during this arduous process. We have attached a copy of the signatures from our online petition. The online petition can be found here: <https://community.sumofus.org/petition/5e28f4e6-481d-4bbe-8dc0-44188ef0be5d/>

Kind regards,

Nicole and Trenton Burke  
1039 Dearness Drive

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**From:** Daryl Dunne  
**Sent:** Tuesday, January 05, 2021 10:11 AM  
**To:** Debbert, Barb <bdebbert@London.ca>  
**Subject:** [EXTERNAL] Against 1047 - 1055 Dearness Drive proposal.

Dear Barb:

My name is Darrell Dunne, I live directly across the street from the proposed site. I am against this site for many valid reasons. The number one reason is parking for minimum of 57, so there will be more, It is directly across from my driveway. I work and I do not want cars all day, and all night exiting and entering at all hours. It also has lights blaring in through my window plus the sounds of cars revving up and screeching tires while I am trying to sleep. This type of proposal SHOULD NOT ENTER AND/OR EXIT on a residential street. TOO INTRUSIVE. Number 2 reason, Water and Sewer. The road is already not the best. It has been leaking in front of my driveway, since we bought the house in 2017. You will notice the puddle on the right front part of my driveway. I have filled it in every summer, and yet I still get water there. who will be responsible for water /sewage backup? with this huge development proposal in a residential area, a lot of factors have to be addressed before and not after the fact. If you have any questions, or comments, please feel free to call me at\*\*\*, my address is 1046 Dearness Drive, London, Ontario, N6E-1N7.

Sincerely, Darrell Dunne  
Copies have been emailed to other residents

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**From:** Rob Murray  
**Sent:** Tuesday, January 05, 2021 4:44 PM

**To:** Debbert, Barb <bdebbert@London.ca>; Hillier, Steven <shillier@london.ca>  
**Subject:** [EXTERNAL] planning application

Hi Barb & Steven

I am writing to voice my concerns about the proposed apartment at 1047-1055 Dearness Dr.

My concerns are as follows:

The traffic that this will increase on the corner of Dearness and Bradley I believe will be enough to cause a disruption on our street. With the driveway being on Dearness Dr. I feel the traffic will be backed up and make it difficult for the residents that already live here because 47 units to me will bring anywhere from 50-80 more vehicles coming in and out onto our street. This does not include customers and delivery vehicles throughout the day with the bottom commercial planned.

Has there been a traffic study on this? If not I feel there should be and would like to request one be done before decision is made.

I also do not like that our privacy will be somewhat lost. With a tall building they will be able to look into our backyards. This is not what I want after 20 years of having that privacy.

I also fear this will be just used for student housing for Fanshawe campus. I personally do not want party central across the street from me every weekend.

I am also curious to know who will be paying for the street to be widened and for the infrastructure updating. Why should my taxes go up to pay for something that to be honest I do not believe anybody wants and somebody else profits from my taxes. We can't even get Dearness Dr. repaved which it is in desperate need of, I really don't want to pay for someone else's business.

There is also the issue of need. Why do we need to disrupt our lives and street for an apartment building when there is a high rise going up two blocks away on Wellington St. It makes no sense to me.

In closing I just want to say that I moved onto this street 20 years ago because it was a quiet street that was close to businesses and the mall but still felt like an off the beaten path street. The proposal will ruin that feel. It will be an eyesore and cause headaches for the residents not only while it is being built but for years after as well

Thanks

Rob Murray

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**From:** Jason Jordan  
**Sent:** Tuesday, January 05, 2021 8:29 PM  
**To:** Debbert, Barb <bdebbert@London.ca>  
**Subject:** [EXTERNAL] 1047-1055 Dearness Drive  
Hello Barb Debbert,

Overall I am in favour of the proposal of the 6 storey apartment at 1047-1055 Dearness Drive. There isn't any apartment buildings in the Westminster Park Area. Low rise apartments would be a good fit in the community as people are changing lifestyles and would like to live in the area. There is very limited areas for redevelopment in the area. I would hope the Westervelt property would be turned into apartments, before Fanshawe took it over.

This site is at the edge of the residential community. There are 10 and 13 bus stops within 100 metres. A planned bike lanes are planned on Bradley Ave this year and a proposal one along Wellington Rd, when reconstructed. There is lots of employment



opportunities for without need to drive or maybe students at Fanshawe.

I would understand residents would be against the proposal have being 6 storeys. Most of the building the community are 1 or 1-1/2 storey, with few being 2 storey and with would be the first apartment in the area. With 47 units proposal, in near equal the 50 homes, along one side of Dearness or Willow, between Bradley and Southdale. It is how to imagine the same number of household living in the big stretch, can live on one property.

There is also traffic issues. With being in a good area for transit, many may choose to take the bus instead on driving. With better bicycle routes being built, other may choose active transportation instead. For those driving, with the difficult to make a left turn from Dearness with Southdale; I am sure most leaving the building would take Bradley to Wellington instead. A higher trips might be taking Dearness to the building then leaving. An All-way Stop could be installed at Dearness Dr and Willow Lane. Even one now would be itself benefit.

Three suggestion for improvements:

- The apartment on the main floor designed to be able changes into commercial units (like what was proposed at 1039 Dundas St and 147 Wellington St).
- Use a different material/colour, design to have an interesting (even simple) Cornice on top of the tower.
- Maybe remove the parking spot closest to Dearness Dr, to increase the landscape areas with a possibility for a landscape buffering of the parking lot.

Cheers,

Jason Jordan  
970 Willow Dr

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**From:** Barbara Fisher

**Sent:** Tuesday, January 05, 2021 10:55 PM

**To:** Debbert, Barb <bdebbert@London.ca>

**Subject:** [EXTERNAL] Response to Planning Application File: O-9288/Z-9289

Dear Barb,

This document has been drafted to address the lack of incite of proposing a zoning amendment for a multi-use six(6) storey building on the land that is presently 1047-1055 Dearness Drive. I am compelled to respond so that I will not regret a tragic event as a result of inaction. This response will be broken down into four areas of investigation : 1) the intersection that will service the new development (Bradley and Dearness 2) the assessment of traffic flow 3)the actual "need" for the multi-use building and finally, 4) the degree to which the amendment meets the criteria a zoning change.

When investigating the Bradley and Dearness intersection, one must turn one's focus to the Bradley and Wellington intersection that feeds it. The Wellington and Bradley intersection rests between the top two intersections for most collisions: #1 being Wellington and Exter and #2 being Wellington and Commissioner's. As you are aware, Wellington road is a major arterial road that runs North-South connecting St. Thomas, Hwy #401 with London downtown core and beyond. Note as of 2013, the section between Southdale and Commissioner's is the most traveled with as many as 48,000 vehicles /day. (Clearly by 2021, those numbers will have risen significantly!) Wellington Road is home to many commercial and institutional establishments:

- i) White Oaks Mall
- ii)LHSC -Victoria Hospital
- iii)Parkwood Hospital
- iv)New Mental Health Care Facility
- v)Fanshawe South Campus

and a vast array of hotels, restaurants and retail outlets.

Bradley is an arterial road that runs West-East from White Oaks Rd. to Veteran's Memorial Parkway and beyond. Being a primary road to access the commercial district; it carries its fair share of motorists. It is an understatement to say that when Wellington meets Bradley a significant number of motor vehicle accidents have occurred. It is notable, when we moved to London just over a decade ago, our insurance was RAISED as a result of no longer commuting 200km on the highway to work each day! Yes, it was raised as a result of our postal code and the risk of accidents associated! Each corner at the intersection drawing a diverse group of people for the White Oaks Mall, The Bradley Plaza (McDonald's etc.), Fanshawe and LCBO plaza are all contributing factors. So, we turn our attention to the intersection of interest (Bradley and Dearness) the access point for the proposed site of development for a six-storey building one small block from Wellington and Bradley. This intersection, too, has more accidents than reasonable due to its proximity to the traffic congestion nearby. One need only to take a drive today to see the replaced traffic pole (black) and replaced traffic light since the most recent one was knocked down (It has happened before)! This occurred only days after the Notice of Planning Application was posted. The intersection does NOT function well presently. It would be an error to proceed with adding more congestion at this location.

The second area of investigation is the assessment of traffic flow. While the topic is associated to the intersection, it was deemed more appropriate to address the topic separately. It is believed that it would be beneficial to have a traffic engineer to evaluate and estimate the capacity for the intersection (Bradley and Dearness) under ideal conditions. An engineer, with the working knowledge of traffic flows on approaches and a clear understanding of the negative effects on capacity the following factors have, could render an accurate judgement on the saturation level.

The Negative Factors on capacity being:

**1) Percentage of opposing traffic**-this would include the ever-increasing drivers from: Highbury, the ever-expanding subdivisions developed off of Bradley, Hwy #401 and Veteran's Memorial Pkwy and beyond.

