

PUBLIC PARTICIPATION MEETING COMMENTS

14. Properties located at 83, 85 and 89 Ridout Street South (Z-8330)

- Doug Stanlake, on behalf of Stantec, agents for the applicant, Tricar Developments – indicating that the Stantec team has worked diligently putting together proposals that they think are compatible with the community and represent some good land use and some good urban design in the area; expressing support for the staff recommendation; expressing appreciation for the staff efforts on this endeavour; indicating that there are a few points he would like to raise to make the Committee aware that this process, with the back and forth with the community is not an easy process sometimes; advising that the community, individuals and the team have worked hard to come up with what they think is a viable and forward looking proposal; indicating that, at the beginning of the project, meeting all of the policies of the Official Plan was crucial and putting together a proposal, even for a pre-consultation with the City, without going through the numerous policy sections of the Official Plan, they feel that they have met those policies; advising that, as much as it is important to meet the policy framework of the Official Plan when putting together a proposal, it is just as important that they involve the community; indicating that Tricar made that a priority in dealing with this application and the next application that is on your Agenda; advising that, from their perspective, the engagement has been open, transparent, with significant meaningful dialogue between the two parties; indicating that the community, in turn, has been open and perceptive to suggestions and in turn, our team has made every effort to be as transparent as they can and to quickly respond to requests and issues as they have arisen; indicating that he has one Section out of the Urban Design Brief that he would like to quote back to you in terms of the compatibility of this development with this development and also with the next application that is on your Agenda; providing a bit of perspective, we all know what Wortley is like, but to put it in architectural verbage; quoting from the Urban Design Brief, “Wortley Village Heritage Conservation District and Ridout Street, in particular, contain an eclectic mix of building types and architectural styles ranging from smaller domestic Gothic Revival, Neo-Classical and Queen Anne to large turn of the century and subsequent decade slab-type apartment buildings”; advising that the architecture of the proposed new building at 89 Ridout Street is sensitive to, but does not replicate exactly these styles; indicating that the use of modern material such as the use of Hardy board, glazed balcony guards, respond to, but do not mimic, the past; advising that it must be remembered that the painted wood, brick and shingles were the most efficient and economical building materials at that time; noting that this proposal reflects not only the past, but it reflects it in modern terms in terms of building materials; indicating that the building form, the massing, the relationship to the street complement the existing buildings in the area; advising that, at the base of the buildings, as shown on the screen at the meeting, you can see raised patio areas and individual entrances address the street similar to much of the neighbourhood with verandahs, etc., that are in the neighbourhood but with more of a contemporary feel; noting that the proposed building is far from the largest on the block; but, despite this, the building scale has been broken down with recessed patios to provide for architectural interest, street presence and a more people friendly scale; advising that other elements, such as windows and doors have been selected to look the part of contemporary visions but respecting traditional details; indicating that the concrete and stone base highlights, as in the past, the difference between the heavy and sturdy foundations supporting the fine grain and robust material that is shown on the drawing provided at the Committee meeting; indicating that, from a design point of view and architectural renderings, that is what you get from an architect in describing what the Committee has in front of them; adding that the original proposal that was discussed with the Community Association, talked about an eight to 10 storey building on this property; however, from a planning approach, it was determined to be more sympathetic to the neighbouring single family properties so the density was decreased on 89 Ridout Street and increased on the project at 96 Ridout Street; advising that this business decision was made with the full input and

