

Report to Planning and Environment Committee

To: Chair and Members
Planning and Environment Committee

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

Subject: Century Centre Developments Inc.
1067, 1069 and 1071 Wellington Road
Public Participation Meeting

Date: July 25, 2022

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions **BE TAKEN** with respect to the application of Century Centre Developments Inc. relating to the property located at 1067-1071 Wellington Road:

- (a) The proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on August 2, 2022 to amend *The London Plan* to **ADD** a Specific Policy in the Transit Village Place Type to permit a maximum height of 27 storeys, and by **ADDING** the subject lands to Map 7 – Specific Area Policies.
- (b) The recommended by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council on August 2, 2022 to amend Zoning By-law No. Z.-1 to change the zoning of the subject property **FROM** an Associated Shopping Area (ASA1/ASA3) Zone **TO** a Business District Commercial Special Provision Bonus (BDC()*B-()) Zone.

The Bonus Zone shall be implemented through one or more agreements to facilitate a high-quality, mixed-use development of three buildings with 5 towers as follows: a building along Wellington Road with two 27 storey towers; a building along Montgomery Road with a 10 storey tower and a 20 storey tower, a building along Bradley Avenue with a 27 storey tower; and a maximum density of 566 units per hectare (1,272 units). The development will generally implement the Site Plan attached as Schedule "1" to the amending by-law except where the regulation is more specific and provide for the following:

1) High Level of Design Standards

The building design and site plan contained in Schedule "1" of the amending by-law is being bonused for features which serve to support the City's objectives of promoting a high standard of design to be implemented through a development agreement:

i) Building Height

Montgomery Road

- a. A building height not exceeding 10-storeys in height for Tower C (currently facing Montgomery Road and the adjacent residential zone).

ii) Minimum Design Standards

Podium Features

- a. Step-back along Wellington Road to enhance a pedestrian oriented street wall;
- b. Abundant use of clear glass material and clear glazing with interior spaces visible from the outdoors, with overhead projecting canopies for all entrances and lining the pedestrian-oriented street wall frontages.
- c. A significant break in the podium along Wellington Road as shown on the site plan at the midpoint of the building between Towers A and B,

to break up the long façade and promote a human scale, pedestrian oriented environment.

Tower Features

- a. Step-back of the towers, from the podium to the greatest extent possible on all street facing facades;
- b. A slender point-tower form for all towers not exceeding 1,050m² floorplate above the 8th storey;
- c. Mitigation of building mass with a high proportion of glass materials and a relatively low proportion of exposed concrete or similar materials and use of clear glass balcony barriers;
- d. Further mitigation of building mass by varying and articulating the plane of all facades.

Building Cap Features

- a. The use of building step-back at the top storey, with mechanical penthouse completely concealed in the building's top storey.

iii) Site Landscaping

All-season landscaping and foundation planting along any large expanses of walls facing public streets, internal drive aisles, and mid-block connections.

2) Provision of Affordable Housing

- i) A total of 10% of the lift (93 affordable housing units based on 1,272 units) will be provided in the development, representative of the bedroom and unit mix of the overall building;
- ii) The affordable housing units should be evenly distributed throughout the individual buildings to the greatest extent possible;
- iii) Rents not exceeding 80% of the Canada Mortgage and Housing Corporation (CMHC) Average Market Rent (AMR) for the London Census Metropolitan Area (CMA) at the time of building occupancy; where AMR is defined at the one-bedroom, two-bedroom and three-bedroom rate for the London CMA at the time of building occupancy;
- iv) The duration of affordability set at 50 years from the point of initial occupancy of the respective building;
- v) The proponent enter into a Tenant Placement Agreement (TPA) with the City of London to align the affordable units with priority populations;
- vi) These conditions to be secured through an agreement entered on title with associated compliance requirements and remedies.

Executive Summary

Summary of Request

The requested amendment is to rezone the subject site to allow three, mixed-use buildings with five high-rise apartment towers ranging from 10-27 storeys in height with a total of 1,272 residential units, 1,800m² of office gross floor area, 810m² of retail gross floor area, a total of 1,375 parking spaces provided in underground and above-ground facilities and a maximum density of 566uph. Special provisions are requested to: establish Wellington Road as the frontage, permit dwelling units on the ground floor, a reduced rear yard depth, a minimum parking rate of 1 space per residential unit, a minimum parking rate of 1 space per 20 square metres of retail gross floor area, and a minimum bicycle parking rate of 0.5 spaces per residential unit.

Purpose and the Effect of Recommended Action

The recommended amendment will facilitate the proposed mixed-use development with high-rise towers and ground floor commercial and office uses. An amendment to *The London Plan* will permit greater heights of up to 27 storeys, and an amendment to the zoning by-law will change the Associated Shopping Area zone to a Business District Commercial zone and site-specific bonus zone. The bonus zone will be implemented through one or more agreements to facilitate the requested development in return for the provision of enhanced building design and affordable housing, and will include additional regulations to enhance the built form.

Rationale of Recommended Action

1. The recommended amendment is consistent with the Provincial Policy Statement, 2020 which promotes intensification, redevelopment and a compact form in strategic locations to minimize land consumption and servicing costs and provide for a range of housing types and densities to meet projected requirements of current and future residents, and by promoting a land use pattern, density and a mix of uses that serve to minimize the length and number of vehicle trips and support the development of viable choices and plans for public transit and other alternative transportation modes;
2. The recommended amendment conforms to the in-force policies of *The London Plan* including but not limited to, *Our City*, *Key Directions*, *City Design* and *City Building*, and will facilitate a built form that contributes to achieving a compact, mixed-use City;
3. The recommended amendment facilitates the development of an underutilized property in an appropriate form of development.
4. The recommended amendment facilitates the development of affordable housing units that will help in addressing the growing need for affordable housing in London. The recommended amendment is in alignment with the *Housing Stability Action Plan 2019-2024* and *Strategic Area of Focus 2: Create More Housing Stock*.
5. The recommended bonus zone for the subject site will provide public benefits that include affordable housing units and a quality design standard to be implemented through a subsequent site plan application.

Linkage to the Corporate Strategic Plan

The proposed development contributes to implementing the Strategic Plan through Building a Sustainable City and Strengthening Our Community. The development is well-located within a strategic location for growth and intensification within a Transit Village, with good access to local services, amenities, public transit and active transit. The proposed development and recommended refinements fit within, and enhance, the

surrounding community and the affordable housing units provided as part of the bonus zone increases the provision of local housing options and add to the affordable housing stock.

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 intensification and efficient use of existing urban lands and infrastructure within strategic locations such as the downtown, transit villages and corridors. The site is within a prominent location within the south transit village and has convenient access to existing and future transit services. The proposed mixed-use development on this site will benefit from modal choices and walkable services, and will support the response to the Climate Emergency.

Analysis

1.0 Site at a Glance

1.1 Property Description

The subject lands are located north of Bradley Avenue, between Wellington Road and Montgomery Road. The site is approximately 2.29ha (5.66 ac) with frontage of approximately 147m along Wellington Road. There are three existing buildings containing a mix of commercial and office buildings with accessory parking. Existing vehicular access is provided by one full turns driveway from Wellington Road, one right-in/right-out driveway to Bradley Avenue and two full turns driveways to Montgomery Road. Wellington Road in this location is identified as a Rapid Transit corridor connecting the White Oaks Mall transit terminal to the Downtown.



Figure 1: Existing uses on site – view from Wellington Road

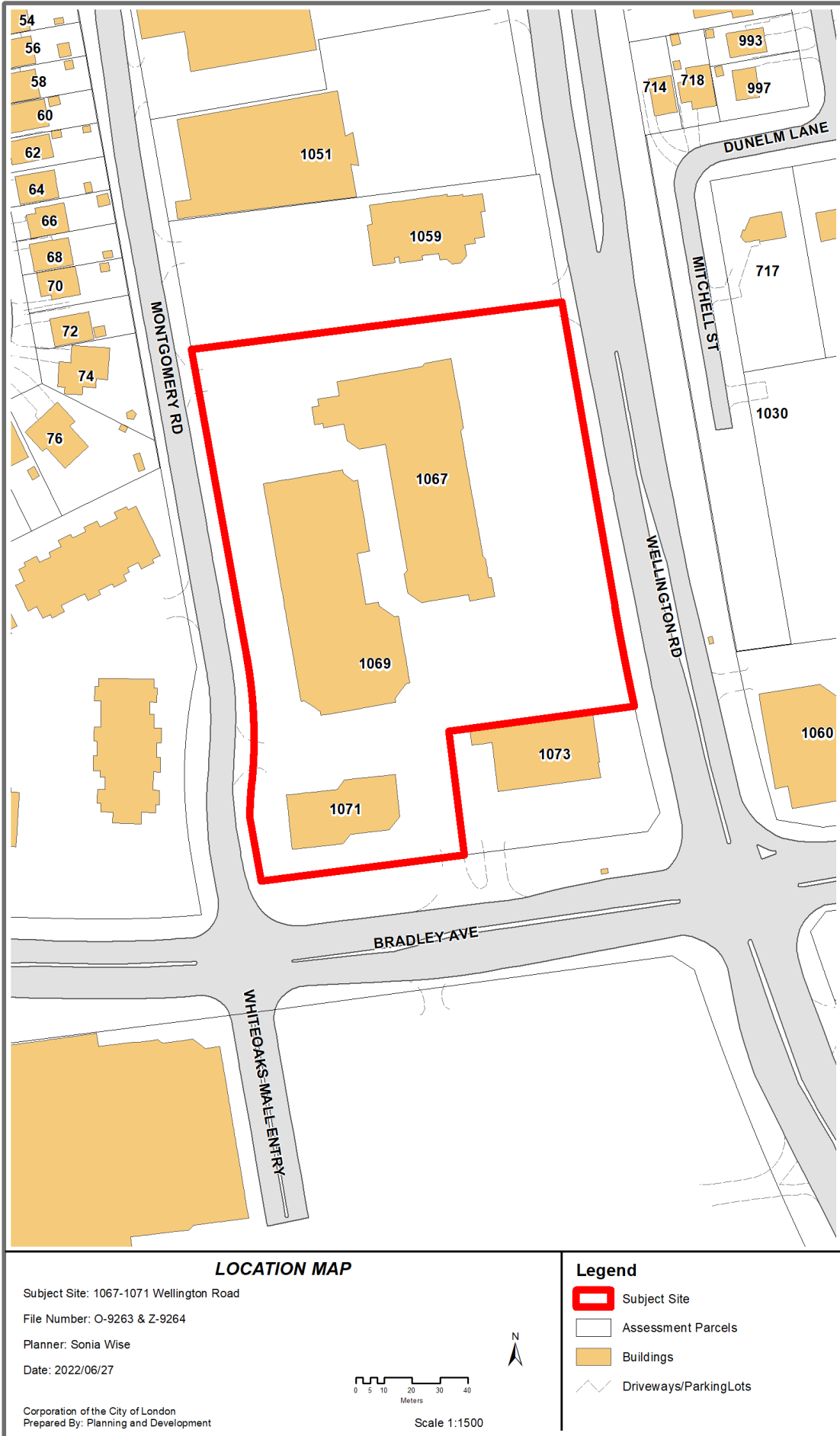
There are a mix of uses in the surrounding area, including low, medium and high density residential uses to the west and south, and commercial and office uses to the north, east and south. Existing low density residential uses primarily in the form of single detached dwellings are located to the northwest and northeast of the subject site. Medium density residential uses in the form of 2-3 storey townhouses are located to the west, and high-density residential uses in the form of 7 storeys and 15 storeys apartment buildings are located to the southwest. The enclosed regional shopping area of White Oaks Mall is located to the south, and the Wellington Road commercial corridor is located to the east and north.

1.2 Current Planning Information (see more detail in Appendix F)

- *The London Plan Place Type* – Transit Village
- Official Plan (1989) Designation – Auto Oriented Commercial Corridor

- Existing Zoning – Associated Shopping Area (ASA1/ASA3)

1.3 Location Map



1.4 Site Characteristics

- Current Land Use – Mixed commercial and office uses
- Frontage – subject site – 146.9m (482 ft) along Wellington Road
- Depth – varies
- Area – subject site – 2.29ha (5.66ac)
- Shape – irregular

1.5 Surrounding Land Uses

- North – commercial and retail uses
- East – mixed residential, park and commercial uses
- South – commercial and retail uses
- West – residential uses

1.6 Intensification

- 1,272 proposed residential units represents intensification within the Built-area Boundary and Primary Transit Area

2.0 Discussion and Considerations

2.1 Development Proposal (Current)

The requested amendment is for an Official Plan amendment to allow greater heights than permitted in *The London Plan*, and to rezone the subject site to allow three, mixed-use buildings with five high-rise towers ranging from 10-27 storeys in height with a total of 1,272 residential units, 1,800m² of office gross floor area, 810m² of retail gross floor area, a total of 1,375 parking spaces provided in underground and above-ground facilities and a maximum density of 566uph. Special provisions are requested to establish Wellington Road as the frontage, to permit dwelling units on the ground floor, for a reduced rear yard depth, a minimum parking rate of 1 space per residential unit, a minimum parking rate of 1 space per 20 square metres of retail gross floor area, and a minimum bicycle parking rate of 0.5 spaces per residential unit.



Figure 2: Rendering of Proposed Development from Northeast Perspective



Figure 3: Rendering of Proposed Development from Montgomery Road

2.1 Initial Development Proposal (Superseded)

The requested amendment was initially to rezone the subject site to allow three, mixed-use buildings with five high-rise towers ranging from 18-22 storeys in height with a total of 1,239 residential units, 1,895m² of office gross floor area, 950m² of retail gross floor area, a total of 1,334 parking spaces provided in underground and above-ground facilities and a maximum density of 555uph. Special provisions were requested to establish Wellington Road as the frontage, to permit dwelling units on the ground floor, a reduced rear yard depth, a minimum parking rate of 1 space per residential unit, a minimum parking rate of 1 space per 20 square metres of retail gross floor area, and a minimum bicycle parking rate of 0.5 spaces per residential unit.

2.2 Requested Amendment

An amendment to *The London Plan* is requested to increase the height of the development to 27 storeys whereas up to 22 storeys is the maximum considered for a transit village.

There was an initial request for an amendment to the Official Plan 1989 to align with the policies of *The London Plan*, however the base policies of the Official Plan 1989 contemplate the range of uses, increase to height and overall intensity requested. The Official Plan (1989) has been repealed in its entirety, and though it provides policy direction, no amendments to the plan are required.

The requested zoning is for a Business District Commercial Special Provision Bonus Zone to permit a wide range of commercial, service, office and retail uses, as well as the residential apartments. Special provisions include establishing Wellington Road as the frontage, permitting dwelling units on the ground floor, a reduced rear yard depth, a reduced parking rate for a minimum of 1 space per residential unit, a reduced parking rate for a minimum of 1 space per 20 square metres of retail gross floor area, and a minimum bicycle parking rate of 0.5 spaces per residential unit.

2.3 Community Engagement (see more detail in Appendix C)

A Notice of Application was circulated on September 30, 2020 and a revised Notice of Application and Public Meeting was circulated on June 8, 2022. A virtual Community Information Meeting was led by the applicant and held on December 1, 2020 to provide

the public with an opportunity to learn about the proposed development, provide input and have discussion.

Replies were received from 24 respondents .A high-level summary of the comments received during the application review process include the following:

- Traffic and Transportation: traffic flow on Bradley Ave, existing traffic is an issue and will get worse with development, Montgomery Road does not have any traffic calming and will have new driveways, concern with the traffic modelling data and projections, development still provides parking in a transit village, residents won't use transit, too many cars for too intensive a proposal
- Concern for school capacity for new residents
- Need more affordable housing
- Built these in a less intensive area, shift new development to the outskirts
- Strongly oppose the application
- Impacts of shadowing on existing neighbourhood
- Reduced property values, impacts on privacy
- Existing issues with cut-through traffic, illegal dumpster dumping
- More people will create more noise
- Support for the proposal and improvements to current vacancies

More detail and the community comments received is available in Appendix C.

3.0 Relevant Background

3.1 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. The PPS encourages settlement areas (1.1.3) to be the main focus of growth and development. The PPS encourages healthy, livable and safe communities which are sustained by promoting efficient development and land use patterns (1.1.1.a.). The proposed development represents an efficient built form in an existing settlement area that has access to existing infrastructure and services.

The PPS promotes the integration of land use planning, growth management, transit-supportive development and intensification to optimize transit investment and achieve cost-effective development patterns (1.1.1.e). The subject site is located along a Rapid Transit Corridor and within a Transit Village which provides convenient access for the proposed development to higher-order transit.

An appropriate range and mix of housing options and densities shall be provided by requiring transit-supportive development and prioritizing intensification in proximity to transit, including corridors and stations. The site is appropriately located to support intensification within a Transit Village and along a Rapid Transit Corridor where there are existing London Transit Commission (LTC) services, and where future rapid transit is planned.

The PPS states that long-term economic prosperity should be supported by encouraging a sense of place, by promoting well-designed built form and cultural planning (1.7.1.e). The proposed development and recommended regulations provide for an appropriately designed built form to respond to the surrounding context and establishes a sense of place associated with the Transit Village Place Type.

The London Plan

At the time this Application was submitted, *The London Plan* was subject to an appeal to the *Local Planning Appeals Tribunal* (LPAT) (PL170700). The *Plan* was Council adopted and approved by the Ministry with modifications, and the majority was in force and effect. Policies that were under appeal were indicated with an asterisk (*)

throughout reports. Since that time, *The London Plan* has come into full force and effect as of May 25, 2022, following a written decision from the *Ontario Land Tribunal* (OLT).

The growth framework of the City Structure Plan establishes a clear hierarchy for development intensity inside the Urban Growth Boundary. It places a high level of importance on growing “inward and upward” (Policy 79_), while directing the most intensive forms of development to the Downtown, Transit Villages and at station locations along the Rapid Transit Corridors (Policy 86_*). The subject site is located within the Transit Village Place Type which contemplates a more compact built form and a diversity of uses to support the rapid transit system. Within the Transit Village Place Type, heights between 2-15 storeys is permitted, with a maximum upper limit of 22 storeys.

1989 Official Plan

The subject site is designated Auto-Oriented Commercial Corridor, which primarily permits a wide range of commercial, retail and service uses that cater to vehicle trips and single purpose shopping trips. The site is within the Wellington Road Corridor Specific Auto-Oriented Commercial Corridor, which permits a broader range of uses that are contemplated in the Community Commercial Node given the strong attraction of the area as a regional centre, including those uses within the Multi-Family, High Density Residential Designation (MFHDR). Net residential densities in the Multi-Family, High Density Residential designation will normally be less than 150 units per hectare outside of Central London (Section 3.4.3). In addition, residential development proposals have the ability to bonus for greater height or density in return for facilities, services and matters. The *Official Plan (1989)* contains criteria for increasing density on Multi-Family, High Density Residential lands, provided certain criteria are met (Section 3.4.3 ii).

4.0 Key Issues and Considerations

4.1 Location

Provincial Policy Statement, 2020

The policies of the PPS direct planning authorities to identify appropriate locations and promote opportunities for residential intensification and redevelopment (1.1.3.2.b)). The proposed development is located within a Transit Village which is an area intended for a wide mix and range of uses and an increased intensity.

The London Plan

The London Plan directs infill and intensification to strategic locations to achieve a target of accommodating 45% of all future residential growth in the Built-Area Boundary (91). Additionally, a target of 75% of all intensification is to be achieved in the Primary Transit Area which includes the greatest amount and highest level of transit service in the city (92_2). The subject site is located within both boundaries and provides a high level of connectivity and convenient access to transit.

The London Plan provides direction to sustain, enhance and revitalize our downtown, main streets, and urban neighbourhoods to build a mixed-use, compact City (59_3). It plans for four Transit Villages that will support intense forms of mixed-use development (97_2). The site is within the south Transit Village and will strategically integrate higher intensity with convenient access to higher-order transit to provide an attractive and viable option to single vehicle dependency. Transit Villages are intended to be exceptionally designed, high-density, mixed-use urban neighbourhood connected by rapid transit to the Downtown and to other Transit Villages (806).

1989 Official Plan

The subject site is located within the Auto-Oriented Commercial Corridor (AOCC) designation which permits a variety of commercial uses that typically cater to single

purpose vehicle trips. The site is also within the Specific Auto-Oriented Commercial Corridor – Wellington Road Corridor which includes lands generally fronting on the west side of Wellington Road between Southdale Road and Bradley Avenue. The Wellington Road Corridor is intended to remain part of a major regional commercial centre in the City. The specific policy recognizes the corridor's role as a gateway to the City from Highway 401 which contributes to excellent accessibility and strong attraction as a regional centre (4.4.2.11.3). There are a broader range of uses contemplated within this portion of the Auto-Oriented Commercial Corridor given the regional role and attraction of the area.