**2) Percentage of conflict traffic** - the number of Westminster residents accessing the intersection to enter or exit with the benefit of a light, the growing traffic exiting offices and commercial facilities south of Bradley.

**3) Number of pedestrians**- using the lights to cross to commercial districts.

**4) Number of lanes on the conflicting and opposing approaches** - all being two lanes when approaching Dearness and Bradley from Wellington excepting the created turning lane on the opposing approach.

**\*5) Left hand turns (61% of accidents are left hand turns)**- the most important factor for our investigation. It includes: residents entering the community from the commercial areas, public transit, Emergency vehicles servicing the Dearness Home, **sadly** consumers accessing KFC, Starbucks, Popeyes Chicken etc. from Wellingsboro, consumers from the Bradley Plaza(McD's) that are **navigating back to Wellington via Dearness as a turn around** and **NOW potentially** all vehicles as a result of the proposal- residents of 47 apts., restaurant staff and patrons, office staff etc.

When one evaluates and researches further the traffic flows and the factors that affect an intersections capacity, one could suggest that the saturation headway at this pivotal point has already been broached well before the proposal!

Let us turn our attention to the actual **NEED** of the multi-use building being proposed. The building is intended to house 47 apartments. This need is quickly mitigated should the proposal (less than 0.5km away on 1067-1071 Wellington) for 3 multi-use buildings with a potential 1239 residential units be approved. It is noteworthy that within 1km from the Dearness proposal there are: 3-7storey apartments, 1-6 storey apartment and 2-15 storey high rises at Jalna. Expanding the boundary to within 2 km, there are another 2-9 storey apt. buildings and 4-7storey buildings at Earnest. Finally, at the 3km mark there is 2-8 storey and 1-7 storey residences at the other end of Jalna. A grand total of 15 mid and high-rise complexes already exists within 3km of the Dearness location. The 3 biggest towers will be potentially within 0.5km should the Wellington proposal pass. The author found 3 storey apartments and condominiums too numerous to itemize. In

summary, there is an extensive number of multi-resident buildings between Wellington and White Oaks Rd. The proposal of the 47-unit building is redundant. When addressing the need for office space, one only need look across the street at Bradley Business Park for the properties for lease presently. There are always for lease signs within the commercial and industrial area south of Bradley and east of Wellington that renders the need to expand out of the area zoned for this purpose unnecessary. Again, if proposal File:0-9263/Z-9264 is approved 1875sq m of space on Wellington minimizes the need for office space on Dearness.

Addressing the need for a facility to accommodate a restaurant is obviously unnecessary as space for this purpose is across the street and at various locations on Wellington. Need it negated by existing locations available. In summary, one is hard pressed to comprehend the need for this structure to be built under the circumstances. Note: the Wellington Proposal also has 950 sq m of retail space.

Finally, one needs to address the degree to which this amendment meets the criteria for a zoning change. When reviewing the city's web-site, this application seems to fly in the face of zoning bylaws that are the municipalities general plan for land use. If the official plan was for Dearness to be zoned Single Dwelling Residential, then the construction or new development that does **NOT** comply with the zoning bylaw is **NOT** allowed and the municipality should refuse to issue a permit. This as I understand it, is the legal process to manage use and future development. The official plan as I understand it protects citizens from conflicting and possibly dangerous land use in our community.

The multi-use building is NOT compatible with the adjacent land use, in that, it changes the very fabric of the community. Our residential landscape is the only, hidden treasure made up of purely single dwelling residences that exist off of Bradley from Adelaide to White Oaks Road. The historic undertones of our veterans who once resided here still remain and deserve to be protected!

The proposed development presents a problem with vehicular access as outlined in the review of the intersection and traffic flow. The need to evaluate the intersection feeding into the proposed new development for saturation is of paramount importance! The safety of pedestrians and motorists is at risk.

The multi-use building is NOT suitable for the lands designated as it is too close to the adjacent home owner's land. It is one thing to have an apartment backing on to your land but a whole different story being unexpectantly neighbours to 47 apartments directly beside you! The height 84 feet significant height amendment certainly dwarfs the meager height restrictions for a fence, garage or even a house! The proposed site will compromise further the residents directly across the street from being able to exit their driveways. The structure is unsuitable for the chosen lands as little information has been given to address the extensive need for parking. Lastly, the further hinderance of a poorly functioning intersection with the introduction of additional congestion from the site is proof of the lack of suitability of the lands for this proposal.

This community has already been challenged by the ever-expanding commercial district. We are challenged by vehicular traffic traversing Dearness to access back entrances to eateries on Wellingsboro. It already makes going for a walk life-threatening! My husband came within inches of being hit at Dearness and Wellingsboro as motorists rarely yield let alone stop at the stop sign. Well, occasionally they have stopped abruptly as the mowed down the sign! I digress... Having a multi-unit dwelling infiltrate our pleasant community at our access and exit point will hinder all Westminster resident's ability to go about their daily lives. We look to you to maintain the integrity of this residential neighbourhood's wellbeing and safety.

I hope I have shed some light on: the intersection that services the suggested new structure, the traffic flow challenges, the limited need for such a multi-use tower and the lack of compatibility of the building with the chosen lands at the mouth of our once peaceful domain. We look to you to regulate the scale and the intensity of this proposed

development and recognize it as an over ambitious, under-researched and rather ill-conceived proposal. The safety of young and old is in your hands!

Yours Sincerely,  
Barbara Fisher

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**From:** Lucy Ferreira  
**Sent:** Wednesday, January 06, 2021 9:39 AM  
**To:** Debbert, Barb <bdebbert@London.ca>  
**Subject:** [EXTERNAL] The propossal of the Apartment Building on Dearness Dr in London Ont.

Hello Ms. Barb Debbert

We as neighbours of Dearness Dr are against the proposed development of 1047 and 1055 Dearness Dr in London Ont.

We are very concerned this development will be us high volumes of traffic and perhaps violence into our neighbourhood.

When we purchased our home here 7 yrs. ago. We definitely were sure this was a residential neighborhood , not commercial.

As Senior Planner- Development. Can you please look into the matter?

Your Sincerely  
Mr. and Mrs. Nuno Ferreira.

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**From:** Nicole Burke  
**Sent:** Thursday, January 07, 2021 9:58 AM  
**To:** Debbert, Barb <[bdebbert@London.ca](mailto:bdebbert@London.ca)>  
**Cc:** Hillier, Steven <[shillier@london.ca](mailto:shillier@london.ca)>  
**Subject:** [EXTERNAL] O-9288/Z-9289 1047 - Public meeting question and London Free Press article

Good morning Barb,

Could you please give me a call at your convenience regarding a few questions I have?

I noticed on the London city website that the public meeting for this application was set for January 18th, 2021. The link below shows the public notice was given on December 17th. The letter the local residents received says that the public meeting will be set at a future date? Am I missing something here? Are these planning meetings postponed due to the lockdown? The neighbourhood has not been notified if this meeting has been scheduled.

<https://london.ca/newsroom/public-notice/public-notices-december-17-2020>

Also, I thought I would draw your attention to the London Free Press article that was published last night highlighting this issue. <https://lfpres.com/news/local-news/neighbours-rising-up-against-proposed-dearness-drive-apartment>

If you read the article, there are some details from the reporter that are not accurate, such as the building including affordable housing? This is not something that was included in the proposal to the neighbourhood or in the application to the city that the public can see. Are there more details that we are missing, or is this simply not accurate. Our neighbourhood is not against affordable housing, we are against the proposed luxury condos that the applicants have been discussing for the last 2 months. Thanks again for your help with this matter. My number is \*\*\*.

Nicole Burke  
1039 Dearness Drive

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**From:** Rene Khouri  
**Sent:** Thursday, January 07, 2021 11:54 AM  
**To:** Debbert, Barb <bdebbert@London.ca>; Hillier, Steven <shillier@london.ca>  
**Subject:** [EXTERNAL] Community Feedback Regarding Proposed Amendment 0-9288/Z-9289

Good morning

I understand this email may be coming to you a little later than I had hoped, however, I still wanted to express my points in hopes of providing more feedback from people who will be directly affected by this proposed amendment and build.

I am against the proposed development for the following reasons:

I have lived on Dearness Drive for 20+ years now, and in that time have noticed significant increase in the small bypass to Wellington Rd. While I generally have no issues with traffic, the lack of speed bumps to quell those in a rush, and the increase in transport truck traffic which is not even permitted on this Drive, has grown significantly in the last couple years, especially. This has already created difficulties for the many seniors and school age children in the area, as they now have to deal with people that can't be bothered to drive less than 50 meters and use the road built specifically to handle high-traffic loads (Wellington) or Adelaide, which is where they should be diverting.

