



# URBAN DESIGN BRIEF

## 359 WELLINGTON ROAD

City Of London:  
Official Plan Amendment & Zoning Bylaw Amendment



February 2024

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Prepared for:  
LJM Developments  
1860 Appleby Line #28,  
Burlington, ON  
L7L 0B7

Prepared by:  
GSP Group Inc.  
72 Victoria Street S, Suite 201  
Kitchener,  
ON N2G 4Y9

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# 1. BACKGROUND

## 1.1 Scope

GSP Group Inc. has been retained by LJM Developments (London) Inc. (referred to as “the Applicant”). The Applicant is presenting a proposal for an Official Plan Amendment and Zoning By-law Amendment for the property at 359 Wellington Road in the City of London (referred to as “the Site”). This proposal aims to permit the redevelopment of the Site to develop a 23-storey residential building consisting of 250 dwelling units and 241 square metres of at grade amenity areas oriented towards Baseline Road East and Wellington Road. An Urban Design Brief is required as part of the complete application submission, as per the November 2023 Record of Site Consultation.

## 1.2 Proposed Development

The Proposed Development is a 23-storey residential building, sitting atop a 6-storey podium. The podium contains multiple indoor amenity rooms located on the ground floor and an outdoor amenity area is provided atop the podium rooftop on the tower’s south side, co-located with an interior amenity room for residents on level 7. The development includes an integrated parking garage with 118 parking spaces within four levels of underground parking. It’s important to note that the development concept maintains a 10.37-metre setback as mandated by the Ministry of Transportation for the road widening.

## 1.3 Report Content

This Urban Design Brief (“UDB”) is based on preliminary drawings and materials available at this stage of the application and process. As work continues on the detailed aspects of design such as the site plan, elevation drawings and completion of lighting and landscape plans, additional details of the Proposed Development will be refined and fully demonstrated. Based on the matters identified in the pre-submission consultation record, this Urban Design Brief:

- Describes the existing physical conditions on the Site and existing neighbourhood context surrounding the Site (Sections 2 and 3);
- Outlines the general Official Plan design policies and Zoning By-law that are relevant to the Site and the Proposed Development’s design (Section 4);
- Outlines design goals and objectives (Section 5);
- Assesses the proposed site and building design (Section 6); and
- Makes conclusions regarding the findings of the Urban Design Brief (Section 7).

## 1.4 Supporting Studies and Materials

This Urban Design Brief has considered the following plans and reports prepared in support of the subject applications:

- Site Plan prepared by Kirkor Architects and Planners;
- Floor Plans prepared by Kirkor Architects and Planners;
- Building Elevations and Sections ,and 3D Massing prepared by Kirkor Architects and Planners;
- Shadow Impact Analysis drawings prepared by Kirkor Architects and Planners; and
- Pedestrian Wind Analysis prepared by Rowan Williams Davies & Irwin Inc. (RWDI).

## 2. EXISTING SITE CONTEXT AND CONDITIONS

### 2.1 Location and Description

The Site is located on the southwest corner of Base Line Road East and Wellington Road in the Old South neighbourhood of London. The Site is an assembly of two parcels (657 Base Line Road East and 359 Wellington Road) owned by the Applicant. Collectively, the Site is 1,797.07 square metres (0.17 hectares) post road widening and daylight triangle. The Site is bounded by Base Line Road East to the north, Wellington Road to the east, a commercial plaza (371 Wellington Road) to the south and a multiple residential building to the west (639 Base Line Road East). The Site has a frontage of approximately 48.44 metres along Base Line Road East and 40.21 metres along Wellington Road (post road widening).

### 2.2 Existing Conditions

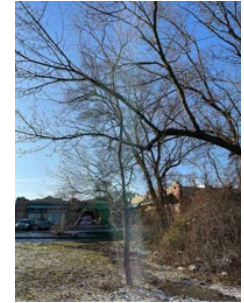
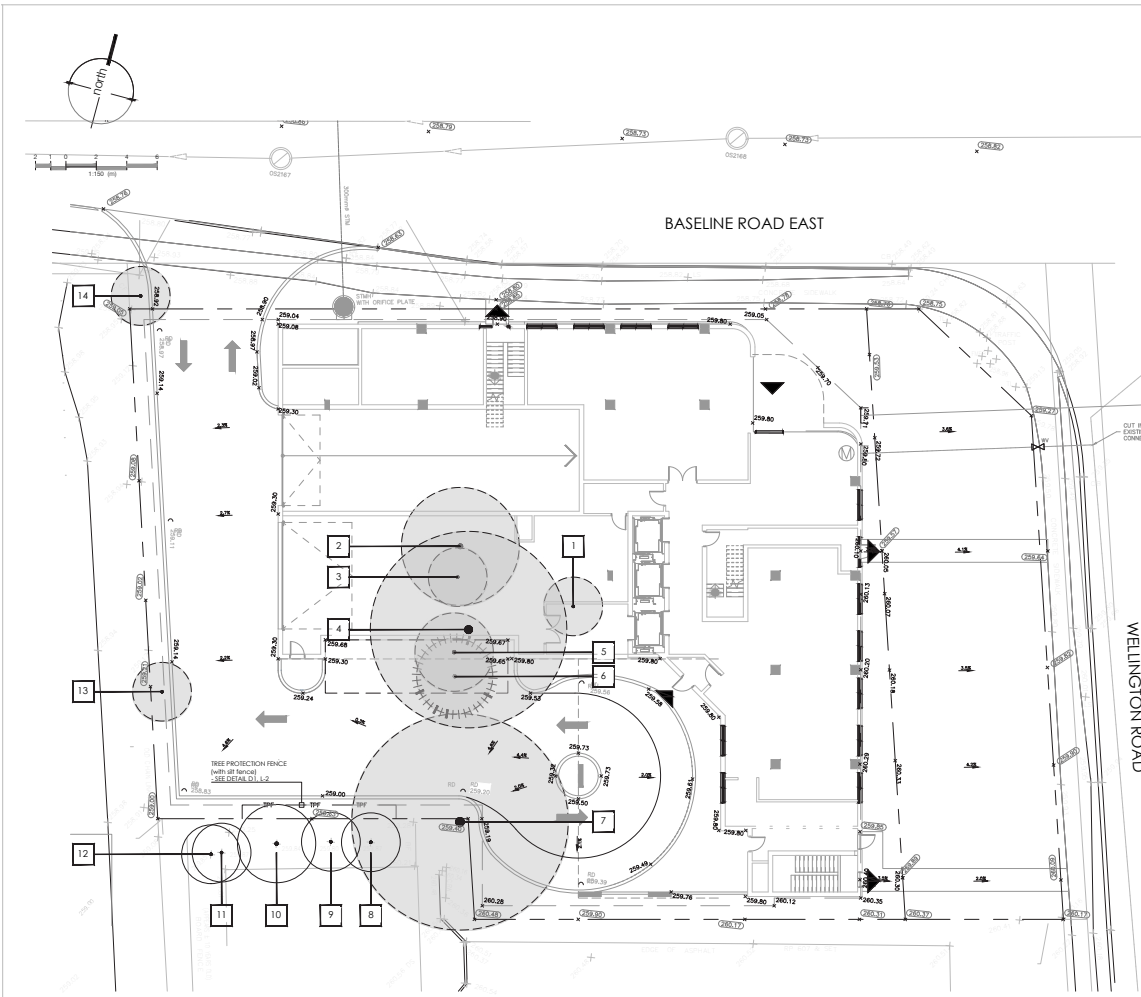
Currently, the Site consists of a single storey residential dwelling with a detached parking garage. The driveway provides access from Base Line Road East, extending to the detached parking garage. The existing building is proposed to be demolished to accommodate the Proposed Development.

### 2.3 Existing Topography and Vegetation

The Site is relatively flat and does not exhibit any significant grade changes. Adesso Design Inc. has prepared a Tree Protection Plan, identifying a total of 14 existing trees on the Site. Nine of them are recommended for removal, while the remaining five, identified with no defects, will be protected and retained.



Figure 1: Site Location



Tree #1



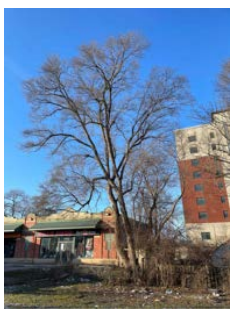
Trees #1-5



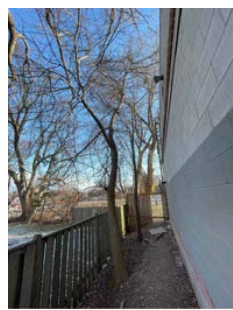
Trees #2-3



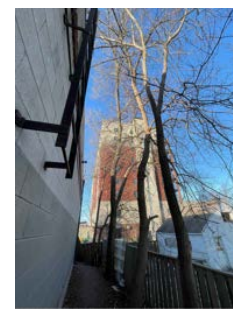
Tree #4



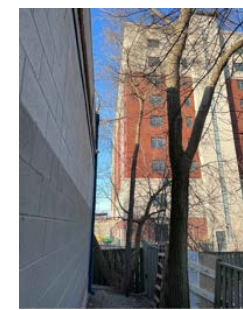
Tree #7



Trees #8-9



Trees #10-12



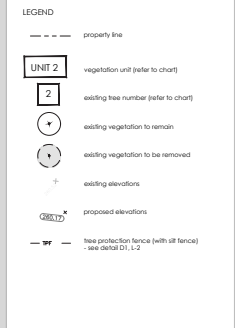
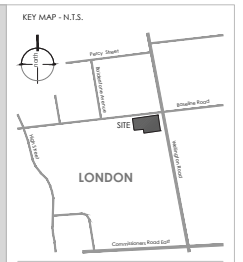
Tree #12



Tree #13



Tree #14



**NOT FOR CONSTRUCTION**  
ISSUED FOR REVIEW & COMMENTS ONLY

NOTE:  
Vegetation inventory undertaken by Jeremy Jackson,  
ISA Certified Arborist (OH-1089A) on Dec. 20, 2023.

REVISIONS/ SUBMISSIONS	DATE	DESCRIPTION
1	2024-01-19	Revised for IBA #1



CLIENT  
LJM Developments  
MUNICIPALITY  
City of London  
PROJECT  
359 Wellington Road

MUNICIPAL FILE NUMBER

SHEET  
Tree Protection Plan **L-1**

adesso design inc.  
landscape architecture

49 John Street South, Suite 250  
Hamilton, ON L8N 2B9  
T 905.526.8876  
www.adessodesigninc.ca

Figure 2: Tree Protection Plan prepared by Adesso Design Inc.

## 3. SURROUNDING CONTEXT

### 3.1 Street and Block Pattern

The prevailing layout of the South London neighbourhood is characterized by a modified street pattern, primarily featuring cul-de-sacs and designed predominantly for single detached dwellings. However, noteworthy exceptions to this pattern include larger blocks along Wellington Road. Wellington Road is a high-volume arterial roadway that is designated as a Rapid Transit Corridor. The Site is strategically positioned near the Rapid Transit Corridor along Wellington Road, conducive to intensive development. It is also adjacent to areas featuring commercial, institutional, office spaces, as well as low and medium-density residential uses along Base Line Road East and Westminster Avenue. This locale exhibits a diverse mix of larger community facility buildings, commercial shopping areas, institutional office structures, and 1-2 storey residential dwellings. Additionally, there are larger 2 to 3-storey medium-density residential townhouses and apartment buildings interspersed, contributing to a varied built form in the community. This diverse mix of properties contributes to the dynamic nature of the neighbourhood. Moreover, the block's strategic location, with Wellington Road serving as a Rapid Transit Corridor, adds to the overall connectivity and accessibility of the area.

### 3.2 Existing and Planned Transportation Networks and Linkages

The Site is well connected to the existing vehicle, pedestrian and cycling facilities. Base Line Road East is an east-west four-lane primary collector road with a signalized intersection at Wellington Road. Wellington Road is a major north-south six-lane arterial road, connecting the White Oaks Mall transit terminal to Downtown. Base Line Road East is designated a "Neighbourhood Connector", and

Wellington Road is designated "Rapid Transit Boulevards", per Map 3, of the London Plan. There are existing sidewalks on both sides of both Base Line Road E and Wellington Road, forming an extensive network for pedestrian circulation.

The City of London has identified parts of Wellington Road and Commissioners Road as areas that are dedicated for cycling and walking routes, as outlined in Map 4 – Active Mobility Network of the London Plan. The proposed walking and cycling routes offer cyclists from the Site convenient access to various areas of London, including the downtown core and key shopping districts. The Proposed Development aligns with the pedestrian network, an important component that will gain prominence as the Rapid Transit Corridor evolves in line with the vision outlined in the London Plan.

### 3.3 Transit Connections

The Site benefits from proximity to three bus routes 1, 13 and 90 along Wellington Road and two bus routes 1 and 6 along Base Line Road East. The intersection of Wellington Road and Base Line Road E is designated as a Rapid Transit Station through the London Plan. Bus 90 connects the White Oaks Mall transit terminal to the Downtown area.

### 3.4 View and Vistas

The Site is situated near the significant intersection of Base Line Road East and Wellington Road. The new building would be highly visible to the neighbouring areas and from the Rapid Transit Corridor. The Proposed Development creates opportunities for prominent views for a large portion of residents, offering vistas in all directions. Importantly, it would not obstruct or discourage any significant views of the Downtown skyline, landmarks, or heritage features in the vicinity. However, it's noteworthy that the Site is adjacent to a 'Listed'

property on the City's Register of Cultural Heritage Resources at 741-779 Baseline Road East, specifically the London Health Sciences Centre Victoria Hospital. Although the architectural style of this property hasn't been identified, it is considered to have cultural heritage value. A heritage impact assessment has been conducted to assess potential impacts of the Proposed Development on these properties.

### **3.5 Landmarks and Gateways**

There are no prominent landmarks in the surrounding context.

### **3.6 Existing Linkages to Open Space**

There are several parks and schools situated within 800 metres of the site, as illustrated in the Neighbourhood Context figure on the following page. The parks encompass Glen Cairn Park and Rowntree Park, while the schools consist of Holy Rosary Catholic Elementary School and Sir George Etienne Cartier Public School. Additionally, the Westminster Ponds/Pond Mills Conservation Area, a natural open space, is located within a 15-minute walking distance from the Site.



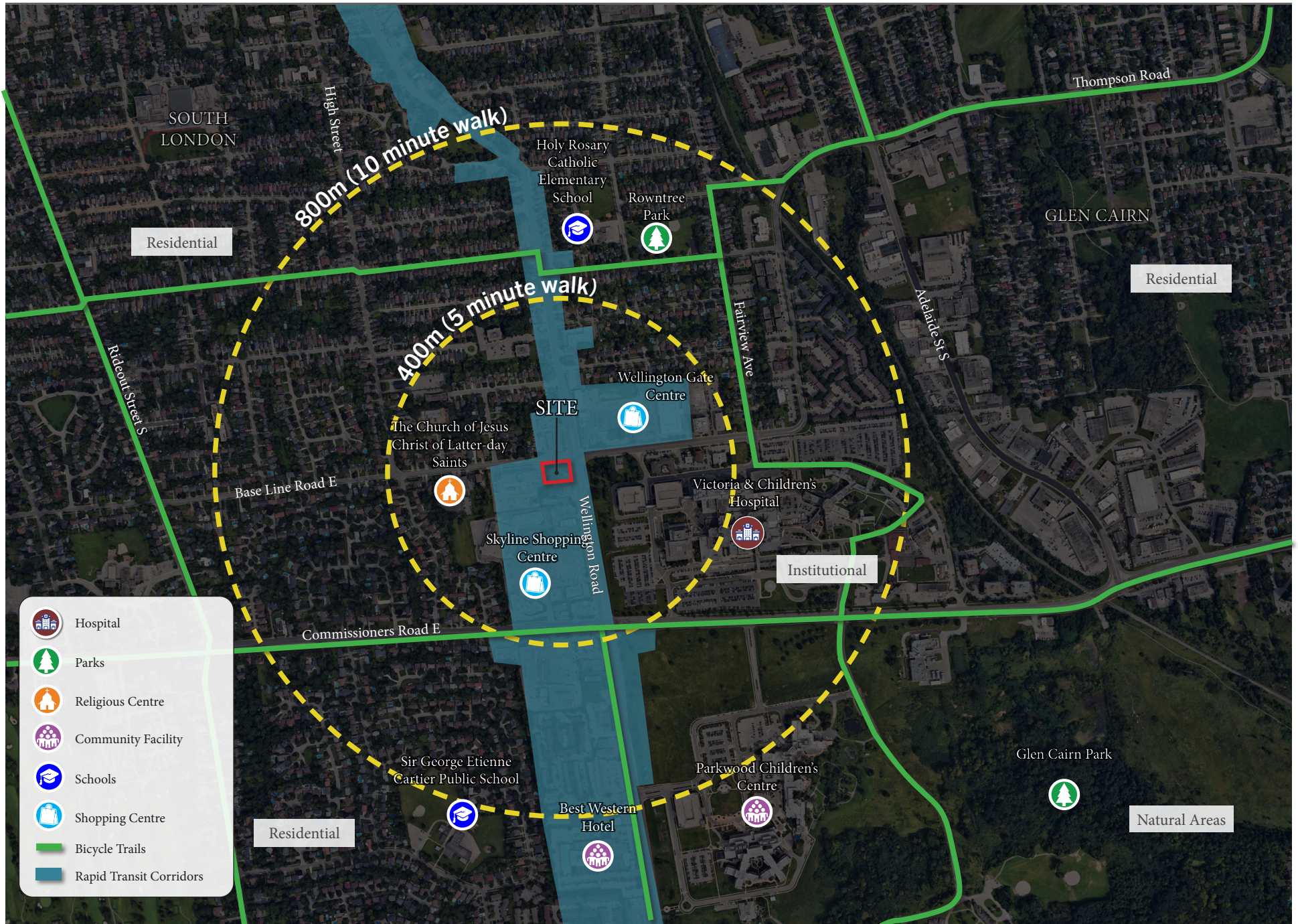


Figure 3: Neighbourhood Context surrounding Site

### 3.7 Abutting Properties



North: To the north of the Site is a single-storey TD Canada Bank (353 Wellington Road) and a Medical Dental Centre (339 Wellington Road), a three-storey building comprising doctors' offices and clinics. Surface parking areas surround the perimeter of the site and are located between the buildings. Access to the site is provided from both Base Line Road East and Wellington Road. Additionally, a bus shelter is situated along Base Line Road adjacent to the TD Bank.