4.2 Use

Provincial Policy Statement, 2020

The PPS promotes healthy, livable and safe communities by accommodating an appropriate range and mix of residential, employment, and other uses to meet long term needs (1.1.1 b) PPS). The proposal provides for a mix of residential and commercial uses which are suitable and encouraged for the site in a prominent location within a Transit Village and on a Rapid Transit Corridor. The PPS also promotes the provision of an appropriate mix of affordable and market-based residential types, which is achieved by the provision of affordable housing units that form part of the bonus zone.

The London Plan

The Transit Village Place Type contemplates a broad range of residential, retail, service, office, cultural, recreational, institutional, hospitality and entertainment, uses (811_1, TLP). Mixed-use buildings like the proposed development are encouraged, as well as the provision of active (commercial, retail and service) uses on the ground floor at grade (811_2&3). There is 1,800 square metres of office gross floor area, and 810 square metres of retail gross floor area, which will activate the site and provide for local employment and shopping options. Residential units in the apartment buildings will have convenient access to nearby goods and services in a walkable environment, and convenient access to higher order transit.

The London Plan supports the provision of a variety of residential types with varying size, tenure and affordability so that a broad range of housing requirements are satisfied (830.11). The recommended amendment will result in the provision of 93 affordable housing units as part of the bonusable provisions which will be implemented through an agreement with the City of London.

1989 Official Plan

The site is designated as Auto-Oriented Commercial Corridor (AOCC) which primarily permits commercial uses that cater to the commercial needs of the travelling public (4.4.2.4). Service commercial uses, commercial uses that may have an associated nuisance, and certain light industrial uses are contemplated for AOCC designated lands. The site is also within the Specific Auto-Oriented Commercial Corridor – Wellington Road Corridor which includes a broader range of uses, including small to medium scale offices and the full range of uses permitted in the Community Commercial Node (CCN) designation.

Community Commercial Nodes (CCN) are intended to provide for a wide range of goods and services which are needed on a regular basis (4.3.7.1). Permitted uses in the CCN include all types of retail outlets, a limited range of automotive services, service-oriented office uses, community facilities, and professional and medical/dental offices. Multi-Family, High Density Residential uses and community facilities may also be permitted in the designation through a zoning by-law amendment application, site plan application and consideration of design features which provide for the proper integration of the two uses (4.3.7.3). A wide variety of commercial, retail and high-density residential uses are contemplated on the site, which is achieved through the mixed-use development with residential and ground floor commercial uses.

4.3 Intensity

Provincial Policy Statement, 2020

The PPS promotes cost-effective development patterns and standards to minimize land consumption and servicing costs, and encourages settlement areas to be the main focus of growth and development (1.1.3). The PPS promotes the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns and optimize transit investments (1.1.1.e). The site is well-located to support higher intensities which will benefit from proximity to existing services and future higher-order transit.

The London Plan

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

The Transit Village policies recognize that there is a limited amount of land within the place type and that land should be optimized and fully utilized to support rapid transit and existing infrastructure and services (813_2*). Buildings will be between 2-15 storeys with bonusing contemplated up to 22 storeys (813_1*). The proposed development efficiently utilizes the site and provides heights between 10 and 27 storeys. Within the Transit Village office space will be limited to no more than 20,000sqm, with no individual building containing more than 5,000sqm (813_5). There is a total of 1,800sqm of office space proposed, which provides a diversity of uses at an appropriate intensity without competing with the downtown as the primary office space destination.

The site is within a Protected Major Transit Station Area which includes all Transit Village Place Types. These PMTSAs are planned to achieve a minimum number of 150 residents and jobs per hectare (815B), with a minimum density of 45 units per Hectare for residential uses or a minimum floor area ratio of 0.5 for non-residential uses (815D). Establishing minimum intensity targets in the PMTSAs ensures that lands are efficiently utilized and provide compact development forms that support higher-order transit and stations. The site represents a total of 978 people and jobs per hectare which contributes to achieving the intent of the PMTSA policies.

1989 Official Plan

The Wellington Road Corridor Specific Auto-Oriented Commercial Corridor policies recognize that the area is part of a major regional commercial centre in the City (4.4.2.11.3). In addition to the Auto-Oriented Commercial Corridor designation, there is additional intensity contemplated through the permissions in the Community Commercial Node, and subsequently the Multi-Family, High Density Residential designations. Within the Community Commercial Node, commercial development normally ranges in size from 13,000sqm to 50,000sqm of gross floor area (4.3.7.5). There is a total of 1,610 square metres of office and commercial space proposed which is appropriate in a mixed-use format and under the total amount contemplated for an entire Community Commercial Node designation.

Residential densities within the Community Commercial Node (CCN) Designation should be consistent with the densities allowed in the Multi-Family, High Density Residential designation, which allows for a scale of development up to 150 units per hectare outside of central London (3.4.3. OP). Proposals to allow for higher densities than would normally be permitted may be considered through a site specific bonus zone, such as the requested amendment for the subject site. There is an overall height

of 27 storeys and density of 566uph which requires a site-specific bonus zone to allow for the increase.

4.4 Form

Provincial Policy Statement, 2020

Built design is emphasized in the PPS by “encouraging a sense of place by promoting well-designed built form” (1.7.1 e) PPS). The proposal and recommended regulations represent a high-level of design and appropriate built form for a property in a prominent location within a Transit Village that conveys a sense of place.

The London Plan

High rise buildings should be designed to express three defined components including a base, middle and top (289). The Base should establish a human-scale façade with active frontages, the middle should be visually cohesive but distinct from the base and top, and the top should provide a finishing treatment (289). The built form is comprised of 5 residential tower components set atop 3 buildings which form the base of the development.

Base

The base should establish a human-scale façade with active frontages including windows with transparent glass, forecourts, patios, awnings and lighting (289_1). A podium of 8 storeys is proposed along Wellington Road which forms a large expanse of the façade at the base. An additional regulation for a building stepback of 3m above the 6th storey is recommended to provide relief along the street edge, create a more human-scale environment and mitigate the massing and shadowing along the street edge. Buildings C and D along Montgomery Road share a podium of six (6) storeys, and Building E has a building stepback of 3.7m after the 7th storey to the tower which provides relief along Montgomery Road. The use of podiums at the building base reduces the apparent height and mass of the building on the pedestrian environment, allows sunlight to penetrate into the right-of-way and reduces wind impacts (292).



Figure 4: Rendering of Wellington Road – Tower A

Building entrances and transparent windows should be located to face the public right-of-way to reinforce the public realm establish an active frontage and provide convenient pedestrian access (291). Along the Wellington frontage there are ground floor office

uses and along Bradley there are ground floor retail uses, which activates these frontages with pedestrian movements at the principal entrances. Along Montgomery Road, the north façade and the main internal driveway, there are townhouse style units that provide multiple entrances and direct access to units from the internal and external sidewalks that encourages movement and activity and provides convenient outdoor access.

Middle

The middle should be visually cohesive with, but distinct from, the base and top (289_2). The middle of the building consists of the tower portions which are set back from the podium, and provide a change in materials from the base to create interest and distinction. The 'middle' of the development is comprised of the majority of the tower components above the base, which provides a change in materiality from the overall base.

The London Plan identifies that high-rise buildings should be designed to minimize massing, shadowing, visual impact and the obstructions of view from the street and neighbouring properties by providing slender towers without long axes that create an overwhelming building mass (293). A slender tower is characterized as one that has a smaller tower floor plate, typically between 750 – 1,000 sqm of GFA, and a length to width ratio of generally not more than 1 : 1.5, as per industry standards and best practices. The following is an overview of the floorplates and ratios for the high-rise portions:

Tower	Floorplate at floor 9/10	Ratio at floor 9/10
Tower A	1,202sqm	1 : 2.3
Tower B	1,202sqm	1 : 2.3
Tower C	1,020sqm	1 : 1.9
Tower D	1,040sqm	1 : 1.9
Tower E	1,190sqm	1 : 2.2

Of the 5 high-rise towers, Towers C and D have the smallest floorplates and the lowest length to width ratio. The overall effect is that the smaller floorplate and lower ratio does not have a very long building axes, and minimizes the visual bulk and massing of the towers, and reduces the shadowing impacts. Two additional regulations are recommended to manage and improve the built form of the high-rise 'middles' through the use of a maximum tower floorplate of 1,050sqm and a maximum width to length ratio of 1:2. In the subsequent planning justification materials submitted for the new building design and heights, it was noted that in order to accommodate a smaller floorplate, there would be a difference of -102 residential units. The recommended regulations will apply to the built form above the 9th floor, though there is opportunity to accommodate units within the building base in a variety of ways.

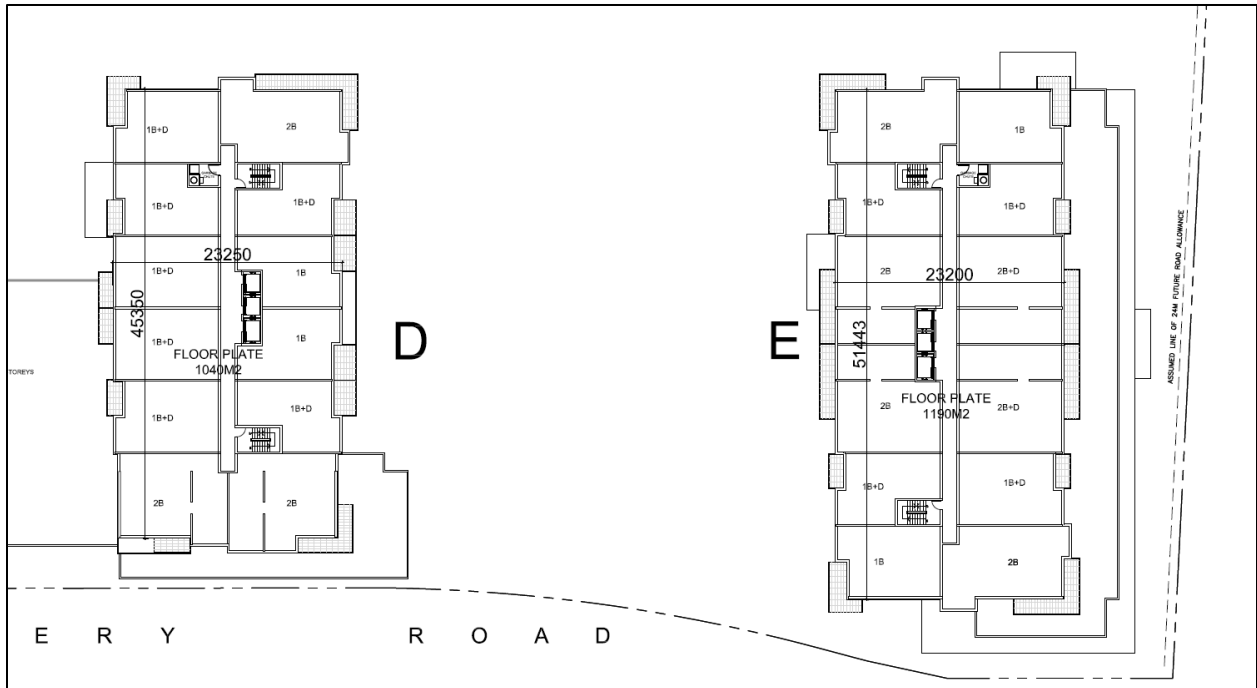


Figure 5: Comparison of floorplates and ratios Towers D and E

Residential and mixed-use buildings should include outdoor amenity spaces (295). Towers A and B are located on a shared podium that includes outdoor amenity space on the top of the 7th floor roof, in addition to some ground floor amenity space provided along the Montgomery Road frontage. Balconies are proposed as part of the built design that provides outdoor amenity space for the individual units.

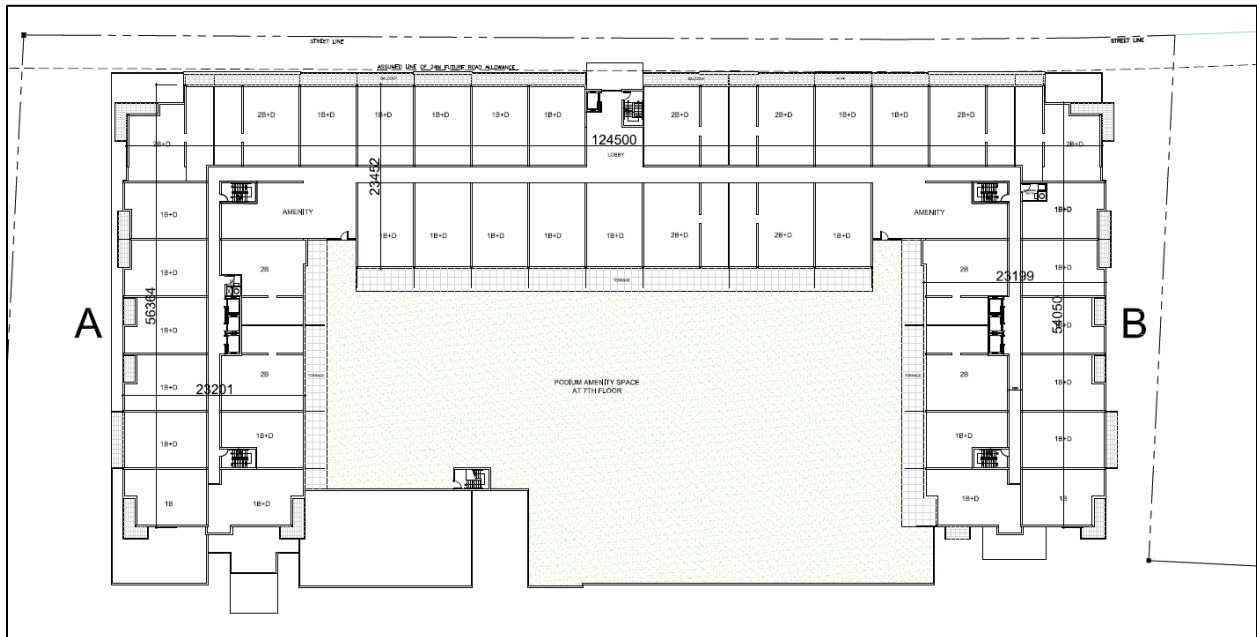


Figure 6: Amenity Space between Towers A and B

Top

The top should provide a finishing treatment, such as a roof or cornice treatment, and will serve to hide and integrate mechanical penthouses (289_3). The mechanical penthouses for the towers have been accommodated in the architecture of the top of the building and is not visible from the street. The top portion of the towers have been differentiated by the middle portion through the use of setbacks after the 18th floors for Buildings A, B, D and E that provides articulation and a distinctive tiered cap.

1989 Official Plan

The 1989 Official Plan policies identify objectives for all commercial designations that commercial development should conform to the City's Commercial Urban Design Guidelines, which were adopted in 1999, as well as consistency with the Urban Design Principles in Chapter 11. *The London Plan* sets out the most recent design specifications for mixed-use and commercial uses, however some of the same

principles from the City's Commercial Urban Design Guidelines for pedestrian connections through sites to sidewalks, reducing the overall visual impact of paved parking, and having principal entrances oriented to the street is echoed in more recent direction and achieved by the site layout and built form. The design principles in Chapter 11 of the 1989 Official Plan provide guidance and direction for the design of buildings and sites.

Principle 11.1.1.ix) requires new buildings to have regard for the impact of the proposed development on year-round sunlight conditions on adjacent properties and streets.

A shadow analysis was submitted with the application which modelled the anticipated shadow impacts throughout the year, and is found attached as appendix F. Shadow impacts are minimized through the proposed regulations including a maximum tower floorplate, maximum tower ratio, and building stepbacks that result in slender towers with shadows that move more quickly, and have less of a lasting effect.

Principle 11.1.1.xi) requires a development that consists of a grouping of buildings, that the buildings should be positioned to define usable and secure open space areas on the site and to afford a reasonable measure of privacy to individual dwelling units.

The site is comprised of 5 residential tower components and 3 base buildings which forms the podiums. The buildings are positioned to provide privacy for individual units and outdoor open space.

Transition to Surrounding Neighbourhoods

Within Transit Villages, *The London Plan* requires a transition in height and intensity between transit stations and surrounding neighbourhoods (810). Permitted building heights will step down from the core of the Transit Village, to any adjacent Neighbourhoods Place Type (*813_3). The development has the three tallest towers of 27 storeys located along the main streets of Wellington Road and Bradley Avenue, with Building D at 20 storeys along Montgomery Road and Building C at 10 storeys closest to the existing low-rise residential neighbourhood. The gradual step down of heights along the western boundary, use of podiums that provide a human-scale base, and the separation provided by Montgomery Road provide a transition in height and a sympathetic interface to the existing surrounding neighbourhood. Design measures relating to building height, scale and massing should be used to provide a transition between development of significantly different intensities (298). There is a low-medium density residential neighbourhood to the west, and the proposed development has a building transition down to 10 storeys in the location closest to the neighbourhood (Tower C) to reduce the massing and provide a more sensitive transition, while focusing the majority of the built form along the main corridors of Bradley Avenue and Wellington Road.

Connectivity

Buildings will be designed to be pedestrian, cycling and transit-supportive through building orientation, location of entrances, clearly marked pedestrian pathways, widened sidewalks, cycling infrastructure, and general site layout that reinforces pedestrian safety and easy navigation (814_3). The development is oriented towards transit along Wellington Road which will provide convenient access for residents. There is a requested reduction in the total number of secure bicycle parking spaces from 0.75 spaces per unit to 0.50 spaces per unit, which would provide 636 secure bicycle parking spaces instead of the 954 that would be required. In order to ensure there is an adequate amount of bicycle parking spaces to support active transportation options for residents, the requested reduction is not supported and the full minimum number of bicycle parking spaces as required in the Z.-1 by-law are recommended. Consideration should be given to providing publicly-accessible pedestrian connections through a proposed development site connecting with the pedestrian network on existing and future sites (814_5). The site facilitates pedestrian movements through the internal driveway at grade and the connections provided to the existing sidewalks.

Parking

Transit villages are intended to be intensive and walkable environments with a focus on providing residents with employment, services, shopping and transit within convenient walking distances. Surface parking areas should be located in the rear and interior side yard and underground and structured parking integrated within the building is encouraged (814_11). The proposal has two levels of underground parking and six levels of structured parking located in the podium of Building 1 between Towers A and B. Buildings should be sited to minimize the visual exposure of parking areas to the street (269). The surface parking that is provided is located along the main internal driveway and between Towers C and D where it is screened and not visible from the street edge. Parking requirements may be lower within those place types and parts of the city that have high accessibility to transit or that are close to uses that generate high levels of attraction (271).

The proposal is for 1,375 parking spaces for the residential and commercial/office uses. There is a requested reduction of 1 parking space per unit where the minimum requirement is for 1.25 spaces per unit for residential uses, and a special provision to permit the commercial/retail uses at a rate of 1/20 sqm of GFA rather than the required 1/15 sqm of GFA. The site is well-located with direct access along the Rapid Transit Corridor of Wellington Road where there are current and future transit services. Further, the area has a high proportion of existing retail, shopping, commercial, service and employment uses within convenient walking distance to reduce single vehicle trips and encourage more pedestrian trips. A reduction in the number of vehicle parking spaces is reasonable given the active and public transit options, and will contribute to achieving the overall intent of the transit village. A requested reduction in the number of bicycle parking spaces from 0.75 spaces per residential unit to 0.50 spaces per residential unit would not be consistent with the intent to support active transportation in a Transit Village, and the full minimum required number of secure bicycle parking spaces of 954 is recommended.

4.5 Specific Area Policy

The London Plan

Policies for specific areas may be applied where the applicable place type policies would not accurately reflect the intent of Council with respect to a specific site or area. the adoption of policies for specific areas may be considered in limited circumstances where the following conditions apply:

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

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

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

The Transit Village place type is intended to be a vibrant, intensive and mixed-use environment that integrates the highest intensities with higher-order transit, and walkable services and employment options. Permitting the additional height of 27 storeys provides an additional 5 storeys, which is appropriate for this site and will contribute to achieving the vision of the Transit Village place type without adversely impacting the integrity of the place type.

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

The development site is a large and under-utilized parcel of land in a prime development location. Many of the properties within the Transit Village place type are already developed lands and the subject site provides a unique opportunity for infill and intensification in a location that is identified for growth. There are limited lands within the Transit Village and the site is unique in term of its overall size

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

The Transit Village place type permits heights up to 22 storeys which was the initial request for the development site. While a 22 storey form is achievable for the site, the increased height has been requested to better optimize the development potential for the lands and provide better articulation of the building tops to contribute to the skyline and add interest.