The impact of the proposed building will also create a heavy traffic and vehicle burden for the intersection of Bradley and Dearness. The proposal shows parking entry/egress for the building coming from Dearness Dr. This will drastically impede the flow of traffic, creating backlog through most of the day, and a much heavier presence throughout the days. The design for traffic on Dearness was never meant to handle several hundred vehicles, and the intersection will be a constant sore spot for those living in the immediate area. Also to mention the delays it will cause the LTC on this highly used bus route.

In the age of modern living, and with an overabundance of retail/commercial space in London, having more commercial space will only leave more empty units as more and more people work remotely from home and do not require the few units this proposal is providing. With the planned developments for Wellington and Bradley, this additional proposed building on Dearness will not provide any additional benefit to the economy or to the appeal of the neighbourhood. It will, in my opinion, actually only serve the people that own the property, and will devalue the remaining areas property values.

The environmental impact this will create will be immense. Fanshawe College has already purchased the properties from Wellington Rd (former Westervelt College), Eastbound on Bradley, to the proposed property line of this application. If Fanshawe decides to build or amend the rites to those properties, the parkland, natural space, and wetland will be lost, and the increase in vehicle traffic, pollution, smog, CO2 emissions, will increase.

This is but a glimpse of what I fear can happen to this region, and while I am all for people to have the opportunity to develop their land, I fear the losses outweigh the gains of this proposal.

Thank you for your time

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Rene Khouri

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**From:** Joan Christie-kazimer  
**Sent:** Friday, January 08, 2021 1:20 PM  
**To:** Debbert, Barb <bdebbert@London.ca>  
**Subject:** [EXTERNAL] Application for 1047 -1055 Dearness Drive London ON



Is this a zoning by law amendment to change the neighbourhood from single family homes to one that is mixed use apartments and commercial space?

I believe the file number is 0-9288/Z-9289

This is an old subdivision set up as single family homes and set up by the VLA was there an original by-law that said it would stay as such? There are many who like me are either vets who purchased their property or children of the said vet who live and own these single family homes who believe this subdivision would remain as single family homes.

The City of London's 20 year plan does not show this change in that plan. It does show an application was put forth Monday Nov 9, 2021. Has this gone to council as of yet? And if yes why are we the people who live in this subdivision only now hearing about it?

This City must be aware to the water table problems in the area. As there are a few places that can not be built on (one green space is were the Dearness splits of and if build were the pound was it will sink as the green space near Bradley and Willow. There is a park that backs onto these property's and there has been water problems in that area since the subdivision was built. I for one have lived in this area since 1962. This same park is were the city has fenced off old Willow trees due to both the age of the trees and the soft ground if I am not mistaking.

Was there an Environmental study done on the property? That corner has water problems with run off as across the street are paved lots no place for the water to run and this project evening with widen of the street could create a health and safety problem for the foot traffic and traffic in general for this street. Dearness has signs on both ends for no truck on this street with the driveway well into Dearness how will that work for the commercial space in this project? Would another paved area (which would make three corner all paved make it harder not easier for the run of water at the corner of Dearness and Bradley? How will this effect traffic with the larger project on Bradley and Wellington being built at the same time?

I understand that there many be children from the project on Wellington and Bradley who may have to walk passed this on their way to school at Nicholas Wilson Public School how would this project effect the children's safety walking? How will this project effect the city Bus that runs down Dearness?

Thank you in advance for your time and effort in this matter.

Yours Truly,  
Joan Christie-Kazimer

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**From:** Dan Brinkman  
**Sent:** Thursday, January 07, 2021 6:57 PM  
**To:** Hillier, Steven <[shillier@london.ca](mailto:shillier@london.ca)>  
**Subject:** [EXTERNAL] NIMBY

Dear Councillor Hillier,

I am writing to express my opposition to the proposed high density development that is being proposed at the corner of Bradley and Dearness (<https://lfpres.com/news/local-news/neighbours-rising-up-against-proposed-dearness-drive-apartment>)

I think it would disrupt the feel of the neighbourhood with an expected increase in traffic and in a host of other issues this would bring. We are not Toronto and we should not aim to emulate them. We are the Forest City and should accordingly make room for nature and for wise development that harmonizes well the rural, suburban, and urban environments.

Thank you for hearing me on this, please add me to the list of 'nay'sayers. Not In My Back Yard.

Best regards,  
Dan Brinkman  
Ward 14 Resident

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**From:** Kelly Burns  
**Sent:** Saturday, January 09, 2021 4:13 PM  
**To:** Hillier, Steven <shillier@london.ca>; Debbert, Barb <bdebbert@London.ca>  
**Subject:** [EXTERNAL] Re: 1047-1055 Dearness Drive

I drove by this morning of the above proposed location and it dawned on me the the location is extremely dangerous right on the intersection this project should it go through will cause major congestion in an already heavily congested area. No one i the neighborhood who actually lives here wants this dangerous eyesore in our community. There are some serious concerns about this project in this neighborhood and so far the city does not appear to be taking this seriously.

As I have not received a reply from my previous emaip from either of you, I expect a timely response to this email.

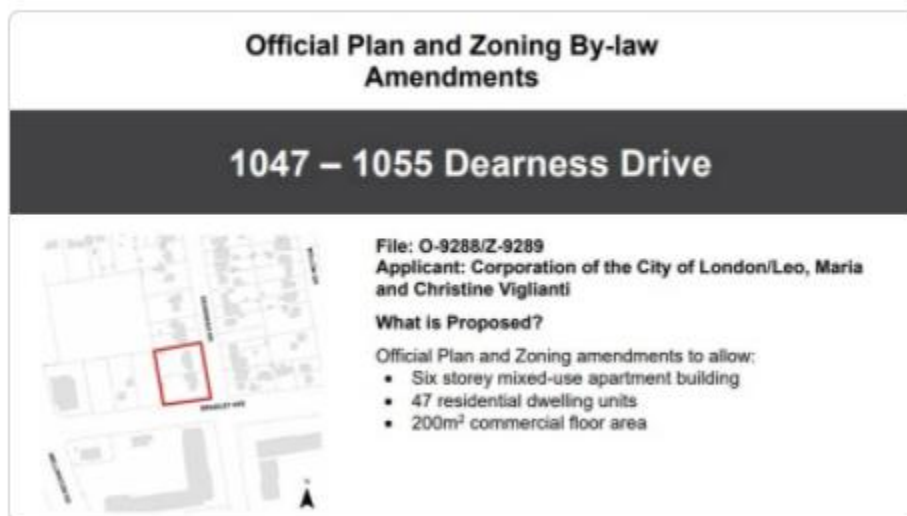
Kelly Burns, CD

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#### **Petition referenced in Nicole Burke's email dated Jan 5, 2021**

An online petition started by a member of the neighbourhood was signed by 190 individuals. While many signatures are of those who reside in the neighbourhood, addresses are not associated with the on-line signatures. The nature of the petition is:

 SumOfUs member **N Burke** started this petition to **Dearness Drive and Westminster Community residents**



**Official Plan and Zoning By-law Amendments**

**1047 – 1055 Dearness Drive**

File: O-9288/Z-9289  
Applicant: Corporation of the City of London/Leo, Maria and Christine Viglianti

**What is Proposed?**

Official Plan and Zoning amendments to allow:

- Six storey mixed-use apartment building
- 47 residential dwelling units
- 200m<sup>2</sup> commercial floor area

“Dear Westminster neighbours,

We would like to give an opportunity for the Dearness Drive and larger Westminster Community to have their say regarding proposed development at 10547 and 1055 Dearness Drive in London, Ontario.

Please sign this petition if you are against the following proposed 6storey (84 feet high) mixed-use apartment building including commercial space being built in our community.

“

(links are also included to City's application-specific web page, followed by contact information for the City's Planner and Ward Councillor, and encouraging anyone to attend the Public Participation Meeting which at that time had not yet been set.

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**From:** Joan Christie-kazimer

**Sent:** Friday, July 09, 2021 2:33 PM

**To:** Debbert, Barb <bdebbert@London.ca>; Hillier, Steven <shillier@london.ca>

**Subject:** [EXTERNAL] Fwd: File O-9288/Z-9289

Dear Mr. Hillier

I am completely against this project going forward. As someone who has lived here in this neighbourhood for almost 60 years I do not believe this is good for the area.

This land was to be single family homes when it was created as a VLA subdivision. I find it disreputable that the City of London cares so little for those who were willing to give their life's for this country. And yes there are still a great number of veterans and family of veterans who live in the neighbourhood.

There is a water problem in the area as there are or have been many small ponds filled in so buildings can be built on top of the once ponds. Back yard in the area the this is to be built on still has problems in the spring with the ground being mushy and soft. There is a water run off problem at the corner of Bradley and Dearness and in the winter that corner is like a skating rink. It is not always safe to walk on the side walks as they are covered in ice. The road is very slippery. Without the grass to help with drainage would it make this problem worse as water does not always run off payment?

The infrastructure in this area is old and how do we know that it will support this new six story apartment building? And if new infrastructure needs to be put in who will be paying for this? It would not be fair to charge those neighbours who live in single homes for that six story building would it.