South: To the south, directly abutting the Site, is a small commercial plaza with retail and commercial stores, along with an associated surface parking area. Further south of the Site is a larger community shopping area – Skyline Shopping Centre.



East: Directly east of the Site is Victoria Hospital. This site is a regional facility and provides a large range of health care services.



West: To the west, immediately adjacent to the Site, is a 9-storey retirement residence building with frontage along Base Line Road East and a surface parking area behind the building. It is a podium-to-tower type of development.

## 4. DESIGN POLICY AND GUIDELINE REFERENCES

### 4.1 The London Plan

The Site is currently designated as a “Rapid Transit Corridor” Place Type according to Map 1 - Place Types, with frontage along a “Rapid Transit Boulevard” Street Classification according to Map 3 – Street Classifications in The London Plan. This designation permits a range of residential, retail, service, office, cultural, recreational, and institutional uses. A standard maximum height of 12 storeys is permitted in the “Rapid Transit Corridor” Place Type and an upper maximum height of 16 storeys may be considered. However, heights exceeding the upper maximum height will require an Official Plan Amendment.

### 4.2 City of London Zoning By-law

The Site is currently zoned as ‘Automobile Service Station’ (SS1) under the City of London Zoning By-law, which permits a range of automotive-related uses. As the Proposed Development is not permitted under the current zoning regulations, a Zoning By-law Amendment is required.

## 5. DESIGN GOALS AND OBJECTIVES

The design goals and objectives for the Proposed Development aim to create a well-designed catalyst intensification project that showcases a transit-supportive, compact, and distinctly urban residential environment, contributing positively to the South London neighbourhood through high-quality urban design and architecture. The following design objectives provide direction for determining the most appropriate design:

1. Create an iconic landmark building at the intersection of Base Line Road East and Wellington Road through thoughtful building massing and articulation, setting a positive precedent for intensification along the Wellington Road Rapid Transit Corridor.
2. Redevelop the Site in a manner that will support existing transit services and transit investments, and will allow residents to walk to nearby shopping, hospital, offices, and public uses.
3. Provide transit-supportive intensity and residential uses, leveraging the Site's proximity to a major transit hub, complemented by a diverse Transportation Demand Management (TDM) program.
4. Establish a vibrant pedestrian environment along the building base, incorporating plantings, streetscape elements, human-scale architecture, and transparency on the ground floor façade.
5. Limit nuisance impacts from site functions on surrounding properties and public streetscapes, including placing parking away from public view, situating garbage storage internally, and providing pick-up areas at the rear away from public sight.
6. Minimize impacts on the surrounding area, addressing considerations for reducing wind and shadowing impacts on adjacent properties and the streetscape through careful building orientation and massing.

# 6. ANALYSIS OF PROPOSED DEVELOPMENT

## 6.1 Site Design

The Proposed Development features a 23-storey residential building with a design that includes a 6-storey podium stepping down to 3 storeys, strategically framing both Base Line Road East and Wellington Road. The building comprises 250 dwelling units, with a total gross floor area of 18,625.45 square metres, resulting in a density of 1,391.16 and a floor space index of 10.36.

### 6.1.1 Organization of Site Elements

The Site is organized in response to several contextual considerations, including:

- The location of the Site at the corner of Base Line Road East and Wellington Road;
- The area and shape of the Site considering its overall width and depth; and
- The existing and emerging built form context of the surrounding area.

Given the Site's shape, area, and location, the building podium adopts an 'L' shape, fronting onto Base Line Road East and Wellington Road. This configuration allows for a 6-storey podium that gracefully steps down to 3-storeys, effectively framing both streets with proportions that harmonize with the adjacent street right-of-way widths. The strategic placement of the principal residential entrance at the corner of Base Line Road East and Wellington Road enhances visibility from the public sidewalks along each street. Along the street frontages, indoor amenity rooms take precedence, creating a dynamic and engaging interface with the community, while utilities and servicing are discreetly located behind these frontages. To preserve the aesthetic integrity of the streetscape, parking areas are concealed

within four levels of underground parking, accessible from Base Line Road East. The increased height of the proposed building goes beyond creating a distinctive landmark for South London; it actively fosters a transit-oriented development. The prominent location and intensive development form render it transit-friendly, particularly with its proximity to existing higher frequency bus routes along the Wellington Road Rapid Transit Corridor. The thoughtful linkage of building entrances to a continuous network of sidewalks and walkways encourages the seamless use of public transportation.

The tower itself serves as a strong, visually compelling architectural expression, making a significant contribution to the City skyline. This is achieved while sensitively responding to the heritage surroundings through distinct podium volumes and carefully designed architectural and visual elements. The ground level design promotes a vibrant, pedestrian scaled streetscape and public realm along this currently vacant section of Base Line Road East and Wellington Road. The positioning and slender massing of the 23-storey tower on the Site has been designed to minimize shadow impact and privacy overlook on surrounding properties.

Looking beyond the site boundaries, the immediate surroundings are poised for further urban intensification. Ongoing and planned developments, including a proposed 16-storey mixed-use development and a 9-storey senior residence building nearby, align seamlessly with the evolving character of the neighbourhood. This foresight informs the development's compatibility with the surrounding urban fabric and positions it optimally for future growth and cohesion within the community.



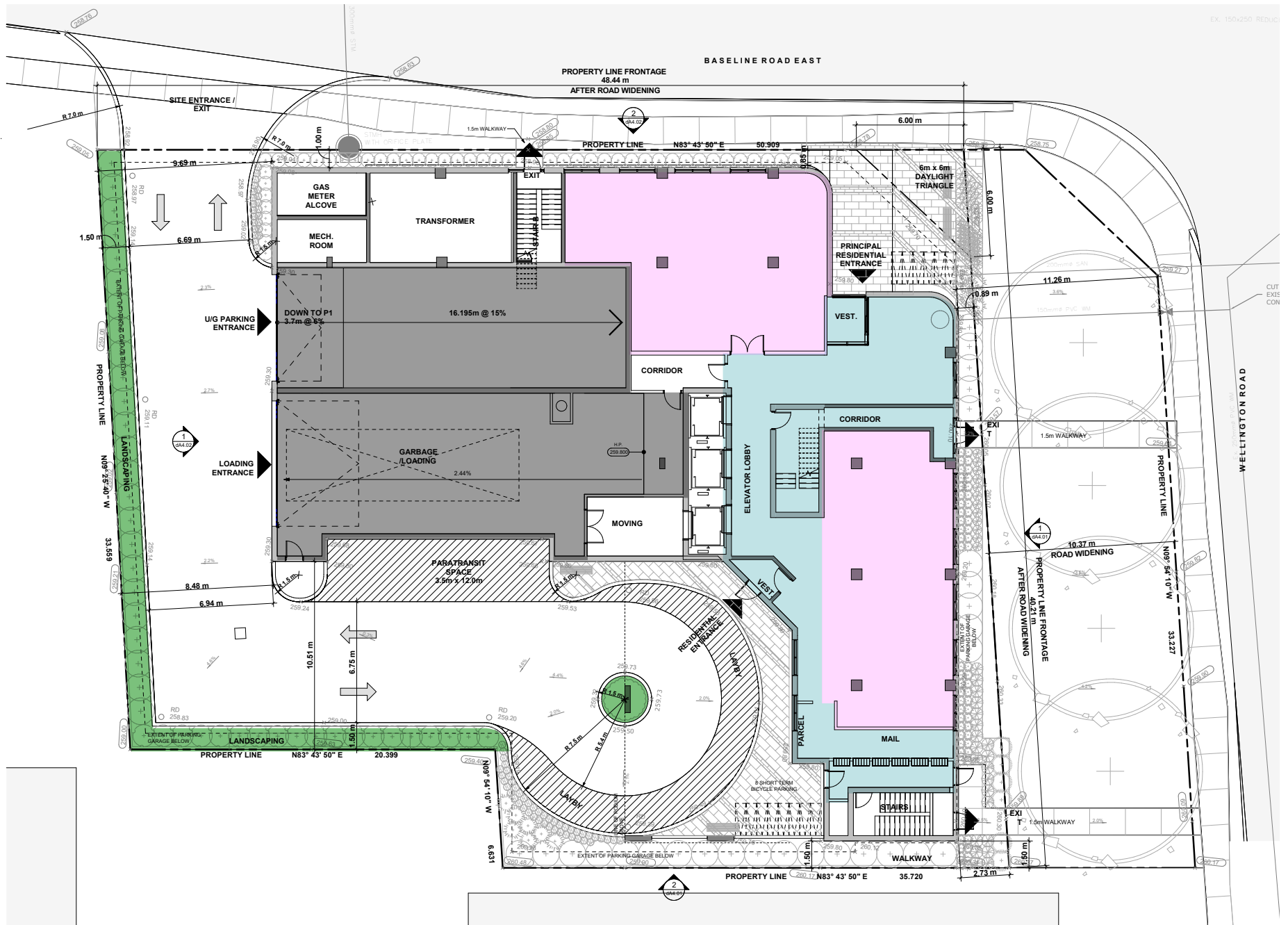
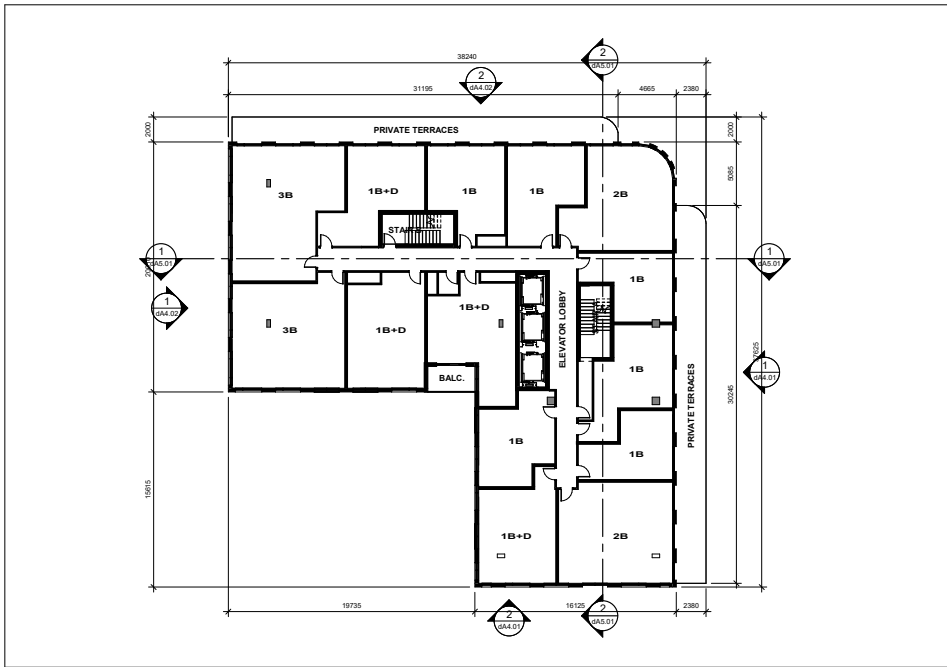
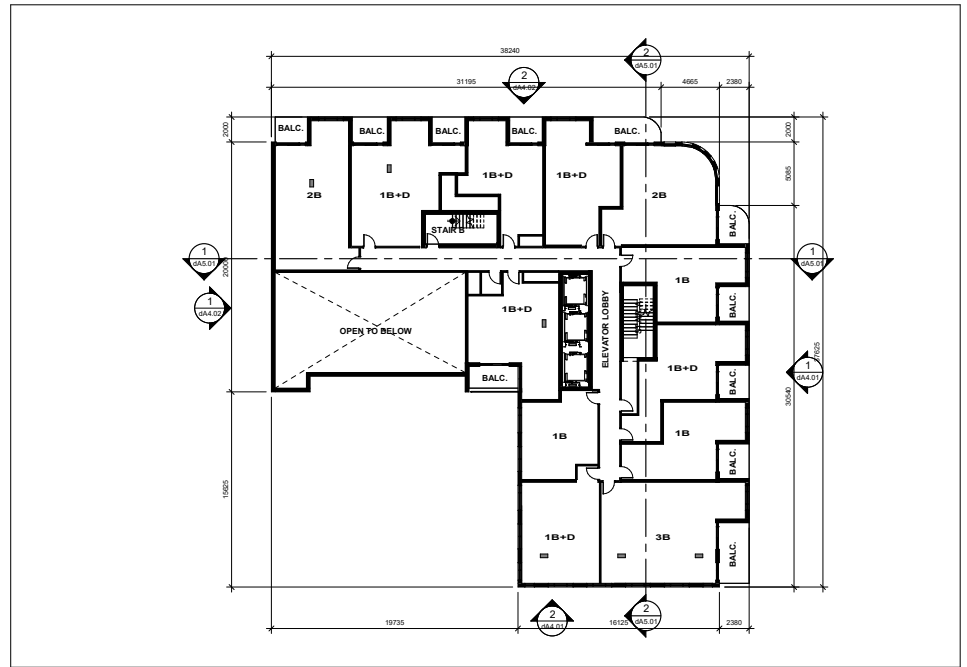


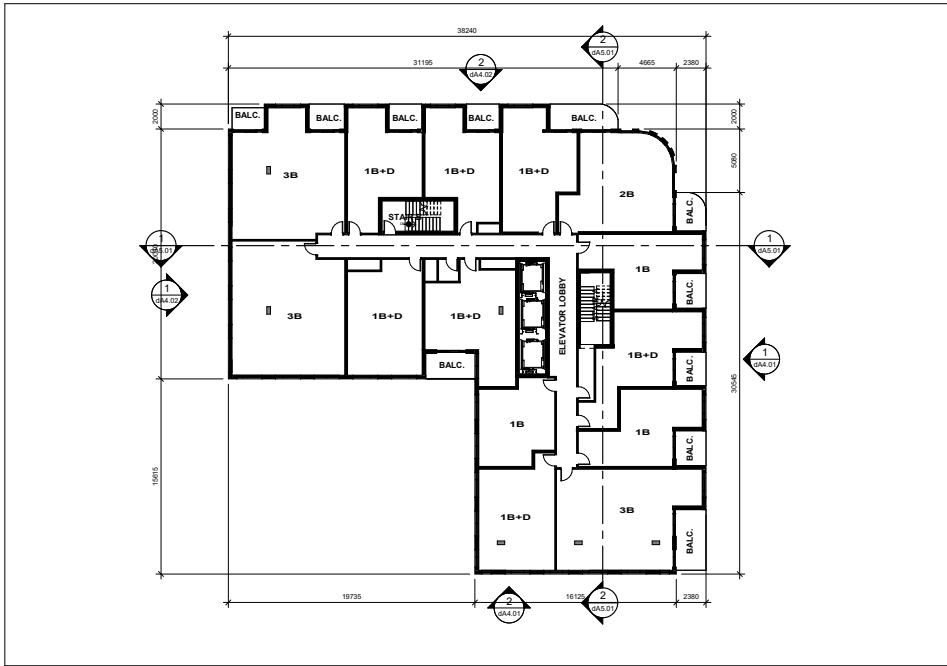
Figure 5: Ground Floor Plan prepared by Kirkor Architects and Planners