The increased height is supported for a development that includes slender towers where the massing, shadows and overall bulk of the buildings can be mitigated. The additional regulations proposed will achieve the intent of the design policies and allow for the consideration of greater height on site.

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

The proposed development and recommended regulations will achieve the intent of the Transit Village Place Type which is in the public interest and represents good planning.

4.6 Bonusing

Bonus zoning may allow increases in the height and density of development beyond what is otherwise permitted in return for the provision of such facilities, services or matters set out in the bonus zone (3.4.3.iv) 89 OP). The provision of affordable housing units through bonusing is a preferred feature and a recent priority identified by Municipal Council to address the housing crisis. As part of the Roadmap to 3,000 Report, an immediate next step was identified to *“double the current rate at which affordable units are obtained through bonusing” (p.11)*. This direction establishes the provision of affordable housing units above other potentially eligible bonusable features and should be the main component of the requested bonus zone. The Housing Development Corporation (HDC) staff have advised there is a need for affordable housing units and that the locational factors align with housing needs and priorities defined in the Housing Stability For All Plan and CMHC analytics related to vacancy rates and rental rates. The HDC has recommended the bonus zone provide 10% of the lift as affordable residential units.

The calculation of the lift to determine the total number of affordable housing units was based on the base density of 150 units per hectare (uph) permitted in the 1989 Official Plan which would equate to 344 units for a site with 2.296ha. The increase in density above the base permission is an additional 928 units for a total of 1,272 units. A rate of 10% of the total increase in units (10% of 928) equates to 93 units which is the “lift” and consistent approach to calculating the total number of affordable housing units through a bonus zone. The 93 units are to be representative of the mix overall and distributed evenly throughout the development to the greatest extent possible. The units will be based on 80% of the Average Market Rent for a duration of 50 years. The recommended bonus zone is based on the provision of: enhanced design and affordable housing which are appropriate for the area and commensurate with the requested increase in building height.

More information and detail is available in the Appendices of this report.

Conclusion

The site is within a Transit Village, which is a place type that contemplates an exceptionally designed, high-density, mixed-use urban neighbourhood. The vision for this place type is for a complete community that allows for substantial office spaces, retail and commercial services and residential uses which will support the rapid transit system.

The proposed development and recommended amendments are consistent with the Provincial Policy Statement, 2020 and conform to *The London Plan* policies including but not limited to Key Directions, the City Structure Plan, growth frameworks, City Design policies, and the Transit Village Place Type. The recommended amendment is also in conformity with in-force policies of the 1989 Official Plan, including the Bonus Zoning policies. The recommended amendment will facilitate an infill and intensification development with an appropriate range of uses, intensity and built form for the site and surrounding area.

Prepared by: **Sonia Wise, MCIP, RPP**
Senior Planner, Site Plans

Reviewed by: **Michael Corby, MCIP, RPP**
Manager, Planning Implementation

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

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

Appendix A

Bill No. (number to be inserted by Clerk's Office)
2022

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

A by-law to amend The London Plan for
the City of London, 2016 relating to 1067,
1069, 1071 Wellington Road.

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

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

PASSED in Open Council on August 2, 2022.

Ed Holder
Mayor

Michael Schulthess
City Clerk

First Reading – August 2, 2022
Second Reading – August 2, 2022
Third Reading – August 2, 2022

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

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is:

To add a policy to the Specific Policies for the Transit Village Place Type and add the subject lands to Map 7 – Specific Policy Areas – of the City of London to permit a mixed-use development with a maximum building height of 27 storeys.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 1067, 1069, 1071 Wellington Road in the City of London.

C. BASIS OF THE AMENDMENT

The amendment to the Official Plan will allow for the mixed-use development of an underutilized site within a Transit Village that will integrate convenient transit options with residential, commercial and office uses. The proposed development and recommended amendments are consistent with the Provincial Policy Statement, 2020 and conform to *The London Plan* policies including but not limited to Key Directions, the City Structure Plan, growth frameworks, City Design policies, and the Transit Village Place Type. The recommended amendment is also in conformity with in-force policies of the 1989 Official Plan, including the Bonus Zoning policies. The recommended amendment will facilitate an infill and intensification development with an appropriate range of uses, intensity and built form for the site and surrounding area.

D. THE AMENDMENT

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

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

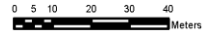
1067, 1069, 1071 Wellington Road in the City of London

A mixed-use development with a maximum height of 27 storeys may be permitted, to be implemented by a bonus zone that provides for affordable housing.

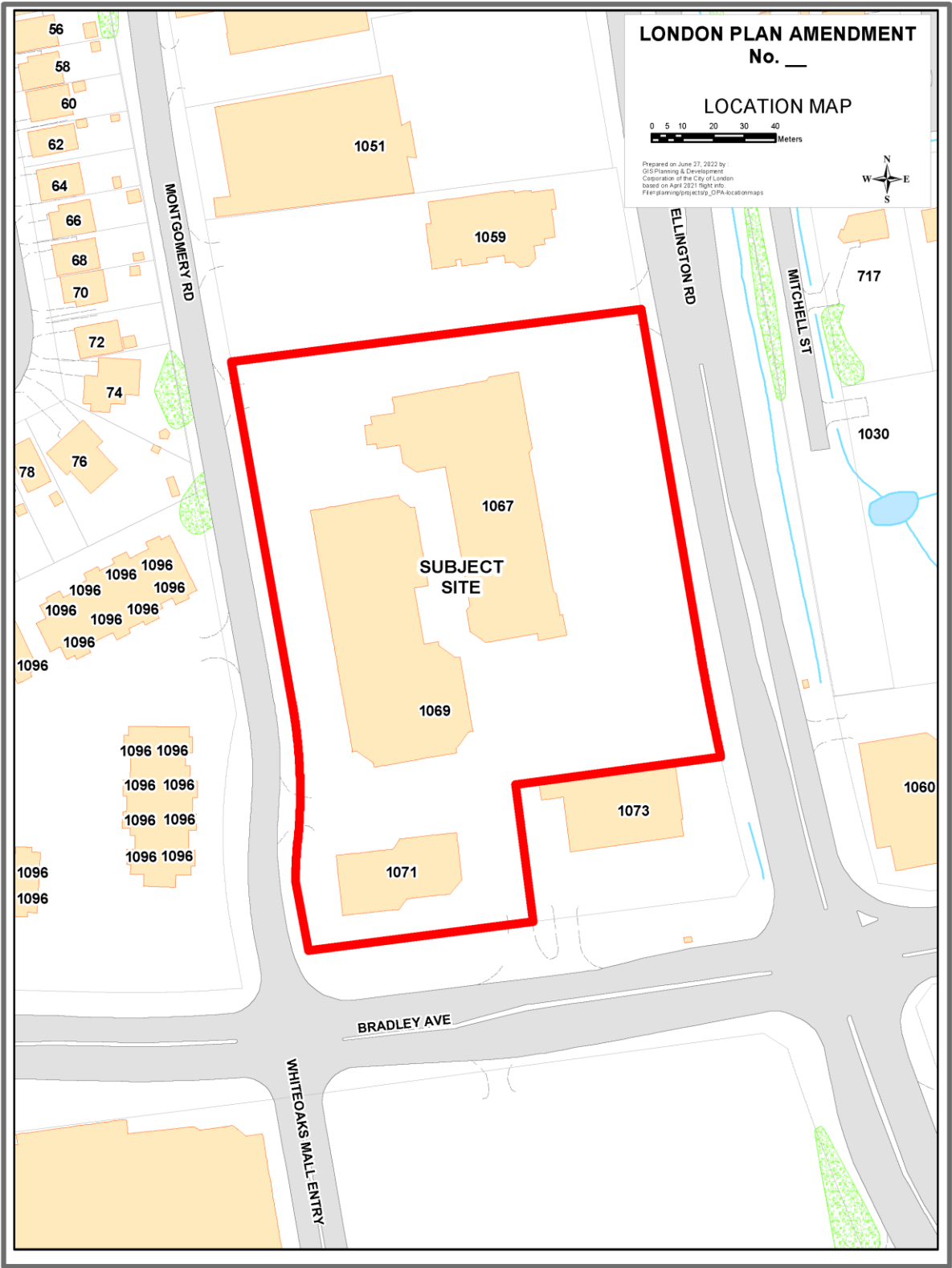
2. Map 7 – Specific Policy Areas, to *The London Plan* for the City of London Planning Area is amended by adding a Specific Policy Area for the lands located at 1067, 1069, 1071 Wellington Road in the City of London.

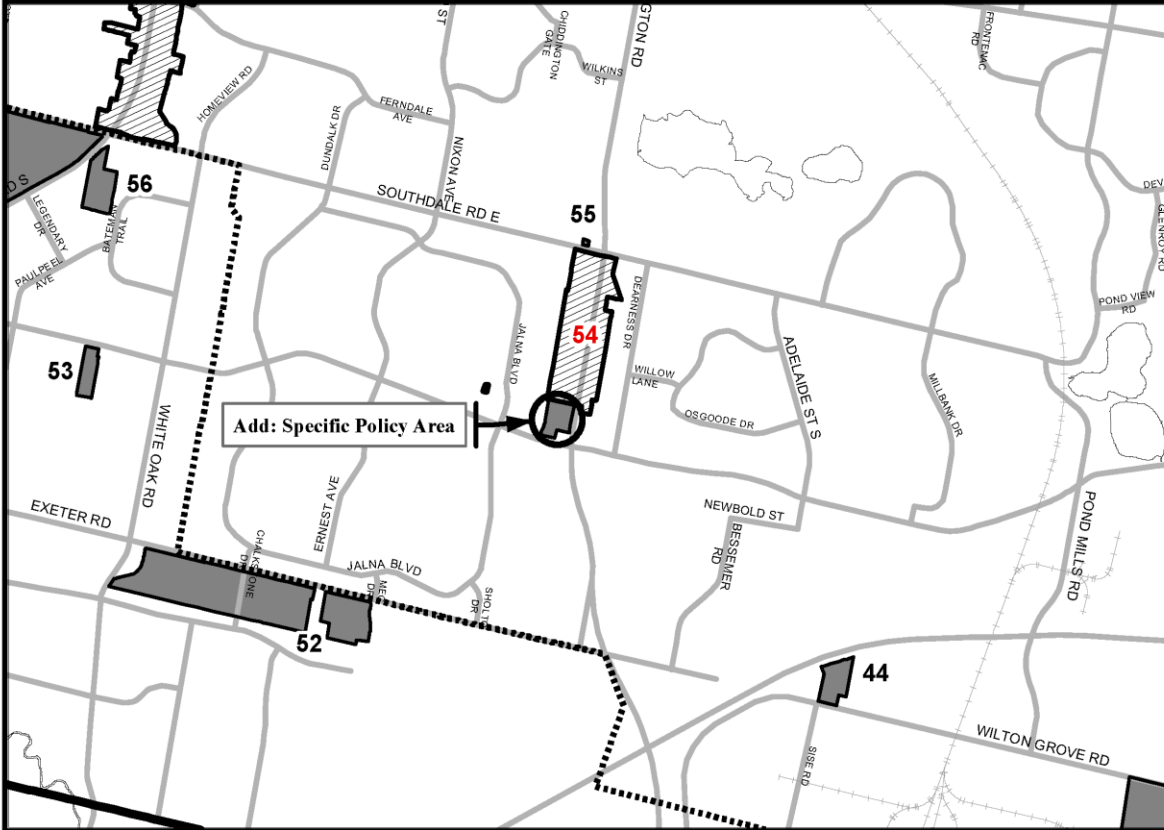
LONDON PLAN AMENDMENT
No. __

LOCATION MAP



Prepared on June 27, 2022 by
GIS Planning & Development
Corporation of the City of London
based on April 2021 flight info.
File: planning/projects/CPLA-locatmaps





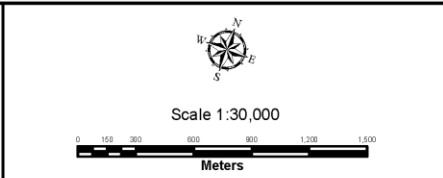
<p>LEGEND</p> <ul style="list-style-type: none"> Specific Policies Rapid Transit and Urban Corridor Specific-Segment Policies Near Campus Neighbourhood Secondary Plans 	<p>BASE MAP FEATURES</p> <ul style="list-style-type: none"> Streets (See Map 3) Railways Urban Growth Boundary Water Courses/Ponds
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This is an excerpt from the Planning Division's working consolidation of Map 7 - Special Policy Areas of the London Plan, with added notations.

**SCHEDULE 1
TO
THE LONDON PLAN**

AMENDMENT NO. _____

PREPARED BY: Planning Services



FILE NUMBER: O-9263 & Z-9264

PLANNER: SW

TECHNICIAN: RC

DATE: 6/27/2022

Appendix B

Bill No. (number to be inserted by Clerk's Office)
2022

By-law No. Z.-1-22_____

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 1067, 1069, 1071 Wellington Road.

WHEREAS Century Centre Developments Inc. has applied to rezone an area of land located at 1067, 1069, 1071 Wellington Road, 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 1067, 1069, 1071 Wellington Road, as shown on the attached map comprising part of Key Map No. A111, from an Associated Shopping Area (ASA1/ASA3) Zone to a Business District Commercial Special Provision Bonus (BDC(_)*B-(_)) Zone.
- 2) Section Number 4.3 of the General Provisions is amended by adding the following Special Provision:
 - 4.3.4) B-(_) 1067, 1069, 1071 Wellington Road

The Bonus Zone shall be implemented through one or more agreements to facilitate a high-quality, mixed-use development of three buildings with 5 towers as follows: a building along Wellington Road with two 27 storey towers; a building along Montgomery Road with a 10 storey tower and a 20 storey tower, a building along Bradley Avenue with a 27 storey tower; and a maximum density of 566 units per hectare (1,272 units). The development will generally implement the Site Plan attached as Schedule "1" to the amending by-law except where the regulation is more specific and provide for the following:

- 1) High Level of Design Standards

The building design and site plan contained in Schedule "1" of the amending by-law is being bonused for features which serve to support the City's objectives of promoting a high standard of design to be implemented through a development agreement:

- iv) Building Height

Montgomery Road

- a. A building height not exceeding 10-storeys in height for Tower C (currently facing Montgomery Road and the adjacent residential zone).

- v) Minimum Design Standards

Podium Features

- d. Step-back along Wellington Road to enhance a pedestrian oriented street wall;

- e. Abundant use of clear glass material and clear glazing with interior spaces visible from the outdoors, with overhead projecting canopies for all entrances and lining the pedestrian-oriented street wall frontages.
- f. A significant break in the podium along Wellington Road as shown on the site plan at the midpoint of the building between Towers A and B, to break up the long façade and promote a human scale, pedestrian oriented environment.

Tower Features

- e. Step-back of the towers, from the podium to the greatest extent possible on all street facing facades;
- f. A slender point-tower form for all towers not exceeding 1,050m² floorplate above the 8th storey;
- g. Mitigation of building mass with a high proportion of glass materials and a relatively low proportion of exposed concrete or similar materials and use of clear glass balcony barriers;
- h. Further mitigation of building mass by varying and articulating the plane of all facades.

Building Cap Features

- b. The use of building step-back at the top storey, with mechanical penthouse completely concealed in the building's top storey.

vi) **Site Landscaping**

All-season landscaping and foundation planting along any large expanses of walls facing public streets, internal drive aisles, and mid-block connections.

2) **Provision of Affordable Housing**

- vii) A total of 10% of the lift (93 affordable housing units based on 1,272 units) will be provided in the development, representative of the bedroom and unit mix of the overall building;
- viii) The affordable housing units should be evenly distributed throughout the individual buildings to the greatest extent possible;
- ix) Rents not exceeding 80% of the Canada Mortgage and Housing Corporation (CMHC) Average Market Rent (AMR) for the London Census Metropolitan Area (CMA) at the time of building occupancy; where AMR is defined at the one-bedroom, two-bedroom and three-bedroom rate for the London CMA at the time of building occupancy;
- x) The duration of affordability set at 50 years from the point of initial occupancy of the respective building;
- xi) The proponent enter into a Tenant Placement Agreement (TPA) with the City of London to align the affordable units with priority populations;
- xii) These conditions to be secured through an agreement entered on title with associated compliance requirements and remedies.

The following special regulations apply within the bonus zone:

a)	Regulations	
i)	Height (Maximum)	27 storeys or 96m (315 ft) whichever is less
ii)	Density (Maximum)	566 Units Per Hectare
iii)	Residential Parking Rate (Minimum)	1 space per unit

- | | | |
|------|---|--|
| iv) | Commercial and Retail
Parking Rate
(Minimum) | 1 space per 20sqm
of gross floor area |
| v) | Tower Floorplate
Above the 8 th storey
(Maximum) | 1,050sqm (11,302sq ft) |
| vi) | Tower width to length ratio
above the 8 th storey
(Maximum) | 1 : 2 |
| vii) | Building setback above 6 th storey
along Wellington Road
(Minimum) | 3m (9.8 ft) |

3) Section Number 25.4 of the Business District Commercial (BDC) Zone is amended by adding the following Special Provision:

- | | |
|--------|---|
| BDC() | 1067, 1069, 1071 Wellington Road |
| a) | Additional Permitted Uses
i) Apartment Buildings, including residential units on the
first (ground) floor |
| b) | Regulations:
i) The front lot line shall be interpreted to be Wellington
Road |

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.

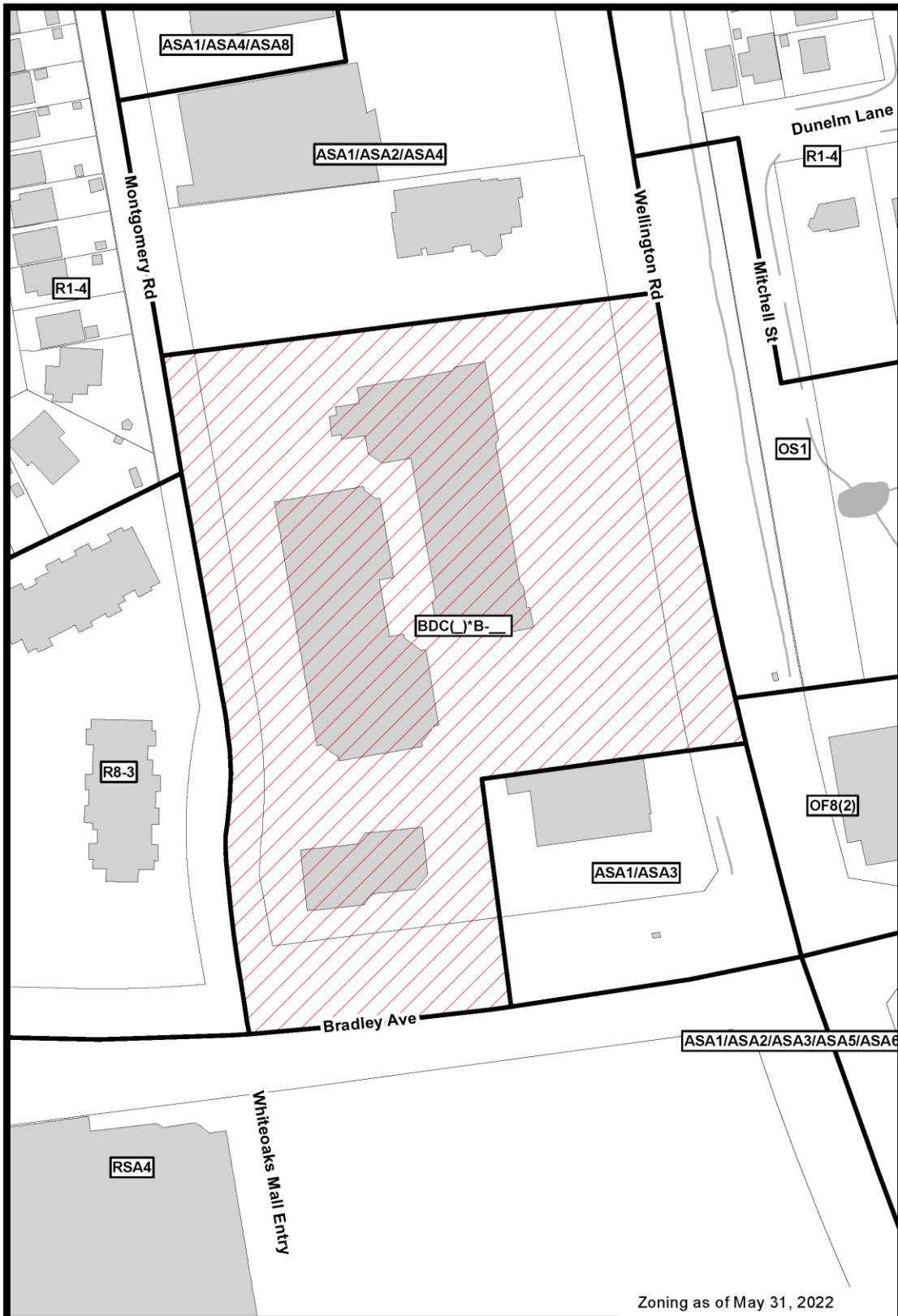
PASSED in Open Council on August 2, 2022.