With a plan to build new apartment building up the street at Bradley and Wellington will both these projects be done at the same time? This would create a nightmare for traffic would it not?

Dearness Drive has become a short cut for many large trucks even with the signs that say no trucks on the street, and for those who want to miss the lights on Wellington use Dearness. But the city does not seem to think this matter. What we the residents are told is that there is just as much traffic on Willow as Dearness. This is not true just drive down each street and see for yourself.

Mr. Hillier this has been a nice neighbourhood over the last sixty years and many of the neighbours try to care and look out for each other. If you were to walk down the street and talk to people you would hear how so many are not happy about this project. And yes over the 20 years many of those who I know have left the neighbourhood but many who have moved in (new comers) would like it to remain a single home kind of neighbourhood.

I hope that for the health and safety of those who live here this project does not go through.

I received a letter today about a meeting July 26, 2021 however we will be away on holidays at that time can I give a neighbour a proxy for me so that person can either vote or speak for me?

There are many of us who have lived here longer than the Viglianti family and are upset at how they want to hurt our beloved neighbourhood.

I look forward to hearing from your office in this matter.

yours truly;

Joan Christie-Kazimer

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**From:** Lynn Cronin  
**Sent:** Friday, July 09, 2021 1:56 PM  
**To:** Debbert, Barb <bdebbert@London.ca>  
**Cc:** Hillier, Steven <shillier@london.ca>  
**Subject:** [EXTERNAL] File: O-9288/Z-9289 1047-1055 Dearness Drive Zoning By-Law Amendment

Barb Debbert  
[Bdebbert@london.ca](mailto:Bdebbert@london.ca)  
File: O-9288/Z-9289  
1047-1055 Dearness Drive

Hi Barb

We are writing to express our opposition to the Viglianti Zoning By-Law Planning Application. Please see the following reasons for our objections to this amendment.

Traffic— high traffic congestion at intersection of Dearness and Bradley, high frequency of accidents at intersection, traffic volume too large on Dearness for condition of street, too much speed along Dearness, too much foreign traffic on Dearness using it as an alternate to Wellington, lack of traffic controls, not safe for children attending schools, and too hard to back out of driveways because of traffic backed up along Dearness from Bradley. With the addition of the underground and above ground parking for this apartment building, the traffic on Dearness will increase dramatically.

This is a quiet family neighbourhood with single detached houses. This street does not need to have a large apartment building that will change the makeup of the area. People purchased houses in this area because of the single family homes and lack of apartments. If people want to live in an apartment building that is close to this area, there are plenty of options on the west side of Wellington Road.

The property values in the area will decrease due to the presence of an apartment building. Just because the Viglianti's insist that 'the design of the proposed building with enhanced architectural design' will look nice in the area and will not affect the property values in this neighbourhood, they cannot guarantee that this will be true.

Please take into consideration the above objections and decline this request by the Viglianti's for the Zoning By-Law amendment to 1047-1055 Dearness Drive.

Thank you

Lynn, James and Nicole Cronin

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**From:** Barbara Fisher  
**Sent:** Sunday, July 11, 2021 6:37 PM  
**To:** Hillier, Steven <shillier@london.ca>  
**Subject:** [EXTERNAL] File:O-9288/Z-9289

Dear Steven Hillier,

I am writing to you out of concern about the impact of the amendments being requested for this particular location at the mouth of Dearness Drive and Bradley. While I respect the extreme effort made by the applicants to massage the six-storey building into something compatible with the neighbourhood, its proximity to Wellington road and increased population density will always be a recipe for further carnage at that intersection. If accidents do not occur at that intersection, then it will be at Willow and Bradley as community residents look to avoid the long traffic lights. Have we seen a detailed review of traffic flow at the Bradley and Dearness intersection? Traffic is and always will be an issue!

If the council's focus is "up rather than out", then in the multiple new subdivisions off of Bradley, Exter rd. and old Victoria road, this rationale should have been evidenced or the focus is actually moot. The implementation and direction of this directive should be during the development of the neighbourhood so that the resident understand the community that they are moving into from the beginning. Home purchasers in the Dearness area bought into a community of single dwelling homes because this was the community environment they wanted for their families. Your planning and Zoning By-laws are the only thing that can protect the rights of the people of your riding. This area continues to be infiltrated and impacted by commercial activities. Where are the lines (Boundaries) ?

Just as a small aside- this building has been designated as a senior citizen apartment complex? What guarantee is there that it does not become a student dormitory to the adjacent college? Questioning-the need of the Bike storage area? Questioning- the safety of the elderly crossing Bradley for the morning coffee? What guarantees are there if this zoning request is passed that the next will be also be passed? This is a very slippery slope! Where is the protection for the average citizen?

Are these additional living space really necessary if they approve all the apartments proposed two blocks away? Which brings us full circle to the traffic congestion that is ever increasing at the proposed site's intersection? Will we be informed of the results of the zoning request of the significant apartment structures proposed on the other side of Wellington at Bradley and Montgomery prior to this meeting? Should this not be a significant factor that is weighed in the decision-making process? Additional living spaces- are they necessary and at what cost?

While I respect the need for providing affordable housing, this proposal at this particular site is not advisable from a resident's standpoint.

Looking forward to hearing from you.

Sincerely,  
Barbara Fisher  
Concerned Westminster Resident

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**From:** Daryl Dunne  
**Sent:** July 13, 2021 1:27 PM  
**To:** [bdebbert@london.ca](mailto:bdebbert@london.ca)  
**Subject:** Notice of Planning Application for 1047 - 1055 Dearness Drive

July 13, 2021

To Whom It May Concern:

My name is Darrell Dunne, and I currently reside at 1046 Dearness Drive, London, Ontario, directly across from the proposed parking structure, for the proposed building, rezoning changes, and/or amendments.

My comments about and concerning the following:

Notice Of Planning Application  
Revised Official Plan And Zoning By-Law Amendments  
1047 - 1055 Dearness Drive, London, Ontario  
File: 0-9288/Z-9289  
Applicant: Corporation Of The City Of London / Leo, Maria, and Christine Viglianti

The first issue I have about the proposed SIX Story Building, is as follows:

1) It is too BIG and INTRUSIVE for current neighborhood.



2) The entrance and/or exit for the proposed building, should be on/or off Bradley Avenue, and should not be on/or off Dearness Drive. It is too close to traffic light and it will directly affect the current homes directly across, and/or adjacent from the proposed plan.

3) It should have a sound proof retaining wall for THE ENTIRE DEARNESS DRIVE, with NO ENTRANCE/EXIT, ON DEARNESS DRIVE, and it should also have a sound proof wall FOR THE ADJOINING PRE-EXISTING, FAMILY DWELLING HOUSE, situated at 1039 Dearness Drive.

Statements about Article 2, above aforementioned:

Because it is proposed to have exit and/or entrance for 55 spaces? undetermined because underground is not included, ( so my estimate will be around 92 minimum. ) This will create chaos, anxiety, and would make the current neighborhood, unbearable to co-exist with such a huge proposed building Structure. The traffic is pretty busy here on Dearness Drive Already. With this proposed building, it will be like the many homes on Highbury Avenue, trying to get into and/or out of our driveways. That is why I do not live on Highbury Avenue. I bought a house in a regular neighborhood for that reason alone. I currently work, and I personally, do not want 90 + parking, 24 hours, with lights blaring into my home while I try to sleep. And there is also the noise factor.

2 Residential homes, being replaced by 6 - story apartment building, big difference!!!

Statements about Article 3, above aforementioned:

You will notice that throughout this City Of London,( Hyde Park< Masonville Area, etc. ) sound proof retaining walls, were and have been constructed to protect people's right to privacy, and/or safety, and to currently coexist with current new proposed developments.

In conclusion, if this proposed planning application, revised Official Plan and Zoning By-Law Amendments, for 1047 - 1055 Dearness Drive, London, Ontario; goes ahead and gets approved, it will set precedence for all future developments, in this CityFloor, London, Ontario Of London. Thus destroying current neighborhoods, and all neighborhoods, in this City, will be" AT THE MERCY OF THE CITY OF LONDON. "

Thanking you in advance, for listening to my valid concerns, about this proposed application. If you have any concerns, statements, and/or questions, about what I have stated, please take the opportunity to discuss further with myself, and/or the other neighbors, that are in agreement with me. My email address is \*\*\* My personal cell is \*\*\*. that requested them

Sincerely,

Darrell Dunne  
1046 Dearness Drive  
London, Ontario

cc

Copies of this letter have been forwarded to Barb Debbert, Planning & Development, City of London, 300 Dufferin Avenue, 6th Floor, London, Ontario, PO Box 5035, N6A-4L9

and copies have been forwarded to the neighbors that requested them

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**From:** Jason Jordan  
**Sent:** Wednesday, July 14, 2021 8:14 PM  
**To:** Debbert, Barb <bdebbert@London.ca>  
**Subject:** [EXTERNAL] 1047 - 1055 Dearness Dr. O-9288/Z-9289

Re: 1047 - 1055 Dearness Dr.. O-9288/Z-9289

Hello,

Overall, I am in favour of the 6 storey apartment. In Westminster Park, we have single, semi and townhouse housing units, with the only apartments are one is houses. There is limited locations in the community to redevelop purposes built apartments.