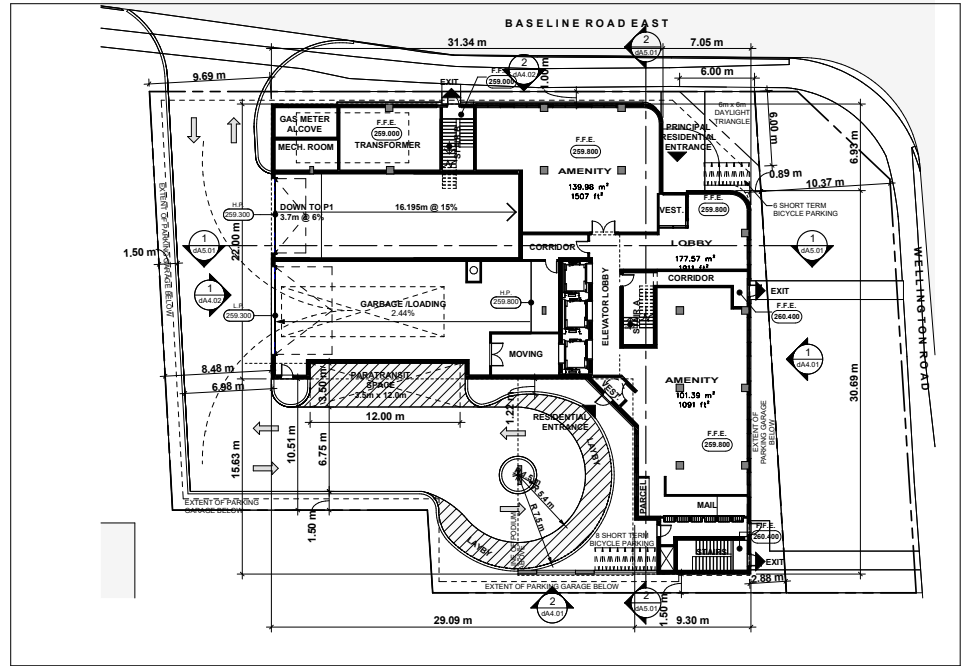
LEVEL 04  
1 : 200



LEVEL 02  
1 : 200



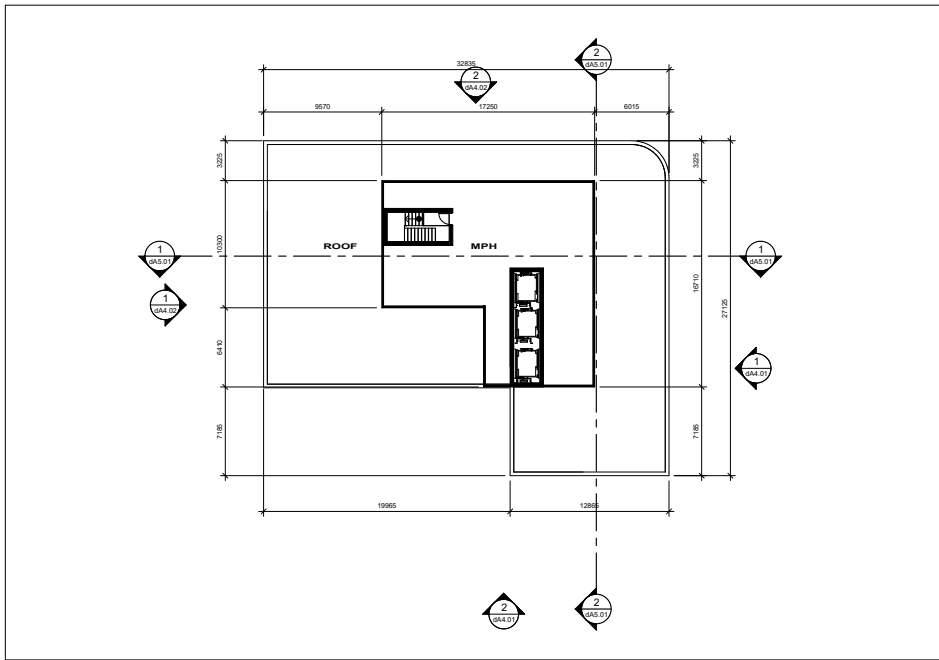
LEVEL 03  
1 : 200



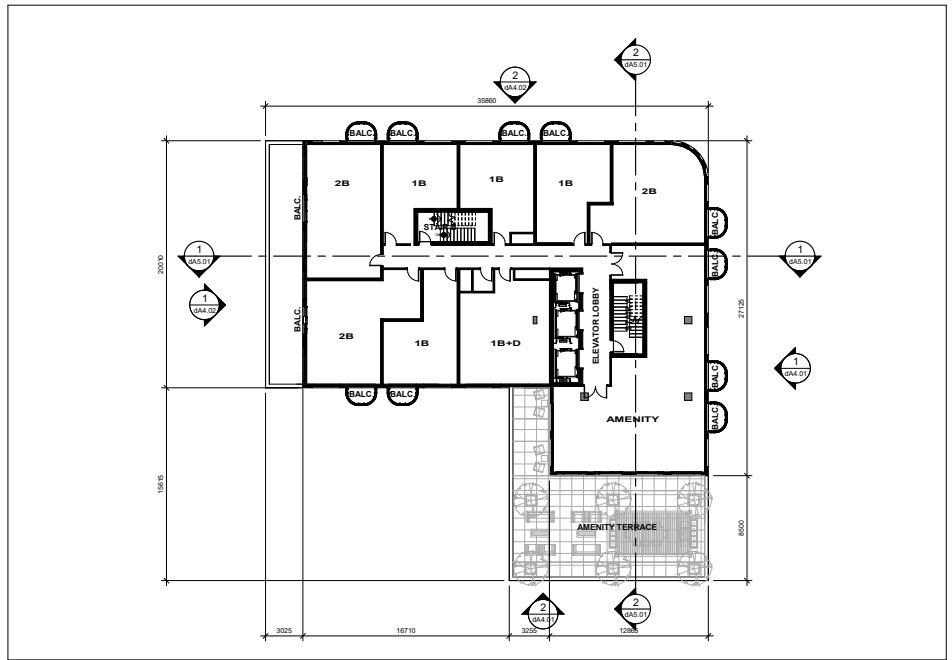
LEVEL 01  
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Figure 6: Floor Plans prepared by Kirkor Architects and Planners

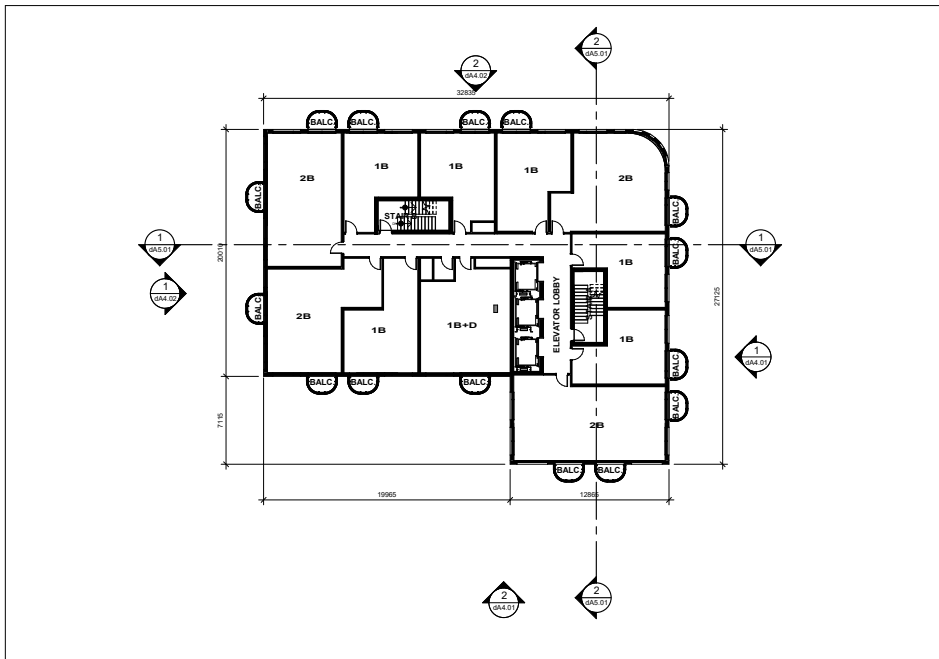




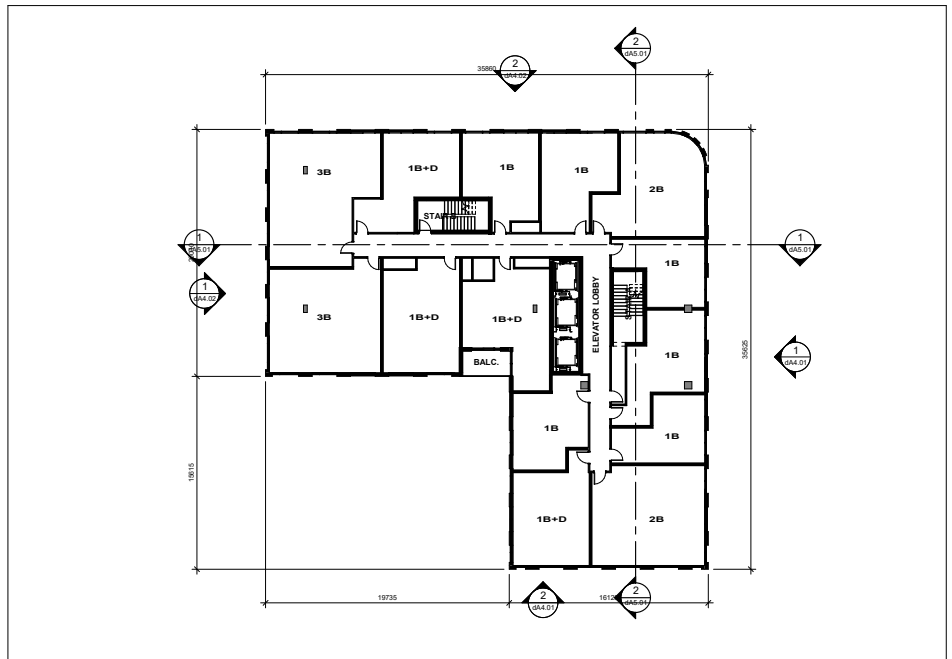
ROOF PLAN 4  
1 : 200 dA2.03



LEVEL 07 2  
1 : 200 dA2.03

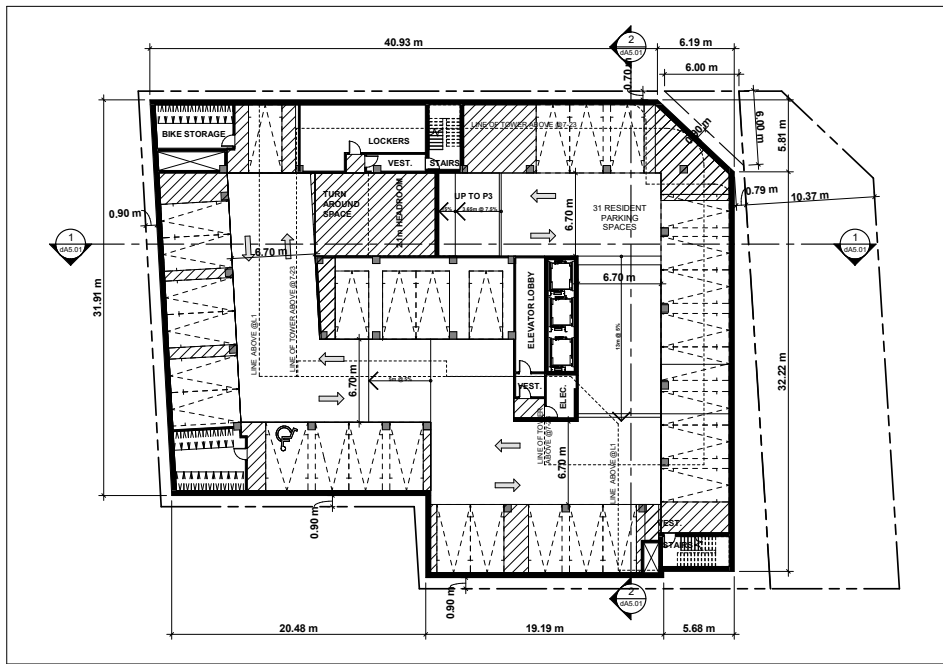


LEVEL 08 - 23 3  
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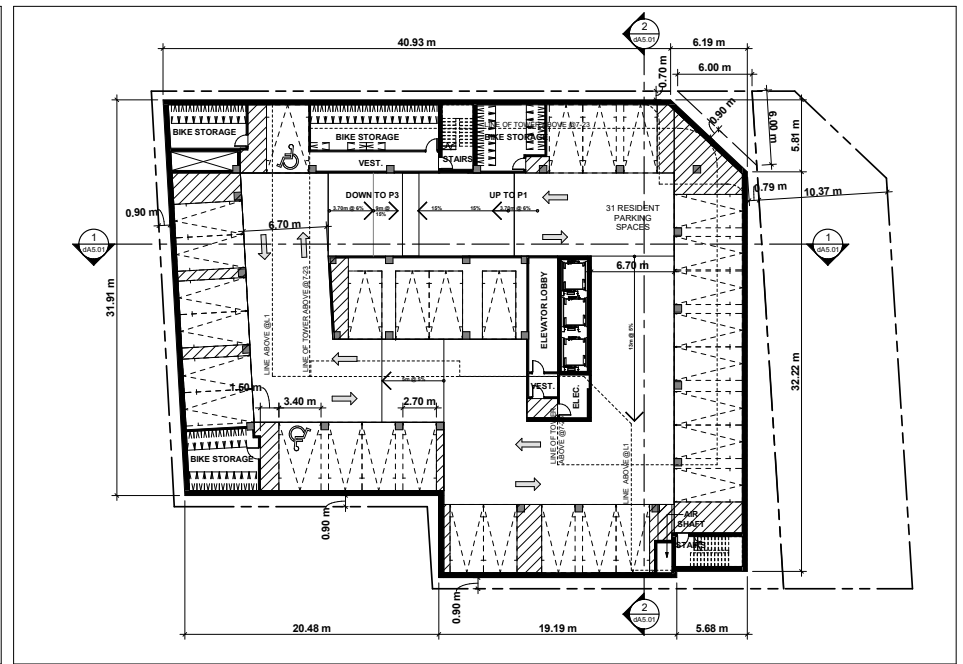


LEVEL 05 & 06 1  
1 : 200 dA2.03

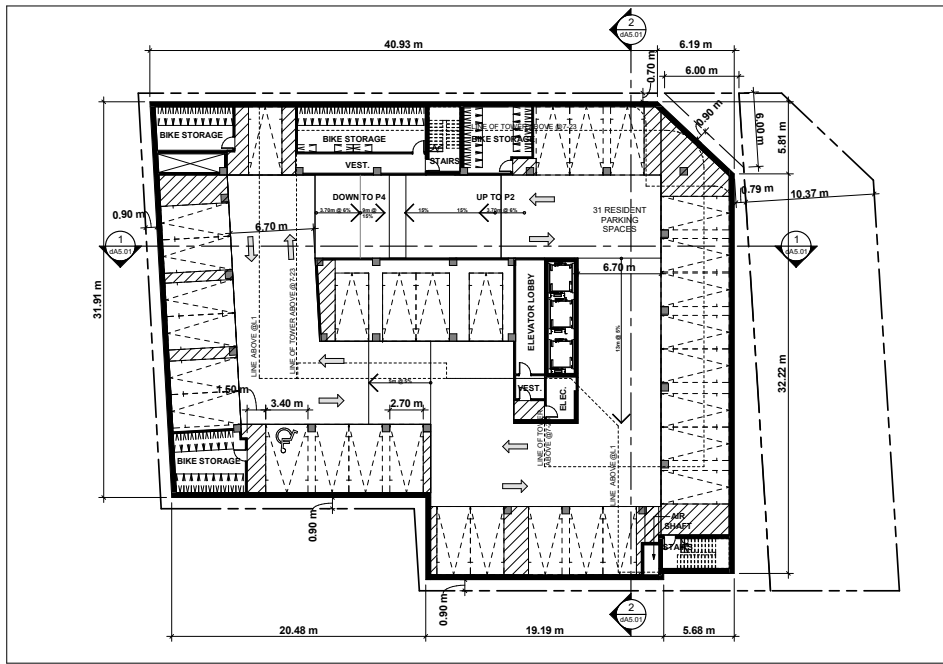
Figure 7: Floor Plans prepared by Kirkor Architects and Planners