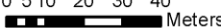

Ed Holder
Mayor

Michael Schulthess
City Clerk

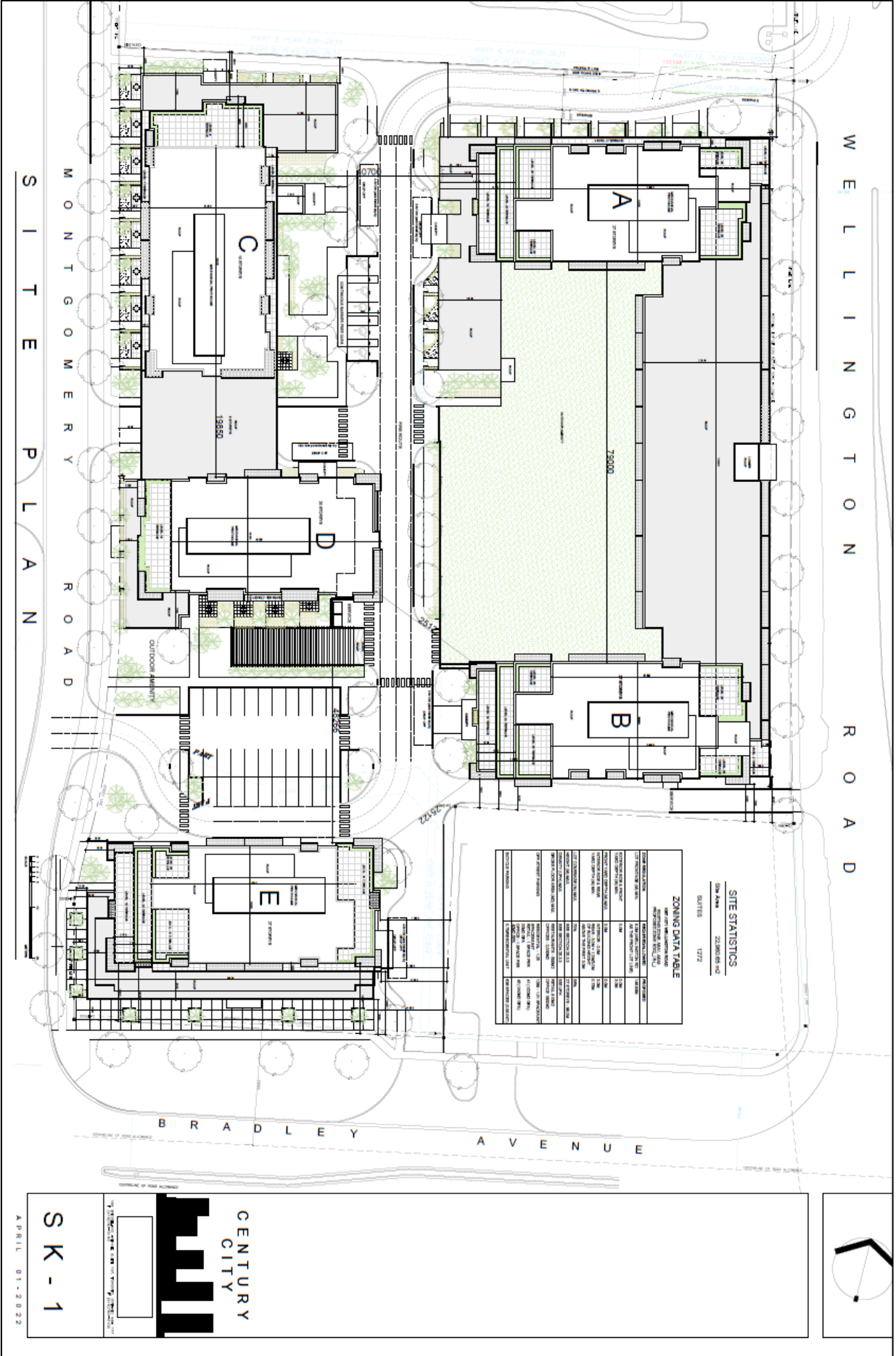
First Reading – August 2, 2022
Second Reading – August 2, 2022
Third Reading – August 2, 2022

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



<p>File Number: O-9263/Z-9264 Planner: SW Date Prepared: 2022/06/27 Technician: rc By-Law No: Z.-1-</p>	<p>SUBJECT SITE </p> <p>1:1,500</p> <p>0 5 10 20 30 40 Meters </p> 
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Schedule 1



Appendix C – Public Engagement

Community Engagement

Public liaison: On September 20, 2020 and June 8, 2022, a Notice of Application was and Revised Application respectively was sent to 386 residents including 249 property owners, and 137 tenants in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on September 21, 2020 and June 9, 2022. Two “Planning Application” signs were also posted on the site. Replies were received from 24 respondents

Nature of Liaison: Possible amendment to permit three mixed-use buildings with five high-rise apartment buildings, ranging from 10 to 27 storeys in height, with 1,272 residential units, 1,800 square metres of office, 810 square metres of retail, and a total of 1,375 parking spaces provided in underground and above-ground facilities. Possible amendment to The London Plan to **ADD** a Specific Area Policy to permit mixed-use buildings with a maximum building height of 27 storeys (96 metres) and a maximum density of 566 units per hectare. Possible change to Zoning By-law Z.-1 **FROM** an Associated Shopping Area Commercial (ASA1/ASA3) Zone **TO** a Business District Commercial Special Provision Bonus (BDC(_)*B-_) Zone. Special provisions would identify the Wellington Road frontage as the front lot line; permit dwelling units along the front portion of the ground floor, whereas dwelling units are required to be located at the rear of the ground floor or on or above the second storey in combination with permitted non-residential uses at the front of the building on the ground floor; permit a minimum rear yard depth of 0.75 metres, whereas 33 metres is required; a minimum parking rate of 1 space per residential unit, whereas 1.25 spaces per unit is required; a minimum parking rate of 1 space per 20 square metres of retail gross floor area, whereas 1 per 15 square metres of gross floor area is required; and a minimum bicycle parking rate of 0.5 spaces per residential unit, whereas 0.75 spaces per residential unit is required. The proposed bonus zone would permit a maximum building height of 27 storeys (96 metres) and a maximum mixed-use density of 566 units per hectare in return for eligible facilities, services, and matters outlined in policies 19.4.4 of the 1989 Official Plan. Special provisions may be added to regulate tower floor plates, tower length to width ratios and setbacks along Wellington Road. Holding provisions may be applied for matters pertaining to urban design and/or servicing. Responses: A high-level summary of the various comments received include the following:

- Traffic and Transportation: traffic flow on Bradley Ave, existing traffic is an issue and will get worse with development, Montgomery Road does not have any traffic calming and will have new driveways, concern with the traffic modelling data and projections, development still provides parking in a transit village, residents won't use transit, too many cars for too intensive a proposal
- Concern for school capacity for new residents
- Need affordable housing
- Built these in a less intensive areas, shift new development to the outskirts
- Strongly oppose the application
- Impacts of shadowing on existing neighbourhood
- Reduced property values, impacts on privacy
- Existing issues with cut-through traffic, illegal dumpster dumping
- More people will create more noise
- Support for the proposal and improvements to current vacancies

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

Written and Telephone Comments
Kimble F. Ainslie, Ph.D. 46-1096 Jalna Blvd London ON N6E 3B8
Pablo Calcaterra 414 Ferndale Ave
Richard Camman
Pierette Caron
Donald Cochran 72 Beechmount Cr
Amber Dubien
Milt Everitt 980 Jalna Road
Lori Fox
Edith Findlay
Carol Gross
Mary Ann Hodge
Frank & Debbie Lazzaro 80 Beechmount Crescent, London
Tanya Leckie
Richard Malton
Joy Pickering
Moni Ramsey 98 Kristina Crescent
Nicole Ronald 7 Beechmount Cres +Robert Ronald +Jordan Ronald +Joel Ronald
Sylvia Brand 717 Dunelm Lane +James Smithers +Sandra Smithers
Sandra Smithers 717 Dunelm Lane
Aleksandra Szywala unit 140-1096 Jalna Blvd.
Redir Taher
Lynda Thompson
Brent Tugwell 57 Beechmount Cres.
Ossa Zebian

Public Comments

From: Carol Gross <>

Sent: Friday, June 24, 2022 11:07 AM

To: Pelosa, Elizabeth <epelosa@london.ca>

Subject: [EXTERNAL] construction at wellington/bradley/montgomery

Good morning

My name is Carol Gross, and I live at 1096 Jalna Blvd, Unit 4.

Recently it came to my attention that numerous high rise buildings with underground parking are planned for the area of wellington/bradley/montgomery.

Are you aware there is an underground spring in this area?

If not, why not?

Has there been an environmental study done which will guarantee the spring or its runoff will not be diverted to other properties in the area?

If not, why not?

Are there plans for First Nation's Archeologists to examine the area for artifacts before construction begins?

If not, why not?

Are there plans for construction workers to park their vehicles in a place that will not burden businesses or residential areas during construction?

If so, exactly what are those plans?

Thanks for your consideration of these questions.

Carol Gross

Bruce Wright

From: Joy Pickering

Sent: Wednesday, June 22, 2022 2:14 PM

To: Garcia, Bibiana <bGarcia@london.ca>

Subject: [EXTERNAL] Bradley, Montgomery, Wellington Road proposed construction.

What are the revision?.Wasn't Easy to see any difference.At Wellington.And Bradley and Mongomery.the land is too small to cramp this many People.in an already dangerous Intersection.The services not sufficent for the many people at this small area.the Peoples around cut through 1096.Jalna Blvd.to escao 2 light.we can't add 1200 plus more people. to this Headache.Dumping garage furniture carpets Cinstruction materials filling up our Garbage in 2 days after emptying.People walking through can't back out our case as people walking through like its public.property and a throw ay liter on property.walking their dogs all winter.because the side walks are not clean.but our side walks are aperfectly clean safe place to walk..compared to public Side Walks after A Snow build up. As. Its minimum standard not safe. Ignoring our Speed limit and trespassing signs.Once reciently a stolen car left on [property.in](#) visitors parking.It's alarm going off all night from [7.pm.to](#) 7a.m Noise department called to come, too [busy.didnt.it](#)'s more than our 144 units.we have.that Use our \$1/4 million drive way, we Just redid .More wear and tear..It's a Grand Central station activity.50 cars cutting through daily.crashing into our cars.several time in Winter.also [speeding.as](#) wanting to Escape 2 stop lights IGNORING ALL OUR SIGNS AND LAWS OF THE LAND. OF NO [DUMPING.IN](#) OTHERS GARBAGE..FOR PEOPLE INTO [LONDON.NO](#) PROVISION FOR THE EXTRA.people AND [FACILITIES.IN](#) THIS AREA for people arriving in this over populated area.Can't get out of parking into Montgory Already .the congestion Exist especially at CHRISTMAS.CAN'T JUST BUILD HERE JUST BECAUSE LIQUOR STORE AND WAL-MART IS ALREADY EASY WAY OUT FOR BUILDER PREFERENTIAL TREATMENT. HERE.NOT FAIR TO PEOPLE WITH MANY PROBLEMS.I'TS FOR ALL THE WRONG REASONS.NOT GOOD FOR REDSIDENCE.please Re consider THEY NEED A MORE SPARSE AREA LESS CONGESTED AREA.MANY OTHER PLACES AVAILABLE.JUST GREEDY builder taking the easiest place he is trying.Don't care about anything but profit. [THANKS.JP](#)

With Regards to file 0-9263/Z-9264 ①
Sonia Wise. 1067-1071 Wellington Road.

Comments ① - concern that you would now consider increasing the number of floors - why hasn't the # of units increased as well?

② - high rises tend to be inner city (downtown) not in an existing single home / townhouse area (with planning this could have been part of Exeter Rd development)

③ - this stresses all city services

④ - also results in light, sound and now it appears environmental damage according to recent studies which indicate building up beyond a certain # of floors is bad in terms of climate change (more hydro consumption due to air conditioning)

⑤ - How far does the shadow extend from the top of a 22-27 storeys?

⑥ - Do you even consider the impact on existing taxpayers who own property in the area?
Would you want to live here once these buildings are up?

⑦ - Do you believe homeowners want to

(2)

pay the cost of keeping rapid transit running?

A lot of the public do not use existing public transit why would they get on board with rapid if it can't deliver them directly & quickly to their destination

(8) If there were a fire is there really enough access to all of these buildings based on the changes to set backs & yard space from normal requirements (ex 1m instead of 30m)

(9) Peoples lives will be put in danger due to increased traffic trying to navigate near the mall. Impwood roads will not be enough, based on already. Remember there will be fewer lanes on Wellington once the transit is in place.

(10) Why would someone take rapid transit if they first have to get to it. (walking is not a popular option)

- (11) Inadequate parking for the # of units unless all are singles. Even then only about 100 spaces for non-residential
- (12) Inadequate parking for businesses to survive on occupants only.
- (13) Why is the hub + high ~~rise~~ density housing not taking place south of 401 where there would be more land + less traffic congestion? If people could access without going outside you might increase ridership.
- (14) Will London reduce property taxes based on ^{negative} impact to value? Likely this saving will be negated by the increase required to pay for rapid transit which doesn't make enough income to cover costs.
- (15) Planning, planning, planning. You should not be negatively impacting residential areas by changing zoning by laws. These were there for a reason to protect the nature of the community.
- (16) How do you really researched what has happened in K-W

(4)
in terms of costing ^{to taxpayers} amount of use
& problems with little access to
parking in order to take their
rapid transit.

Fewer units than your existing plan
could fill in this area without the
~~amount~~ of huge negative impact.
Perhaps your station should be
located there with lots of available
parking instead. It wouldn't
solve the traffic issues.
Most of the high rises along
Bradley, west of Wellington are
10 floors or less and are
adjacent to commercial or
services not residential housing.

Improve you existing transit + plan
high density housing outside of
existing residential areas.

Or is this because the current Ontario
government is pushing high density ^{with}
funding provided.

London is known as the ~~city~~
Forest City and that's not what
high rises suggest. Trees don't like
growing in asphalt.

(5)

Family home located at 717 Dundas
Lane across from said development

al would like to speak at the meeting
I'm sorry for the length. When I
was near the bottom of my initial
comments and only on pg 2 I
thought it would be shorter to go
by points... alas maybe not the case.

Sylvia Brand
{ Sandra Smithers
{ James Smithers.

During the zoom meeting held
by the development company rep
I asked where in the city there
was a building of the then proposed
height within a residential area.
The one suggested is 10-12 stories
only. I wanted to find out how
much this impacts the property
values of existing residential units.
Will the city be compensating
owners for this?

What limits are there in terms of
noise + damage to structures

6

What are limits on hours of construction (noise)?

If there is structural damage due to shifts in ground as they go down (the higher the further down they have to dig) who will pay for this?

Homes on east side of Wellington were built in the 50's. The originals were built well, not sure about the newer fill in builds.

al'm sure there are points al have not included here

From: FRANK LAZZARO <>

Sent: Tuesday, June 28, 2022 8:35 PM

To: Wise, Sonia <swise@london.ca>

Subject: [EXTERNAL] File 0-9263/Z-9264 Planning Application 1067 – 1071 Wellington Road

Dear Ms. Wise,

We are writing to you as we have concerns about the latest proposed changes to the Planning application for the above noted property.

We have lived at 80 Beechmount Crescent for the past 45 years and are very familiar with the changes in road and traffic patterns over the years. Going from apple orchard, forests to clogged roads has been a progression not without struggles both currently and no doubt in the future.

The current application indicated a 22-storey apartment complex and business proposed building application. That would be a towering structure well in excess of any other building in the residential and commercial area and no doubt if granted would now be the minimum standard for future structures in the area.

While 22 storeys are difficult to comprehend a proposed additional 5 storeys are totally without merit.

The additional strain on traffic flow is already stressed to the maximum given the proximity to White Oaks Mall making allowances for seasonal traffic and bottle necks.

Access to businesses and patron parking is critical to the success of any business and the monitoring of the business parking area would be a daily necessity to attract their clients and not apartment visitors.

Decreasing the parking minimum under the new proposal from 1.25 to 1 is begging for a disaster at all times of the day. This is far from the standards of other structures in the area and the city proper has raised the parking spaces required to meet the minimum standards.

The traffic study should be a 4-season study considering time of day and seasonal uses of the surrounding area. I would appreciate knowing when the traffic study was done. As if it was over the past 2 years during COVID it would have little to no bearing on traffic patterns under normal traffic conditions and it's finding totally flawed.

We wish this letter to be part of the objections to the proposed changes to File O-9263/Z-9264 Revised Planning Application 1067 - 1071 Wellington Road.

Thank you,

Frank & Debbie Lazzaro
80 Beechmount Crescent, London

From: Joy Pickering <>
Sent: Friday, June 4, 2021 7:25 PM
To: Pelosa, Elizabeth <epelosa@london.ca>
Subject: [EXTERNAL] File O-9263/Z-9264

Was wondering how this application is going..the area is too small and too congested already.lots of accidents at the 2 lights around White Oaks Mall.there is a Vacant land beside.this parcel.surprised it wasn't purchased as well.to use.for this project..will go to docservices@london.ca thanks.

From: Nicole Ronald <>
Sent: Wednesday, December 23, 2020 7:59 AM
To: City of London, Mayor <mayor@london.ca>; Pelosa, Elizabeth <epelosa@london.ca>; Maton, Catherine <cmaton@london.ca>
Subject: [EXTERNAL] proposed development Wellington/Bradley

Dear Mayor Holder:

We are writing to you regarding the proposed development at the corner of Wellington and Bradley by Century Centre Developments and the effects it will have on the neighborhood and environment.

We have seen Elizabeth Pelosa on the news a few times speaking about how wonderful this development will be (this developer and our councilor do not live in the area so how do they know how this development will affect us?). As our councillor she should be on the fence assisting both those who agree with the project and those who do not. Instead she was preaching in the zoom (December 1) meeting how she spoke to the Realty Board who told her South London is the fastest selling area in London. Do you really think Londoners want to buy on our street with all these apartment buildings looking down into our backyards as we use our pools which won't have sunlight because the buildings are too tall? It took us two emails to Ms. Pelosa before a response came from her.

The developer is planning to build a "mini city" on this city block (5 high rise apartments, 18-22 storeys each). The amount of people and cars that will be congregated on this city block is ludicrous (1,239 residential units will total how many people and cars in the end?). If this developer thinks that each apartment will have only 1 car he needs his head smacked. Most homes have at least two cars and then there will be the extra cars from visitors. We are sure White Oaks Mall will gladly give away

their parking to Century City to keep their residents and visitors happy!! Like others in the area, we walked around counting the levels in other apartments and none of them are near the 22 that are expected to be built. What gives this developer the right to feel he can get the bylaws changed to suit his desires? Bylaws are there for a reason – so ridiculous developments cannot occur.

After listening to the panel on the zoom meeting on Dec 1, we realized how little these developers really care about what they are doing to the neighborhood and its residents. One speaker on the panel stated the developer wanted to work with residents. How is the developer working with residents when he proposes 22-storey buildings that will take away our privacy, block sunlight and lower our house values?

As city taxpayers we have every right to fight developers like Century City who are developing a project that will only satisfy their pockets financially. We hope City Council will realize that a development of this scale is wrong for this corner. We will agree that part of this location is looking rather dumpy (the LLCBO and the other few buildings are fine but the small strip plaza with M & Ms and Swiss Chalet is old and unkept looking. We agree a developer could make this area more pleasant to residents but not at the ridiculous grandeur that is proposed.

The developer has also proposed quite a bit of retail space on the lower levels. As we can see in London, businesses are closing their doors and more people working from home; therefore, retail space is sitting unrented and unused. Yet, this developer sees the need for even more retail space. Maybe he should walk around White Oaks Mall and see the stores that have closed or are closing.

