

## 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  
**Date:** August 22, 2022

## Recommendation

That, on the recommendation of the Director, Planning and Development, the attached report with respect to the application of Century Centre Developments Inc. relating to the property located at 1067, 1069 and 1071 Wellington Road, **BE RECEIVED** for information purposes.

## Relevant Background

### Proposed Development

The requested amendment for Official Plan Application O-9263 and Z-9264 is 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; 1,800m<sup>2</sup> of office gross floor area; 810m<sup>2</sup> 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.

### Consideration and Direction

The application for an Official Plan and Zoning By-law amendment was deliberated by the Planning and Environment Committee on July 25, 2022, and Municipal Council on August 2, 2022. Municipal Council resolved:

*That the motion of Councillors E. Pelosa and S. Lewis, and the associated by-laws related to the applications for the properties located at 1067, 1069 and 1071 Wellington Road (O-9263/Z-9264), BE REFERRED back to the Civic Administration in order to review and that this matter may be brought forward to the August 22, 2022 Planning and Environment Committee meeting.*

### Evaluation and Recommendations

Staff have reviewed the proposed by-laws for consistency with the structure and layout of the Official Plan – *The London Plan*, and the Z.-1 Zoning By-law. Consideration was also given to the regulations as submitted and whether there would be any issues related to implementation.

The Official Plan amendment (Appendix A) to allow for greater height in the Transit Village is consistent with The London Plan and requires no changes.

The proposed Zoning Amendment (Appendix B) is generally consistent with the format and structure of the Z.-1 Zoning By-law. Minor changes to the regulations are suggested to provide for greater clarity and certainty during implementation as follows:

- 1) The minimum rear yard depth provision of 0.75m was initially captured as part of the “Minimum Design Standards” in the bonus zone regulations. The rear yard

depth minimum has been relocated from the preamble of the bonus zone to the Business District Commercial Special Provision BDC( ) zone instead, where the corresponding regulation to interpret Wellington Road as the front lot line is located.

- 2) The regulation in Podium Features within the Minimum Design Standards in 1) ii) c) has been revised to provide more clarity regarding the intent of the provision to vertically break up the horizontal building expanse along Wellington Road, as the upper level stepback along Wellington Road is captured as regulation 1) ii) a).

*A significant vertical break in the podium along Wellington Road ~~at the 8<sup>th</sup> storey of the building~~ between Towers A and B, to break up the long façade and promote a human scale, pedestrian oriented environment*

- 3) The affordable housing clause in 2) i) has been revised to remove the reference to the mix being 'representative' of the total mix in the overall building, as the affordable unit provision is now specifically stated and skewed towards larger units.

2) *Provision of Affordable Housing*

- i) *65 affordable housing units will be provided in the development, representative of the bedroom and unit mix of the overall building comprised of:  
28 one-bedroom units; and  
27 two-bedroom units; and  
10 three-bedroom units.*

- 4) The parking minimum amount in 4.3.4 a) iii) specified at 608 spaces for residential uses has been rewritten as a reduced minimum parking ratio of 0.4 spaces per unit to allow for a phased approach to construction and development, and to eliminate a conflict with an associated reduced minimum parking rate shown of 1 space per unit.

*iii) Residential Parking Rate ~~4~~ 0.4 space per unit (Minimum) ~~608~~*

## Conclusion

Staff have reviewed the proposed by-laws as directed and suggested minor revisions for improved clarification and implementation.

**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 September 6, 2022.

Ed Holder  
Mayor

Michael Schulthess  
City Clerk

First Reading – September 6, 2022  
Second Reading – September 6, 2022  
Third Reading – September 6, 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:

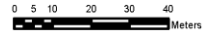
1067, 1069, 1071 Wellington Road in the City of London

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.