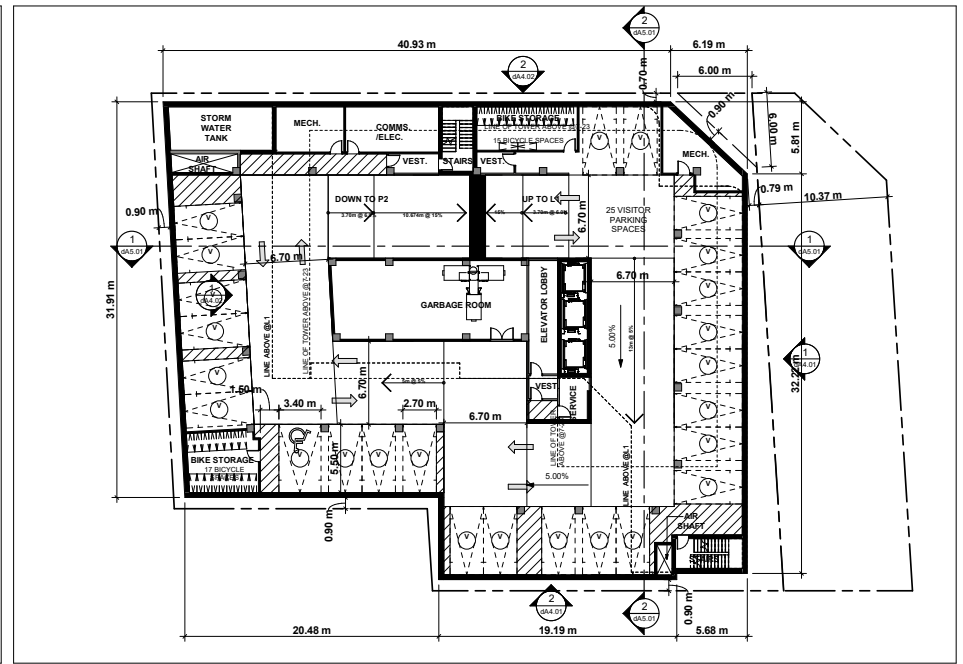
LEVEL P4 3  
1 : 200 dA2.01



LEVEL P2 2  
1 : 200 dA2.01



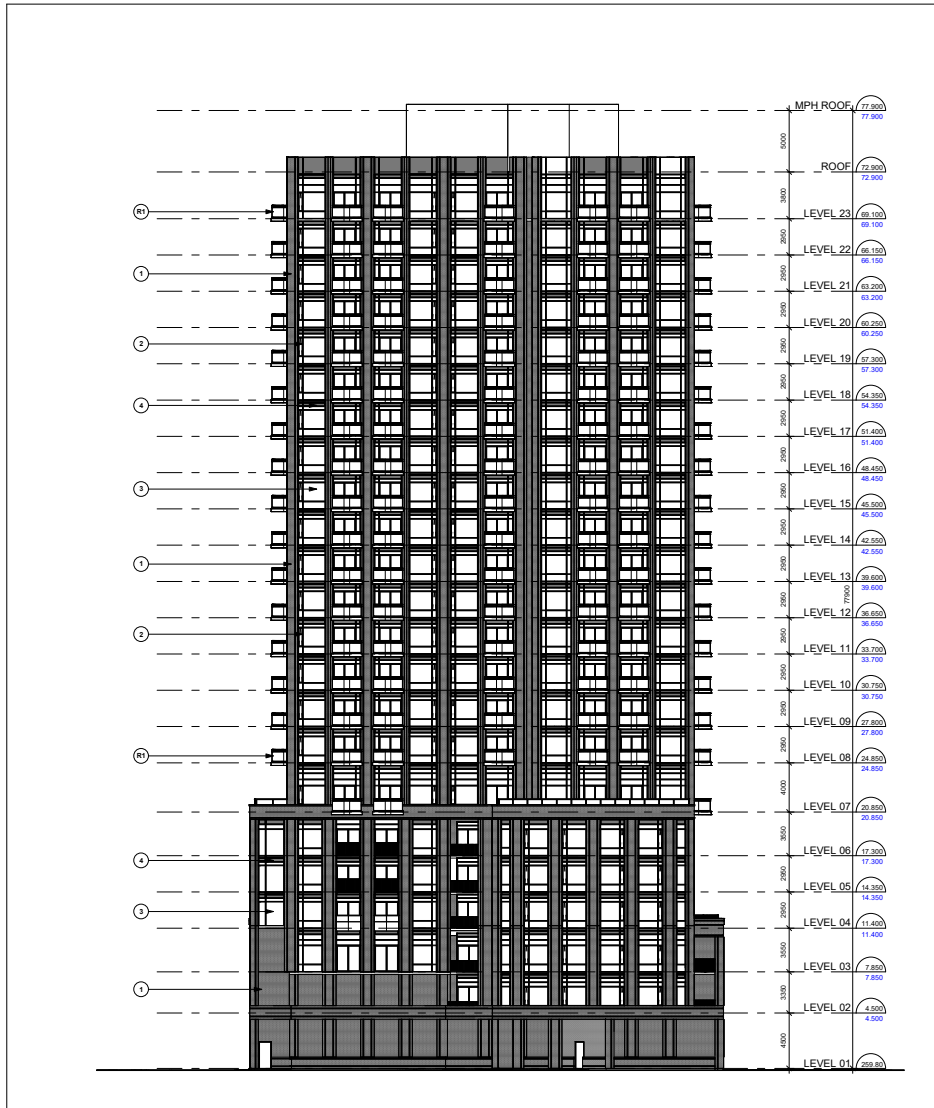
LEVEL P3 4  
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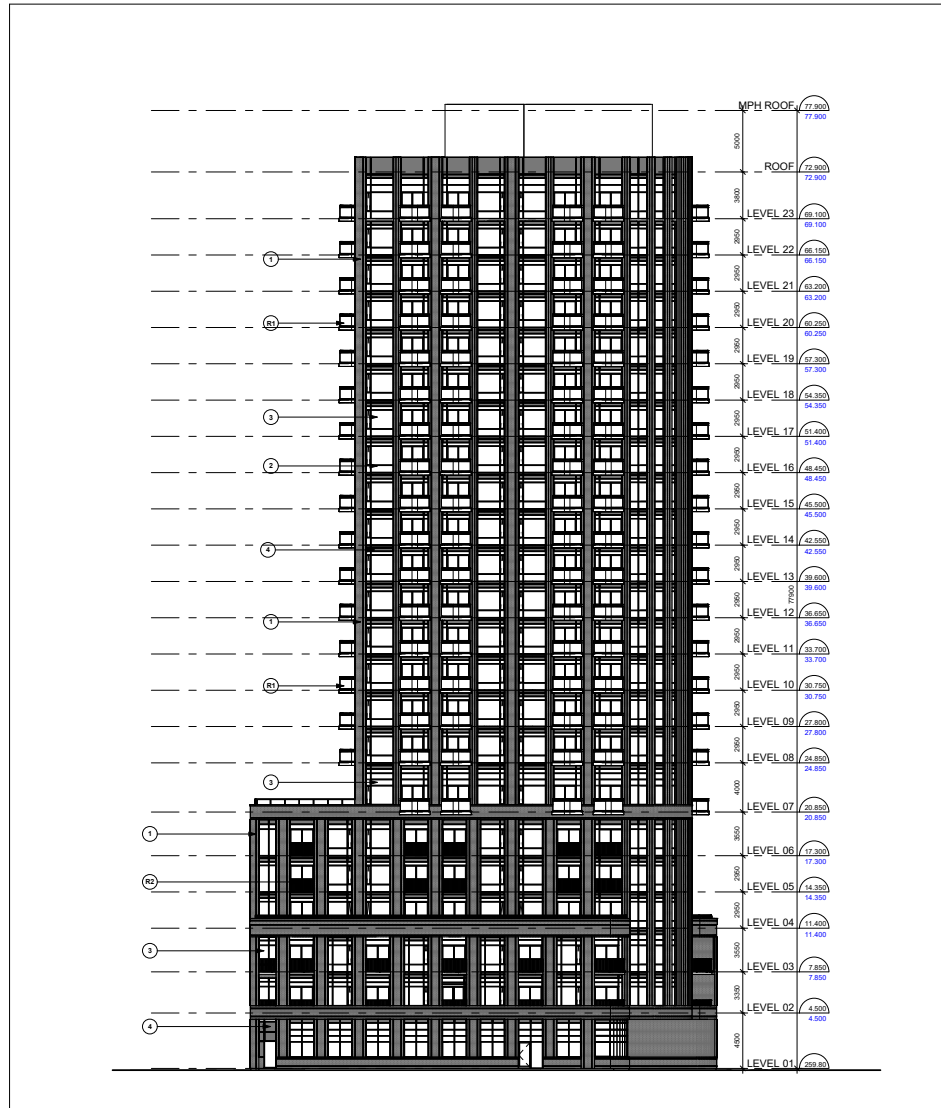
LEVEL P1 1  
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Figure 8: Floor Plans prepared by Kirkor Architects and Planners

EXTERIOR FINISH LEGEND	
22001 - 395 WELLINGTON ROAD	
1	BRICK CLADDING_BROWN
2	ALUMINUM FRAMED WINDOW_CHARCOAL
3	VISION GLASS
4	SPANDREL PANEL_DARK GREY
R1	GLASS RAILING_CHARCOAL METAL FRAME MEDIUM GREY SLAB COVER
R2	METAL RAILING_CHARCOAL



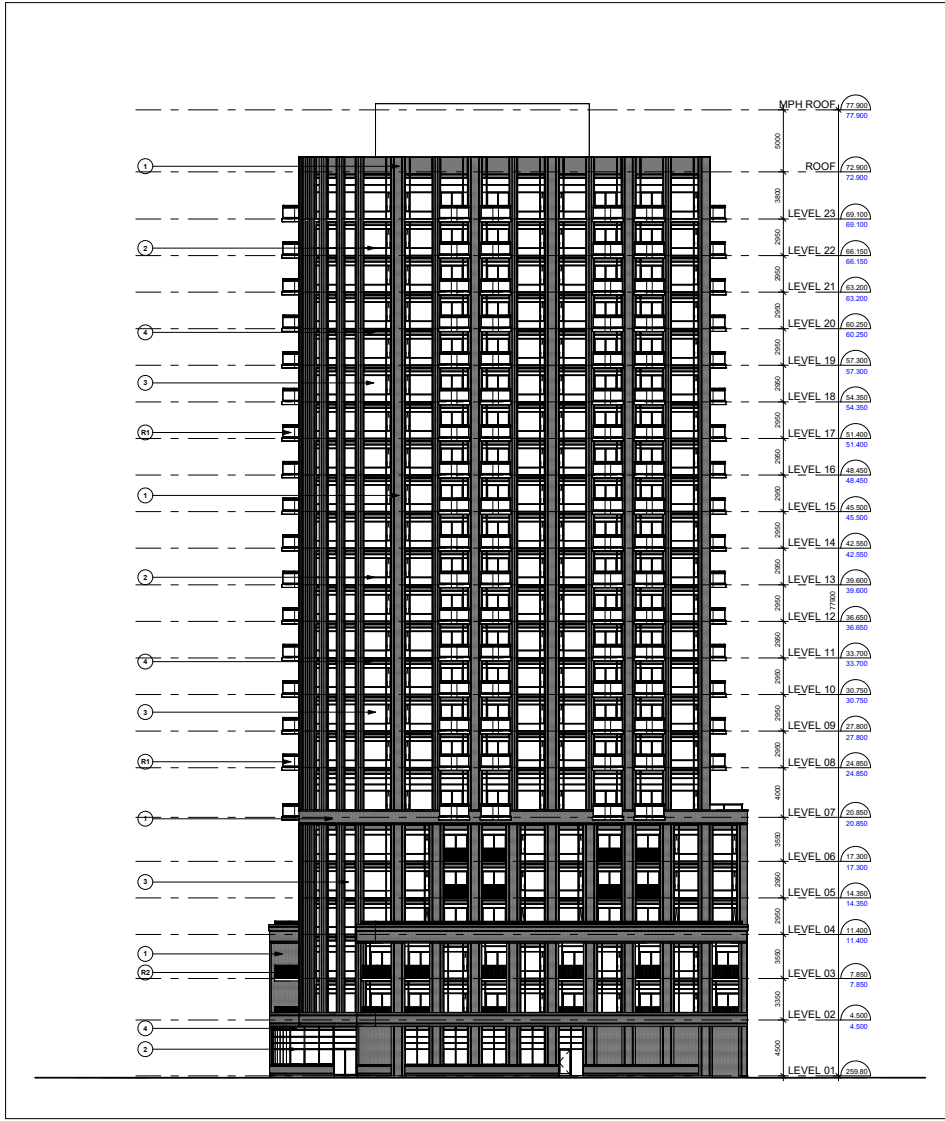
SOUTH ELEVATION 2  
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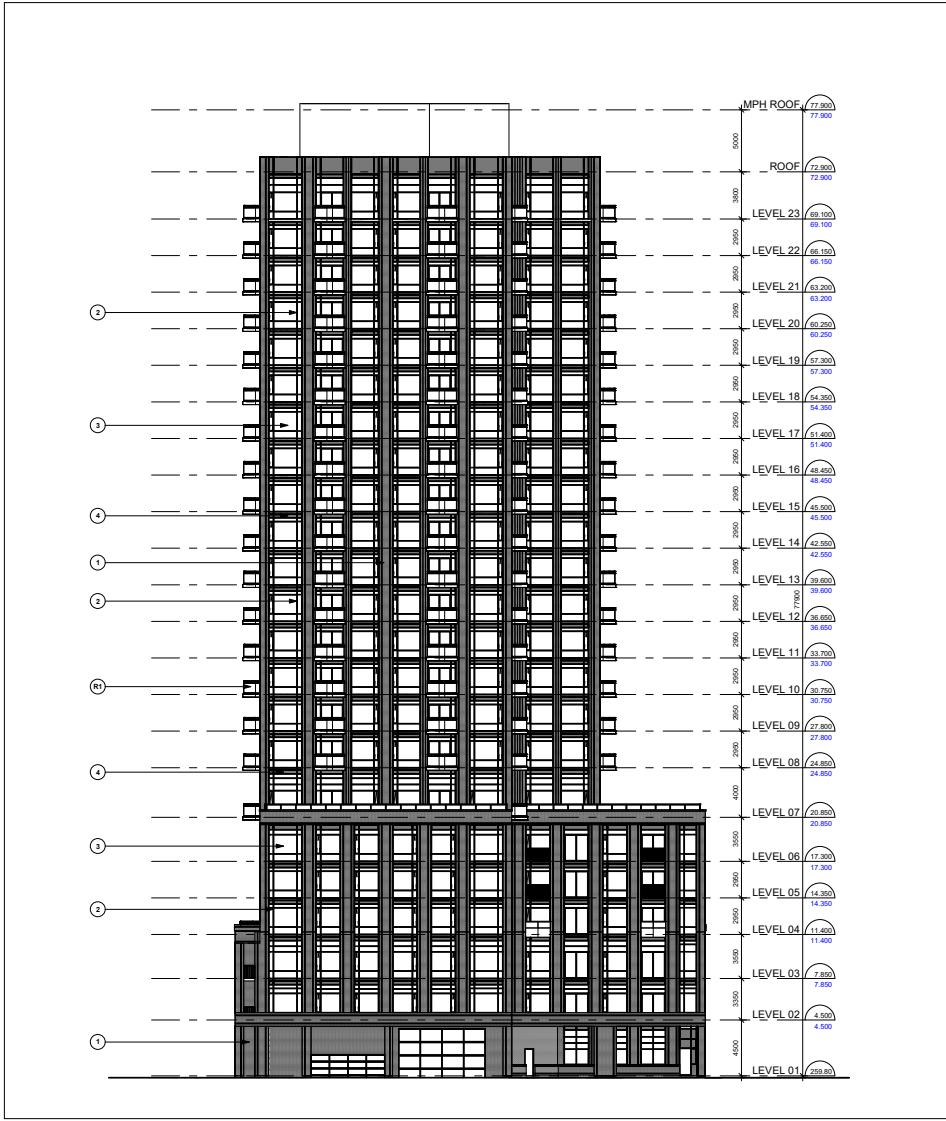
EAST ELEVATION 1  
1 : 200 dA4.01

Figure 9: Building Elevations prepared by Kirkor Architects and Planners

EXTERIOR FINISH LEGEND		
22001 - 395 WELLINGTON ROAD		
1	BRICK CLADDING - BROWN	R2 METAL RAILING - CHARCOAL
2	ALUMINUM FRAMED WINDOW - CHARCOAL	
3	VISION GLASS	
4	SPANDREL PANEL - DARK GREY	
R1	GLASS RAILING - CHARCOAL METAL FRAME MEDIUM GREY SLAB COVER	



NORTH ELEVATION 2  
1 : 200 dA4.02



WEST ELEVATION 1  
1 : 200 dA4.02

Figure 10: Building Elevations prepared by Kirkor Architects and Planners

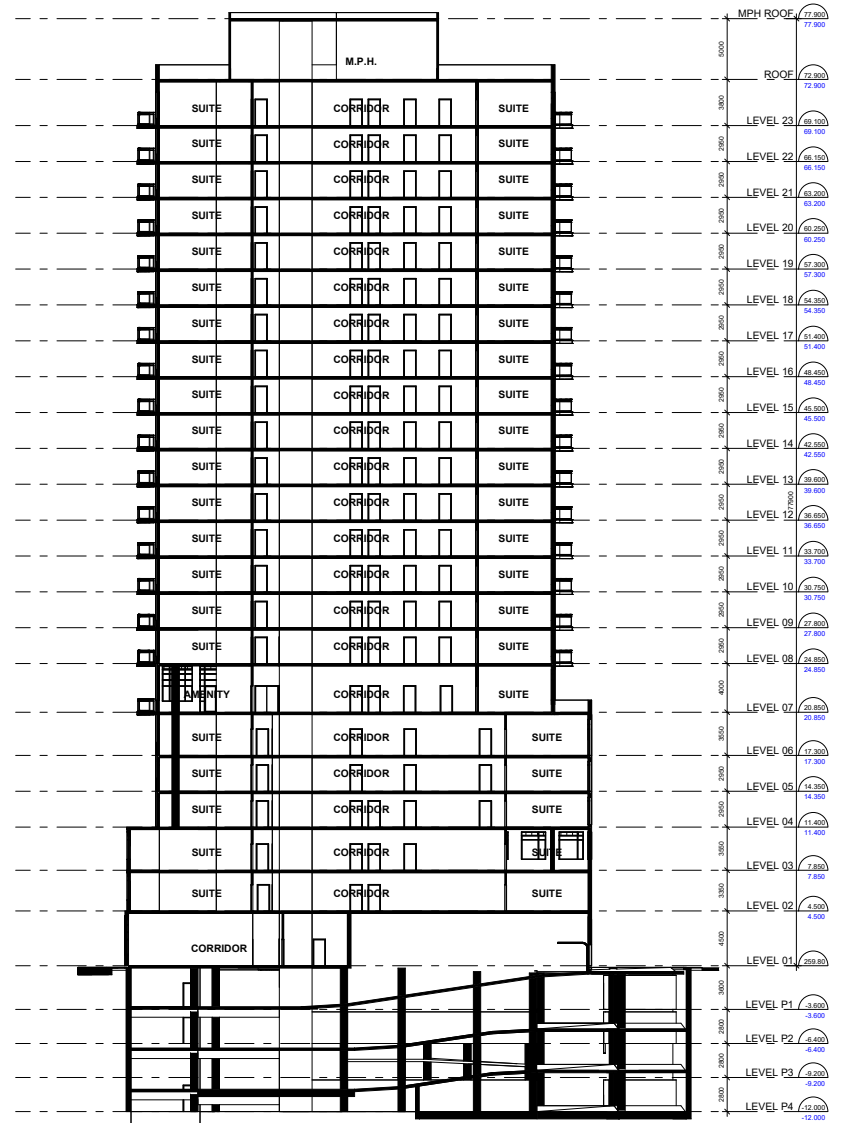
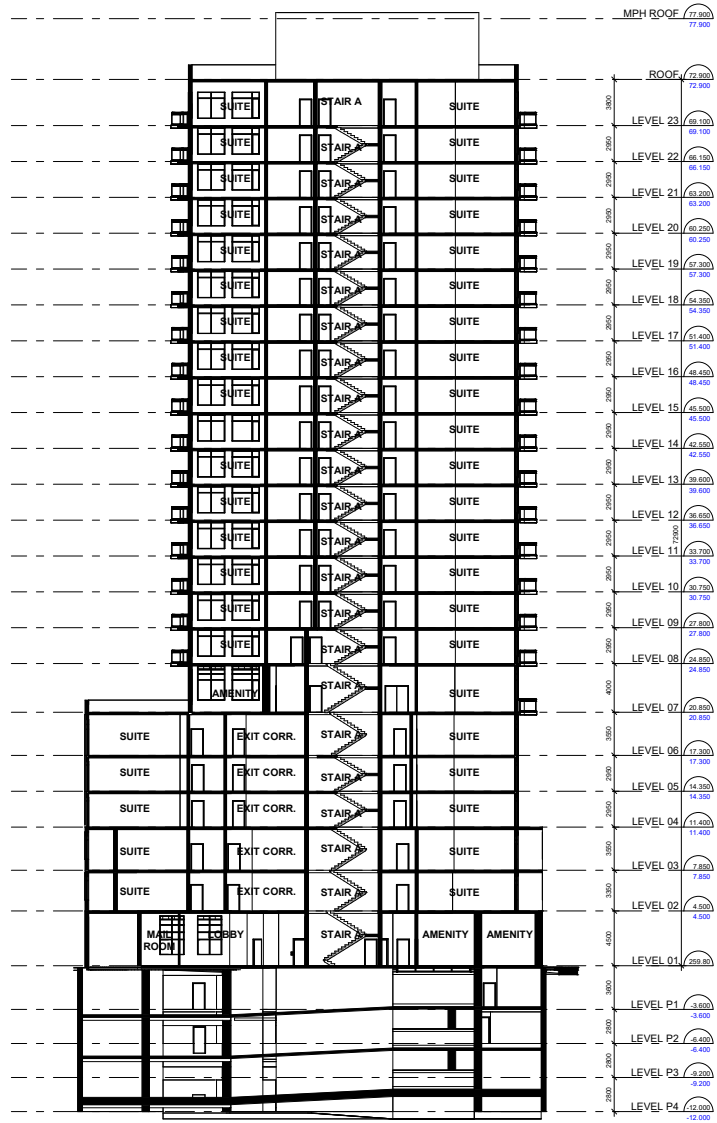


Figure 11: Building Sections prepared by Kirkor Architects and Planners

### 6.1.2 Public Realm

The proposed design prioritizes the interaction between the podium and the streetscapes along Base Line Road East and Wellington Road through various elements:

**Streetscape Continuity:** The proposed building is strategically positioned to frame the edges of the streetscape, featuring a 1-metre setback along Base Line Road East and 0.85 metres along Wellington Road (post road widening). The podium's height, scale, and rhythm contribute to the pedestrian character of the building zone. This effect is accentuated by employing a heritage palette of materials and incorporating substantial glazed windows. The introduction of proposed landscape plantings further enhances the aesthetic of the streetscape surrounding the Site, contributing to a softened urban environment.