One panel member from the City who looks after traffic flow was also not accurate in the information he was passing to listeners. He indicated the area is only busy near Christmas but otherwise the added cars and people would not be noticed. He is 100% incorrect on this and would know this if he lived in the area. Walmart is busy any day it is open. The Mall is also very busy during holidays like Easter, Thanksgiving, back to school, beginning of summer when residents are gardening and looking after their yards and of course Christmas. The traffic here is already crazy and we cannot imagine adding in 1200 more people and cars. All of us in this household will take an alternate route to avoid Bradley and Wellington due to the current amount of cars passing through this intersection.

We are sincerely hoping City Council will force this developer to scale back his monstrous structure. We would like to see more three-story walkups like those on the block adjacent to the proposed site. Please take the time to listen to residents in this area and stop allowing developers like Century City to fill their pockets and walk away leaving residents with decreased home values and a sense of no one at City Hall is listening.

Thank you.

Yours sincerely

Robert Ronald

Nicole Ronald

Jordan Ronald

Joel Ronald

> From: Edith Findlay [<mailto:>]

> Sent: Thursday, December 3, 2020 5:35 PM

> To: Hillier, Steven <shillier@london.ca>

> Subject: [EXTERNAL] Traffic flow Bradley with proposed high rises

> Wellington and Bradley

>

> Hello

>

> I would like to express my concern about the traffic flow on Bradley Avenue Heading east. With the proposed high-rises going up traffic on that road is only going to

increase. It is already at peak times bumper to bumper along that stretch from Wellington to highbury. Also at the corner of Bradley and Milbank Road during peak times you could be the first car in line to make a left hand turn and have to wait three lights before it being able to do it. The worry is with the increased population due to those high-rises and the increased traffic flow this will become more of a concern.

>

> The high-rises I'm speaking of are the ones going up on the corner of Bradley and Wellington just where the Swiss chalet is and the old Keg was.

>

> Thank you EDITH FINDLAY

>

> Sent from my iPhone

> Edith Findlay

From: MaryAnn Hodge < >

Sent: Friday, November 27, 2020 10:43 AM

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

Cc: ben.m@zzplan.com; Peloza, Elizabeth <epeloza@london.ca>

Subject: [EXTERNAL] Fwd: Developers Virtual Open House RE 1067-1071 Wellington Rd. application

Hi Catherine,

I was reviewing the proposal for 1067-1071 Wellington Rd and was wondering where the London Transit bus stop would be for this development?

Will it be at the corner of Bradley and Wellington?

I am asking since I understand that Wellington is considered a bus corridor, and with this high density development, encouraging transit use would be great. My concern is that the residents of the towers might find it frustrating to have to walk around the entire block to get to the bus station.

In the absence of a climate emergency action plan, it would be prudent to consider how the transportation system may evolve that makes transit use more attractive. Is it possible to highlight the transit access on the plan in the same way that vehicle access is noted?

Mary Ann Hodge


-----Original Message-----

From: Pierrette Caron < >

Sent: Friday, November 27, 2020 1:39 PM

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

Subject: [EXTERNAL] Wellington

The new development that is suggested will it include bike  lines and sidewalk if yes please send me the suggestions thank you

Sent from my iPhone

-----Original Message-----

From: Lynda . < >

Sent: Tuesday, November 10, 2020 12:31 PM

Subject: [EXTERNAL] Bradley and Wellington proposed site

This is to do with the proposed apartment construction. I back on to Montgomery. I wasn't sent out a notice which is ok. I live on Beechbank Cr. When all the buildings were constructed behind here, Montgomery was supposed to be a service road. What

happens now? It is very busy and not with just delivery trucks. I hear the traffic from Wellington, the car wash, and Montgomery. I kept the trees along the fence to kill the noise. But it is getting noisier on the other side.

Thank you
L Thompson

Sent from my iPad

From: Sylvia Brand [Staff] < >
Sent: Thursday, October 22, 2020 4:00 AM
To: Maton, Catherine <cmaton@london.ca>; Pelozza, Elizabeth <epelozza@london.ca>; Hillier, Steven <shillier@london.ca>
Subject: [EXTERNAL] 1067-1071Wellington Rd. Planning Application

Please share with your fellow councillors.

I was stunned by the proposals outlined in file O-9263 and Z-9364. It basically suggests putting the equivalent of a small town into a small space within a very busy high traffic area. It also suggests putting 8 high rises (even 8 floors seem high compared to the surrounding single family dwellings) on this relatively small piece of land.

I have concerns about the traffic, as well as the air, noise and light pollution which will result if these amendments are passed. Any studies completed after mid March 2020 will not show a true indication of the normal traffic patterns in this area. The 1239 residential units will generate at least 1239 vehicles putting even more pressure on the Wellington corridor as well as Bradley, Highbury, Southdale and Wonderland. There will also be more traffic generated by the housing developments going on in this area. (Exeter Rd. and White Oaks to Wharncliffe) Rapid transit will not solve these issues as Londoners are not used to using transit over personal vehicles. Transit, once finished, will likely be used by those commuting to other cities not travelling within London. If these residential units are "accessible housing", the occupants may be unable to use rapid transit due to its high cost. The increase in vehicles on the roads will cause more air pollution as they idle in traffic. Even now it is not unusual to sit through three lights to make a left turn at either Southdale or Bradley as they intersect Wellington Rd. If you drive in this area you are familiar with the high volume beginning about 5am then again around noon and then 4pm. This also raises safety issues when emergency vehicles have to navigate to the hospital or fire and police respond to the frequent fires in the high rises near White Oaks Rd.

After reading the proposed zoning permitted uses it seems to cover everything except single family homes and fire stations. I am not sure if emergency care refers to hospitals, if a private club refers to a strip club, or if bed and breakfast could be a hotel. I will also check the website to see if I can tell what a lodging house class 2 covers. It seems the current zoning allows many uses that are appropriate to the area more so than the new proposed zoning.

The special provisions will create serious issues for the development as well as the neighbouring businesses.

Obviously there is not enough land if they can not provide 33 m for the rear yards.....1 m sounds like it could be a fire hazard if the buildings have so little space around them. They want approval to reduce the number of parking and bicycle spaces to again save space to fit in more buildings?? Is there room for emergency vehicles to access the buildings?

If you assume 20 floors for the 5 "high rises" that is 100 floors. If there are only 1239 residential units, each of the 100 floors would have 12.5 units which does not seem accurate. And what about the residential units in the mixed use buildings? If these are part of the 1239 units then there are even fewer units per floor. If they are not included does this mean there are no parking spaces allocated for these units? These days many families are multi- generation and have more than 2 vehicles. There are no other places for them to park in this area. If the special provisions are approved:

1239 spaces for residential
47.5 for retail
Leaves 47.5 for the office space

Why would you not promote mixed use buildings that are townhouses with retail or commercial on the bottom level with 1 or 2 levels above that provide living space for the business owners. This fits in with the current area better than high rises and even though traffic will still be affected it is not as bad as adding the number of people generated by the current proposal.

Thank you for considering my comments. I may have further comments after referring to the on-line pages.

Sylvia Brand
717 Dunelm

> -----Original Message-----

> From:

> Sent: Wednesday, October 21, 2020 8:33 PM

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

> <epelosa@london.ca>; stevehillier@london.ca

> Cc

> Subject: [EXTERNAL] File O-9263/Z-9264 1067-1071 Wellington Road

>

> Hello

>

> Increased density is an important part of urban growth but I feel the
> scope of this development is too large for this site.

>

> Wellington Road is the main north south route to downtown, funnels
> traffic off Highway 401, and is a very busy roadway with many access
> points off and onto Wellington from the numerous commercial
> developments along its route. The neighborhood of this development
> has a very high volume of traffic already because of the numerous
> commercial retail access points, the White Oaks Mall, Fanshawe College
> Building and White Oaks Subdivision, commercial businesses along the
> Wellington corridor

> and the back entrances off Montgomery. The development would
> adversely impact two of London's busiest intersections, Wellington and
> Bradley and Wellington and Southdale. Traffic at the Bradley
> intersection is often backed up to the north access point of this
> proposed development. The south access point onto Wellington is close
> to the Bradley intersection and would cause issues there as well.

> Adding 1239 residential units and therefore at least another 1239
> vehicles having to access Wellington or Montgomery each and every day
> at least twice a day just increases volumes unnecessarily. Besides
> the point that there would only be 1,334 parking spaces for the
> apartment residents and retail, office space occupants. How many
> residents would have more than one vehicle per unit? Where are the
> retail, office occupants and clients to park?? Our society is
> dependent on the motor

> vehicle. Few individuals use walking, busing as a mode of
> transportation. That is just the way it is.

>

> There are numerous emergency vehicles that travel Wellington Road into
> the White Oaks area, out to Highway 401 and to London Health Sciences
> Campus at Commissioners and Wellington. We hear sirens 24/7 and
> traffic congestion is an issue for them currently. Time is of the
> essence when our emergency service vehicles are trying to navigate our
> busy city streets. How do you plan to manage this issue? Why create

- > more traffic with this development?
- >
- > There is no other residential housing from Baseline Road south on
- > Wellington so why put residential into a commercial, high traffic
- > volume area.
- >
- > The development would create noise and light pollution and heavily
- > impact the length of sun exposure to the current residents in the St
- > Stephen's subdivision.
- >
- > Down the road, I imagine it will be necessary to widen Wellington and
- > perhaps Montgomery as well. This development will be right up to the
- > road allowance on both streets. How will you widen Wellington because
- > of the increased traffic density? Will it be necessary to install
- > traffic lights at the north access point of this development onto
- > Wellington Road? Will you need to install a left turn lane on
- > Wellington Road so that vehicles can turn into the development? How
- > do you plan to manage the traffic congestion?
- >
- >
- >
- > Sandra Smithers
- > 717 Dunelm Lane

Supplemental Comments

Thanks for the additional info. I would just like to point out that depending on when the Transportation Impact Assessment was conducted it may not give accurate info. There has been a definite decrease in traffic volumes on Wellington since March and Covid-19. Perhaps the traffic volumes from a prior assessment should be used as a comparison??

Sandra

From: Amber Dubien < >
Sent: Wednesday, October 21, 2020 2:30 PM
To: Maton, Catherine <cmaton@london.ca>
Subject: [EXTERNAL] 1067-1071 Wellington Road

Please don't built this. On top of the fact that I don't want to look this while I'm in the comfort of my backyard, where are all the kids going to go to school from these buildings? Rick Hanson has enough kids in a class, White Oaks is already adding portables to accommodate the high numbers of children they have. Grocery store, the mall, other businesses in the neighborhood already run of food because the amount of people shopping in them, now you want to add 1200+ more people. This looks expensive, London needs affordable housing, not high priced condos. Maybe consider building this in a neighborhood that isn't already filled with apartments.

Thank you.
 Amber Dubien

From: Fox, Lori < >
Sent: Tuesday, October 20, 2020 4:59 PM
To: Maton, Catherine <cmaton@london.ca>
Cc: Pelozza, Elizabeth <epelozza@london.ca>
Subject: [EXTERNAL] 1067-1071 Wellington Road - Notice of Planning Application

Good afternoon. I am writing as a resident of Beechmount Crescent in the White Oaks area of London, and wanted to relay my concerns regarding the proposal for five high-rise apartment buildings ranging from 18-22 storeys in height being built on the subject property. I am all in favour of adding housing to our part of the city and think that is a

great location to add some buildings but I do not like the thought of having potentially five 22 storey buildings to look at when sitting on my front porch. I would be in agreement to possibly 10-12 storey buildings being built in that location and would think five building of that height would add a good amount of housing into that corner in White Oaks.

I am also extremely concerned with the amount of additional traffic that kind of complex (the size being proposed) would bring to an already very busy section of Wellington and Bradley Roads. White Oaks Mall is already responsible for bringing huge amounts of traffic to White Oaks – and adding that amount of additional living spaces would make it even more chaotic than it is at numerous times of the year.

Please re-consider the height of the buildings being proposed for that site; I am totally in favour of building there, but not five 22 storey buildings.

Thank you for your consideration of the feelings of the people who have lived in this neighbourhood for over 30 years and don't plan on leaving for many more!

Yours truly,

Lori Fox
18 Beechmount Cres.
London
N6E 2J3

From: MILT/C EVERITT [<mailto:>]
Sent: Monday, October 19, 2020 9:07 AM
To: Maton, Catherine <cmaton@london.ca>; Pelozo, Elizabeth <epeloz@london.ca>
Subject: [EXTERNAL] Feedback

Re: **Development Application - Public Feedback - O-9263/Z-9264 - 1067-1071 Wellington**

With regards to this planned development, as a resident in the Whiteoaks community, I have a couple of concerns...

- 1) Increased traffic in the area.
We've been asking for speed control measures along Jalna Blvd for several years now only to be ignored. It's become the neighborhood speedway along a stretch of road where many people walk, including school children and seniors. Adding this development will only compound the problem .
- 2). Increased crime. Adding this many housing units will undoubtedly increase the rate of crime in the neighborhood. Rarely do we see police officers patrolling our neighborhood. This will just lead to our community becoming less safe than it already is.
- 3). Noise Factor....throughout construction and afterwards, a structure of this magnitude will increase noise levels throughout the community.
- 4). Pollution levels....obviously this many people living in a small space will generate more pollution and garbage throughout our community.

These are just a few my concerns and other residents of Whiteoaks that I've spoken to. Please reconsider the location of this development to an area of the city that's better suited to accommodate it.

Regards:

Milt Everitt

From: Moni Ramsey < >
Sent: Monday, October 19, 2020 11:32 AM
To: Maton, Catherine <cmaton@london.ca>
Subject: Re: [EXTERNAL] Notice of Planning - File O-9263/Z-9264

Good morning Catherine

Thank you for your email. As for the new project, it sounds like a great opportunity to enrich the whole area. But when I look at my condo which is on the first floor, I see that it will block the whole view and I won't be able to see the sky. The area will be very busy and noisy. I may lose my tenant especially during the construction period. I am not happy to have all this crowd a few meters away from my condo. I read in the pamphlet that i have legal rights but it wasn't clear .. What are my legal rights in that situation?

I would like to stay in contact.

My mailing address: 98 Kristina Crescent, London, ON, N6E 3V4.

Looking forward to hearing from you.

Best Regards

Moni Ramsey

Cell:
London, ON - Canada

-----Original Message-----

From: Ossa < >

Sent: Monday, October 19, 2020 5:39 PM

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

Subject: Re: [EXTERNAL] 1067-1071 Wellington road project

Good day ,

This is a concern for my father who lives on 70 beechmount crescent. The proposed project will be right behind his back yard and he has a concern that this area will not be able to handle more than 1500 new people . His concern also is that there will be constant noise and interruptions everyday . The area is nice a quiet and it is very peaceful for many residents in that area.

From: Pablo Calcaterra [<mailto:>]

Sent: Friday, October 16, 2020 12:44 PM

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

Subject: [EXTERNAL] Development Application - Public Feedback - O-9263/Z-9264 - 1067-1071 Wellington

Hello,

I am against this development because it will ruin our sight in the area (high-rises instead of low profile homes), increase traffic that's already very busy in the area.

Best regards,

Pablo Calcaterra
414 Ferndale Ave

Supplemental Comments

Thank you Catherine,

The area is already very busy with Walmart, the Shopping Mall, LCBO and this will really affect the infrastructure in the area. If this is already a bad area during weekends and rush hour thing will only get worse with those buildings.

I understand the short term benefits of construction and development but on the long run this area will be one to be avoided at all costs...

Best regards,

Pablo Calcaterra

From: redir taher [<mailto:>]
Sent: Wednesday, October 14, 2020 9:20 PM
To: Pelozza, Elizabeth <epelozza@london.ca>
Subject: [EXTERNAL] Wellington & Bradley

Hello

Hope that your well,

I live on Beechmount cres. And their is suppose to be new high risers 5 of them going up, that would be directly behind my house, I received the letter already, so will they put a higher sound barrier fence up? Will they extend Montgomery rd. What happens if they need to extend the road? they would come on in into my property, would they compensate for our property. My house backyard is directly across the old Keg, it's the first backyard just north of Bradley Rd. on the left side.

1200 parking spots that's a lot of traffic.

Will their be sidewalks on the West side of Montgomery rd?

Thank you!

Looking forward to Your response.

Best regards,

Redir T.

From: Richard Camman < >
Sent: Tuesday, October 13, 2020 7:50 AM
To: Maton, Catherine <cmaton@london.ca>
Subject: [EXTERNAL] Comments (1067-1067 Wellington Road)

Hello Catherine,

In response to the Notice of Planning Application for 1067-1071 Wellington Road I have a couple concerns. As a homeowner living at 1096 Jalna Boulevard, I have come to experience increasing amounts of traffic, congestion and construction all within this general area. While I understand the purpose of reinvigorating this current space on Wellington Road, the size 18-22 stories in height along with putting an additional 1200 residents in this space concerns me. First of all, the amount of cars, congestion and people within the Bradley and Wellington Corner has already reached capacity (at least to me).

Getting off the 401 and attempting to safely access my property daily by car has become extremely difficult especially during peak hours. As a result, many cars now use Montgomery Road to beat the congestion on Wellington which makes it extremely difficult and even dangerous to attempt to turn out of my property specifically during the day. With the addition of these residents, I don't see how this general area is expected to function. The fact that it can take me 15-20 minutes to simply access my property from 401 is evident of that.

Further, with a building of 18-22 stories (which is much too big for the already busy area), I already know I am going to most likely have to deal with further congestion, traffic and difficulty accessing my property every day due to the construction alone that most likely will rely on Montgomery Road to move equipment and materials in and out to these locations. I am assuming this project will take a minimum of two years to fully complete.

In sum, what I am trying to say is that the infrastructure of Bradley and Wellington and Bradley and Montgomery Road is in no way capable to support and additional 1200 residents, let alone support the construction of these buildings without causing further chaos and congestion to the area. Whether you're a resident like me or you are a driver who must commute through the area everyday, its quite obvious this project will cause

complete chaos both initially during construction and post construction due to the increased influx of residents needing to access this area. The area simply put does not have the capability to support such a large project.

Thank you for listening to my concerns and while it may be obvious based on my previous comments. I do not support this project.

Richard

From: Aleksandra Szywala <>
Sent: Wednesday, October 7, 2020 7:01 PM
To: Maton, Catherine <cmaton@london.ca>
Subject: [EXTERNAL] File: O-9263/Z-9264

Hello,
I strongly oppose to the Official Plan and Zoning By-law Amendments at 1067 -1071 Wellington Rd.

Thank you,

Aleksandra Szywala
unit 140-1096 Jalna Blvd.
London, N6E 3B8

Supplemental from Councillor's office

Our office received comments from a Ward 12 resident regarding the proposed development application for 1067-1071 Wellington Rd, who was strongly oppose the development.

She said that it is not 'exciting' but would be a nightmare for the area. The increased congestion would be very harmful to the area which is already very busy. The area is mainly residential houses which will be overshadowed by these buildings. They are too big for the area.

Alexandra Szywala
104-1096 Jalna Blvd

From: BRENT TUGWELL [<mailto:>]
Sent: Friday, October 9, 2020 10:59 AM
To: Peloza, Elizabeth <epeloza@london.ca>
Subject: Re: [EXTERNAL] File # O-9263/Z-9264

hi Elizabeth,
thanks for you reply.

I had a question regarding the statement " a requirement for developers to build affordable units when constructing new market-rate housing". Does this refer to current market pricing for rents/selling or low income (London Housing) type units?

This has been another rumour I have heard, that these will be used for London Housing/Low income units. Some people have concerns this will play an part in lowering the value of the area. Sad to say, but it is out there.

If it is targeted towards todays current market value, that takes that issue out of the game. As you know, current real estate values are still very high in comparison to past years.

Not sure what value I will add in presenting to the committee. If there is something specific that you feel the committee would benefit in hearing from me, then let me know and we can discuss it.

regards,
Brent Tugwell

From: BRENT TUGWELL <>
Sent: Wednesday, October 7, 2020 9:59 AM
To: Maton, Catherine <cmaton@london.ca>
Cc: Peloza, Elizabeth <epeloza@london.ca>
Subject: [EXTERNAL] File # O-9263/Z-9264

good morning Catherine,

I wanted to take a quick minute this morning and offer a comment on the proposed development project down in White Oaks on Wellington Rd.

For what it is worth, I wanted to let you know that this household is in full favour of this proposal and we hope this moves forward.

There has been a lot of chatter on the street regarding this project, with most of it being negative that I have heard. They feel it is too large and privacy will be in jeopardy.

In my opinion, they are afraid of change. This is the first investment we have had in this area in the past 30+ years. It is about time. I am tired of all the new buildings going north. That corner is a mess, with vacancies being very high. This investment will clean that up and offer an updated vision for the area. I look forward to the change and the new look to the area that I have lived in since 1977.

thanks for your time,

regards,

Brent Tugwell

57 Beechmount Cres.

-----Original Message-----

From: Kelly Morley <>

Sent: Wednesday, October 7, 2020 4:20 PM

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

Subject: [EXTERNAL] 1067-1071 Wellington road

I'm writing you in regards to a letter I received at my household regarding 1067-1071 wellington road.