This location is:

- at the edge of the community
- walking distances to White Oaks Mall, other shopping centres, food stores Farm Boy, Bulk Barn and others
- a major East-West and North-South road
- bus stops of many routes including Express 90, proposed Express 95 and proposed BRT
- the proposed Wellington road and Bradley Ave cycle-track

Some of the issues are:

- it is a 6 storey building, where most of the buildings in the area are 1 or 1-1/2 storey, with few being 2.
- the 55 units in the building are about the same number of houses on one side of either Dearness or Willow Dr between Bradley Ave to Southdale Rd
- there would be increase traffic

Most of the vehicles would use Bladley Ave, instead of going to Southdale. There is traffic light here, even during a normal year, with the main issue for drivers speeding, because if is straight and have low traffic. Maybe with the apartment, can get an All-Way Stop Signs at Dearness Dr and Willow Ln.

Regards,

Jason Jordan  
970 Willow Dr  
N6E 1P3

## Departmental and Agency Comments

### Urban Design (July 13, 2021)

- The applicant is commended for providing a built form that establishes a built edge along both Bradley Avenue and Dearness Drive; provides for an active edge along the Bradley Road frontage by including ground floor residential units with front porches/courtyards and the principal building entrance; provides for a significant setback from the property to the north, an enhanced buffer between the parking ramp to the properties to the north; includes a common outdoor amenity space and includes limited surface parking with the majority of the parking underground and away from the major street frontage.
- Consistent with the previous staff and panel comments, please consider the following in establishing appropriate bonus zone and zoning regulations (i.e. setbacks) and as direction to the Site Plan authority:
  - Ensure the built form located along the Bradley Avenue and Dearness Drive establishes a built edge with street oriented units along those frontages.
  - Ensure an active building façade along Bradley Avenue and Dearness Drive by including a principal building entrance, lobbies, common amenity areas and street-oriented residential units with front porches/courtyards and individual unit entrances connected to the public sidewalk on these street frontages.
  - Provide direct walkway connections from ground floor units to the sidewalk to create a pedestrian scale rhythm and activation.
    - Ground floor doors should be lockable 'front door' style, as opposed to sliding patio doors to contribute to the appearance of a front-facing residential streetscape and promote walkability and activation of the street.
    - Ground floor private amenity spaces should be designed to extend into the setback as front porches or courtyards. If there is a desire to control access, lockable patio gates can be considered.
    - Patio enclosure materials should be semi-transparent with a height of no more than 1m to provide views and passive surveillance into the public streetscape.
  - Provide a step back above 4<sup>th</sup> or 5<sup>th</sup> storey along both street frontages to provide for a human-scale environment along the street.
  - Ensure the design of the building proposed at the intersection of Bradley Avenue and Dearness Road has regard for its corner location. Provide massing, articulation or other architectural feature that emphasizes the intersection.
  - Provide an adequately sized and located outdoor amenity space at ground level for the number of units proposed. Roof-top amenity spaces located without impacting the privacy of adjacent properties can also be considered.
  - Provide a significant setback from the property to the north to aid smooth transition from the mid-rise building to the low-rise residential form to the north.
  - Ensure the site is configured to provide an adequate buffer between ground floor units and the public streets and rear parking area to accommodate a landscape buffer and minor grade separation (i.e. steps to porch or courtyard) to provide residential amenity and ensure a reasonable level of privacy.
  - Include an enhanced buffer between the parking ramp and the properties to the north, as well as an enhanced landscape buffer to screen parking where it is visible from the street.
  - Articulate facades by including recesses and projections to break up the length of the building. Include balconies or terraces along the street frontages to have 'eyes on street' and to provide depth and variation in the built form to enhance the pedestrian environment.
  - Provide a variety of materials and articulation along facades to create a human-scale rhythm along the street frontages as well as to aid transition to the lower density residential forms to the north and east.

## Urban Design Peer Review Panel (January 20, 2021) (see Appendix F)

### Housing Development Corporation (June 29, 2021)

#### **Background:**

Housing Development Corporation, London (HDC) was engaged to work with Leo, Maria and Christine Viglianti (the “Proponent”) and provide a fair recommendation to the Director, City of London Development Services in response to the Official Plan and Zoning By-law Amendment application (City of London Planning File: O-9288 and Z-9289) proposal for height and density “bonusing” in exchange for the provision of affordable housing. The application is proposing a 6 storey, 55 unit apartment building with underground and surface parking.

This letter reflects the recommendation of HDC and is provided with the concurrence of the Proponent.

#### **RECOMMENDATION:**

It is the recommendation of the HDC that the following elements constitute the affordable housing bonus zone:

1. **Four (4) residential units (including 2 one-bedroom units and 2 two-bedroom units) be dedicated to affordable rental housing in exchange for the granting of increased height and density.**
2. **“Affordability” for the purpose of an agreement be defined as rent not exceeding 85% of the Canada Mortgage and Housing Corporation (CMHC) Average Market Rent (AMR) for units where:**
  - i. AMR is defined at the one-bedroom rate and the two-bedroom rate for the London Census Metropolitan Area by CMHC at the time of building occupancy;
  - ii. the identified units will be mixed throughout and not otherwise identifiable within the building; and
  - iii. Rents for the affordable rental housing units shall only be increased to the allowable maximum, once per 12-month period in accordance to the *Residential Tenancy Act* or any successor legislation but not to exceed 85% of the CMHC AMR.
3. **The duration of the affordability period be set at 50 years** calculated from initial occupancy of each unit and for each month thereafter that the unit is occupied. At the conclusion of the agreement period, any sitting tenants within associated affordable unit shall retain security of tenure and rental rates until the end of their tenancy. The rights of tenancy and affordability in the dedicated units shall not be allowed to be assigned or sublet during or after the agreement.
4. **The Proponent be required to enter a Tenant Placement Agreement (TPA) with the City of London.** This action aligns bonus units with priority populations vetted and referred to the Proponent or their agent by the City. The owner retains final tenant selection in accordance with the *Residential Tenancy Act*, subject to the established eligibility and compliance requirements.
5. **These conditions be secured through an agreement registered on title with associated compliance requirements and remedies.** This recommendation ensures the retained value of each affordable rental housing unit within the Bonus Zone for the 50-year affordability period. Compliance will be monitored in a similar fashion as is conducted with other agreements and shall include conditions related to default and remedy.

### Archaeological (July 6, 2021)

- The below referenced report’s analysis, conclusions and recommendations are sufficient to fulfill the archaeological assessment requirements for O-9288/Z-9289):
  - Lincoln Environmental Consulting Corp. *Stage 1-2 Archaeological Assessment of 1047 – 1055 Dearness Drive [...]* Middlesex County, Ontario (PIF P344-0380-2020 and P344-0383-2020), March 2020.
- Please be advised that heritage planning staff recognize s the conclusion of the report that states that: “[n]o archaeological resources were identified during the

Stage 2 archaeological assessment of the study area, and as such no further archaeological assessment of the property is recommended.” (p.2)

- An Ontario Ministry of Heritage, Sport, Tourism, Culture Industries (MHSTCI) archaeological assessment compliance letter has also been received, dated Apr 3, 2020(MHSTCI Project information Form Number P344-0380-2020, P344-0383-2020, MHSTCI File Number 0012064).
- Archaeological conditions can be considered satisfied for this application.

#### Parks Planning

- Parkland dedication is required in the form of cash in lieu, pursuant to By-law CP-9 and will be finalized at the time of site plan approval.

#### Engineering (January 11, 2021)

**The following items are to be considered during a future development application stage:**

#### ***Transportation:***

- 6.0m x 6.0m daylight triangle required as per section 4.21.2 of the Zoning By-law
- Road widening dedication of 22.5m from centre line required along Bradley Avenue as per section 4.21.1 of the Zoning By-law
- Road widening dedication of 10.75m from centre line required along Dearness Drive as per section 4.21 of the Zoning By-law
- Close and restore existing driveways to City standards
- Detailed comments regarding access design and location will be made through the site plan process

#### ***Water:***

- Water is available to service the site via the municipal 200 mm PVC watermain on Dearness Drive or the municipal 300 mm DI watermain on Bradley Avenue.
- Due to the existing structures being demolished (on both 1047 and 1055 Dearness Drive), all existing water services shall be abandoned as per City of London standards (cut and capped at the main).
- A water servicing report will be required addressing domestic demands, fire flows, water quality and future ownership of the development.
- Water servicing shall be configured in a way to avoid the creation of a regulated drinking water system.
- Further comments will be provided during site plan consultation/application for the proposed development.