**Pedestrian Circulation:** A forecourt will be situated at the main residential lobby entrance, offering direct access to the public sidewalk. This forecourt space is designed to serve as a spill-out area, featuring paved surfaces and landscape treatments along the edges. This thoughtful design not only enhances the practical use of the space but also contributes to the local identity and liveliness of the corner at Base Line Road East and Wellington Road.

**Wellington Road Street Edge:** Large canopied trees lining the boulevards between the roadway and the sidewalk play a crucial role in improving pedestrian comfort and mitigating conflicts between vehicles and pedestrians. The inclusion of smaller trees and shrubs strategically placed within the property boundary helps delineate public and private areas while maintaining visibility. This approach aligns with the principles of Crime Prevention Through Environmental Design (CPTED), ensuring a safe and secure urban environment.

### 6.1.3 Landscape and Amenity Areas

Landscape elements have been strategically integrated within the Site to enhance the pedestrian experience and elevate the visual

appeal at ground level. These elements serve multiple purposes, including delineating a clear and easily navigable pathway to the primary residential entrance, softening the edges along the property boundaries, and enhancing the interface between public and private realms along each street frontage.

The proposal incorporates a 1-metre landscaping feature along Base Line Road East and 0.85 to 2.88 metres along Wellington Road (post-road widening). Additionally, a 1.5-metre landscaping buffer is introduced along the abutting property lines. These landscape features not only contribute to the aesthetic quality of the surroundings but also provide an additional buffer between the proposed development and any existing or potential future developments.

### Private Amenity Areas

In terms of amenity areas, a total of 568 square metres of amenity space is proposed, which comprises 408 square metres of indoor amenity space and 160 square metres of outdoor amenity space. The proposed building also incorporates a series of private balconies and terraces, which will provide additional private outdoor amenity space for the individual units. The proposed indoor amenity spaces are located on two levels: (1) within the ground floor fronting both Base Line Road East and Wellington Road; and (2) within Level 7 with direct access to the outdoor amenity space. The ground floor amenity space has an approximate area of 241 square metres of space and will be visible from both Base Line Road East and Wellington Road to animate the public realm.

As mentioned, the second indoor amenity space is located on Level 7 and is approximately 167 square metres in size. This indoor amenity space will open out onto a 160 square metres outdoor amenity terrace located on the south side of the tower. The proposed outdoor amenity area is to be designed to accommodate a variety of passive and recreational uses including lounge seating and group seating arrangements with fire feature, small canopy deciduous tree planting in square planters, barbecues, and a shaded structure.

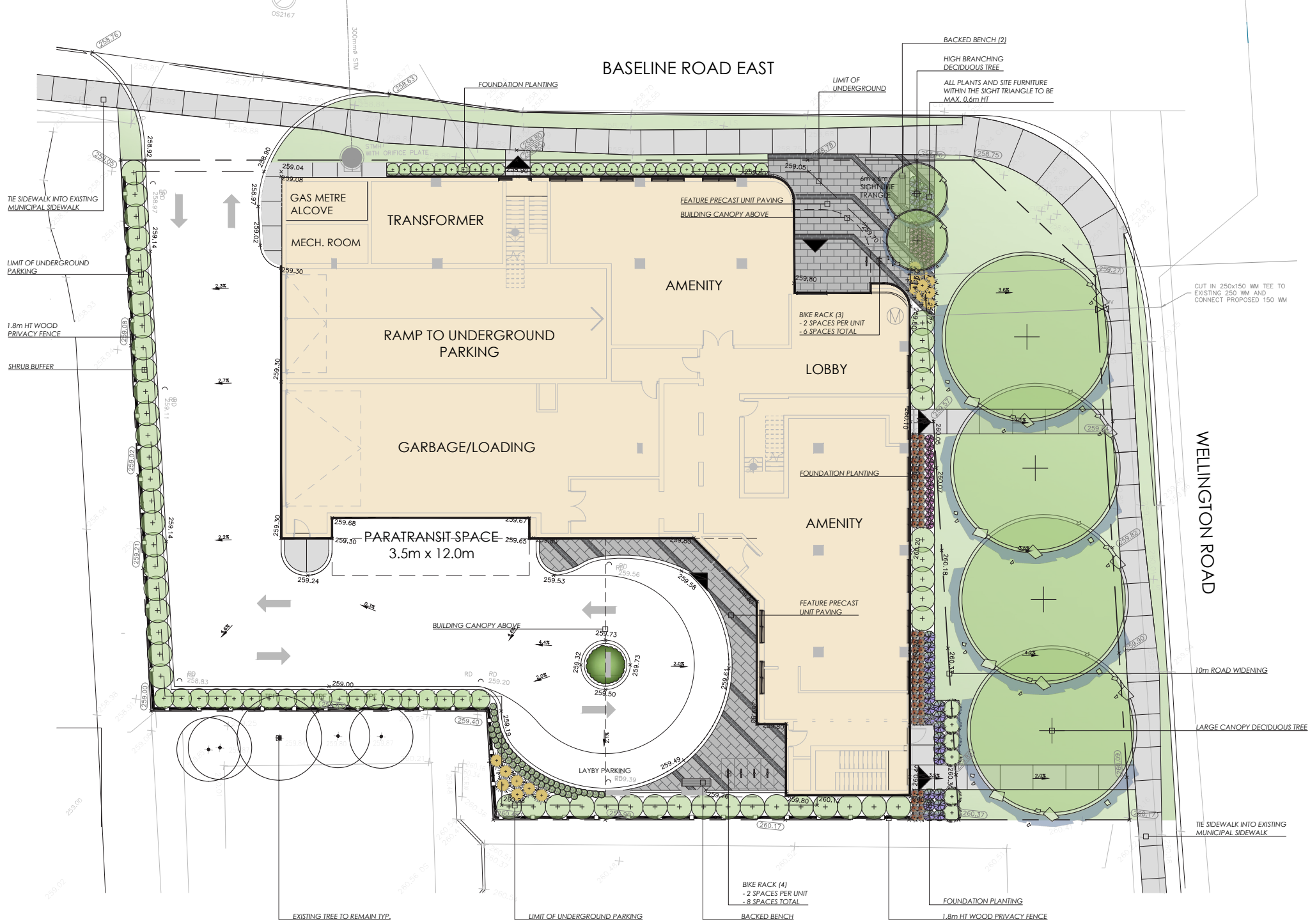


Figure 12: Landscape Concept Plan prepared by Adesso Design Inc.

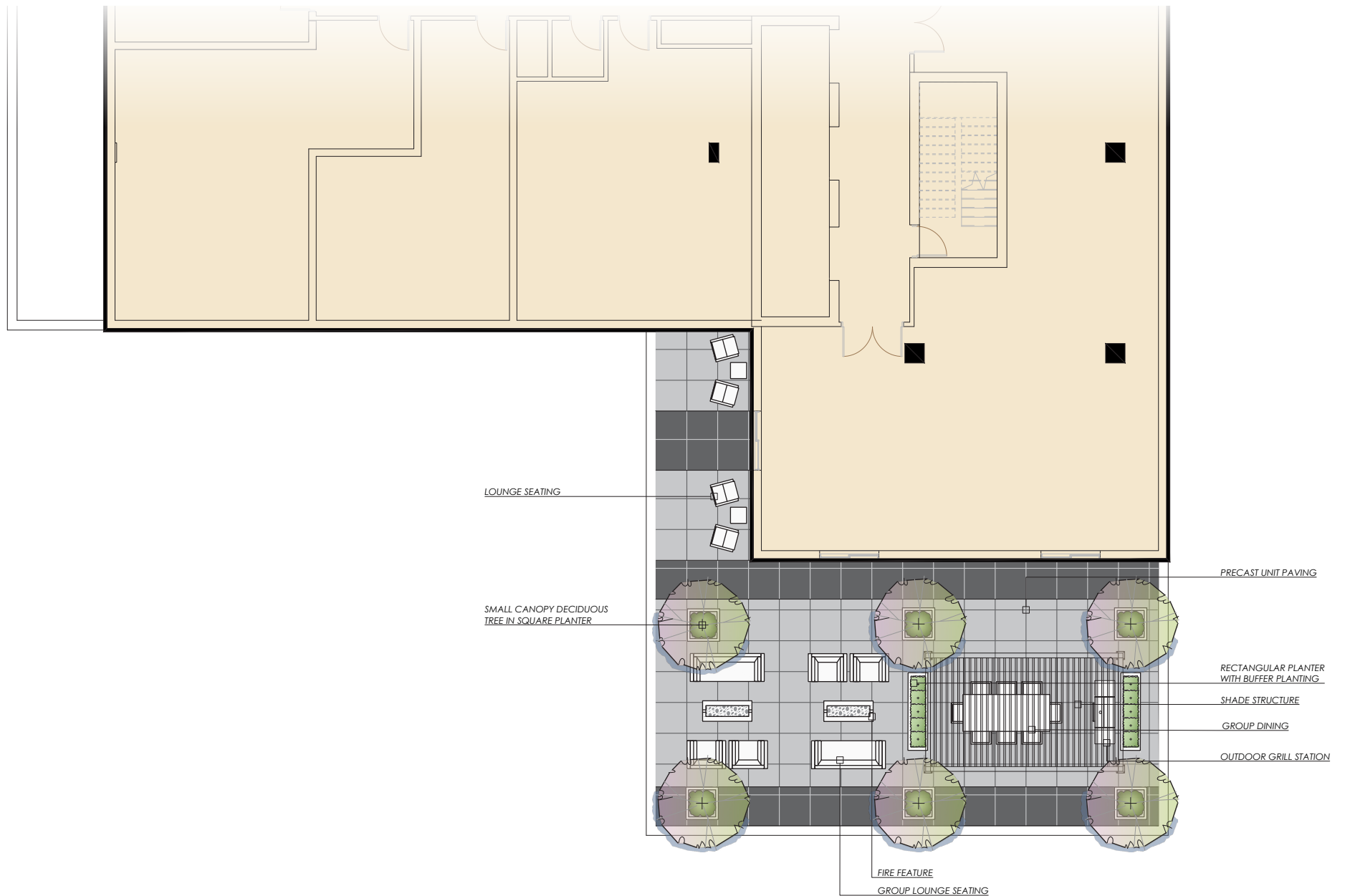


Figure 13: Rooftop Concept Plan prepared by Adesso Design Inc.



## 6.2 Building Design

The proposed design employs defined base, middle, and top portions to compose the building.

**Base:** the podium height of 3 to 6 storeys has been set to align with the heights of adjacent residential building to provide a smoother transition with the context. Architectural approach including a heritage-sensitive palette of materials, rhythm of bays, and cornice line that reinforces the horizontal, together with the tower setbacks reinforce the prominence of the podium in respect to the pedestrian realm at the street.

**Middle:** the middle 7th through 23rd storeys employs a L-shaped towerform, positioned towards the Base Line Road East and Wellington Road intersection, to reinforce the corner. Complementary materiality and articulation continues from the podium and strives to break up the visual mass of the middle portion.

**Top:** the top consists of a mechanical penthouse stepped back from all sides to minimize views from the public domain. The roofline is meant to express a contemporary contribution to the skyline with variations in the form and setbacks together with the use of white/ lighter materials.

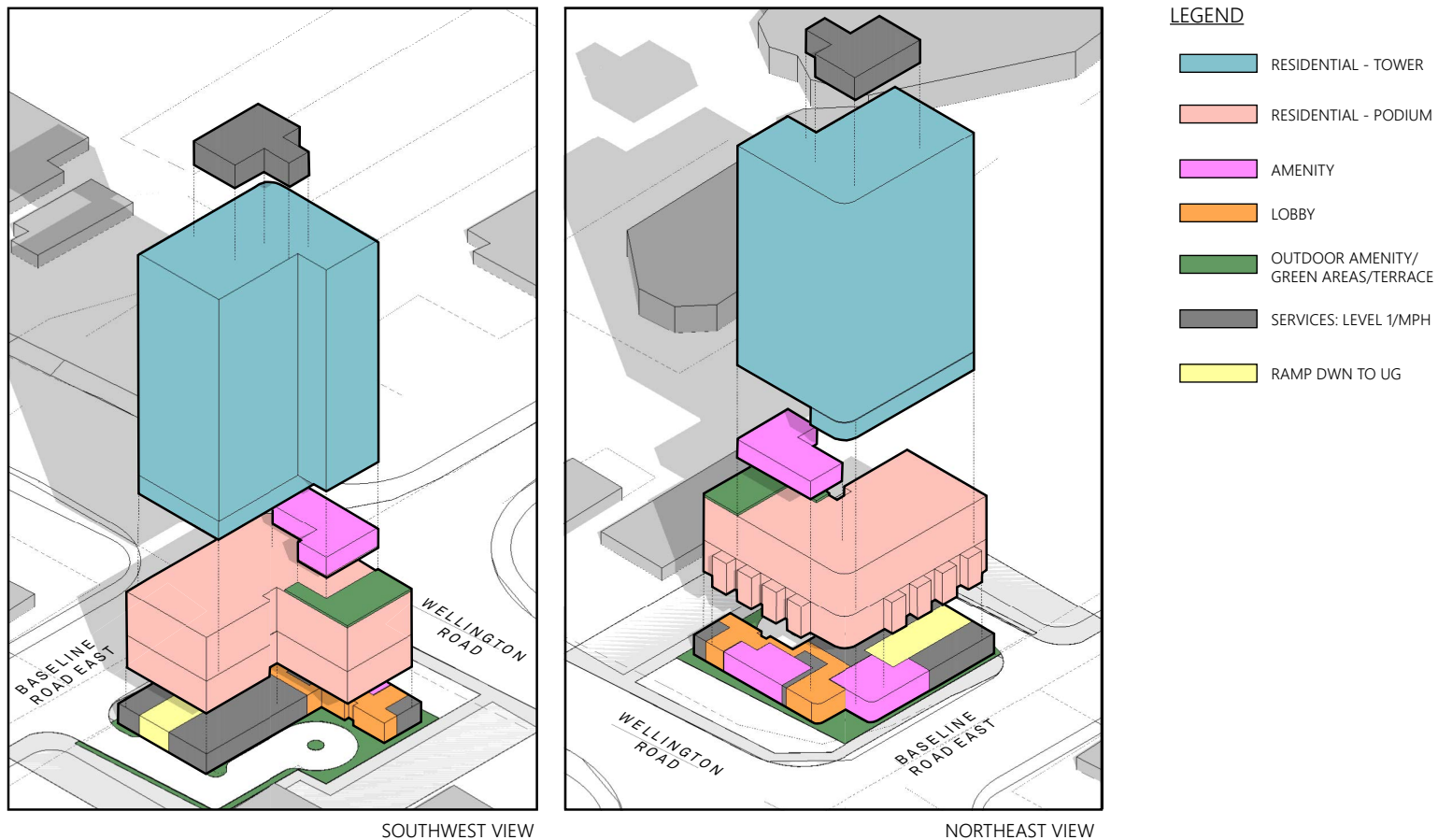


Figure 14: Illustrative diagram of different uses within the Proposed Development

### 6.2.1 Building Setbacks and Orientation

The design of the Proposed Development takes into consideration the surrounding context, aiming to appropriately frame Base Line Road East and Wellington Road, aligning with the scale of adjacent street right-of-way widths, and creating a comfortable pedestrian environment. The building strategically sets back from each street, allowing space for pedestrian amenities and landscape features in both private and public realms.

The 3- to 6-storey podium is set back 1 metre from the Base Line Road East property line and 0.85 to 2.88 metres from Wellington Road (post road-widening). Beyond Level 3, the podium further steps back 2 metres and 2.5 along the street-facing frontages, contributing to a smoother transition to the streetscapes. Notably, the podium maintains a minimum setback of 8.48 metres from the west lot line, adjacent to the 9-storey senior residence building, and approximately 1.5 to 10.5 metres from the southern property line, bordering the parking lot of the small commercial plaza.

From Levels 7-23, the tower element will have a floorplate of approximately 747 square metres. The tower element will be L-shaped, with an east-west dimension of approximately 33 metres, and a north-south dimension of approximately 27 metres. The tower is set back above the podium 3 metres from the west side of the podium and 10 metres from the south side of the podium. The tower is strategically positioned towards the Base Line Road East and Wellington Road intersection, to reinforce the corner as well as to provide relief to abutting properties to the west and south. To the west, the proposed tower maintains a separation distance of 12.83 metres from the western property line to the tower's edge and to the south 10 metres from the southern property line to the tower's edge.

