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File: Z-8490
Planner: Eric Lalande

TO:	CHAIR AND MEMBERS PLANNING & ENVIRONMENT COMMITTEE
FROM:	JOHN M. FLEMING MANAGING DIRECTOR, PLANNING AND CITY PLANNER
SUBJECT:	APPLICATION BY: 505 TALBOT LIMITED 505-511 TALBOT STREET & 94 DUFFERIN AVENUE PUBLIC PARTICIPATION MEETING ON AUGUST 24, 2015

RECOMMENDATION

That, on the recommendation of the Managing Director, Planning and City Planner, the following actions be taken with respect to the application of 505 Talbot Limited relating to the property located at 505-511 Talbot Street and 94 Dufferin Avenue:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on September 1, 2015 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, to change the zoning of the subject property **FROM** a Holding Downtown Area (h-3*DA2*D250) Zone, **TO** a Downtown Area Bonus (DA2*D250*B-__) Zone. The Bonus Zone shall be implemented through a development agreement to provide for increased height up to 97 metres, an increased density up to 990 units per hectare and a reduction in bicycle parking in return for the provision of the following services, facilities and matters which are described in greater detail in the proposed by-law:
- i) A podium design which is sensitive to, and responds to, the heritage designated church located to the north of the subject lands. This includes a significant podium set-back from the church property along a portion of the Talbot Street frontage.
 - ii) The provision of a heritage courtyard to provide spacing between the podium and the church and to offer a landscaped space including interpretive signage relating to the buildings currently located on the site.
 - iii) Salvage and reclamation of significant architectural artefacts and building materials from the existing buildings on the subject site, for incorporation into the new building's interior and/or exterior or within the heritage courtyard.
 - iv) A high quality of building design, including such design qualities as:
 - i. Abundant use of brick and clear glazing materials on the podium.
 - ii. Generous floor-to-ceiling window walls on the podium, with projecting canopies lining the pedestrian-oriented podium.
 - iii. A street façade design that incorporates brick material in discrete units to echo the rhythm of the building massing that currently exists along Talbot Street.
 - iv. Inclusion of frosted glass windows on the upper levels of the podium to allow for nighttime lighting.
 - v. A point tower form with the massing of the building mitigated by a high proportion of glass materials and a relatively low proportion of exposed concrete or similar materials.
 - vi. A visually interesting building cap that will contribute positively to the Downtown London skyline.
 - vii. High quality landscaping, as described in the proposed by-law.
 - v) Three levels of underground vehicular parking.
 - vi) Green roof treatments on substantial portions of both the podium and tower roofs.
 - vii) Sustainable development features that will be equivalent to the LEED gold standard.
 - viii) Public art contribution in the amount of 1% of construction value up to \$250,000.

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PREVIOUS REPORTS PERTINENT TO THIS MATTER

April 7, 2015 – Adoption *Our Move Forward: London’s Downtown Plan*
July 20, 2015 – Request For Demolition 505, 507 & 511 Talbot Street
August 24, 2015 – Request For Demolition 505, 507 & 511 Talbot Street

PURPOSE AND EFFECT OF RECOMMENDED ACTION

The purpose of the recommended action is to permit development of a high-rise mixed use residential/commercial building. The recommended action includes bonus provisions that permit an increase in height (to 97m) and density (990 units per ha) in exchange for specified facilities, services and matters secured from the owner through one or more agreements entered into with the municipality. The proposed development would replace three heritage listed properties at 505, 507, and 509 Talbot Street and a building at 94 Dufferin Avenue.

RATIONALE

The proposed amendment, based on the rationale contained in this report:

1. is consistent with the *Provincial Policy Statement, 2014*;
2. conforms to the general intent of the Official Plan;
3. conforms to the general intent of the Zoning By-law;
4. implements the relevant Strategic Direction and policies in *Our Move Forward: London’s Downtown Plan*; and
5. addresses standards in the *Downtown Design Study Design Guidelines*.

