



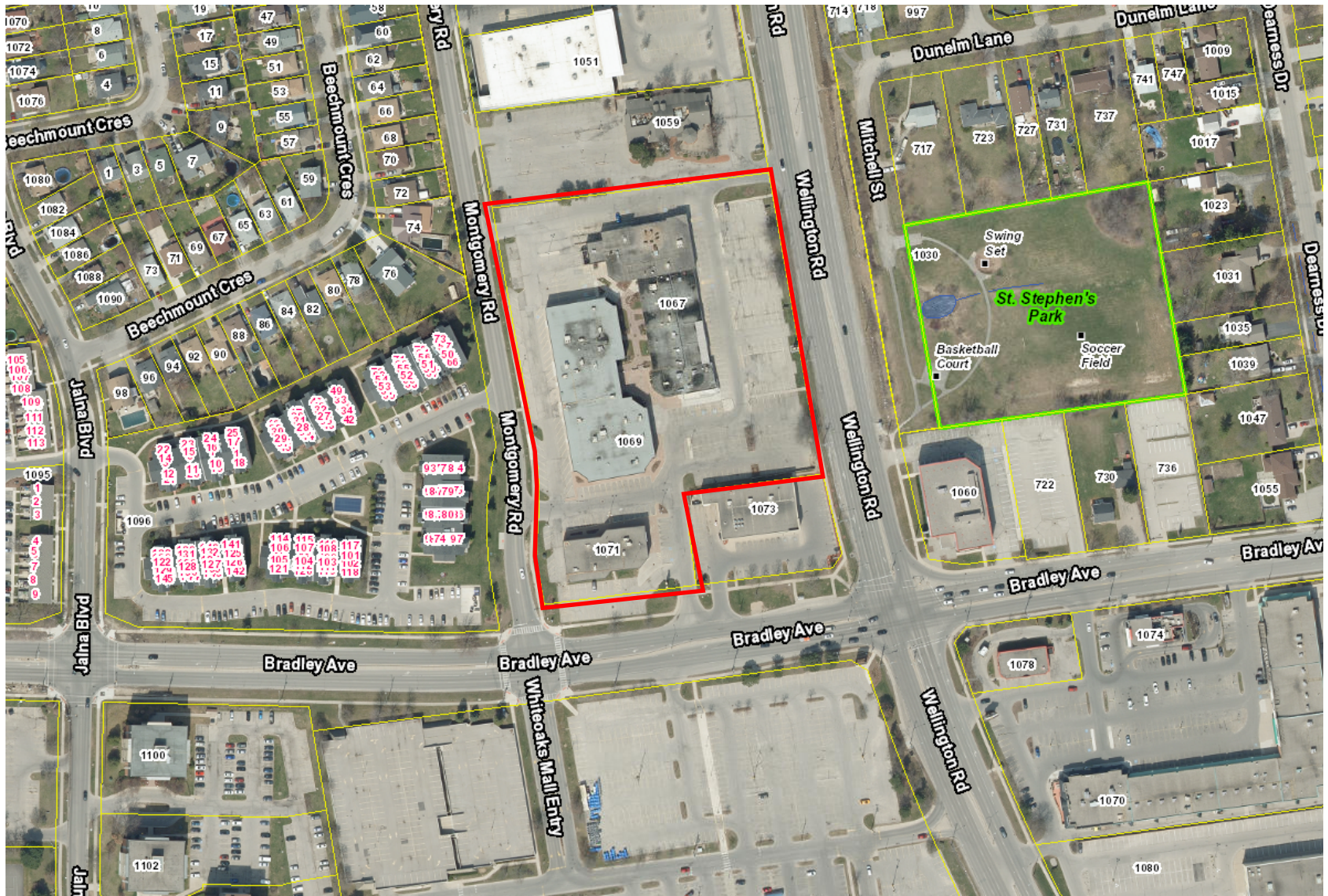
O-9263 Z-9264: 1067-1071 Wellington Road



Planning and Environment Committee
July 25, 2022



Slide 1: Location and Site Context



Slide 2: Proposed Development



- 27 storeys max (96m)
- 3 buildings with 5 towers: A, B, C, D and E
- 1,272 residential units
- 1,375 parking spaces
- Density of 566uph
- Ground floor office and commercial uses 2,610sqm