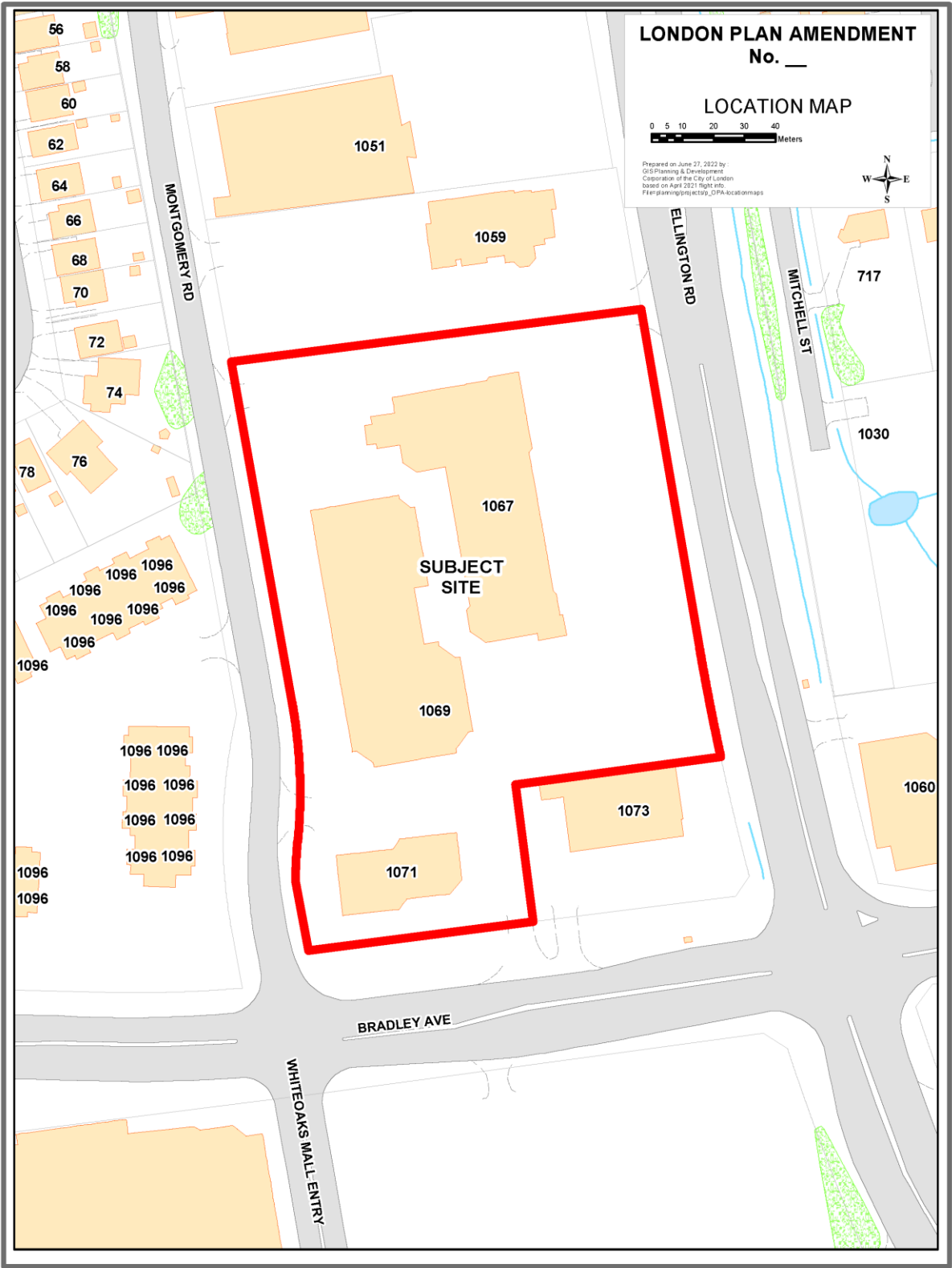
2. Map 7 – Specific Policy Areas, to *The London Plan* for the City of London Planning Area is amended by adding a Specific Policy Area for the lands located at 1067, 1069, 1071 Wellington Road in the City of London.