We are absolutely against and not at all in support of this happening. We are very concerned that this will cause many issues in our neighbourhood. We would completely lose any privacy we have in our own home. The property value of our home would absolutely decrease. The amount of traffic and people in our area would significantly increase losing what we love about our area which is the small community feel that we have with our fellow neighbours. We love our area and would love to continue to raise our small children here but certainly feel if this was to happen we would lose our confidence security and reliability in this area. I ask you to please reconsider not going through with this plan and allowing us to continue to live peacefully.

Thank for your time

Kind regard

Kelly Morley and family

From: Joy Pickering <>

Sent: Wednesday, October 7, 2020 7:12 PM

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

Subject: [EXTERNAL] Re: 1067-1071 Wellington Road

On Wed, Oct 7, 2020, 6:01 PM Joy Pickering, <> wrote:

We have enough problems here and no one addresses it.. For 20 years it's been problem..I live at 1096 Jalna. The people in the surrounding areas dump in our garbage.. It's overflowing by the 2nd day.. We can't use it. They drive through to escape two traffic. Lights..At Christmas, no one can get out on Montgomery Road from our complex, because of the traffic. They scratch our Cars, park in numbered parking places. They crash into our cars in the winter.. several times in the past, cutting through on or complex... walking through our property all hour of the day and night. We can't see them as we don't expect all this traffic.. It's constant. If we hit them.. What Happens?? They use it as a walk., drive through. As if like public Property. And throw garbage all [through.as](#) they go through .From the garbage. They took a lamp out yesterday, took it apart and one price, the base, dicarded on the property.. Kept the other party. This is constant. We don't we what to do.... No TRESPASSING MEAN.. NOTHING..IT does nothing.. In this lawless society.. When there are no consequence.. So prevention is better as there is no cure... We don't Need more people there.. For INSTANCE... Fighting, drunk, disorderly walking through at 3 am really.. loud.. Laughing . when they cutting through ..with no regard for the people who live there. Who have to go to work early in the morning.. . Knowing it's private property they are cutting through

(CAR RADIOS TURNED RIGHT UP ..LOUD.. AT 6.45 am when they cut through. Radios blasting..) we call the police They don't answer.. Or don't come if answer.. .. SO MOST OF THE PEOPLE HERE .. The144 UNITS.. ALL AGREE WE HAVE ENOUGH PROBLEMS.. HOPE YOU CONSIDER THIS CAREFULLY.. THE OUTSKIRTS.. PROBABLY BETTER.. TOO CONGESTED HERE ALREADY.. THANKS Joy Pickering.

From: Swartman, Amanda <aswartman@london.ca> **On Behalf Of** Pelozo, Elizabeth
Sent: Tuesday, October 6, 2020 12:26 PM
To: Maton, Catherine <cmaton@london.ca>
Cc: Pelozo, Elizabeth <epeloz@london.ca>; Rafuna, Liridona <lrafuna@london.ca>; Swartman, Amanda <aswartman@london.ca>
Subject: Resident Feedback - 1067-1071 Wellington

Good morning Catherine,

Tanya Leckie reached out to Councillor Pelozo a few moments ago to share some concerns she has with the planning application for 1067-1071 Wellington. She asked that I also share a brief summary of her concerns with you as well:

- Increased traffic, along with an increase to other issues that come with it such as speeding and vehicle noise.
- Increased noise from vehicles servicing the building, such as garbage and delivery trucks. Tanya stated that currently the vehicles servicing the complex behind her house are coming between 4 and 6 a.m. and this has been quite disruptive to her.
- Privacy concerns – as the building is 22 stories, she feels that many of the residents will be looking out their windows into the backyards of residents along Beechmount Crescent.

From what I understand, Tanya does plan to reach out to you directly to also share her concerns.

Thank you,

On behalf of Councillor Elizabeth Pelozo,



Amanda Swartman
Administrative Assistant
Elected Officials, Councillors' Office
City of London

300 Dufferin Avenue, P.O. Box 5035, London, ON N6A 4L9

P: 519.661.2489 x4653 | Fax: 519.661.5933

aswartma@london.ca | www.london.ca

As part of our ongoing efforts to stop the spread of COVID-19, the City of London has made changes to many City services. Visit our [website for the latest information about City services and COVID-19](#).

1 of 4

From: < >
Sent: Tuesday, October 6, 2020 1:18 PM
To: Maton, Catherine <cmaton@london.ca>
Cc: epoloz@london.ca
Subject: [EXTERNAL] Official Plan amendment, 1067-1071 Wellington Rd S.

Ms Maton and Councillor Peloz'

The city's official plan amendment at 1067-1071 Wellington Rd (File: 0-9263/Z-9264) is so outlandish that it is surprising it made it past the Planning Dept's initial review. The city and the applicant, Century Centre Developments are proposing 5 22- story buildings in the middle of low rise housing and commercial developments. To say that this monstrosity of a development is out of character with the neighbourhood would be to vastly understate the problem. Indeed, the development will wipe out up to a dozen commercial developments and leave a rather pleasant urban node decimated. The pending traffic volumes will be grotesque and the walkable character of the area will be left in ruin. Moreover, every dimension of the development fights the purposes and goals of the city's existing Official Plan. What was the purpose of promoting walkable communities and vibrant neighbourhoods in the London Plan, only to shunt them aside at the first opportunity? This development is an example of bad planning from start to finish.

Kimble F. Ainslie, Ph.D.
46-1096 Jalna Blvd
London ON N6E 3B8

2 of 4

From: < >

Sent: Thursday, October 8, 2020 3:38 PM

To: Pelosa, Elizabeth <epelosa@london.ca>

Subject: RE: [EXTERNAL] FWD: Official Plan amendment, 1067-1071 Wellington Rd S.

Councillor Pelosa:

A transit village is just another excuse for intensification where none is required. The pie in the sky intentions of planners for people not to use their cars is palpable nonsense. Only about 10% use public transit regularly and this is only because they are too poor to be able to afford a car. Quite literally, decades of Nordex Research data in the city proves this.

Moreover, this so-called transit village will turn out to be a "city"-size in population which fights the character and walkability of the surrounding neighbourhoods. You are taking a perfectly good suburban neighbourhood and trashing it.

You can pass my comments onto the Planning Committee.

Dr. Kimble Ainslie
Chairman
Nordex Research
London, ON

From: donal76 donal76 < >

Sent: Monday, October 5, 2020 11:27 AM

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

Subject: [EXTERNAL] File:0-9263/Z-9264

My wife and I have lived at 72 Beechmount Cr. for over thirty years and we definitely do not like the idea of a two hundred foot wall literally at our fence but the biggest concern we have is there is 1239 units and most families have more than one car plus visitors plus people shopping at the retail stores were are all the cars going to park when there is only 1334 parking spaces provided and no parking on the streets. Thank you for taking the time to read our concern.

3 of 4

From:]

Sent: Monday, October 19, 2020 5:31 PM

To: Cassidy, Maureen <mcassidy@london.ca>
Subject: [EXTERNAL] Monstrosity in South London

Ms. Cassidy, Chairwoman, Planning Comm.

There is considerably less support for the proposed huge new apartment complex in London South -- Wellington-Montgomery-Bradley -- than Councillor Pelozo is letting on in the Free Press. Indeed, the structure is a virtual monstrosity, grotesquely out of character with the surrounding neighbourhoods and obviously in defiance of the London's Official Plan. And the purpose? Apparently to satisfy London planners tastes for large, out of date, Corbusier-like like structures -- a reminder of Soviet-era architecture. No less than five huge residential towers are planned measuring 22 storeys high.

Moreover, the project is being touted as an example of a "transit village," -- more wet dreaming by planners. Not even the proponents are prepared to go this far. They like the rest of us apprehend the project as a good ol' fashion residential complex of the ilk designed in the 1970s. We know this because incredibly there are 1334 parking spaces being reserved for cars. Transit villages don't need accommodation for cars because, well, residents are supposed to enjoy the Nirvana of bus riding. In the end, we'll have massive complex comparable to that surrounding Westtown Mall -- without the benefit of dedicated senior housing -- or worse, the beginnings of a brand new, made-in-London, welfare ghetto.

Kimble F. Ainslie

Chairman

Nordex Research

London ON

nordexresearch.ca

4 of 4

From: < >

Sent: Tuesday, December 8, 2020 2:20 PM

To: Maton, Catherine <cmaton@london.ca>; Van Meerbergen, Paul <pvanmeerbergen@london.ca>; Pelozo, Elizabeth <epeloz@london.ca>; Cassidy, Maureen <mcassidy@london.ca>

Subject: [EXTERNAL] 1067-1071 Wellington Rd S

Ms. Caton et al.

A meeting was held on Dec 1/20, by zoom, of up to 43 community participants, the proponents' planners and city bureaucrats. The purpose of the meeting, in retrospect, was to air grievances about a residential construction project at 1067-1071 Wellington Rd. S. The project is huge by community standards; it consists of five high-rise buildings, over 1300 parking spaces, and attached commercial units.

After a perfunctory introductory description of the project by planners, community representatives initiated a gung-ho round of criticisms of the project. The central themes as expected were the huge size of the development; its capacity to over-shadow the neighbourhood -- quite literally -- concerns about privacy and traffic concerns.

Notable speakers included a rather crude community college grad claiming a civil engineering diploma. Between the expletives uttered, he offered what was effectively a Marxist critique of the developers, their development as well as city planners. This was followed by a series of folksy yet very articulate commentaries by several women in the neighbourhood. They were the stars of the show and they focused on the gargantuan nature of the project, issues related to privacy and transportation frailties. The final

notable contributor offered a detailed discussion of land use regulation issues. The local ward councillor entered the discussion near the end where she considerably moderated her support for the project offered previously. Whether her change of posture had more to do with an immediate crowd response or a genuine change of heart, time will tell.

Below are the issues I personally addressed to the planners.

Throughout the discussion, the proponents' planners reiterated more than once that the development was a living example of a "transit village." As my first question, I asked why therefore did they need 1334 designated parking spaces? If everybody is going to rely the bus system for personal transportation, surely over 1300 parking spaces are redundant. The planners replied rather weakly that "oh well, residents would need parking spaces in the transition." Then they let it slip that the whole complex would not be completed at once, for example in Year One. Surprised by their response on the timing of development I asked which building(s) would be completed first; for example, would they build two buildings along Wellington Rd first? Realizing that they had been caught saying too much, they mumbled something about not knowing which buildings would be built first and let the exchange die out. This was their first prevarication, at least to my queries, because as I know and presumably the city knows, developers and their bankers know precisely which buildings are going to be built in what sequence; they know in advance the heights; they know in advance the location, and they know in advance other issues related to construction. They know these things because they need financing from bankers in advance of construction and even planning. What we also learned from this exchange is that the proponent is not exactly dedicated to the idea of a transit village, not just because they are going to fully build out all necessary parking spaces, but also because the construction of the buildings could be years apart.

I didn't have to ask my question about set-backs. They admitted to set-backs on average of 0.75 m. further admitted to zero set-backs along Montgomery Rd. This means we will be faced, at 1096 Jalna Blvd, with a looming construct of Corbusier-like proportions right across the street. The planners also revealed that there will be considerable "shadowing" caused by the buildings, a polite way of saying the sun will be blocked out for the first half of each day for 1096 Jalna Blvd by the size of the buildings – even if just two buildings go up on Wellington in the first years.

Indeed, to my question "why are they packing three large buildings along Montgomery, a service road already overburdened with traffic?" They mumbled something about it being consistent with their plans. When asked by another participant "what was the purpose of building such large buildings" in low-rise suburban neighbourhood, they answered that their bosses "had been in business of building high-rises in the city for decades."

So there we had the grand explanation for the project: they were building high-rises because that's what developers do for a living; plain and simple, that's their business – and by the way everybody else can take the hindmost. They were cashing in on an opportunity that the city had granted them space for and planning re-regulation to accommodate. The neighbourhood be damned – our greasy Marxist friend had it right in the beginning.

On traffic matters, after much dodging of the question the proponents' planners admitted that they had no traffic counts on Montgomery Rd. They danced around the idea that taking counts at the closest intersections was good enough. Then they came to the implausible proposition that traffic would not increase on Montgomery Rd. as a result of the development, that the addition of more than 1200 households flowing onto Wellington and Montgomery on a daily basis would not be a net gain. They came to this curious conclusion after declining to collect data on Montgomery Rd.. The data they did collect was taken on the surrounding intersections, in May and September of 2019 and before. They did not collect data at peak times and in peak seasons when Montgomery is thoroughly over-used as a municipal service road, with reams of traffic coming out of Whiteoaks Mall. In other words, the planners claim there would be no increase of traffic

on Montgomery without actually measuring base line usage for the road. **This is professional malfeasance.**

Having been a project manager to projects in support of London's Master Transportation Plan in 1993 and Brantford's Master Transportation planning in 1995 as well as having 35 years developing market research and polling work, the survey methods being referred to were shoddy at best. This would be unacceptable work product under any professional conditions.

To put the cherry on top, the planners committed themselves to an **outright falsehood** by claiming there are three existing traffic outlets coming out the property along Montgomery when in fact there are only two. So, the developers are going to add to the velocity of traffic flow by allowing another stream of traffic onto Montgomery Rd.

Moreover, there are no mitigation efforts being planned with regard to Montgomery traffic volumes. For example, there are no stop lights or traffic calming measures being contemplated for Montgomery. As far as the developers are concerned, they're just going to let the traffic rip along this street – as if we do not enough problems with street racers in the south the end.

When asked about rents for 1, 2 and 3 bedrooms units the planners refused to say, offering that they would be rented out at "market rates," whatever that means. This question was posed in anticipation that there will likely be less uptake for apartment accommodation in the south end. Indeed, the question became relevant since the planners admitted that the complex would be staged and Buildings three four and five will not go up in the short term nor even likely in the medium term. Thus, there will be an incentive to lower rent bringing in lower income individuals, effectively helping to build a welfare ghetto with all the problems of drug dealing and other criminal activity associated with low rents.

Finally, I asked if the developers had given any thought to the building heights and the way five apartment towers would over-shadow the lower quality of the neighbourhood. More mumbling, non-answers.

Kimble Ainslie, Ph.D.

Chairman

Nordex Research

London ON

1 of 2

From: Nicole Ronald < >

Sent: Saturday, October 3, 2020 7:15 PM

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

Subject: [EXTERNAL] File O-9263/Z-926

Councillor Pelosa and Catherine Maton

It is with great sadness and disgust that we write to you regarding the absolutely ridiculous planning application for the Wellington and Bradley corner.

Once again, we see that a developer has been able to twist the arm of City Hall and get what they want without informed concerns from residents who have purchased homes in the area. We find it quite amusing that the City of London did not even let everyone on Beechmount Cres be aware of what is planned at this corner. Surely an eyesore like this will be seen for miles and residents need to be aware. We will be copying this notice of planning and giving it to residents on our street who did not receive it (this was probably a strategy of the City to let less people be aware so less will fight it?).

We are not against developing this corner as no businesses, except the LLCBO, seems to survive here for long. We are 100% against the eyesores that the developer expects to build and the amount of cars that will become part of our streets. We already have a problem with cars street racing along Wellington and along Bradley that the police are doing nothing about. This development will put our property value down but put money in the pockets of the developer. The developer does not care about what Londoners think, even though we pay ridiculous amounts of taxes.

This development will give the area more cars than we need and a block of eyesore apartments that will only benefit the developer. We would like to see three-story walkups like the ones that were built one block away. This will not infringe on our privacy nor stop our view of the sun in the morning.

As our councillor, we hope you can assist the area with a "town meeting" where we can socially distance but discuss the issue at large. We think the City has put this forth at the worst time, and we are sure they have done this on purpose, so that Londoners will not come forward to a meeting due to covid. Once again, the City of London does what developers want and not what London tax payers want.

Per the notice of planning application, we are letting Catherine Maton at City Hall know we disagree with the proposal. What we find rather amusing is the large document on the City's website about this project and the fact someone has already been in the area marking out what we think are the gas lines down Montgomery. It seems like the City has already made its mind up and this is just a formality. This is the sad state that our City Hall has fallen to.

Yours sincerely

Robert and Nicole Ronald
Jordan and Joel Ronald
7 Beechmount Cres
London, Ontario
N6E 2J1

From: Richard Malton < >

Sent: Thursday, October 1, 2020 5:01 PM

To: Maton, Catherine <cmaton@london.ca>; Pelozza, Elizabeth <epelozza@london.ca>

Subject: [EXTERNAL] Zoning change Century Plaza

My name is Richard Malton and I live in and own a condo unit at 1096 Jalna Blvd. I am very much opposed to the zoning change proposal of 1067-1071 Wellington Road. We already have traffic issues at the Wellington-Bradley and Bradley-Montgomery corners. White Oaks mall traffic, other retail traffic along Wellington and the fact that Wellington Road is a major artery into the city from the 401. I do not believe that adding another approximately 1200-1600 cars to this mix is a good idea.

My other problem with the added traffic is my own property at 1096 Jalna Blvd. Because we have entrances off both Jalna and Montgomery, we have issues of people bypassing the lights and using our parking lot as a thoroughfare between Jalna and Montgomery. There have been accidents in our parking lot involving cars just passing through. More cars in the immediate area will make this problem significantly worse.

I hope that you will take my concerns under consideration.

Regards,
Richard Malton

Agency/Departmental Comments

Housing Development Corporation – July 4, 2022

July 4, 2022

sent electronically

TO: City of London Development Services (via e-mail only)
Attention: Mike Corby, Manager, Planning Implementation, Planning and Development
Sonia Wise, Senior Planner, Site Plans, Planning and Development

REGARDING: **Bonusing for Affordable Housing**
1067-1071 Wellington Road South ("Subject Lands")

Background:

Housing Development Corporation, London (HDC) was engaged to work with Century Centre Developments Inc. (the "Proponent") and their consultant (Zelinka Priamo Ltd.) to provide a fair recommendation to the Director, City of London Development Services in response to an Official Plan Amendment application (O-9263) and Zoning By-law Amendment application (Z-9264) for height and density "bonusing" in exchange for the provision of affordable housing. The applications serve to provide for the development of three mixed-use buildings with five high-rise apartment towers ranging from 10 to 27 storeys in height. The mixed-use buildings will contain a total of 1,272 residential units, 1,895 square metres of office space and 950 square metres of retail space.

RECOMMENDATION:

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

1. 10% of the "lifted" units (as defined by the City of London) be dedicated to affordable rental housing in exchange for the granting of increased height and density. To the greatest extent possible, the affordable rental units should be evenly distributed throughout the three mixed-use buildings containing the five high-rise towers. To the greatest extent possible, the dedicated affordable rental unit mix should be reflective of the unit mix for the entire development;
2. "Affordability" for the purpose of an agreement be defined as rent not exceeding 80% of the Canada Mortgage and Housing Corporation (CMHC) Average Market Rent (AMR) for units where:
 - i. AMR is defined at the one-bedroom, two-bedroom and three-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 with the *Residential Tenancy Act* or any successor legislation but not to exceed 80% 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 units 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 the affordable rental housing 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.



Housing Development Corporation, London

520 Wellington St., Unit 7, London, ON N6A 3R2
P: 519-930-3512 www.hdclondon.ca

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.

Rationale for Affordable Housing Bonus:

Guiding Policy: The London Plan recognizes housing affordability as one of the City's principle planning challenges. It states that planning activities will provide for a mixture of dwelling types and integrated mixtures of housing affordability.

Location and Application Considerations: The subject lands are on located on the west side of Wellington Road South, north of Bradley Avenue. The subject lands are proximate to a broad range of residential, commercial, retail, office, institutional and open space uses. The subject lands are located on a public transit route. The Wellington Road South corridor includes transit supportive infrastructure (transit stops bus shelters, sidewalks, streetlights).

Alignment to Need: The locational attributes of the site align with factors used by HDC to advance affordable rental housing. The recommendations align with housing needs and priorities defined within the *Housing Stability for All Plan* and CMHC analytics related to vacancy rates and rental rates.

Conclusion:

Until September 2022 the *Planning Act* provides municipalities the ability to advance public facilities, services or matters in exchange for additional height and density above existing zoning permissions. The ability to utilize this important tool as a mechanism to advance affordable rental housing aligns with a critical need in London.

This recommendation recognizes Council's expressed interest to seek "...options for implementing and coordinating [planning] tools to be most effective..." to "...promote the development of affordable housing in London" (4.4/12/PEC, July 25, 2018).