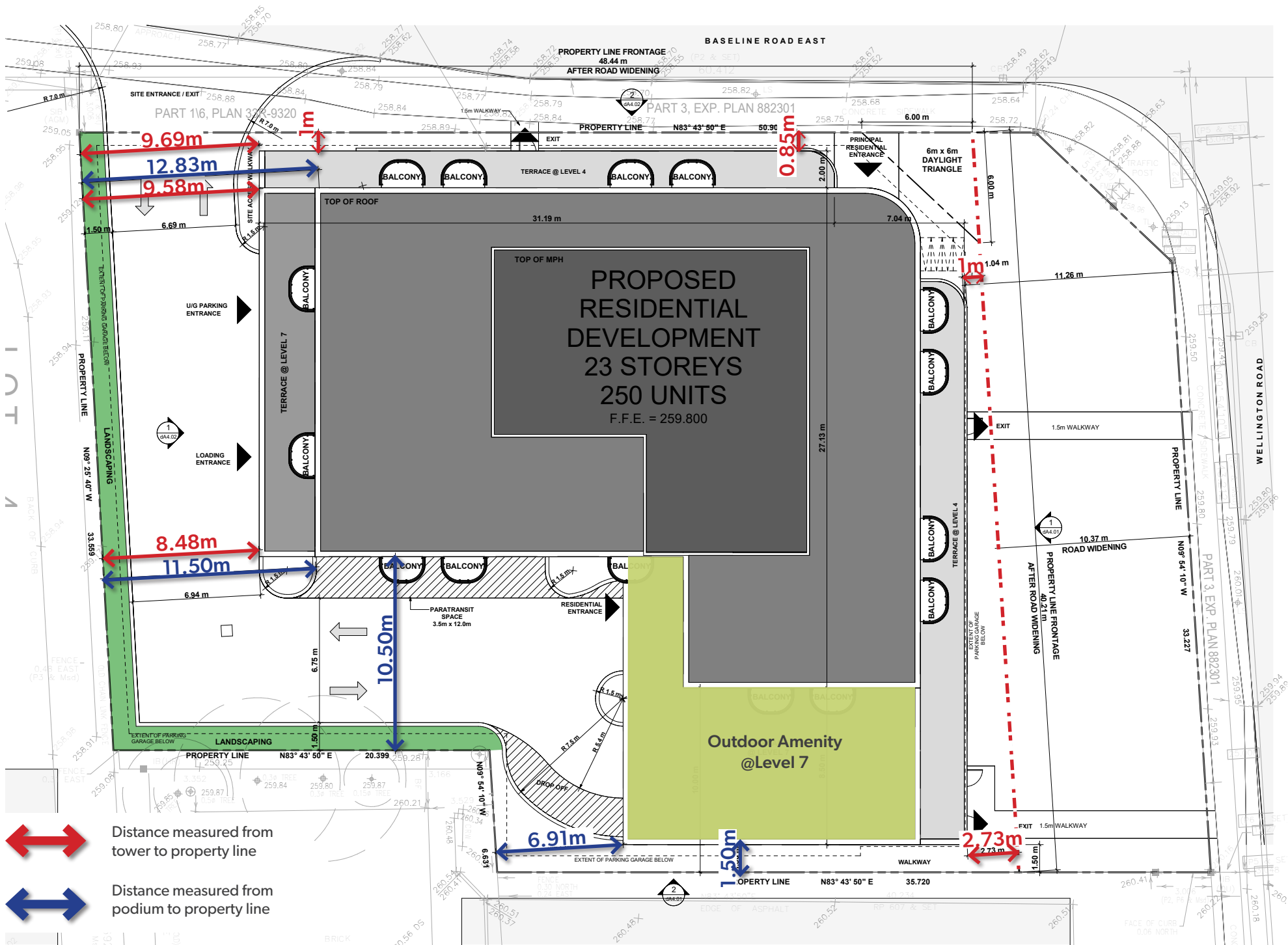


Figure 15: Tower/base plan showing separation distances

## 6.2.2 Building Podium Design

The building base is strategically positioned to create a prominent presence along Base Line Road East and Wellington Road, contributing to a strong urban edge. The base is designed to be in close proximity to the property lines facing these streets, with a setback of 1 metre from Base Line Road East and 0.85 to 2.88 metres from Wellington Road. The building base generally continuously lines both street edges, although with small recessions in certain areas or openings associated with the driveway from Base Line Road East. The building base has a frontage of 35.85 metres along Base Line Road East and 35.63 metres along Wellington Road.

The building's podium is conceived as two distinct volumes, transitioning from a 6-storey podium to a 3-storey base element. This design not only frames Base Line Road East and Wellington Road but also aligns with adjacent right-of-way widths, minimizing impacts on adjacent properties. The podium incorporates strategic design elements, such as inset balconies, floor-to-ceiling windows, and rounded corners broken up into smaller elements, creating a distinctive corner at Base Line Road East and Wellington Road.

The proposed taller floor-to-floor height of the building (4.5 metres) enhances flexibility of use. This taller ground floor accommodates the proposed amenity and lobby space, fostering active uses along both Base Line Road East and Wellington Road. The ground floor elevations predominantly feature transparent glass,

facilitating interaction and surveillance between interior spaces and exterior public realm areas. The principal residential entrance is prominently positioned at the northeast corner, surrounding the Base Line Road East and Wellington Road intersection. Recessed at the corner, the main entrance extends above the ground floor to provide overhead weather protection. The entrance area will be distinctly paved, and the proposed public realm landscape design nearby includes high branching deciduous trees with two bench seating. Additionally, three bike racks, accommodating a total of 6 bike parking spaces, are located by the entrance for short-term parking. A secondary residential entrance is situated on the southwest side of the building, accessible from the internal driveway through the drop-off area.

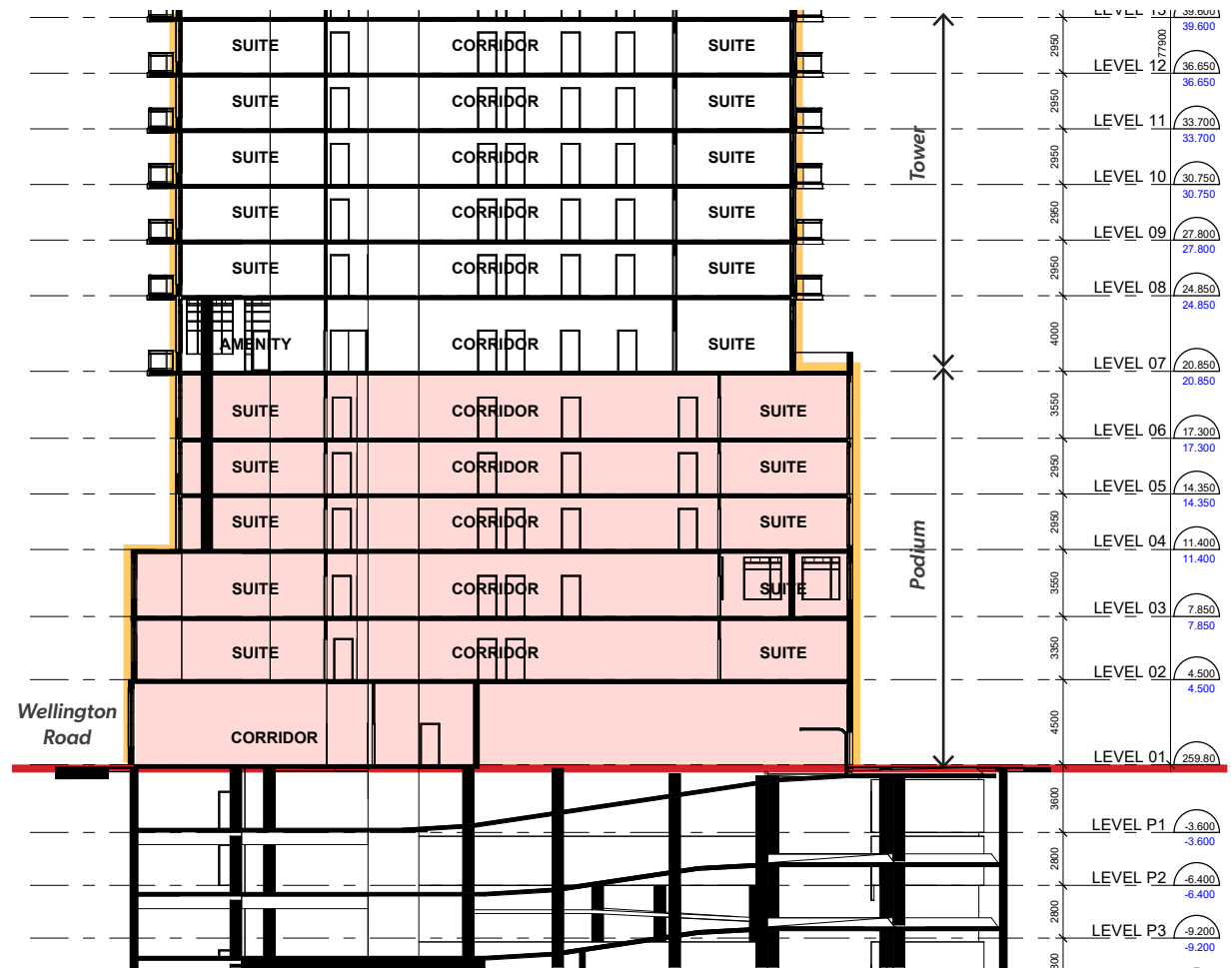
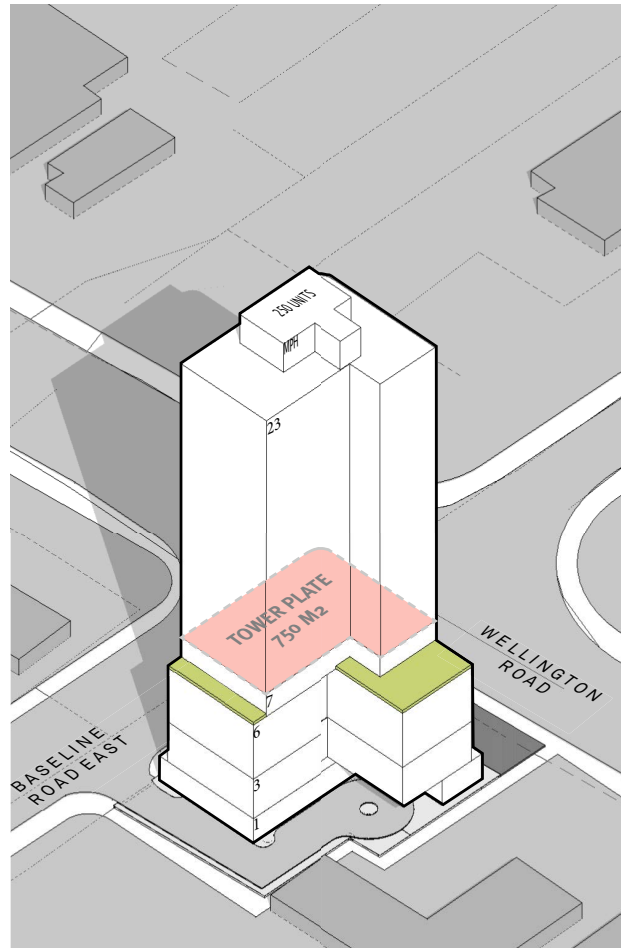


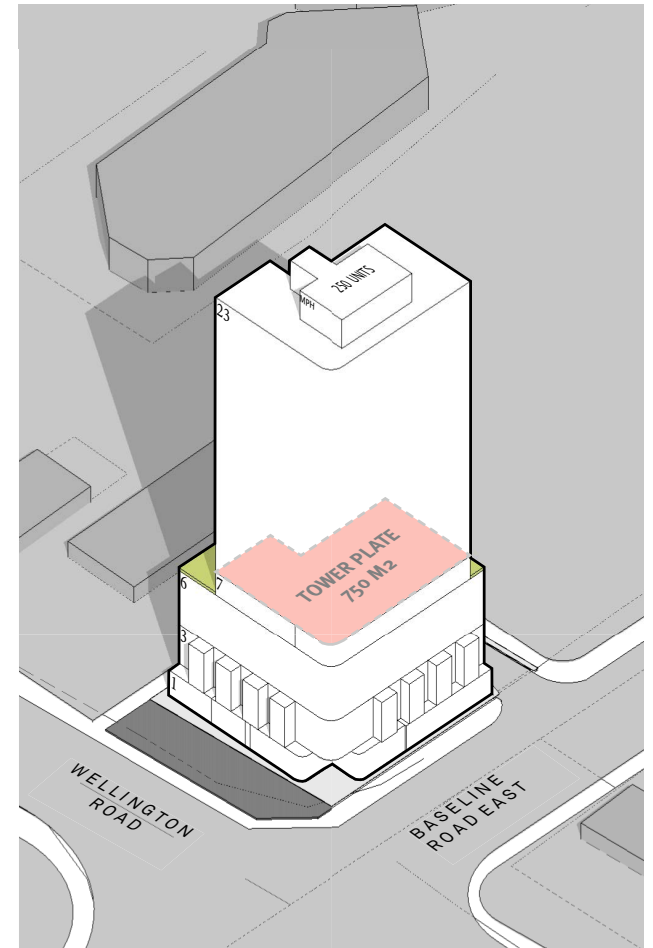
Figure 16: Cross section diagram showing the podium design

### 6.2.3 Building Tower Design

The tower's L-shaped floorplate rises 17 storeys (72.9 metres excluding mechanical penthouse) sitting atop the 6-storey podium. The tower floor plate is approximately 747 square metres (from 7th to 23rd storey). The tower provides for appropriate step backs above the podium to maintain a pedestrian scale podium and provide for a visually appealing tower design. The tower is setback 2.85 metres from Base Line Road East and 3.5 metres from Wellington Road, and steps back 3 metres from the west side of the podium and 10 metres from the south side of the podium. The tower contains all residential units with a mix of 1-bedroom, 2-bedroom and 3-bedroom units. The top of the tower is a fully enclosed mechanical penthouse, positioned centrally atop the 27th storey, and is further stepped back from all sides.



SOUTHWEST VIEW



NORTHEAST VIEW

**Figure 17: Illustrative diagram showing the tower floorplate**

## 6.2.4 Building Articulation and Materials

The proposed building design draws inspiration from the iconic Flatiron Building, infusing elements of its distinctive architecture into the contemporary vision for the new structure. One key aspect inspired by the Flatiron Building is the emphasis on a prominent corner and rounded edges to soften the look and contribute to the building's identity and overall aesthetic. The podium design has been carefully crafted to complement and harmonize with the adjacent heritage 'Listed' property at 741-779 Baseline Road East, notably the London Health Sciences Centre Victoria Hospital. Employing a contemporary interpretation of heritage materiality, the proposed materials reflect modern, sustainable choices—brown brick cladding, charcoal-coloured aluminium-framed windows, dark grey spandrels, and railings. The architectural approach includes a rhythm of bays and a cornice line that reinforces the horizontal, with tower stepbacks emphasizing the podium's prominence within the pedestrian realm along the street. To align with an acceptable height range and foster visual cohesion with adjacent residential buildings, the podium incorporates two distinct volumes at 3 and 6 storeys, ensuring seamless integration with the surroundings. The tower's materiality and articulation continue from the podium, maintaining rounded edges, and balconies are grouped together at regular intervals and designed in a round shape to continue curved pattern through the built form design. It should be noted the final building materials and colours of the proposed building, and the landscape details will be determined through the Site Plan process.

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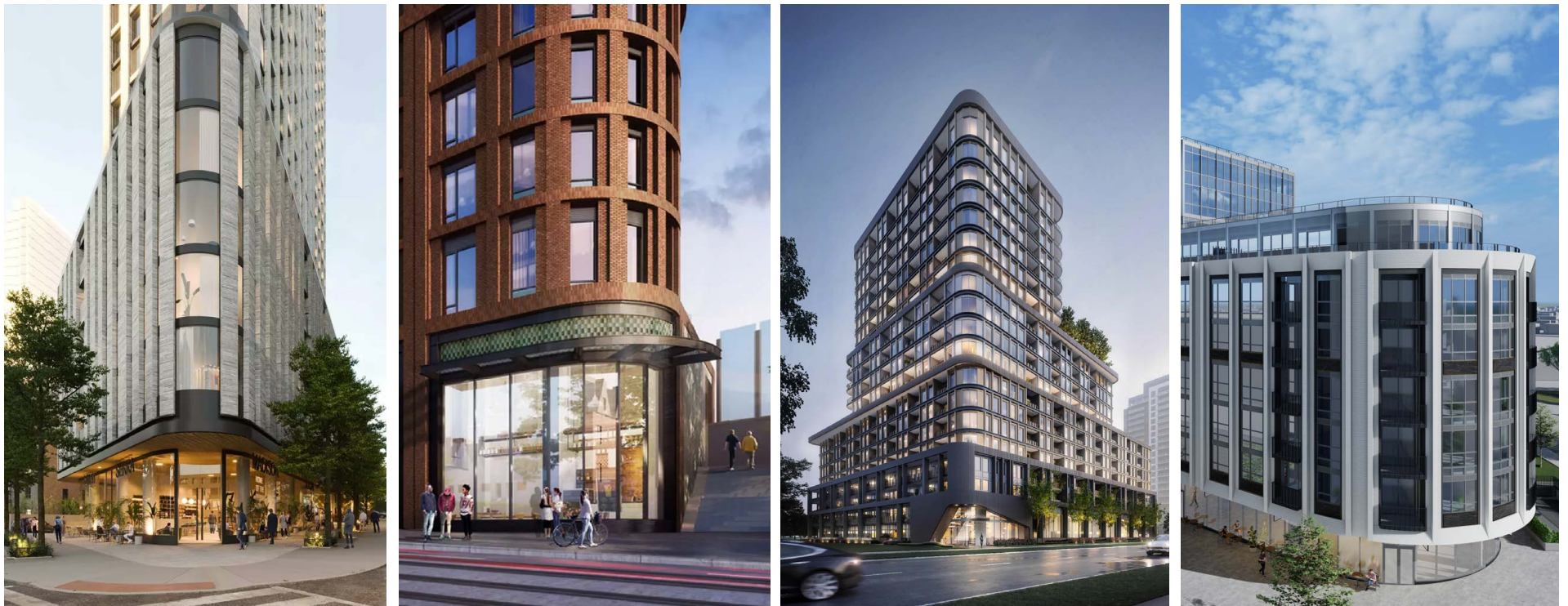


Figure 18: Precedent Images

### 6.2.5 Transition to Adjacent Uses

The proposed tower takes into account the existing and planned context of the area, particularly its location adjacent to a Rapid Transit Corridor with higher order transit stops. The design of the proposed tower acknowledges and responds to this context by offering a visually distinct and taller structure compared to the adjacent existing towers. The nearby 9-storey senior residence building on the west side of Site and the proposed 16-storey residential building on the northeast side along Wellington Road provide a point of reference for the proposed tower's height. By being visibly distinct and taller, the proposed tower creates a recognizable architectural feature in the area. It is important to note that the proposed tower's taller height does not hinder abutting properties in the immediate area, as there is adequate separation of 12.83 metres the western property line to the tower's edge (abutting the senior residence building) and 10 metres from the southern property line to the tower's edge (abutting the commercial property which is considered as non-sensitive use).