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LOCATION MAP


Subject Site : 505-511 Talbot Street &
94 Dufferin Avenue
Applicant: 505 Talbot Limited
File Number : Z-8490

Planner : EL
Created By : TT
Date : 2015/08/05
Scale : 1:1,000

Prepared by : Graphics & Information Services , Planning Division
Corporation of the City of London
File=planning/projects/p_locationmaps/MXDs

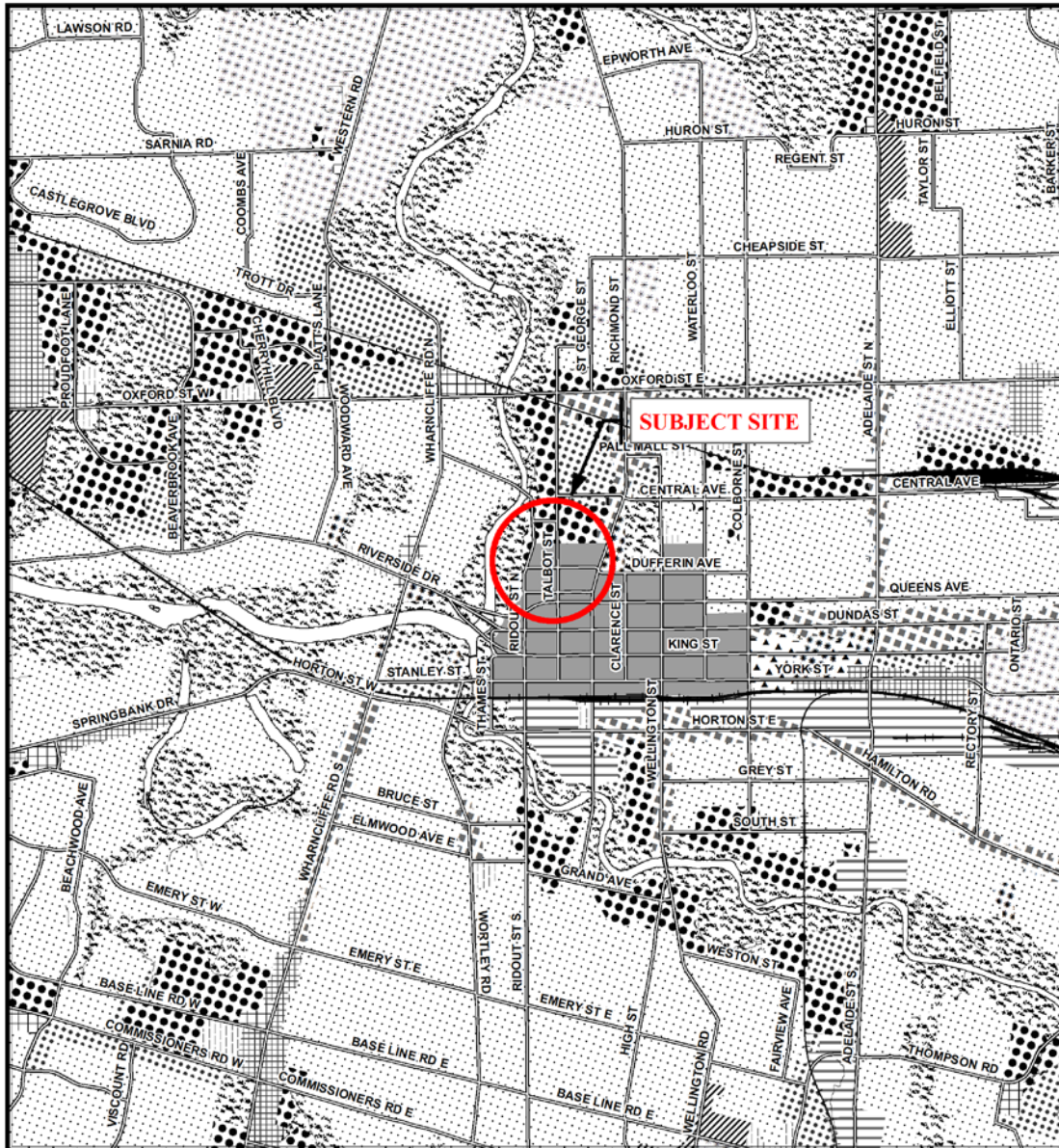


Legend

 Subject Site

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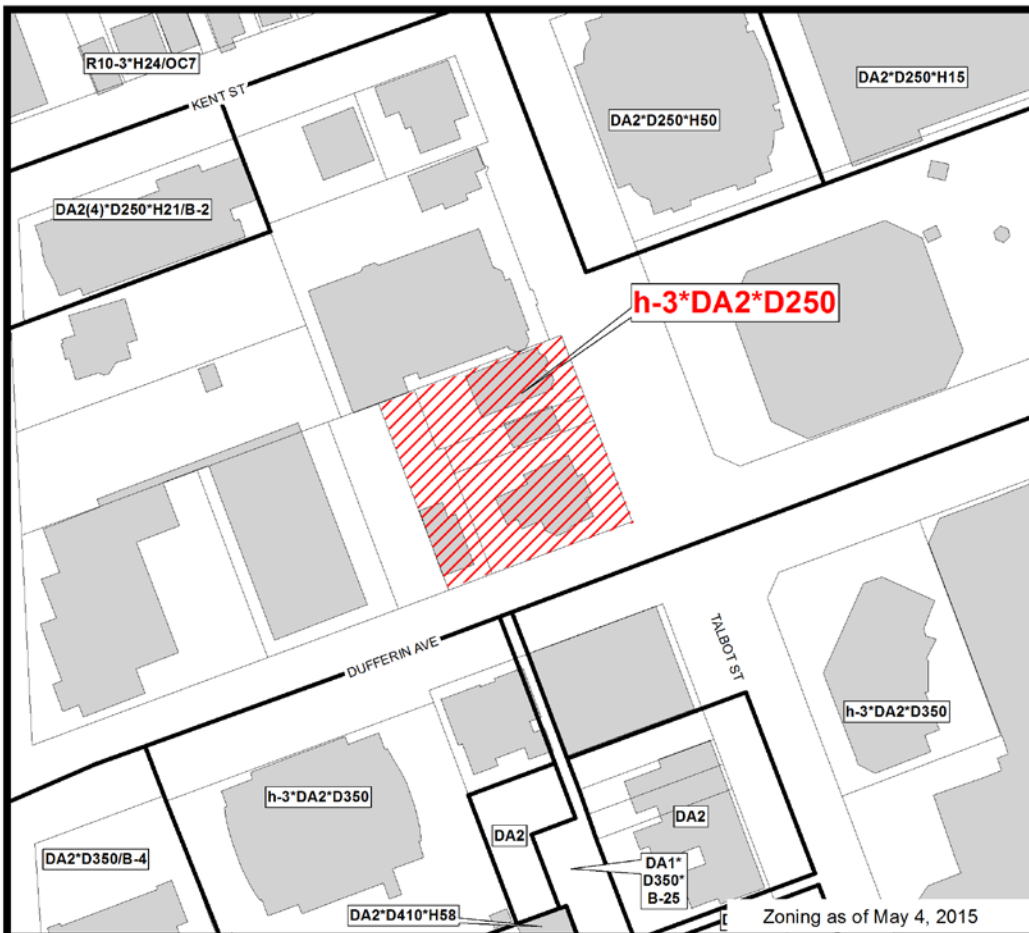
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<p>Legend</p> <ul style="list-style-type: none"> Downtown Wonderland Road Community Enterprise Corridor Enclosed Regional Commercial Node New Format Regional Commercial Node Community Commercial Node Neighbourhood Commercial Node Main Street Commercial Corridor Auto-Oriented Commercial Corridor Multi-Family, High Density Residential Multi-Family, Medium Density Residential Low Density Residential Office Area Office/Residential Office Business Park General Industrial Light Industrial Regional Facility Community Facility Open Space Urban Reserve - Community Growth Urban Reserve - Industrial Growth Rural Settlement Environmental Review Agriculture Urban Growth Boundary 		
<p>CITY OF LONDON Department of Planning and Development</p> <p>OFFICIAL PLAN SCHEDULE A - LANDUSE -</p> <p>PREPARED BY: Graphics and Information Services</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: Z-8490</p> <p>PLANNER: EL</p> <p>TECHNICIAN: TT</p> <p>DATE: 2015/08/05</p>

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COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: h-3*DA2*D250