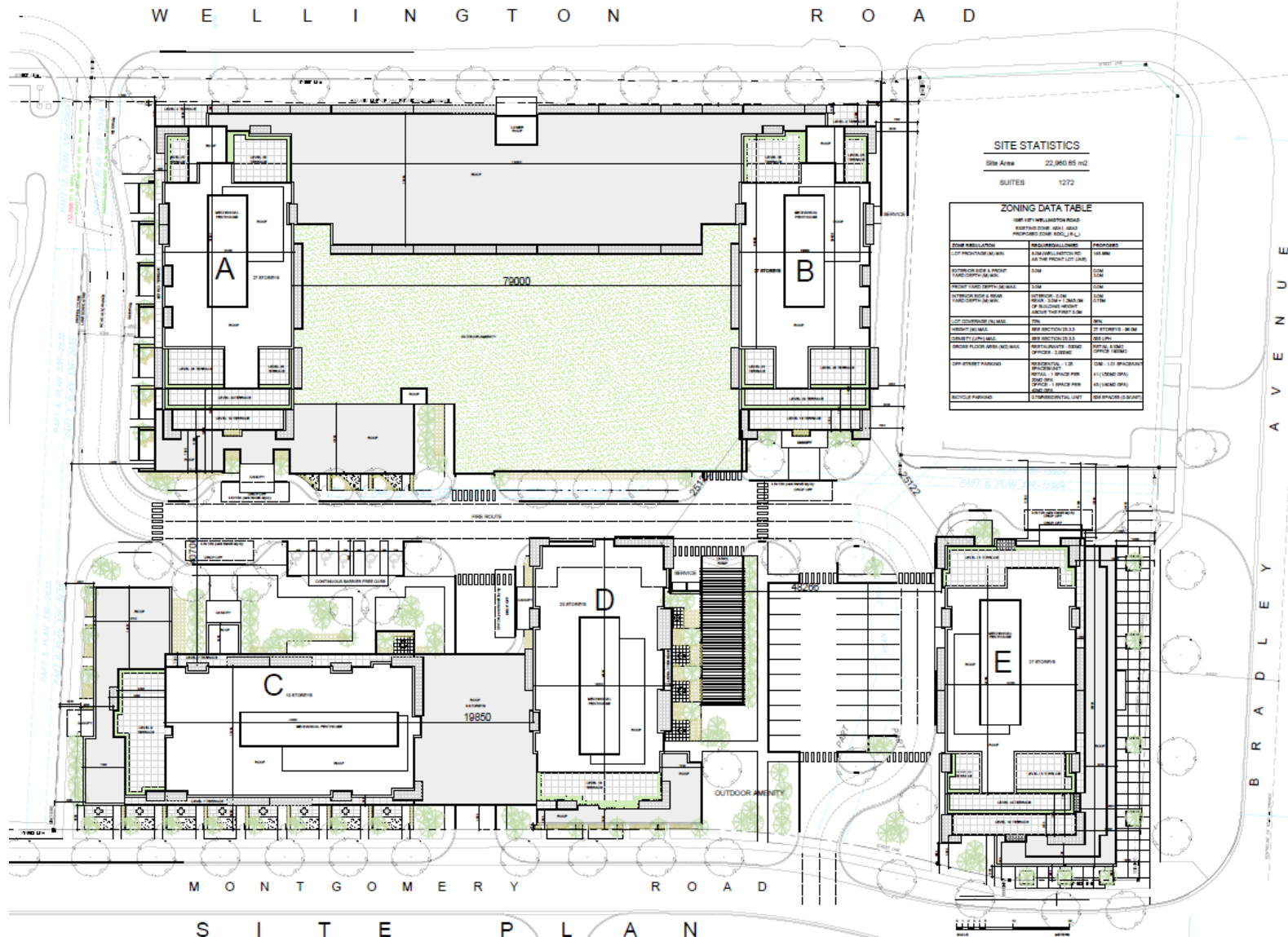


Slide 3: Development from Montgomery Road





Slide 4: Site Concept Plan





Slide 5: Policy Framework

PPS, 2020

“Promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment” 1.1.3.3.

Official Plan (1989)

- Auto Oriented Commercial Corridor (AOCC)
- Wellington Road Specific Policy Area (4.4.2.11.3)
- Community Commercial Node (CCN)
- Multi-Family, High Density Residential (MFHDR)
- Bonusing (19.4.4)

The London Plan

- Transit Village Place Type



Slide 6: Public Comments

Notice of Application – September, 2020

Community Information Meeting (virtual) – December, 2020

Notice of Revised Application – June, 2022

- Submissions received from 24 respondents, with the majority opposed to the proposed development:

Concerns

- Traffic and transportation will be exacerbated in an area that is already very busy
- School capacity for new residents
- The need for affordable housing
- Impacts of shadowing on existing neighbourhoods
- Reduced property values, reduced privacy
- More noise and nuisances with additional people



Slide 6: Key Issues

- **Built Form – Wellington Road:** Expansive built form along Wellington Road requires setbacks to minimize massing, create articulation and foster a positive pedestrian experience.

An additional regulation is recommended to require a 3m setback above the 6th storey along Wellington Road to provide relief.

- **Built Form – Tower size:** High-rise buildings above the 8th storey should be in the form of slender towers without long axes where they create an overwhelming building mass.

Additional regulations are recommended for a maximum floor plate of 1,050sqm and a maximum width to length ratio of 1:2 to minimize massing, shadowing, visual impact and the obstruction of views.

- **Bonusing:** The proposed development requires a site-specific bonus zone according to Official Plan policies. The site is an excellent opportunity to provide for affordable housing within an area of higher-order transit. City staff, in accordance with the HDC, are recommending a total of 93 affordable housing units, at 80% of the average market rent for a period of 50 years.



Slide 8: Recommendation

Recommendation for Approval of the proposed development:

- Is consistent with the Provincial Policy Statement, 2020
- Conforms to the Official Plan (1989)
- Conforms to The London Plan, 2016
- Includes additional regulations to ensure an appropriate design and minimize the massing of the building and mitigation of impacts associated with high-rise forms
- Facilitates an under-utilized site within a Transit Village with an appropriate range of uses, intensity and built form