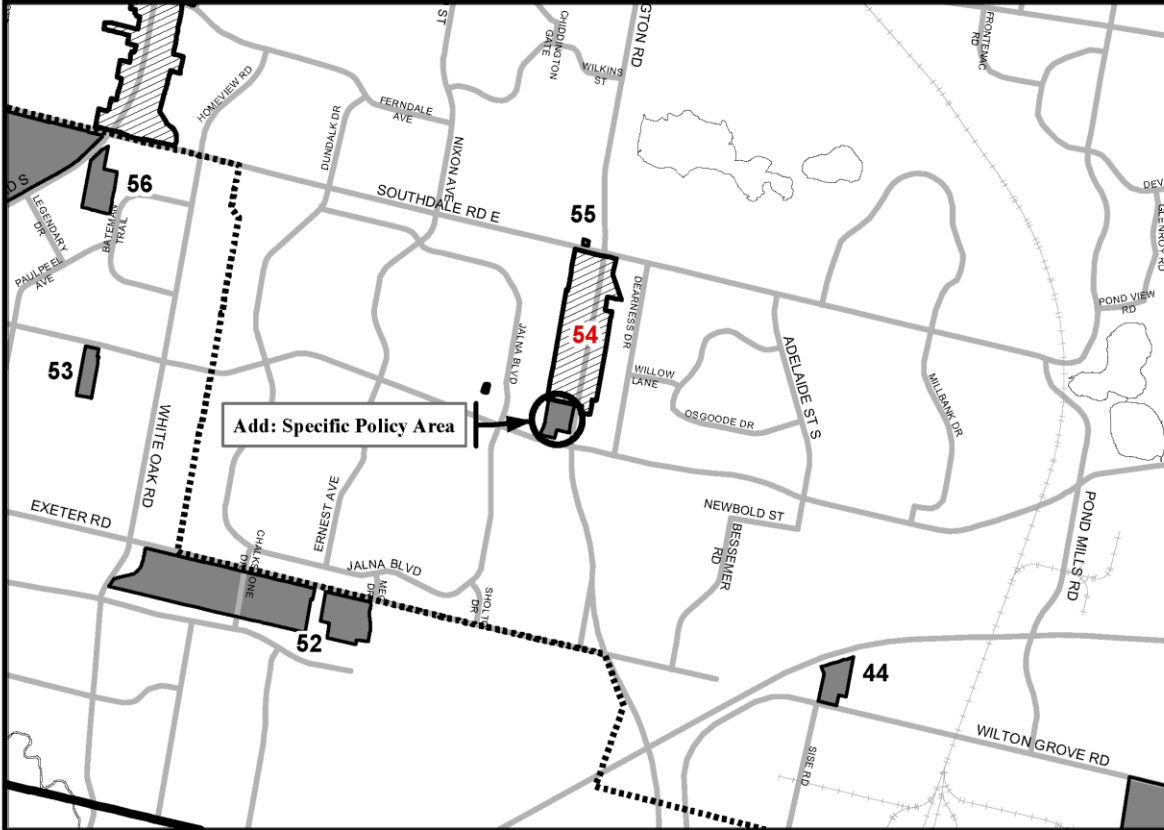
LONDON PLAN AMENDMENT  
No. \_\_

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/CPA-locatmaps





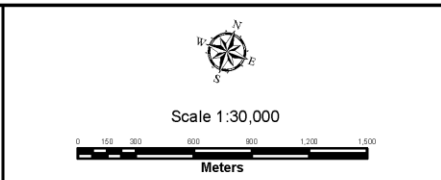
<p><b>LEGEND</b></p> <ul style="list-style-type: none"> <li> Specific Policies</li> <li> Rapid Transit and Urban Corridor Specific-Segment Policies</li> <li> Near Campus Neighbourhood</li> <li> Secondary Plans</li> </ul>	<p><b>BASE MAP FEATURES</b></p> <ul style="list-style-type: none"> <li> Streets (See Map 3)</li> <li> Railways</li> <li> Urban Growth Boundary</li> <li> Water Courses/Ponds</li> </ul>
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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:

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. 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 vertical break in the podium along Wellington Road 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. Use of transparent balcony barriers;
- c. Further mitigation of building mass by varying and articulating the plane of all facades.

**Building Cap Features**

- a. Through Site Plan Review ensure the use of building step-back at the top storey, with mechanical penthouse adequately concealed in the building's top storey.

**iii) Site Landscaping**

Through Site Plan Review ensure 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) 65 affordable housing units will be provided in the development, comprised of:  
28 one-bedroom units; and  
27 two-bedroom units; and  
10 three-bedroom units.
- ii) The affordable housing units to be proportionately distributed among the first three towers constructed and/or occupied, whichever occurs first.
- 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 35 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.

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)	0.4 space per unit
iv)	Commercial and Retail Parking Rate	1 space per 20sqm of gross floor area



(Minimum)

- 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
    - ii)    Rear Yard Depth    0.75m (2.5ft)  
(Minimum)

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.