Sincerely,

Melissa Espinoza, CEO, Housing Development Corporation, London (HDC)



520 Wellington St., Unit 7, London, ON N6A 3R2
P: 519-930-3512 www.hdclondon.ca

Engineering comments November 27, 2020

Sewers:

- There is an existing 200mm diameter municipal sanitary sewer that flows south along Wellington Rd through the Bradley Road intersection.
- MTE' servicing report indicates that the peak sanitary flow based on the increase in population proposed by this development will exceed the capacity of the existing sanitary sewer. As such the owner will need to demonstrate an outlet with adequate capacity. This could be by way of a lower proposed density/population or may require the Applicant upgrade the sanitary sewers and confirm that capacity is available in the sewer on Wellington Rd and downstream that can accommodate the flows being sought all to the satisfaction of the City Engineer and at no cost to the City.
- Holding provisions are recommended until there is an adequate outlet with available capacity.
- SED can be contacted for further discussion and what to include in the report and re-submission of the revised sanitary capacity analysis.
- For subsequent submission, SED encourages the owner's engineer to include all the design sheet and other drawing that they are referring to in their previous report for clarity and confirm accuracy of the provided information.

Sewer Comments Update – July 5, 2022

The existing 200mm sanitary sewer will be upsized as part of the BRT work that is intended to go through this intersection in 2025 which will provide more capacity. MTE will still need to provide a revised capacity study, servicing plan and phasing plan to coordinate with BRT.

Stormwater:

- Please note that the site development will be in accordance with the completed Dingman EA. This will require a quality control target of 80% TSS removal, noting that the control hierarchy as outlined in the current design standards may be used to meet target requirements.
- As per attached 9336, the site (at C=0.70) is tributary to the existing 1200mm storm sewer on Montgomery Road.

Water Engineering has the following comments:

- Water is available via the municipal 400mm watermain on Wellington Road and the 300mm watermain on Bradley Avenue. These watermain are part of the low-level system.
- Water servicing for the site shall be designed to avoid the creation of a regulated drinking water system.
- Due to the number of buildings and units, water looping may be required.
- All existing water services are required to be abandon to City standards.

Transportation Comments

- Transportation agrees with the findings in the TIA as laid out by Paradigm. The recommendations to proceed as the development has been proposed we find satisfactory supported by Paradigms report.

Urban Design – January 6, 2021

Urban Design staff reviewed the submitted site development concept and elevations for the zoning by-law amendment at the above noted address and provide the following urban design comments consistent with the Official Plan, applicable by-laws, guidelines, and guidance provided by the Urban Design Peer Review Panel(UDPRP);

- **Site Design:**

- Design a robust pedestrian network throughout the site in order to provide pedestrian connectivity through the site, link primary building entrances to each other, as well as to the City sidewalks adjacent to the site.
- Design the primary north-south driveway, at the centre of the site, and the east-west mid-block connection, along the north edge of the site, to look and function like streets with the appropriate sidewalks, lighting, street trees, etc...
Alternatively, design these spaces between the buildings to reduce the amount of space solely dedicated to vehicular functions and explore the creation of shared spaces that better cater to pedestrians while still accommodating necessary vehicular movements. This will help in achieving an exceptional pedestrian experience that also enhances accessibility. These shared spaces should include the following design elements:
 - Elimination/reduction of traditional raised curbs;
 - Use of differing surface treatments/textures and retractable bollards to define space;
 - Additional landscaping/greening, street furniture, bicycle parking and public art that can be placed throughout in a way to slow traffic and add interest to the space.
- Locate further parking underground or consider reducing the parking to unit ratio to reduce the effects of the surface parking and large parking structure that is proposed on site.

- **Building Design:**

- **Transition:**
 - Design the building massing to provide for an appropriate transition from the north half of the west property line towards the east (Wellington Road) and south (Bradley Avenue) as this site is located at the edge of the Transit Village Place Type adjacent to the Neighbourhoods Place Type that allows for much lower form of development combined with a low likelihood of redevelopment of the existing single family homes. An appropriate transition in heights would ensure that built form is located below a 45-degree angular plane that starts at the east property line of the single family homes on the west side of Montgomery Gate. This would provide for visual relief of the massing adjacent to the single family homes as well as provide for relief from shadow and privacy impacts on the private amenity areas for the single family homes.
- **Building Bases:**
 - Design the bases of the buildings to have a scale relationship with the adjacent street ROW. Building bases should be no less than 3 storeys to no more than 6 storeys high, further storeys should be stepped back to provide for a human scale along the pedestrian realm of the adjacent streets.
 - Design the building bases to include high-quality materials that enhance the pedestrian experience along the street edges while contributing to a human scale for this portion of the built form.
 - Provide primary entrances into all buildings on street-facing elevations and differentiate this entrance from the individual units through an increased proportion of glazing and appropriately scaled building mass;
 - The ground floors of all buildings adjacent to the public realm as well as the main north-south spine, through the site, should enhance and activate the public realm by including active building uses such as ground floor residential units, lobbies, common amenity areas, and/or street-oriented commercial/office units.

- Provide individual entrances to ground floor residential units on the street facing elevations and design the ground floor units to include open courtyards or front porches extending into the front setback to create a pedestrian-oriented and active streetscape. Provide direct walkway access from ground floor units to the public sidewalk;
- **Towers:**
 - Design high-rise buildings as slender towers that reduce shadow impact, minimize the obstruction of sky views, and are less imposing to neighbouring properties and public spaces.
 - Design floor plates above the 8th floor to be no more than 1000m² and reduce the width to length ratio to reduce the slab like appearance of the high-rise portions of the proposed built form.
 - Provide for an appropriate tower separation between the high-rise portions of the buildings in order to reduce the overall impact of the building mass, improve daylighting, and increase access to sky views.
 - Provide for larger step-backs for the high-rise portions of the buildings above the mid-rise built form in order to reduce the impacts of the high-rise massing on the public realm.
 - Provide for further fenestration, changes in materials and articulation, and architectural details in order to break up the massing and provide further interest to the skyline.
 - Integrate elevator and mechanical penthouses into the overall design of the buildings as these elements form part of the skyline of the Transit Village.

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

- 1.1.1.b) – appropriate range and mix of uses
- 1.1.1 e) – transit-oriented development
- 1.1.3.2 – opportunities for intensification
- 1.1.3 – settlement areas
- 1.7.1 e) – well-designed built form

Official Plan 1989

- 3.4. Multi-Family, High Density Residential
- 3.4.3. Scale of Development
- 4.4.2 Auto-Oriented Commercial Corridor
- 4.4.2.11.3) Wellington Road Corridor – Specific Auto-Oriented Commercial Corridors
- 4.3.7 Community Commercial Node
- 11 Urban Design
- 19.4.4 Bonus Zoning

The London Plan (TLP)

- 59_3 – mixed-use compact City of London
- 91 – Built-area boundary
- 92_2 – Primary transit area
- 189 – City Design policies
- 806 – Transit Village Vision
- 811 – Permitted Uses
- 813* - Intensity
- 814 – Form
- 815 – PMTSA
- 1576 – Planning and Development Applications
- 1645-1655* - Bonus Zoning

Appendix E – Planning Impact Analysis and Evaluation of Our Tools

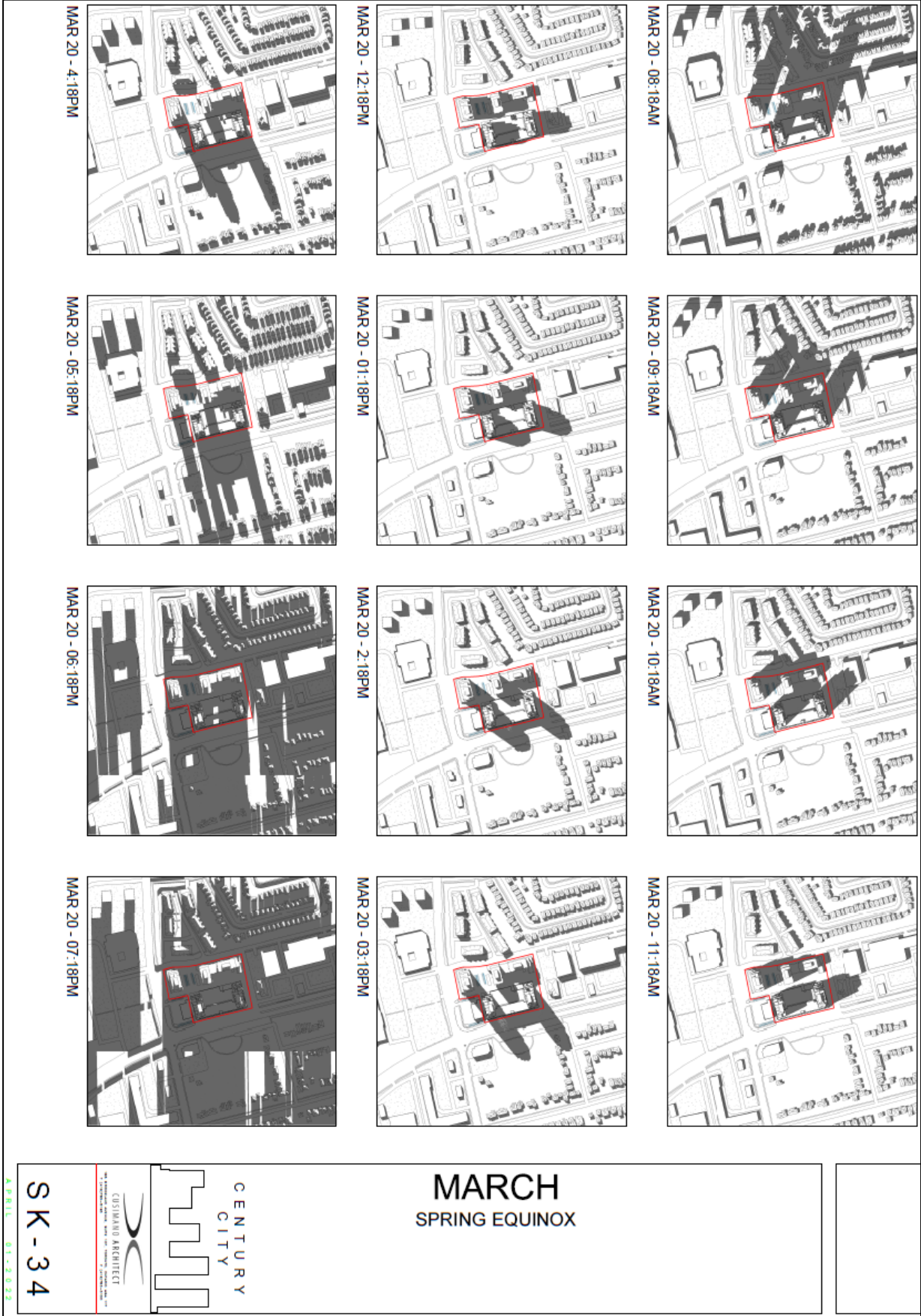
Planning Impact Analysis (3.7) and Evaluation of Our Tools Planning and Development Applications (1578)

Criteria	Response
3.7.a) 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 contemplated in the current designation and place type. The site is in a location with convenient access to services, shopping and public transit. There is a gradual building stepdown to 10 storeys through Tower C to the existing residential neighbourhood which improves privacy and reduces shadowing. The proposed development and recommended regulations result in a compatible form to existing and future land uses.
b) 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 is of an adequate size and shape to accommodate higher densities and the mix of uses proposed. Special provisions will allow for reduced setbacks, increased building heights and lower parking rates, which are appropriate for the site and compatible with the surrounding area.
c) The supply of vacant land in the area which is already designated and/or zoned for the proposed use;	The south Transit Village is characterized by a variety of existing commercial, high-rise and broad range of uses. There are some under-utilized lands along the Wellington Road corridor and some surface parking lots at the White Oaks Mall which could facilitate redevelopment and intensification, however much of the Transit Village is occupied by existing developments. The subject site is a good opportunity to accommodate additional population in a location directly along the transit corridor.
d) 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;	The site has convenient access to public open space such as the White Oaks Optimist Park to the west, the White Oaks Park to the southwest and St. Stephen's Park to the east. The South London Community Centre and Jalna Public Library are also located at the White Oaks Park within convenient walking distance (400m) of the subject site. There are existing transit services along Wellington Road and future rapid transit services proposed.
e) The need for affordable housing in the area, and in the City as a whole, as determined by the policies of Chapter 12 – Housing;	Affordable housing is a need identified City-wide, and any bonusing of development on the site should provide for affordable housing units within the parameters provided by the HDC.
f) The height, location and spacing of any buildings in the proposed development,	The greatest heights proposed are located along the major roads of

<p>and any potential impacts on surrounding land uses;</p> <p>1578_6) g) privacy</p> <p>1578_6) h) shadowing</p> <p>1578_6) i) visual impact</p> <p>1578_7) f) height</p> <p>1578_7) g) density</p> <p>1578_7) h) massing</p> <p>1578_7) i) scale</p> <p>1578_7) j) placement of buildings</p> <p>1578_7) k) setback and step-back</p> <p>1578_7) l) relationship to adjacent buildings</p>	<p>Wellington Road and Bradley Avenue. The heights step down to 10 storeys towards the northeast portion of the site which is the closest to the existing low-rise residential neighbourhood, and transition to 20 storeys along Montgomery Road towards Bradley Avenue.</p> <p>The distribution of building heights, separation provided through Montgomery Road, and use of building podiums and stepbacks provides a compatible transition to the existing neighbourhood which protects privacy, and minimizes the visual impact, shadow impacts and overall massing and scale. The added regulations will mitigate further impacts and facilitate a more sensitive interface.</p>
<p>g) 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>1578_6) m) natural heritage features and areas</p> <p>1578_6) k) trees and canopy cover</p> <p>1578_6) n) natural resources</p> <p>1578_7) p) landscaping and trees</p>	<p>The existing site is a developed commercial plaza with no natural heritage features or substantial tree canopy. A landscape plan will be required through future development phases to provide screening, buffering, green space and plantings.</p>
<p>h) 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>1578_6) a) traffic and access management</p> <p>1578_7) q) coordination of access points and connections</p>	<p>Vehicular access is proposed from 3 driveways including one from Wellington Road towards the north of the site and two from Montgomery Road. A Transportation Impact Assessment (TIA) was provided as part of the application submission. Transportation Planning and Design staff are satisfied with the access arrangement and the conclusions of the TIA.</p>
<p>i) 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>1578_7) c) neighbourhood character</p> <p>1578_7) d) streetscape character</p> <p>1578_7) e) street wall</p> <p>1578_7) m) proposed architectural attributes such as windows, doors and rooflines</p>	<p>The proposed development provides sufficient transition in building massing to the low-rise neighbourhood through lower building heights closest to the existing neighbourhood. The Transit Village Place Type is intended to be an intensive and vibrant centre, and the transition in heights to the west ensures that the intensity is focused on the major roads of Wellington Road and Bradley Avenue. Further, the residential uses along the base of the buildings that are closest to the existing residential neighbourhood are in the style of townhouses which provides a more compatible neighbourhood character and streetscape along the Montgomery Road frontage.</p>

	Certain added regulations such as the maximum tower floorplate and ratio will enhance the built form and overall impact to the streetscape and character.
<p>j) The potential impact of the development on surrounding natural features and heritage resources; 1578_6) l) cultural heritage resources 1578_7) o) relationship to cultural heritage resources on the site and adjacent to it</p>	The site does not contain any heritage significance and is not abutting or adjacent to any properties with heritage significance.
<p>k) 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; 1578_6) b) Noise 1578_6) d) emissions generated by the use such as odour, dust or other airborne emissions</p>	The site is located on two major roads which has potential noise impacts for future residents. A noise study and mitigation measures will be required through future planning approval and site plan application. No other environmental constraints have been identified.
<p>l) Compliance of the proposed development with the provisions of the City's <i>Official Plan (1989)</i>, Zoning By-law, Site Plan Control By-law, and Sign Control By-law; 1578_6) e) lighting 1578_6) f) garbage generated by the use</p>	The proposed development requires an amendment to <i>The London Plan</i> and Zoning by-law to facilitate the use and intensity. There are garbage storage facilities within the ground floor of each tower. Detailed functional aspects of lighting and garbage would be encompassed as part of standard site plan review.
<p>M) 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;</p>	The built form has been revised to reduce the building heights nearest to the existing residential neighbourhood. Additional regulations proposed by staff will improve and enhance the design and mitigate certain visual impacts and shadowing.
<p>3.7) n) Impacts of the proposed change on the transportation system, including transit 1578_6) c) Parking on streets or adjacent properties</p>	The intensification of the site is within an identified location for growth along a future rapid transit corridor and within a Transit Village. The strategic location of the intensity on this site will support and benefit from the transit system. Parking is proposed on site within 2 levels of underground, structured and surface parking spaces provides adequate parking spaces to cater to personal vehicle trips and storage.

Appendix F – Shadow Analysis





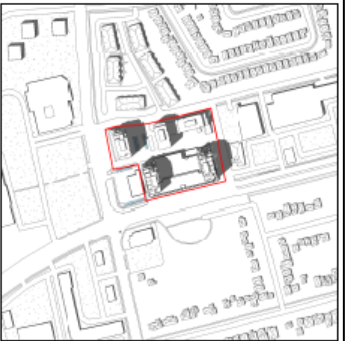
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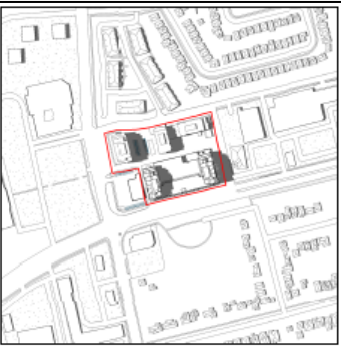
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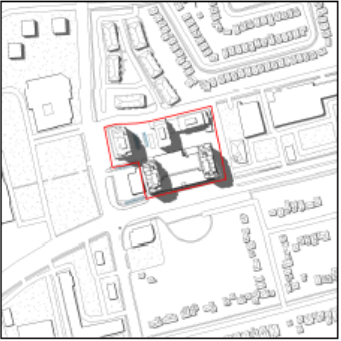
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JUNE 21 - 11:18AM



JUNE 21 - 12:18PM



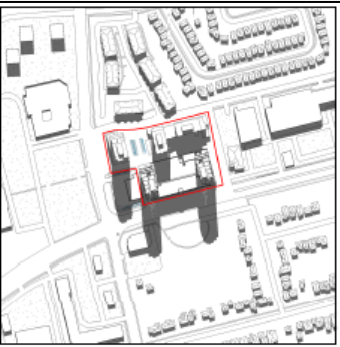
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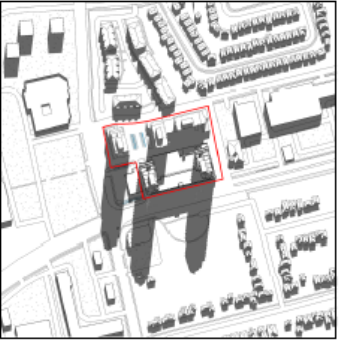
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JUNE 21 - 03:18PM



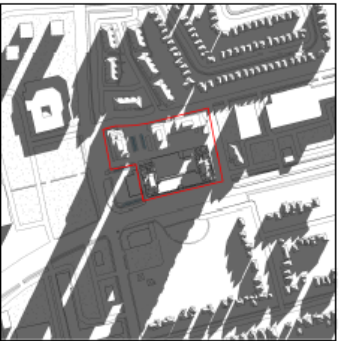
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JUNE 21 - 05:18PM



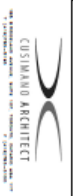
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JUNE 21 - 07:18PM

JUNE SUMMER SOLSTICE

CENTURY
CITY



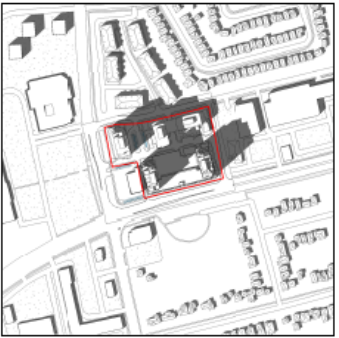
SK - 35



SEPT 21 - 08:18AM



SEPT 21 - 09:18AM



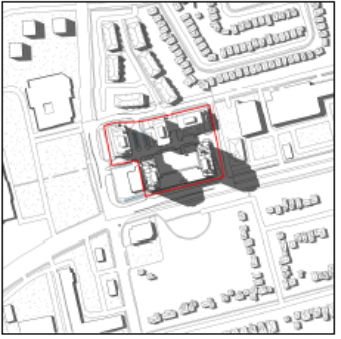
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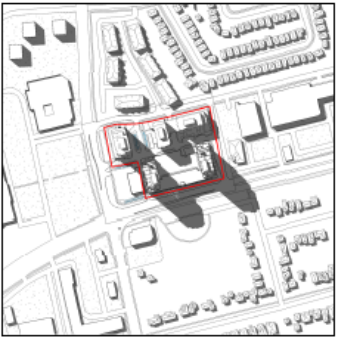
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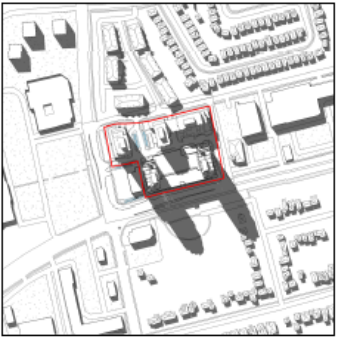
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SEPT 21 - 01:18PM