#### ***Wastewater:***

- There is a 200 mm diameter municipal sanitary sewer on Bradley Avenue and a 300 mm diameter sanitary sewer diameter on Dearness Drive.

#### ***Stormwater:***

1. The site falls within the Dingman Subwatershed. The Dingman EA requires the control hierarchy for the 25 mm event to be considered in new development design. This approach and LID design is included in the Section 6 Stormwater Management of the Design Specifications & Requirements manual.
2. As per as-constructed drawing 15583, the site at C=0.40 is tributary to the existing 975 mm storm sewer on Dearness Drive. However, as per as-constructed drawing 15567, the City cannot confirm storm pdc's exist to service the properties. The consultant is to confirm and decommission any connections to the existing 375 mm storm sewer.
3. As per the Drainage By-law, the consultant would be required to provide for storm servicing to Dearness Drive ensuring existing peak flows from the 2 through 100 year return period storms are maintained pre to post development



with any increase in flow being managed onsite. The servicing report should also confirm capacity in the existing sewers.

4. 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; and may be reviewed for eligibility for reduction in stormwater charges as outlined in section 6.5.2.1.
5. All applicants and their consultants shall ensure compliance with the recently revised City of London, Design Specifications and Requirements Manual, Chapter 6. A number of updates have been published, including updated IDF values. Applicants and their consultants shall also ensure compliance with section 5.8.2 of the Design Specifications & Requirements manual, particularly Figure 5.3 shall be used to establish the time of concentration for any site uses other than residential.
6. The proposed land use of a high density residential & commercial will trigger the application of design requirements of Permanent Private Storm System (PPS) as approved by Council resolution on January 18, 2010.
7. Additional SWM related comments will be provided upon future review of this site.

Transportation (July 6, 2021 in response to neighbourhood concerns and revisions to the proposed plan – paraphrased)

- The proposed development will generate approximately 35 vehicle trips in the AM peak hours and 44 vehicle trips in the PM peak hours. This level of activity will have a minimal impact on Dearness Drive. Dearness Drive has sufficient capacity to accommodate the small amount of traffic that will be generated by this proposed development. A Transportation Impact Assessment is not required for the Zoning By-law amendment.
- A review and possible adjustment to the intersection signal timing for the intersection of Dearness Drive and Bradley Avenue may improve queuing times on Dearness Drive – Roadway Lighting and Traffic Control has been requested to review the light timing now, and it is recommended that a signal timing request be made again when/if the proposed development has been constructed.
- Infrastructure upgrades to an urban cross section, including curb and gutter, new sewer, and water upgrades are anticipated for 2026. This will include an upgrade to an urban cross section; traffic calming can also be implemented at this time.
- The City's Traffic Calming team has been considering the possibility of improvements at the intersection of Dearness Drive and Willow Lane in response to public concerns. A lit pedestrian crossing has been considered, but is difficult to implement at this time successfully within the limited space and driveway locations within the existing rural cross section. Consideration has also been given to the installation of an all-way stop at this intersection; however, stop signs are not intended to function as a traffic calming measure and the situation does not meet the warrant for an all-way stop. Transportation continues to seek shorter-term non-permanent traffic calming solutions but the installation of a lit pedestrian crossing and other permanent traffic calming measures may need to wait until the reconstruction Dearness Drive.
- The driveway and underground parking ramp will require further review at the site plan approval stage. Sufficient turning movement space for vehicles, as well as sufficient clear throat from property line need to be provided, not just for the ramp

access but also for the first parking stall on the South side of the drive aisle. 8.0m of clear throat from the property line needs to be provided for both. This may necessitate relocation of the ramp to the West side of the lot from the top of the 'bulb' with related modifications. At this time the proposed design does not comply with aspects of the Site Control By-law with respect to the Access Management Guidelines.

Stormwater Engineering (July 5, 2021 in response to specific neighbourhood issues - paraphrased)

- The City's Hydrogeologist is not aware of any site specific concerns with respect to high ground water. We would expect as part of the site plan application, a geotechnical report be provided to support the underground structure as well as address any high groundwater/dewatering requirements.
- Also, as part of the site plan application, the Engineer will address stormwater flows on the surface and will be required to contain and control all flows on-site.

London Hydro (March 10, 2021)

- Servicing the above proposal should present no foreseeable problems, Any new and/or relocation of existing infrastructure will be at the applicant's expense, maintaining safe clearances from L.H. infrastructure is mandatory. A blanket easement will be required. Note: Transformation lead times are minimum 16 weeks. Contact Engineering Dept. to confirm requirements & availability.
- London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. However, London Hydro will require a blanket easement.

Union Gas (July 8, 2021)

- It is Enbridge Gas Inc.'s (operating as Union Gas) request that as a condition of final approval that the owner/developer provide to Union the necessary easements and/or agreements required by Union for the provision of gas services for this project, in a form satisfactory to Enbridge.

## Appendix D – Policy Context

The following policy and regulatory documents were considered in their entirety as part of the evaluation of this requested land use change. The most relevant policies, by-laws, and legislation are identified as follows:

### Provincial Policy Statement, 2020

Section 1.1 – Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

1.1.1 a), b), c), d), e),

1.1.3

1.1.3.1

1.1.3.2

1.1.3.3

1.1.3.4

Section 1.4 – Housing

1.4.3

Section 1.7 – Long Term Economic Prosperity

### The London Plan

(Policies subject to Local Planning Appeals Tribunal, Appeal PL170100, indicated with asterisk.)

Policy 7\_ Our Challenge, Planning of Change and Our Challenges Ahead, Managing the Cost of Growth

Policy 54\_ Our Strategy, Key Directions

Policy 59\_ 1. 2. 4. and 5. Our Strategy, Key Directions, Direction #5 – Build a Mixed-use Compact City of London

Policy 61\_ 10. Our Strategy, Key Directions, Direction #7 Build Strong, Healthy and Attractive Neighbourhoods for Everyone

Policy 62\_ Our Strategy, Key Directions, Direction #8 Make Wise Planning Decisions

Policy 66\_ Our City, Planning for Growth and Change

Policy 79\_ Our City, City Structure Plan, The Growth Framework, Intensification

Policy 83\_ Our City, City Structure Plan, The Growth Framework, Intensification

Policy 84\_ Our City, City Structure Plan, The Growth Framework, Intensification

\*Policy 193\_ City Design, What are we trying to achieve?

Policy 235\_ City Design, Streetscapes

Policies 252\_, 253\_, 256\_, \*258\_, \*259\_, \*261\_, 268\_, 269\_ City Design, Site Layout

Policies \*277\_, \*278\_, \*279\_, \*280\_, \*282\_, \*283\*\_ City Design, Parking

Policy \*284\_, \*285\_, \*286\_, \*287\_, \*289\_, \*291\_, \*295\_, \*301\_ City Design, Buildings

Table 10 Range of Permitted Uses in Neighbourhoods Place Type

\*Table 11 Range of Permitted Heights in Neighbourhoods Place Type

Policy 916\_3., 8. Place Type Policies, Urban Place Types, Neighbourhoods, Our Vision for the Neighbourhoods Place Type

918\_ Place Type Policies, Urban Place Types, Neighbourhoods, How Will We Realize Our Vision?

Policy 919\_ Place Type Policies, Urban Place Types, Neighbourhoods, Approach for Planning Neighbourhoods – Use, Intensity and Form

921\_ Place Type Policies, Urban Place Types, Neighbourhoods, Approach for Planning Neighbourhoods – Use, Intensity and Form, Permitted Uses

\*935\_1 Place Type Policies, Urban Place Types, Neighbourhoods, Approach for Planning Neighbourhoods – Intensity

936\_ 4., Place Type Policies, Urban Place Types, Neighbourhoods, Approach for Planning Neighbourhoods - Form

Policy 937\_ Place Type Policies, Urban Place Types, Neighbourhoods, Residential Intensification in Neighbourhoods  
 Policy 939\_ Place Type Policies, Urban Place Types, Neighbourhoods, Forms of Residential Intensification  
 Policy 953\_ Place Type Policies, Urban Place Types, Neighbourhoods, Residential Intensification in Neighbourhoods, Additional Urban Design Considerations for Residential Intensification  
 Policy 1578\_ Our Tools, Planning and Development Applications, Evaluation Criteria For Planning and Development Applications  
 Policies 1638\_ - 1654\_ Our Tools, Bonus Zoning  
 Policies 1766\_ , 1768\_ , 1770\_ , Our Tools, Noise, Vibration and Safety

Official Plan (1989)

3. Residential Land Use Designation

General Objectives for All Residential Designations

3.1.1 ii)