The careful consideration of the existing and planned context, along with the distinctive design and appropriate separation, allows the proposed tower to contribute positively to the overall urban fabric. It adds to the visual diversity and architectural character of the area while aligning with the City's vision for intensification, compactness, density, and transit-supportive development.

## 6.3 Access, Circulation, Parking and Services

### 6.3.1 Vehicular Access and Circulation

The Proposed Development will be accessed through a single site driveway from Base Line Road East, connecting to the below-grade parking garage. Consolidating access points aims to create a more seamless streetscape and reduce potential conflicts between vehicles and pedestrians. Additionally, a driveway courtyard is proposed along the internal driveway to facilitate pick-up and drop-off activities.

### 6.3.2 Pedestrian Access and Circulation

Pedestrians will access the building through the principal residential lobby located near the intersection of Base Line Road East and Wellington Road. A secondary residential entrance is situated on the southwest side of the building, accessible from the internal driveway through the drop-off area. Outdoor bicycle racks for short-term parking are conveniently placed near the principal residential entrance, while long-term bicycle parking is available in secure storage rooms within the four levels of the underground parking garage. Access to the bicycle storage rooms is facilitated through elevators and stairwells.

### 6.3.3 Parking, Loading and Servicing Areas

The Proposed Development will provide a total of 118 parking spaces, all located within four levels of underground parking garage. These parking spaces will consist of 93 parking spaces dedicated to residents and 25 parking spaces dedicated to residential visitors. A single loading space is proposed for the development, strategically enclosed within the building mass. This loading space, located adjacent to the internal servicing and waste areas, will remain hidden from view on the streets.

All “Back of house” activities including loading, garbage room, move-in room, mail room and drop-off area are located along the west side of the building, oriented away from the streets – creating a safer, more

comfortable, and attractive public realm and pedestrian environment on both adjacent street frontages. Move-in functions and waste removal will occur at scheduled times in the designated loading area in a controlled manner to allow smooth in and out access of the vehicular movements. Emergency service vehicles are accommodated through the internal driveway.





## 6.4 Heritage Considerations

In December 2023, a Heritage Impact Assessment was conducted by TMHC Inc. to assess the impacts of the Proposed Development. The site plan application triggered a Heritage Impact Assessment (HIA) due to the property's proximity to the London Health Sciences Centre at 741-779 Base Line Road East. The HIA aims to assess potential impacts on the cultural heritage value of the adjacent listed property. The assessment indicates no known direct or indirect impacts from the proposed development, and thus, no mitigation measures are required.

## 6.5 Sustainable Design

At the broader city context scale, the Site offers sustainability advantages owing to its strategic location within the Rapid Transit Corridor and the surrounding urban neighbourhoods that contain workplaces, community and institutional facilities, as well as shops and restaurants. These destinations are easily accessible by walking, cycling, or transit, thereby reducing the dependence on automobile trips. The proposed redevelopment of this underutilized site is well-connected to the existing community, servicing infrastructure, and transit and road networks. The building will feature a range of living options, including 1-bedroom to 3-bedroom suites, aligning with intensification and redevelopment objectives for a highly transit-supported location.

At the site design scale, the proposed design incorporates several sustainability contributions. The compact development efficiently utilizes existing infrastructure, amenities, and facilities in the area. Parking is consolidated within a parking garage to reduce heat island impacts. Proposed Transportation Demand Management (TDM) efforts, such as short-term and long-term bicycle parking and car parking requirements, aim to decrease reliance on driving. The public realm design supports the urban tree canopy, and permeable paving assists in stormwater management.

Although detailed plans for the building exterior and interior are not currently available, conceptual plans suggest several sustainability benefits in the preliminary exterior design. These include an efficient window-to-wall ratio throughout the tower and the incorporation of internal garbage areas for waste collection and sorting. Innovative waste management systems will encourage residents to collect and recycle waste. Sustainable construction and building operation considerations, including energy-efficient building envelopes, cladding materials, window design and controls, and roof design, will be explored during more detailed design phases.

## 6.6 Microclimate Analysis

### 6.6.1 Shadow Impact Analysis

A Shadow Analysis was prepared by Kirkor Architects, dated January 2024, assessing the shadow impacts from the built form on its surroundings. Shadow impact graphics are provided in Appendix A for June 21, September 21 and December 21 at 1-hour intervals between sunrise and sunset, as well as noon. The Shadow Study incorporates existing buildings and property lines within the immediate context of the Site. Accordingly, the Shadow Study distinguishes between those shadows that are existing and proposed. Analysis of these shadow impact graphics demonstrates the impacts are acceptable and provide sufficient sun exposure to affected properties. This is recognizing limited use of outdoor space in December; higher use periods of June and September have significant continuous periods of no impact from the proposed building. Mitigation measures of step backs and location of the Proposed Development on the Site have been implemented to reduce impact along public streets and abutting properties.

In June, shadows are shortest, affecting the opposite side of Base Line Road East sidewalk from 10 am onwards and a commercial property on the north side of Base Line Road East. As shadows move east, there is minimal to no impact on the commercial property north of Base Line Road East and continue across Wellington Road and the parking garage of the hospital property to the west after 5 pm.

In September, shadow impacts are observed in the morning hours on the senior residence building. However, it should be noted that there are existing shadows cast by the senior residence building. The shadows then move across the north and west sides of the Site, affecting the commercial property to the north and parking areas of the hospital to the west. The affected lands to the north (commercial property) and west (parking areas of the hospital) are non-sensitive uses, alleviating concerns.

Building Impacts On	Opposite side of Base Line Road East sidewalk (north)	Opposite side of Wellington Road sidewalk (east)	Commercial Plaza (south)	Senior Residence Building (west)
June 21	No impacts till 9 am; partially shaded for the remainder of the day	No impacts till 3pm (6+hours)	No impacts (6+hours)	No impact from 12 noon onwards
September 21	Partially shaded throughout the day	No impacts till 3pm (6+hours)	No impacts (6+hours)	No impacts from 11 am onwards (6+ hours)
December 21	Fully shaded throughout the day	No impact (6 hours)	No impacts (6+hours)	No impacts (6+hours)

*Table 1: Table showing shadow impacts on abutting properties*

## 6.6.2 Pedestrian Wind Impact Study

In September 2023, Rowan Williams Davies & Irwin Inc. (RWDI) conducted a Pedestrian Wind Assessment using long-term meteorological data, WindEstimator software, wind-tunnel studies, engineering judgment, and RWDI criteria for pedestrian wind comfort and safety. Key findings include:

### At Grade Level Areas:

- Existing wind conditions are expected to be suitable for pedestrian use throughout the year.
- Conditions on sidewalks and walkways around the proposed building are generally expected to be suitable for pedestrian use throughout the year, with concerns about elevated wind speeds around the northwest and southeast corners.
- Suitable wind conditions are expected at the residential entrances and the drop-off area throughout the year, owing to their location and level of overhead shelter.

### Common Outdoor Amenity Area (Level 7):

- The outdoor amenity at Level 7 is predicted to be windier than desired for passive use during the year. Wind control features are recommended to be localized at above-grade outdoor amenity areas to provide shelter to patrons from undesirable wind flows. The report recommends specific mitigation strategies such as using a tall parapet at a height of at least 2 metres along the perimeter of the amenity area, placing landscape elements, canopies/trellies and screens to enhance comfort levels on particular terraces. These proposed wind safety measures are anticipated to support future Site Plan Control application processes.

## 7. CONCLUSION

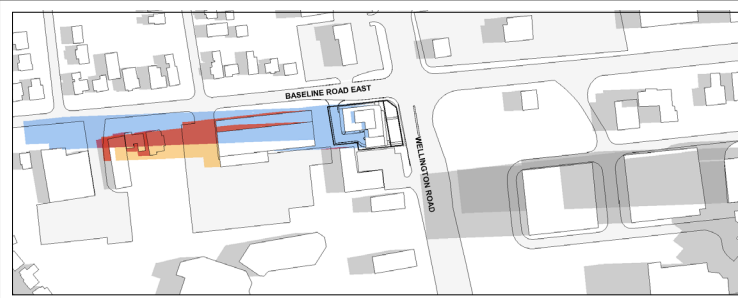
LJM Developments is proposing a 23-storey residential development, containing at-grade indoor amenity areas, common rooftop terrace and residential apartments above, on its property at 359 Wellington Road. An Official Plan Amendment and Zoning By-law Amendment are required to facilitate the development. From an urban design perspective, the design of the Proposed Development is appropriate for the following reasons:

- Facilitating intensification within the Rapid Transit Corridor, enhancing vibrancy at the Base Line Road East and Wellington Road corner;
- Coordinating with surrounding and planned streetscape improvements to establish a complete, pedestrian-friendly, and vibrant intersection;
- Seamlessly integrating into the South London neighbourhood, featuring a 3-storey base podium that reflects surrounding buildings, utilizing materials complementing the area's rich heritage characteristics;
- Extending heritage-influenced architecture and materials from the podium to the tower, incorporating design elements like rounded corners, prominent corner, rounded edges, and cornice detail to visually break up the tower mass; and
- Supported by microclimate studies indicating no significant impacts related to shadow impact or pedestrian-level wind conditions (enclosed within this report).

# APPENDIX A:

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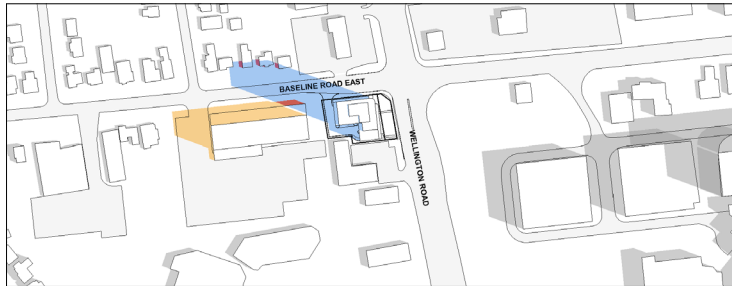
## Shadow Study



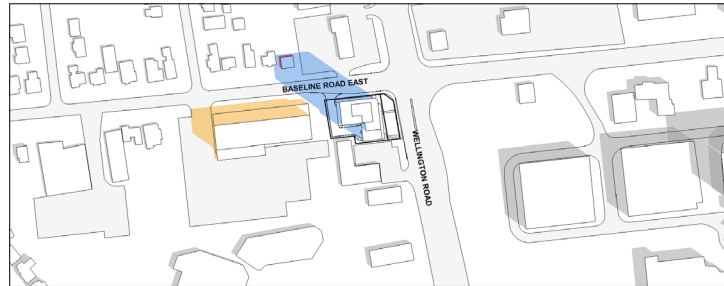
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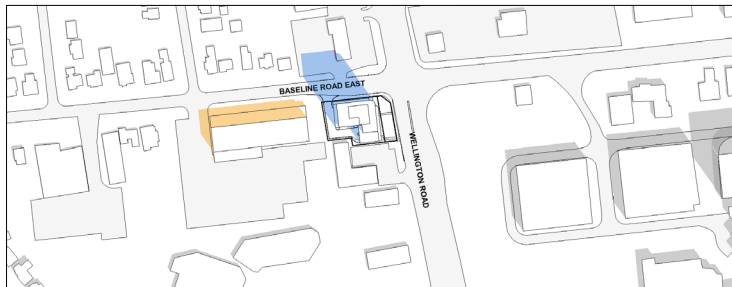
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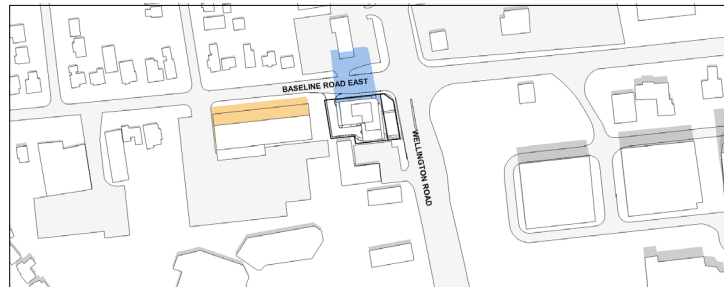
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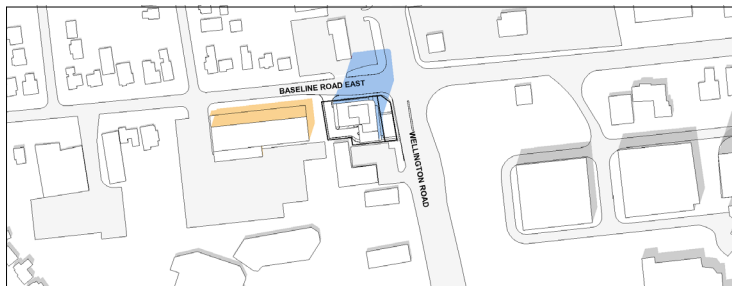
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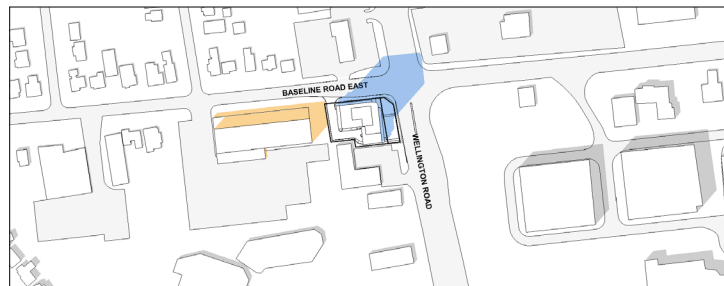
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April 21 / September 21 - 1:02 PM - DST



April 21 / September 21 - 2:02 PM - DST



April 21 / September 21 - 3:02 PM - DST

- EXISTING BUILDINGS
- APPROVED UNDER CONSTRUCTION BUILDINGS
- PROPOSED BUILDINGS
- PROPOSED BUILDINGS OVERLAPPING EXISTING & UNDER CONSTRUCTION

SITE : 395 Wellington Rd - London

April 21st  
Hourly intervals starting 1.5 hours after sunrise and ending 1.5 hours before sunset

London, Ontario : April 21st sunrise - 6:32AM (+1.5 hours = 8:02 AM)  
April 21st sunset - 8:15PM (-1.5 hours = 6:45 PM)  
Solar Noon - 12:34 PM

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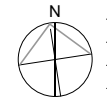
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	Issued For	

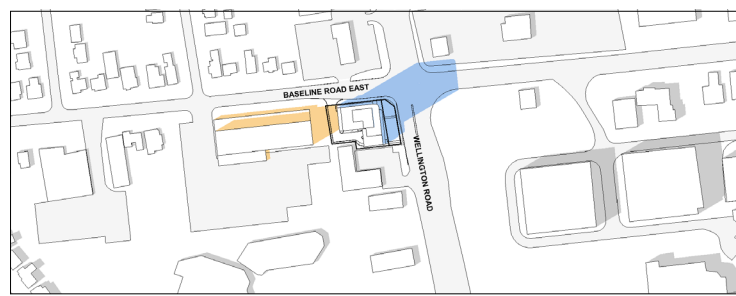
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**LJM Developments**  
395 Wellington Rd - London  
Proposed Residential Development

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April/September 21**

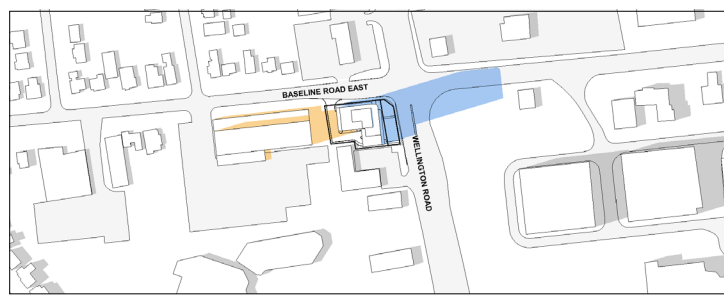
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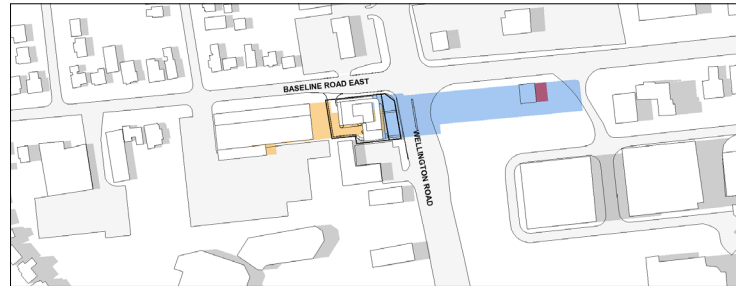
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sunrise and ending 1.5 hours before  
sunset

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Solar Noon - 12:34 PM

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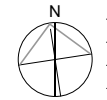
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No.	Issued For	Date
01	Issued for Rezoning	02/01/24