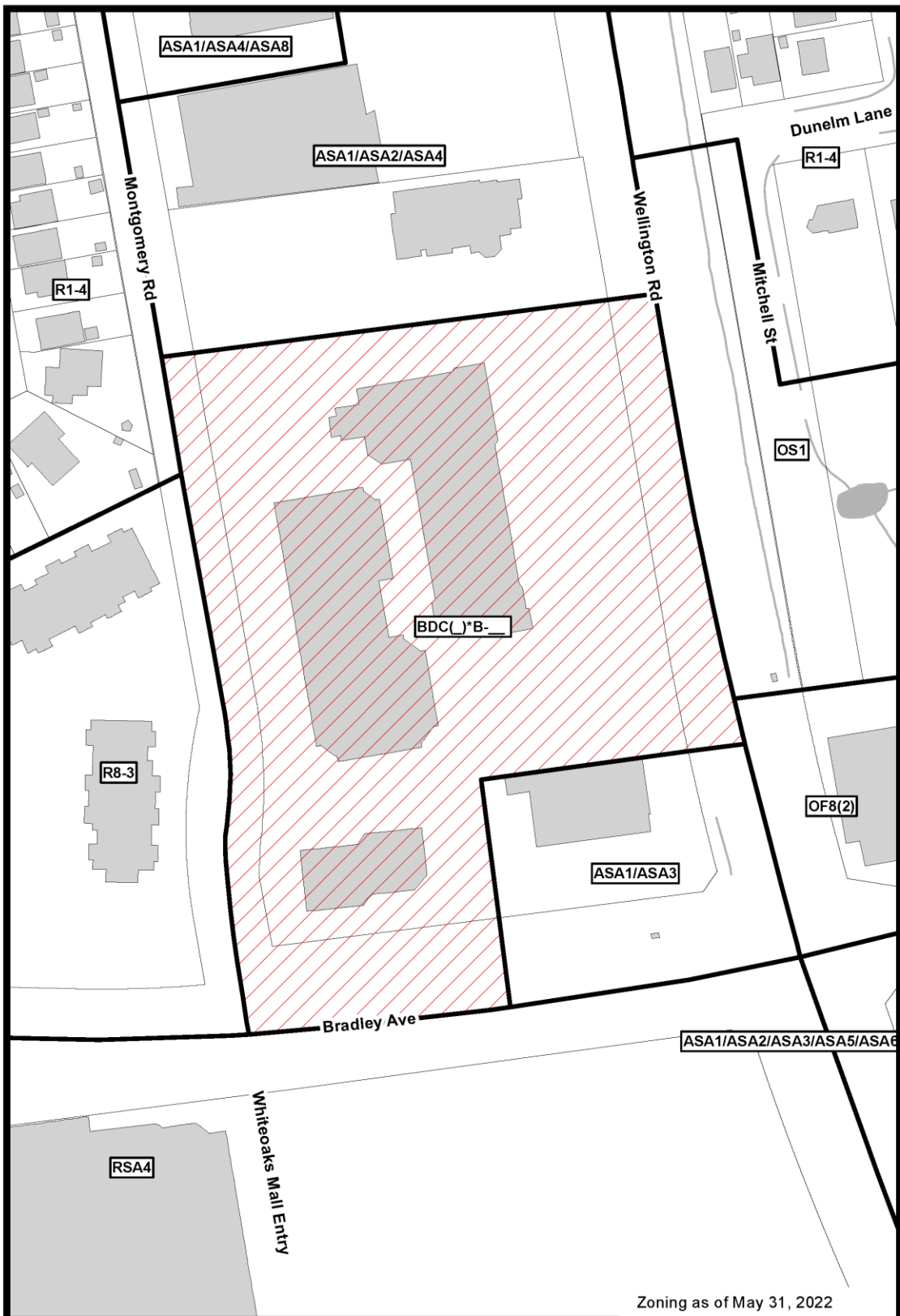
PASSED in Open Council on September 6, 2022.

Ed Holder  
Mayor

Michael Schulthess  
City Clerk

First Reading – September 6, 2022  
Second Reading – September 6, 2022  
Third Reading – September 6, 2022

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



File Number: O-9263/Z-9264  
 Planner: SW  
 Date Prepared: 2022/06/27  
 Technician: rc  
 By-Law No: Z.-1-

SUBJECT SITE 

1:1,500

0 5 10 20 30 40 Meters 



# Schedule 1