SEPT 21 - 2:18PM



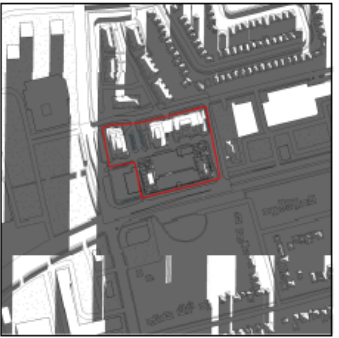
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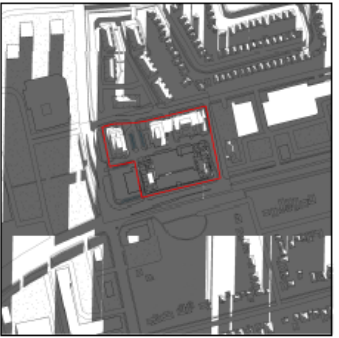
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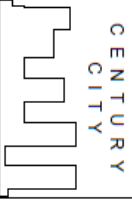


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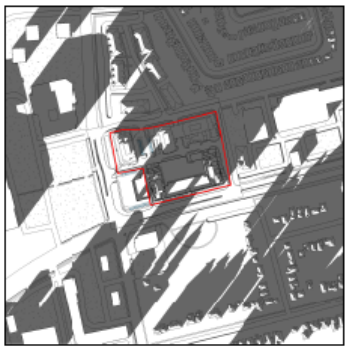
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SEPTEMBER FALL EQUINOX



COSTANZO ARCHITECT
ARCHITECTS
1000 BROADWAY, SUITE 2000, NEW YORK, NY 10018
WWW.COSTANZOARCHITECTS.COM

SK-36



DEC 21 - 08:18AM



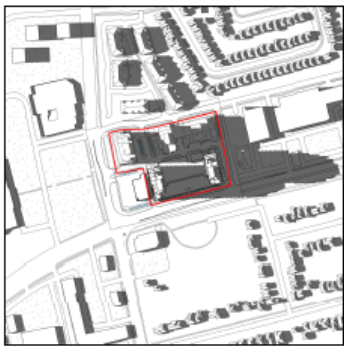
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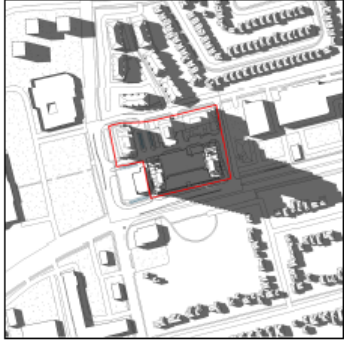
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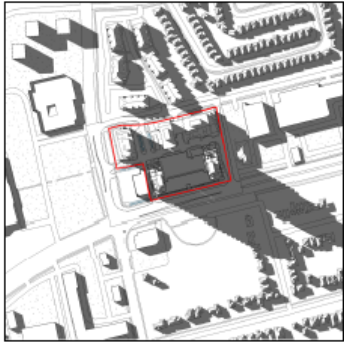
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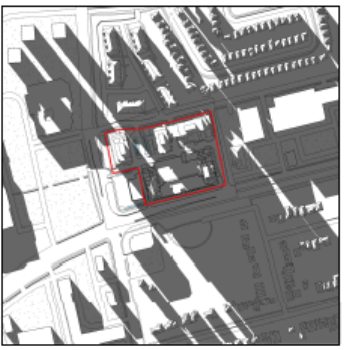
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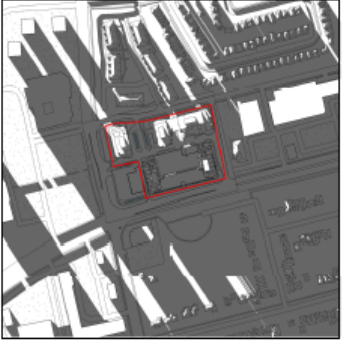
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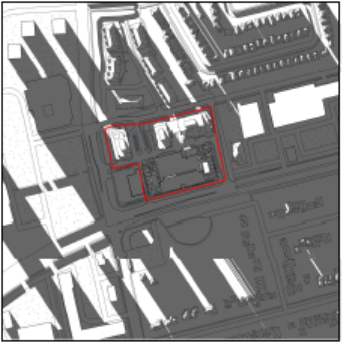
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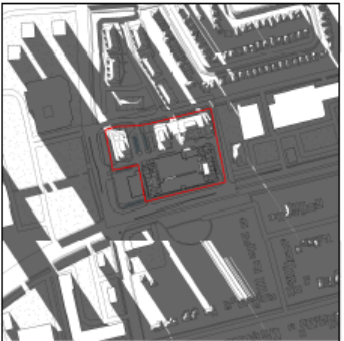
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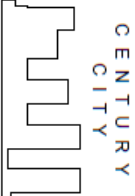


DEC 21 - 06:18PM



DEC 21 - 07:18PM

DECEMBER WINTER SOLSTICE



CENTURY
CITY



CUSTODIO ARCHITECT
1000 BROADWAY, SUITE 2000, SAN FRANCISCO, CA 94103
415.774.8888

SK - 37

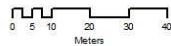
Appendix G – Additional Maps



LOCATION MAP

Subject Site: 1067-1071 Wellington Road
File Number: O-9263 & Z-9264
Planner: Sonia Wise
Date: 2022/06/27



Corporation of the City of London
Prepared By: Planning and Development

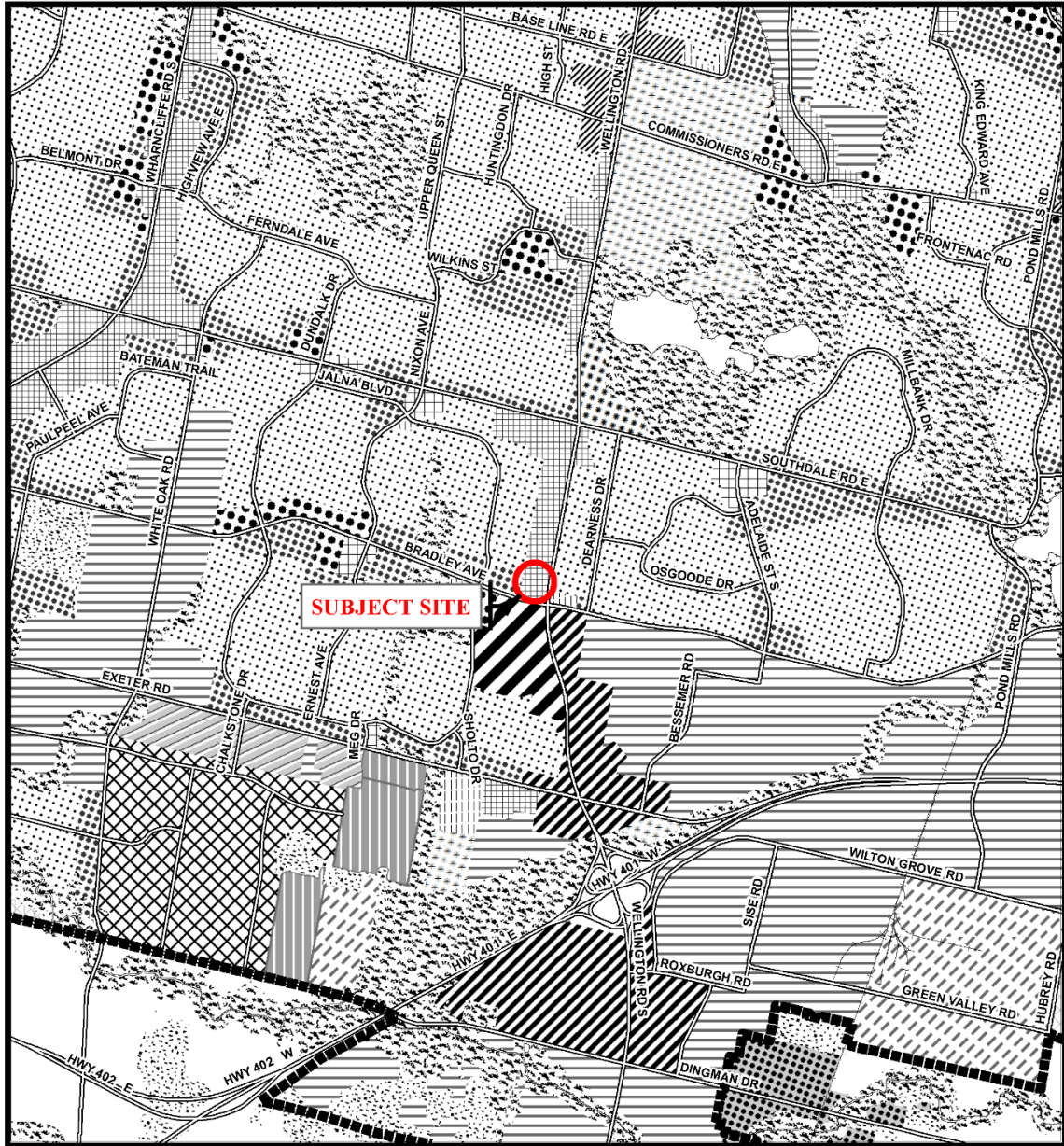


Scale 1:1500



Legend

-  Subject Site
-  Assessment Parcels



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 |

CITY OF LONDON

Planning Services /
Development Services

OFFICIAL PLAN SCHEDULE A
- LANDUSE -

PREPARED BY: Graphics and Information Services



Scale 1:30,000

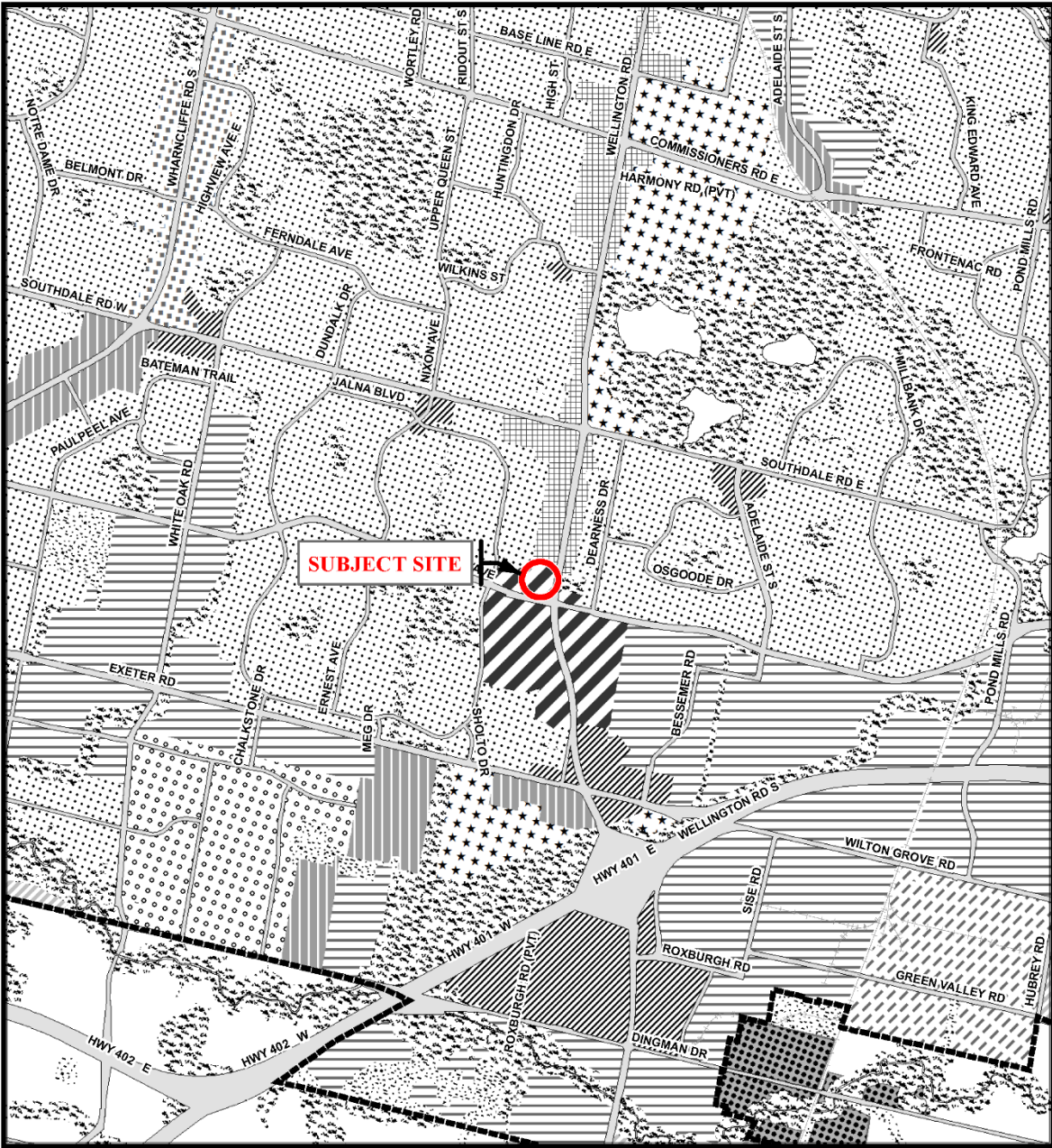


FILE NUMBER: O-9263/Z-9264

PLANNER: SW

TECHNICIAN: RC

DATE: 2022/06/27



Legend

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

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

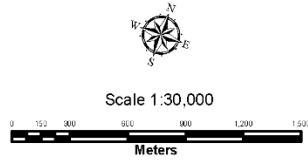
At the time of the printing of this map, the Rapid Transit EA is in progress. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of The London Plan.

CITY OF LONDON

Planning Services /
Development Services

**LONDON PLAN MAP 1
- PLACE TYPES -**

PREPARED BY: Planning Services

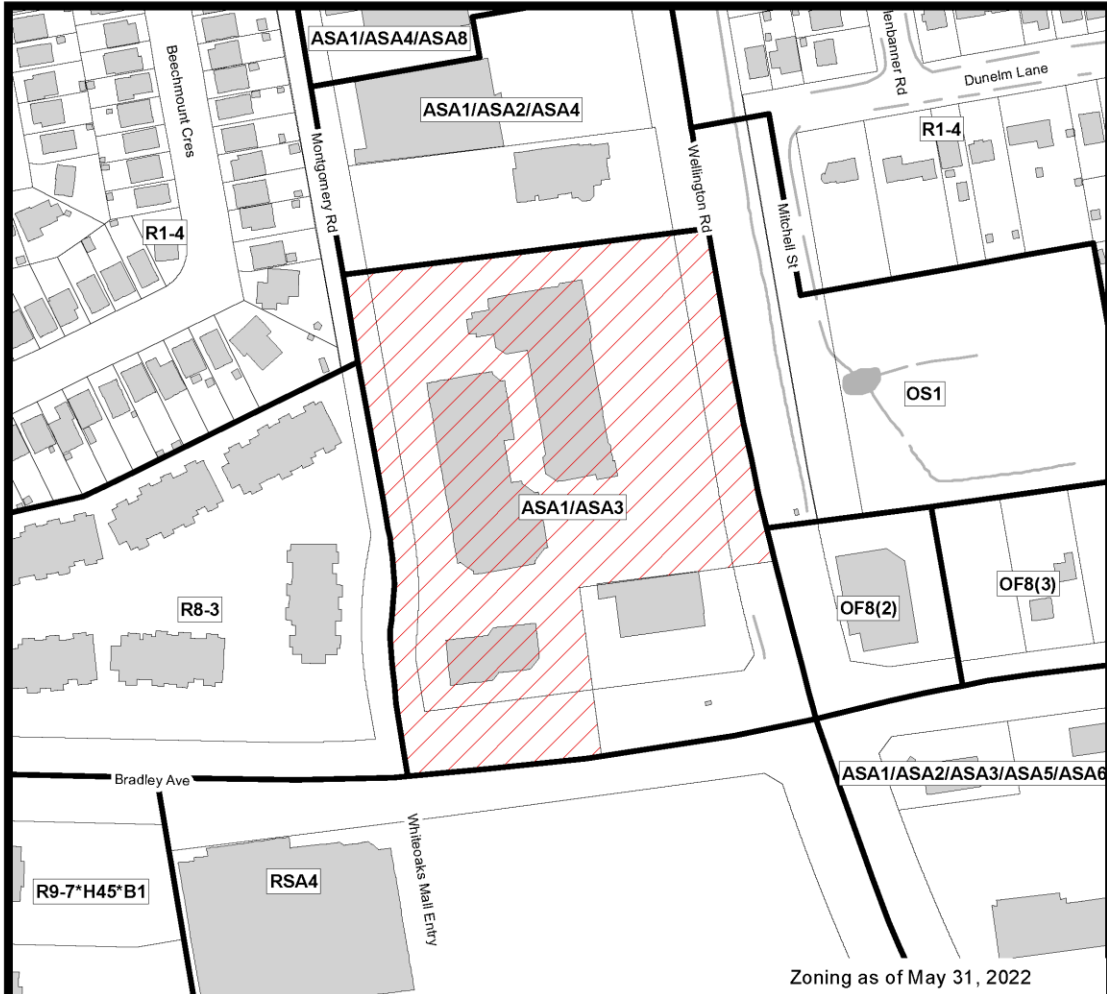


File Number: O-9263/Z-9264

Planner: SW

Technician: RC

Date: June 27, 2022



Zoning as of May 31, 2022



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:

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

- | | |
|--|---|
| <ul style="list-style-type: none"> R1 - SINGLE DETACHED DWELLINGS R2 - SINGLE AND TWO UNIT DWELLINGS R3 - SINGLE TO FOUR UNIT DWELLINGS R4 - STREET TOWNHOUSE R5 - CLUSTER TOWNHOUSE R6 - CLUSTER HOUSING ALL FORMS R7 - SENIOR'S HOUSING R8 - MEDIUM DENSITY/LOW RISE APTS. R9 - MEDIUM TO HIGH DENSITY APTS. R10 - HIGH DENSITY APARTMENTS R11 - LODGING HOUSE
 DA - DOWNTOWN AREA RSA - REGIONAL SHOPPING AREA CSA - COMMUNITY SHOPPING AREA NSA - NEIGHBOURHOOD SHOPPING AREA BDC - BUSINESS DISTRICT COMMERCIAL AC - ARTERIAL COMMERCIAL HS - HIGHWAY SERVICE COMMERCIAL RSC - RESTRICTED SERVICE COMMERCIAL CC - CONVENIENCE COMMERCIAL SS - AUTOMOBILE SERVICE STATION ASA - ASSOCIATED SHOPPING AREA COMMERCIAL
 OR - OFFICE/RESIDENTIAL OC - OFFICE CONVERSION RO - RESTRICTED OFFICE OF - OFFICE | <ul style="list-style-type: none"> RF - REGIONAL FACILITY CF - COMMUNITY FACILITY NF - NEIGHBOURHOOD FACILITY HER - HERITAGE DC - DAY CARE
 OS - OPEN SPACE CR - COMMERCIAL RECREATION ER - ENVIRONMENTAL REVIEW
 OB - OFFICE BUSINESS PARK LI - LIGHT INDUSTRIAL GI - GENERAL INDUSTRIAL HI - HEAVY INDUSTRIAL EX - RESOURCE EXTRACTIVE UR - URBAN RESERVE
 AG - AGRICULTURAL AGC - AGRICULTURAL COMMERCIAL RRC - RURAL SETTLEMENT COMMERCIAL TGS - TEMPORARY GARDEN SUITE RT - RAIL TRANSPORTATION
 "h" - HOLDING SYMBOL "D" - DENSITY SYMBOL "H" - HEIGHT SYMBOL "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:

O-9263/Z-9264 SW

MAP PREPARED:

2022/06/27 RC

1:2,500

0 12.525 50 75 100 Meters