Client:  
**LJM Developments**  
**395 Wellington Rd - London**  
Proposed Residential Development

Drawing Title:  
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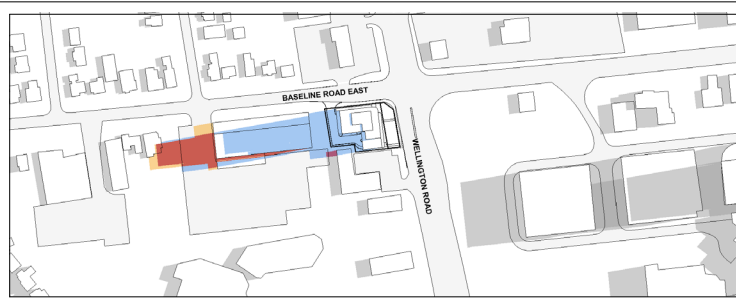


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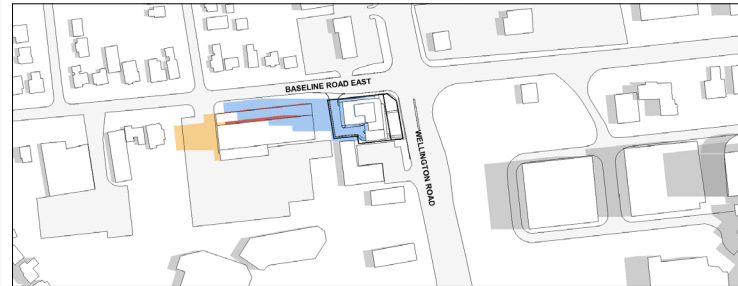




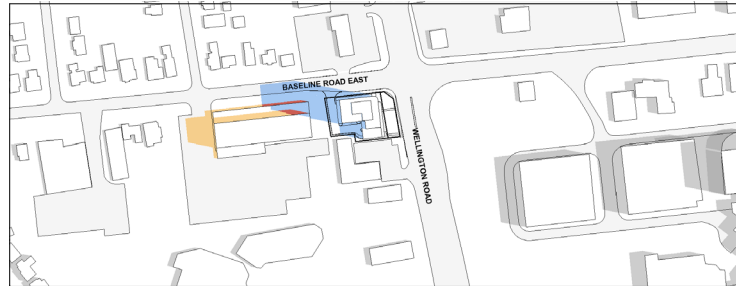
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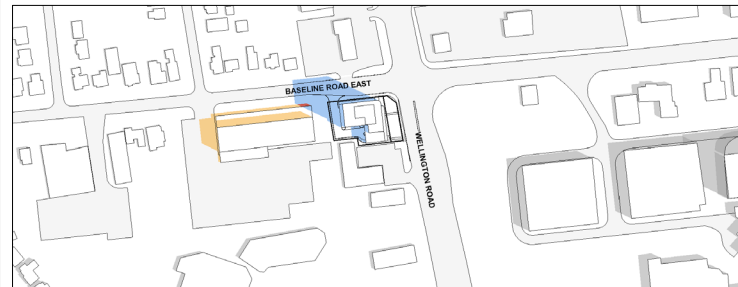
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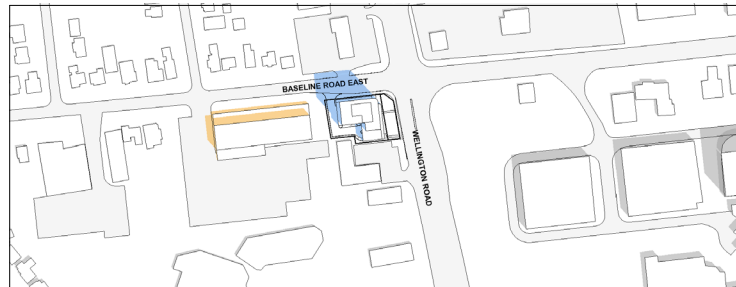
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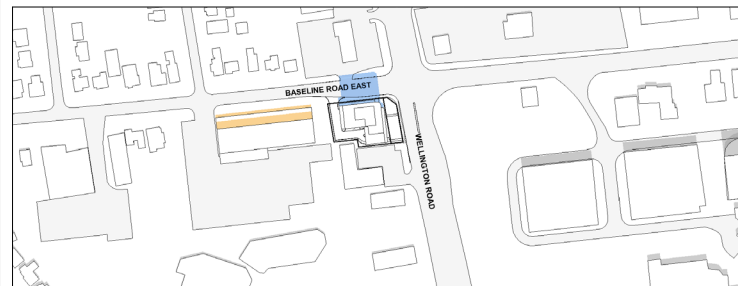
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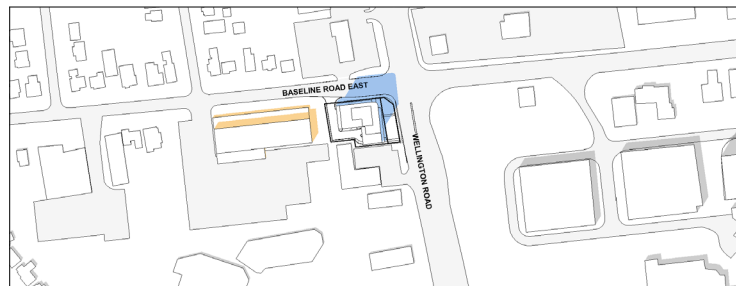
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June 21 - 12:16 PM - DST



June 21 - 1:16 PM - DST



June 21 - 2:16 PM - DST

- EXISTING BUILDINGS
- APPROVED UNDER CONSTRUCTION BUILDINGS
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June 21st  
Hourly intervals starting 1.5 hours after sunrise and ending 1.5 hours before sunset

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Solar Noon - 12:34 PM

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ARCHITECTS AND PLANNERS

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Toronto, ON M3J 0H1

No.	Revision	Date

Client:  
**LJM Developments**

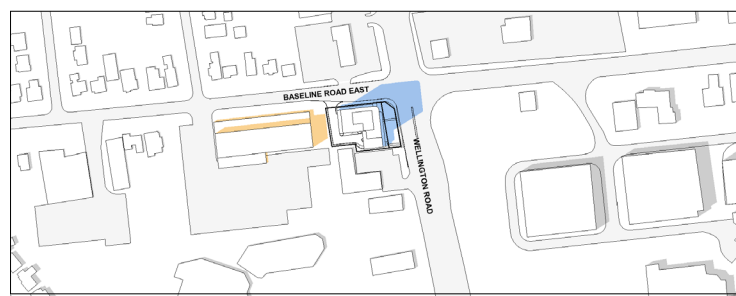
395 Wellington Rd - London  
Proposed Residential Development

Drawing Title:  
**Sun Shadow Study June 21**

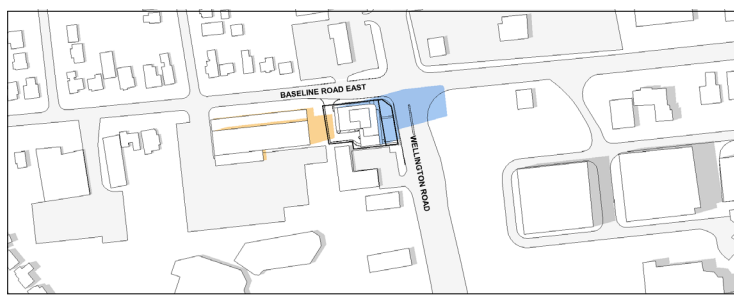
Scale:  
Drawn by:  
D.S.  
Checked by:  
M.A.  
Project No.:  
22-001  
Date:  
01/17/24  
Drawing No.:



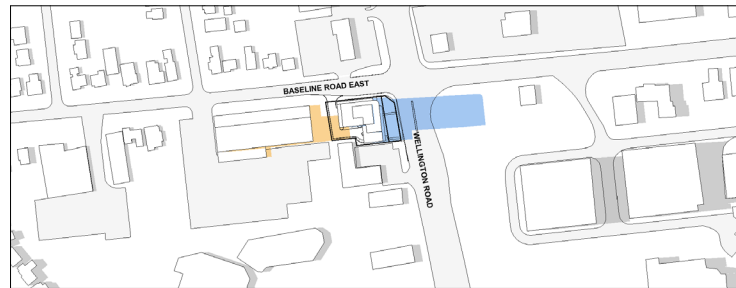
dA6.03



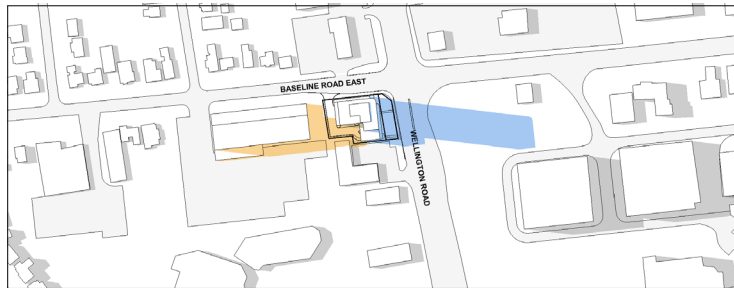
June 21 - 3:16 PM - DST



June 21 - 4:16 PM - DST



June 21 - 5:16 PM - DST



June 21 - 6:16 PM - DST



June 21 - 7:16 PM - DST



June 21 - 7:37 PM - DST



SITE : 395 Wellington Rd - London

June 21st  
Hourly intervals starting 1.5 hours after  
sunrise and ending 1.5 hours before  
sunset

London, Ontario : June 21st sunrise - 5:46AM (+1.5 hours = 7:16 AM)  
June 21st sunset - 9:07PM (-1.5 hours = 7:37 PM)  
Solar Noon - 12:34 PM

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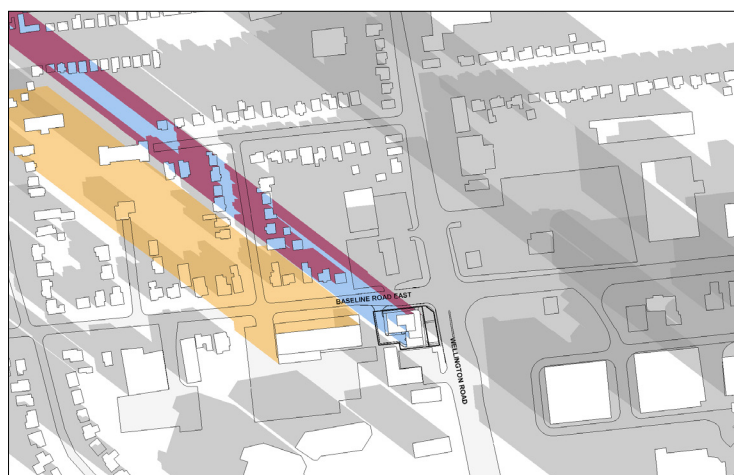
No.	Revision	Date
01	Issued For Rezoning	02/01/24
	Issued For	

Client:  
**LJM Developments**

**395 Wellington Rd - London**  
Proposed Residential Development

Drawing Title:  
**Sun Shadow Study June 21**

Scale:  
Drawn by: D.S.  
Checked by: M.A.  
Project No.: 22-001  
Date: 01/17/24  
Drawing No.: dA6.04



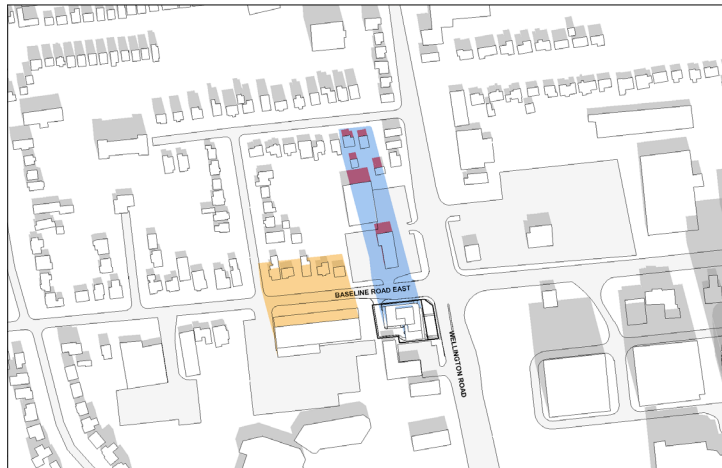
December 21 - 9:23 AM - DST



December 21 - 10:23 AM - DST



December 21 - 11:23 AM - DST



December 21 - 12:23 PM - DST

- SITE : 395 Wellington Rd - London**
- EXISTING BUILDINGS
  - APPROVED UNDER CONSTRUCTION BUILDINGS
  - PROPOSED BUILDINGS
  - PROPOSED BUILDINGS OVERLAPPING EXISTING & UNDER CONSTRUCTION

December 21st  
 Hourly intervals starting 1.5 hours after sunrise and ending 1.5 hours before sunset

London, Ontario : December 21st sunrise - 7:53AM (+1.5 hours = 9:23 AM)  
 December 21st sunset - 4:53PM (-1.5 hours = 3:23 PM)  
 Solar Noon - 12:34 PM

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No.	Revision	Date

01	Issued for Rezoning	02/01/24
No.	Issued For	Date

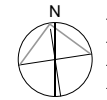
Client:  
**LJM Developments**

**395 Wellington Rd - London**  
 Proposed Residential Development

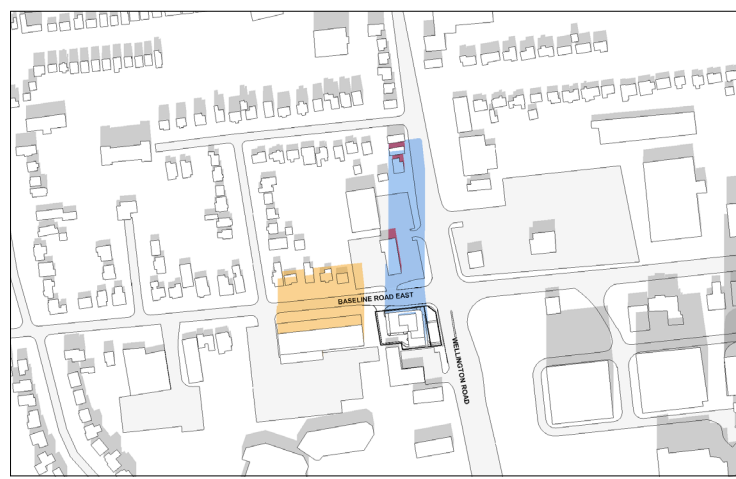
Drawing Title:  
**Sun Shadow Study  
 December 21**

Scale:

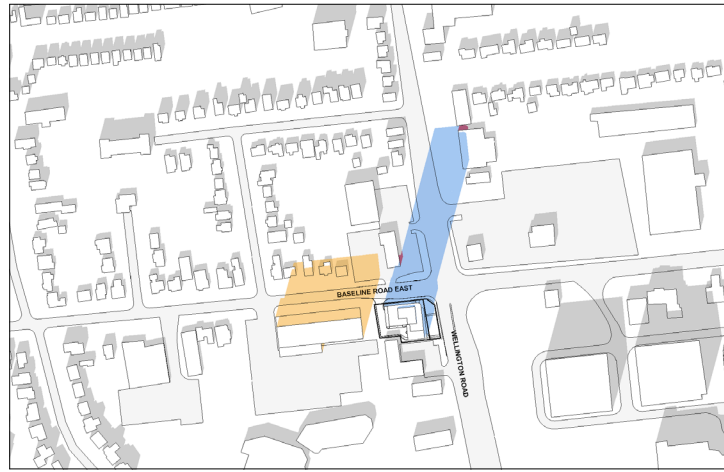
Drawn by:  
 D.S.  
 Checked by:  
 M.A.  
 Project No.:  
 22-001  
 Date:  
 01/17/24  
 Drawing No.:



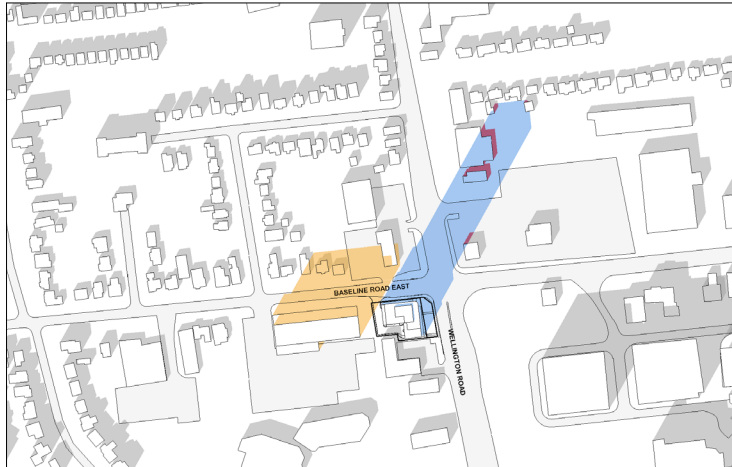
**dA6.05**



December 21 - 1:23 PM - DST



December 21 - 2:23 PM - DST



December 21 - 3:23 PM - DST

- SITE : 395 Wellington Rd - London**
- EXISTING BUILDINGS
  - APPROVED UNDER CONSTRUCTION BUILDINGS
  - PROPOSED BUILDINGS
  - PROPOSED BUILDINGS OVERLAPPING EXISTING & UNDER CONSTRUCTION

December 21st  
Hourly intervals starting 1.5 hours after sunrise and ending 1.5 hours before sunset

London, Ontario : December 21st sunrise - 7:53AM (+1.5 hours = 9:23 AM)  
December 21st sunset - 4:53PM (-1.5 hours = 3:23 PM)  
Solar Noon - 12:34 PM

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No.	Revision	Date

Client: **LJM Developments**

395 Wellington Rd - London  
Proposed Residential Development

Drawing Title: **Sun Shadow Study  
December 21**

Scale: \_\_\_\_\_

Drawn by: **D.S.**  
Checked by: **M.A.**  
Project No.: **22-001**  
Date: **01/26/24**  
Drawing No.: \_\_\_\_\_



**dA6.06**