3.1.2 – Low Density Residential Objectives

3.2 – Low Density Residential Designation

3.2.1 – Permitted Uses

3.2.2 – Scale of Development

3.2.3 – Residential Intensification

3.1.3 – Multi-family, Medium Density Residential Objectives

3.3 Multi-family, Medium Density Residential Designation

3.3.1 – Permitted Uses

3.3.2 - Location

3.3.3 – Scale of Development

3.7 - Planning Impact Analysis

3.7.2 – Scope of Planning Impact Analysis

3.7.3 – Required Information

10 – Policies for Specific Areas

11 – Urban Design Principles

11.1.1 ii), v), x), xi), xiii), xiv), xv), xvi), xvii), xviii)

19 Implementation

19.4.4. Bonus Zoning

19.9.5 Noise, Vibration and Safety

19.9.5 i) Noise Attenuation

19.9.6 Additional Noise Attenuation Policies for Residential Land Uses Adjacent to Arterial Roads

<b>3.7 Planning Impact Analysis</b>	
<b>Criteria</b>	<b>Response</b>
Compatibility of proposed uses with surrounding land uses, and the likely impact of the proposed development on present and future land uses in the area;	The proposed land use is a contemplated use in the Official Plan, similar to other uses in the area, and contributes to a variety of housing forms within the neighbourhood.
The size and shape of the parcel of land on which a proposal is to be located, and the ability of the site to accommodate the intensity of the proposed use;	The site concept achieves an intensity that allows for other on-site functions such as visitor and accessible parking, emergency services and landscaped open space, including an enhanced width buffer strip along the north property line.

<p>The supply of vacant land in the area which is already designated and/or zoned for the proposed use;</p>	<p>There is no vacant land in the area which is already designated and/or zoned for the proposed use.</p>
<p>The proximity of any proposal for medium or high density residential development to public open space and recreational facilities, community facilities, and transit services, and the adequacy of these facilities and services;</p>	<p>The site is located close a regional shopping area, office, commercial and service uses, elementary schools, numerous parks, and transit services, including the planned Bus Rapid Transit system on Wellington Road.</p>
<p>The need for affordable housing in the area, and in the City as a whole, as determined by the policies of Chapter 12 – Housing;</p>	<p>The City is experiencing an affordable housing crisis. The Housing Development Corporation and the applicant have arrived at an agreement for the provision of affordable housing units in exchange for additional height and density through Bonus Zoning.</p>
<p>The height, location and spacing of any buildings in the proposed development, and any potential impacts on surrounding land uses;</p>	<p>The scale/height of the proposed 6 storey apartment building is mitigated to the north by the placement of the building toward the front of the property and the extensive setback of the building from the interior side yard of the property to the north. A suitable relationship exists between the proposed building and the front yards of the single detached dwellings located on the east side of Dearness Drive. Impacts on adjacent properties, such as overlook and light penetration, would be mitigated through a combination of yard depth, appropriate space for landscape screening, and photometric analysis/mitigation at the site plan approval stage.</p>
<p>The extent to which the proposed development provides for the retention of any desirable vegetation or natural features that contribute to the visual character of the surrounding area;</p>	<p>Landscaping and screening opportunities through vegetation will be considered at a future Site Plan Approval stage, including enhanced landscaping along the north property boundary and the interface between the parking lot and the Dearness Drive road allowance.</p>
<p>The location of vehicular access points and their compliance with the City’s road access policies and Site Plan Control By-law, and the likely impact of traffic generated by the proposal on City streets, on pedestrian and vehicular safety, and on surrounding properties;</p>	<p>As noted in the Intensity analysis in this report, traffic impacts of this development will be negligible in relation to the anticipated function of the collector and arterial streets.</p>
<p>The exterior design in terms of the bulk, scale, and layout of buildings, and the integration of these uses with present and future land uses in the area;</p>	<p>The applicant is commended for providing a built form that establishes a built edge along both Bradley Avenue and Dearness Drive; provides for an active edge along the Bradley Road frontage by including ground floor residential units with front porches/courtyards and the principal building entrance; provides for a significant setback from the property to the north, an enhanced buffer between the parking ramp to the properties to the north; includes a common outdoor</p>



	amenity space and includes limited surface parking with the majority of the parking underground and away from the major street frontage. Desirable design features are to be implemented through the use of Bonus Zoning.
The potential impact of the development on surrounding natural features and heritage resources;	Not applicable.
Constraints posed by the environment, including but not limited to locations where adverse effects from landfill sites, sewage treatment plants, methane gas, contaminated soils, noise, ground borne vibration and rail safety may limit development;	Not applicable.
Compliance of the proposed development with the provisions of the City's Official Plan, Zoning By-law, Site Plan Control By-law, and Sign Control By-law;	The requested amendment is consistent with the recommended Official Plan Amendment and the in-force policies of the Official Plan. The requirements of the Site Plan Control By-law will be considered through the design of the site to ensure functionality, including provision of amenity space, drive aisle widths, sidewalk widths, garbage storage, and long-term bicycle storage through the site plan approval process.
Measures planned by the applicant to mitigate any adverse impacts on surrounding land uses and streets which have been identified as part of the Planning Impact Analysis;	Enhanced, robust tree planting and landscaping in combination with privacy fencing, and building massing treatments are expected to mitigate minor adverse impacts on the surrounding land uses.
Impacts of the proposed change on the transportation system, including transit	The residential intensification of the subject lands will have a negligible impact on the transportation system and provide a more transit-supportive form of development.

<b>1577_ Evaluation Criteria for Planning and Development Applications</b>	
<b>Criteria – General Policy Conformity</b>	<b>Response</b>
Consistency with the Provincial Policy Statement and in accordance with all applicable legislation.	The proposal is consistent with the Provincial Policy Statement as it provides for efficient development and land use patterns and 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. There are no significant natural or cultural heritage resources requiring protection and no natural or man-made hazards to be considered.
Conformity with the Our City, Our Strategy, City Building, and Environmental Policies of this Plan.	The proposal provides for residential intensification within the Urban Growth Boundary and supports Key Directions related to the creation of a mixed-use compact City and strong, healthy and attractive neighbourhoods. The massing and scale of the proposed building can be appropriately integrated into the community through the application of the relevant City Design policies at the site plan approval stage.
Conformity with the policies of the place type in which they are located.	The proposed 6 storey apartment building provides for the use and intensity of development contemplated within the Neighbourhoods Place Type at the intersection of an Urban Thoroughfare and a Neighbourhood Connector. Compatible intensification is encouraged in existing neighbourhoods. (937_).
Consideration of applicable guideline documents that apply to the subject lands.	No additional guideline documents apply to the subject lands.
The availability of municipal services, in conformity with the Civic Infrastructure chapter of this Plan and the Growth Management/Growth Financing policies in the Our Tools part of this Plan.	The site will be fully serviced by municipal water, sanitary and storm sewers.
<b>Criteria – Impacts on Adjacent Lands</b>	
Traffic and access management	Further consideration of traffic controls related to the driveway will occur at the site plan approval stage.
Noise	The proposed development is not expected to generate any unacceptable noise impacts on surrounding properties. A noise study was not required for the Zoning By-law amendment application, but will be required at the site plan stage to address the mitigation of impacts of road noise on the new development.