discussions with the community and with the municipal planning staff; advising that there are a number of other elements that have been raised, but he believes the Planner has identified, in her report, how the developer has tried to respond to those conditions and those concerns that were raised; highlighting a couple of them, the setback from Ridout Street was raised at a couple of sessions and the line connecting the front of the two adjacent buildings, those being 81 and 85 Ridout Street, was used to position this proposed building which infills the street wall and it does bring the buildings much closer to the sidewalk than the existing buildings on the site; noting that this brings a greater feeling of security along the street due to more eyes on the street, than if it was set further back from the right-of-way; indicating that a second concern was dealing with the architectural design and the comment was that it is a long monolithic façade on the building; advising that they differ from that and they feel that there is a high level of architectural design which has been incorporated into the proposed building; the facade is broken down by staggering the elevation, allowing for recessed patios, there is a mixture of materials that provide both vertical emphasis and the ground floor broken down with trellis; noting that the trellis can be continue and incorporated over the secondary access door to the south; indicating that there are other issues that there are other issues that they dealt with, such as the energy efficiency of the building and the units; advising that, while Tricar does not receive a certification for the buildings, but rather their business practice is that they choose to put more cost into energy efficiency into the actual buildings and the fixtures themselves rather than paying for consultants for certification; advising that, from the consultants evaluation, this building would certainly meet Broaden's classification; advising that other types of site design matters that have been incorporated into the site itself include a change to the pathway material, they no longer have the standard concrete path, but paving stones from the ground floor units to the right-of-way and the sidewalk; advising that they have also changed the ground floor doors, rather than patio doors, they are swing doors; indicating that the on-site parking that was proposed, while it is higher than the minimum requirements for this type of building, it aligns with meeting the needs of a luxury rental apartment and includes allowance for visitor parking so that it does not affect the already strained on street spaces available for the Old South area; advising that they changed the entrance to the property to improve the better movements on Ridout Street; the garbage pickup location is being relocated, as well as, garbage storage will be inside the building and lighting standards; it being noted that they prepared a Photometric Study and lighting will be directed to the ground and meeting City standards that it not be directed to abutting properties; indicating that they have spent considerable effort working with the community, and the community has been receptive to their ideas, a good dialogue has occurred and they look forward to the Committee's support of the staff recommendation; advising that, in terms of shadowing, this site is designated high density residential; indicating that, the building itself has been moved as far east as they can, as close to the right of way; reiterating that the original proposal was for an eight to 10 storey building and it has been reduced to four stories; indicating that there may be some shadowing, but in terms of what could have been built within the context of the policy and the zoning that would be compatible with the high density policies, they have tried to address shadowing as best as they can; indicating that, in terms of the asphalt parking area, it is above-ground, surface parking, and they do meet, or there are a little bit of extra spots in terms of parking area but they are consistent with what his client has identified as parking that is needed for this type of luxury apartment; advising that, in terms of permeable surface parking, they are not aware that there is any requirement to do that and at this point, they will not be considering it; and, advising that, with the fencing, they have been working with staff and the neighbours, and fencing of any type is not preferred by the neighbours so they are looking at screening along the west and north sides of the property as well.

- Gary Brown, 35A - 59 Ridout Street – expressing appreciation to Tricar Developments and the Planning Division staff for making this an excellent and engaged process; advising that the community was kept informed throughout the entire process, dialogue went back and forth and both staff and the developers have been excellent throughout the process; recommending that this process be followed on every development; speaking on behalf of himself, not the Old South Community Association; noting that the

Community Associations' comments are included in the staff report; indicating that Councillor Hubert spurred into his mind a few months ago, during the discussion of the Rexall development on Oxford Street; advising that, one thing that he thinks should be considered standard design in this City is that both of these buildings are in front of what is probably the busiest on street cycle path in the City; believing that both of the exit driveways should have large speed humps in front of the sidewalk to slow vehicles down to a snail's pace when they cross that sidewalk and signage alerting that there is a busy bike path right there; reiterating that this is a recommendation for these two properties; further reiterating that it should become a standard procedure; indicating that, as far as the general plan is concerned, this is exactly what The London Plan is talking about, on streets like Ridout Street, is three and four storey intensification with the architectural quality; indicating that it is nice that there is an opportunity here which you rarely will see that ties the two buildings together architecturally across from each other on the street; expressing disappointment that two Ontario cottages will be coming down; expressing disappointment that the Heritage Conservation District, which is a decided matter of this Council, was put on hold before the by-law was passed because it might have offered some protection to these two buildings; expressing appreciation to Tricar because they really did think it was important that the buildings on this side of the street were not overly tall because of the nature of the buildings on this side of the street; noting that, other than the one white apartment building, there is nothing that passes three stories on this side of the street; advising that there have been a few comments from people in the community about the nature of the fencing around the back of the parking lot; noting that he is not a big fan of surface parking; using a nice high quality of wrought iron or wrought iron type fence where you can see through, more of an open concept rather than the board on board, cannot see through, wall type feeling; reiterating that he is supportive of the staff recommendation; and, indicating that it is nice to see some people wanting to be part of Canada's greatest neighbourhood as well.

- Jens Schoenrank, 17 Marley Place – expressing concern that the proposed height is in excess of what is there now; advising that this building will throw a shadow onto his property in the morning; expressing significant concerns with the amount of asphalt that is going down; indicating that, in the recent past, developments have been encouraged to use permeable surfaces so that rain water seeps into the ground; and, indicating that this has obviously not been a consideration for Tricar Developments.