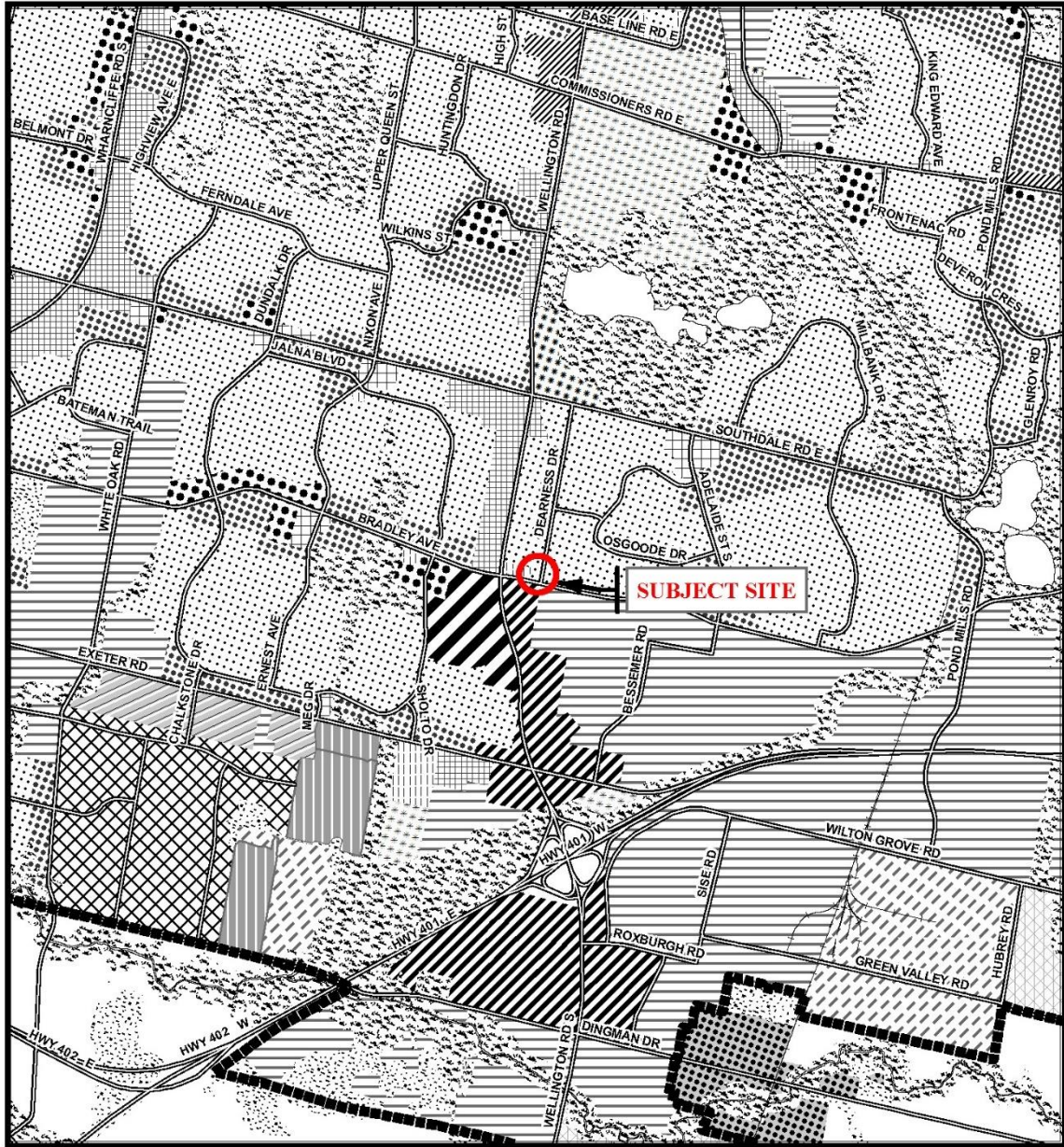
Parking on streets or adjacent properties.	The proposal includes a slight excess of parking relative to the 1.25 spaces per unit normally required for an apartment building. It is not anticipated that overflow parking will be required on local streets.
Emissions generated by the use such as odour, dust or other airborne emissions.	The proposed development will not generate noxious emissions.
Lighting	Lighting details will be addressed at this site plan approval stage. It is a site plan standard that any lighting fixture is to minimize light spill onto abutting properties.
Garbage generated by the use.	Garbage facilities should be screened, storage inside the building is a standard requirement for apartment forms, with garbage to be placed outside on collection day.
Privacy	The proposed development situates the proposed apartment building as far from abutting properties as possible. In addition to the spatial separation between the buildings and the lot lines, the provision of a combination of privacy fencing and enhanced landscaping to soften the property boundaries and provide screening to the neighbouring single detached lot will help screen views from the proposed building to neighbouring properties.
Shadowing	Minor shadowing may impact adjacent and nearby properties in the early morning or late afternoon, depending on the season.
Visual Impact	Enhanced landscaping, articulated building design, and architectural details and materials to be implemented through Bonus Zoning are expected to have a positive visual impact on the area. A low-rise apartment building oriented to Bradley Avenue provides visual cues that this is a highly travelled corridor adjacent to a Transit Village.
Loss of Views	There are no view corridors to significant features or landmarks to be affected by the proposed building.
Trees and canopy cover.	The development will result in the loss of some trees and canopy cover in order to achieve more compact forms of development within the built-up part of the City. At the site plan stage, a complete landscape plan will be developed to provide for new tree planting and screening from adjacent land uses.
Cultural heritage resources.	Not applicable.

Natural heritage resources and features.	Not applicable.
Natural resources.	Not applicable.
Other relevant matters related to use and built form.	Not applicable.





# 1989 Official Plan – Schedule A – Land Use



Legend		
Downtown	Multi-Family, Medium Density Residential	Office Business Park
Wonderland Road Community Enterprise Corridor	Low Density Residential	General Industrial
Enclosed Regional Commercial Node	Office Area	Light Industrial
New Format Regional Commercial Node	Office/Residential	Commercial Industrial
Community Commercial Node	Regional Facility	Transitional Industrial
Neighbourhood Commercial Node	Community Facility	Rural Settlement
Main Street Commercial Corridor	Open Space	Environmental Review
Auto-Oriented Commercial Corridor	Urban Reserve - Community Growth	Agriculture
Multi-Family, High Density Residential	Urban Reserve - Industrial Growth	Urban Growth Boundary

<p><b>CITY OF LONDON</b></p> <p>Planning Services / Development Services</p> <p>OFFICIAL PLAN SCHEDULE A - LANDUSE -</p> <p>PREPARED BY: Graphics and Information Services</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: Z-9289</p>
		<p>PLANNER: BD</p> <p>TECHNICIAN: RC</p> <p>DATE: 2021/07/09</p>



# Zoning By-law Z.-1 – Zoning Excerpt



**COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: OR\*D250\*H46/BDC**

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-9289 BD

MAP PREPARED:

2021/07/09 RC

1:1,250

0 5 10 20 30 40  
Meters

## Appendix F – Applicant’s Reply to UDPRP Comments

<b>Comment:</b>
It is strongly recommended that the Applicant retain the existing mature trees along the east property line. Currently, mature trees line both sides of the street for the length of Dearness Drive. Preservation of this character leading up to the intersection of Dearness and Bradley would help soften added building mass and strengthen the contextual fit of the new development.
<b>Applicant Response:</b>
We want to maximize the retention of trees as well. Many of the trees are on the City Boulevard and we are requesting City Forestry to help us assess the trees. This together with our own landscape architect will finalize this aspect at the Site Plan Approval Stage.
<b>Comment:</b>
The panel recommends the addition of an additional planting strip between the underground parking ramp and the northern most row of surface parking to add a vertical element to the parking area and improve transition from the mid-rise building to the low-rise residential form to the north.
<b>Applicant Response:</b>
The site plan shows a 5.5m wide planting strip between parking and north boundary which is 2.5m wider than City standard. At the Site Plan Approval Stage we will detail the landscape design and ensure an appropriate buffer.
<b>Comment:</b>
With regard to the additional planting strip noted above, it is recommended to include both deciduous trees and understory planting. The applicant should explore potential for soil cell technologies to be integrated (e.g., silva-cells, strata-cells, etc.) to ensure adequate soil volumes are provided for the trees/plants long-term.
<b>Applicant Response:</b>
Will have regard to at the Site Plan Approval stage.
<b>Comment:</b>
The landscape design should further consider the long-term effects of a potential street widening along Bradley Avenue.
<b>Applicant Response:</b>
Will do at the Site Plan Approval stage.
<b>Comment:</b>
Consider the placement and scale of the landscape wall at the intersection to avoid visibility/safety issues for pedestrian and vehicles.
<b>Applicant Response:</b>
Will do at the Site Plan Approval stage.
<b>Comment:</b>
Consider “flipping” the architectural treatment of the east and west building corners such that the taller building mass/architectural elements serve to anchor the building at the corner and provide hierarchy to the main entrance and public functions at street level.
<b>Applicant Response:</b>
We have considered this comment and have added to the east end bulk and mass to help anchor the building at corner and at the same time recognize that the main point of viewing is from the west where an intense commercial corridor along Wellington and believe that transition principles are better achieved if the west end of the building has similar bulk and mass.
<b>Comment:</b>

Consider “flipping” the location of the retail unit and the common amenity space to improve the visibility of the retail unit and better animate the street intersection on both the south and west building elevations.
<b>Applicant Response:</b>
The current proposal has eliminated the RETAIL as part of responding to community concerns about commercial and lack of need for it.
<b>Comment:</b>
Consider character, massing and material at the northeast corner of building in context of transition to lower density residential forms to north and east.
<b>Applicant Response:</b>
Have considered this and introduced different materials as well as more building texture at the northeast corner. Will further consider this at Site Plan Approval stage.
<b>Comment:</b>
Consider raising the entrances and providing small, landscaped, terraces for the grade- oriented residential units in favour of the proposed privacy wall. Should this not be possible, consider reduced the height and scale of the proposed privacy wall at this location
<b>Applicant Response:</b>
Will consider at Site Plan Approval stage.
<b>Comment:</b>
Explore opportunities to incorporate the construction materials from the mid-rise building into the ground floor, streetscape and public realm.
<b>Applicant Response:</b>
Will explore at Site Plan Approval stage.
<b>Comment:</b>
Consider a semi-transparent treatment such as wood-slat fencing for the proposed landscape wall(s) to increase visual permeability and create a less-imposing edge condition.
<b>Applicant Response:</b>
Will consider at Site Plan Approval stage.