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

- | | |
|--|---|
| <ul style="list-style-type: none"> R1 - SINGLE DETACHED DWELLINGS R2 - SINGLE AND TWO UNIT DWELLINGS R3 - SINGLE TO FOUR UNIT DWELLINGS R4 - STREET TOWNHOUSE R5 - CLUSTER TOWNHOUSE R6 - CLUSTER HOUSING ALL FORMS R7 - SENIOR'S HOUSING R8 - MEDIUM DENSITY/LOW RISE APTS. R9 - MEDIUM TO HIGH DENSITY APTS. R10 - HIGH DENSITY APARTMENTS R11 - LODGING HOUSE
 DA - DOWNTOWN AREA RSA - REGIONAL SHOPPING AREA CSA - COMMUNITY SHOPPING AREA NSA - NEIGHBOURHOOD SHOPPING AREA BDC - BUSINESS DISTRICT COMMERCIAL AC - ARTERIAL COMMERCIAL HS - HIGHWAY SERVICE COMMERCIAL RSC - RESTRICTED SERVICE COMMERCIAL CC - CONVENIENCE COMMERCIAL SS - AUTOMOBILE SERVICE STATION ASA - ASSOCIATED SHOPPING AREA COMMERCIAL
 OR - OFFICE/RESIDENTIAL OC - OFFICE CONVERSION RO - RESTRICTED OFFICE OF - OFFICE | <ul style="list-style-type: none"> RF - REGIONAL FACILITY CF - COMMUNITY FACILITY NF - NEIGHBOURHOOD FACILITY HER - HERITAGE DC - DAY CARE
 OS - OPEN SPACE CR - COMMERCIAL RECREATION ER - ENVIRONMENTAL REVIEW
 OB - OFFICE BUSINESS PARK LI - LIGHT INDUSTRIAL GI - GENERAL INDUSTRIAL HI - HEAVY INDUSTRIAL EX - RESOURCE EXTRACTIVE UR - URBAN RESERVE
 AG - AGRICULTURAL AGC - AGRICULTURAL COMMERCIAL RRC - RURAL SETTLEMENT COMMERCIAL TGS - TEMPORARY GARDEN SUITE RT - RAIL TRANSPORTATION
 "h" - HOLDING SYMBOL "D" - DENSITY SYMBOL "H" - HEIGHT SYMBOL "B" - BONUS SYMBOL "T" - TEMPORARY USE SYMBOL |
|--|---|

<p>CITY OF LONDON PLANNING, ENVIRONMENTAL AND ENGINEERING SERVICES</p> <p>ZONING BY-LAW NO. Z.-1</p> <p>SCHEDULE A</p> <p><small>THIS MAP IS AN UNOFFICIAL EXTRACT FROM THE ZONING BY-LAW WITH ADDED NOTATIONS</small></p>	<p>FILE NO: Z-8490 EL</p> <hr/> <p>MAP PREPARED: 2015/08/05 TT</p> <hr/> <p style="text-align: center;">1:1,250</p> <p style="text-align: center;">0 5 10 20 30 40 Meters</p>
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BACKGROUND

Date Application Accepted: May 19, 2015	Agent: Chris Hendriksen, P.Eng. Stantec.
REQUESTED ACTION: To amend the zoning by-law to a DA2 Zone with bonusing for height and density and from general provision 4.19.16.1 to allow bicycle parking at a rate of 0.4 spaces per residential unit.	

SITE CHARACTERISTICS:
<ul style="list-style-type: none"> • Current Land Use - Commercial • Frontage – 45.4 metres • Depth – 45.4 metres • Area – 0.2 hectares • Shape - Square

SURROUNDING LAND USES:
<ul style="list-style-type: none"> • North - Institutional/Commercial • South - Commercial • East - Mixed Use (residential/commercial) • West - Mixed Use (residential/commercial)

OFFICIAL PLAN DESIGNATION: (refer to Official Plan Map)
<ul style="list-style-type: none"> • Downtown Area
EXISTING ZONING: (refer to Zoning Map)
<ul style="list-style-type: none"> • Holding Downtown Area (h-3*DA2)

PLANNING HISTORY

Provincial and local planning policies pertinent to this zoning amendment application relate both to preservation of heritage resources and to promotion of growth and development.

The buildings on the 4 parcels of land that form the proposed development site were all originally built in the late 19th century in what may be considered as one of London’s first suburbs. While development was predominantly low-rise residential, over the past 30 years, medium and high density residential uses have been introduced in mid- to high-rise forms, and office and commercial uses have been introduced in existing and new buildings. The general surroundings remain a mix of heritage and contemporary buildings in varied architectural expressions, amid some parking lots.

The existing buildings on Talbot Street subject of this application have been identified on the Inventory of Heritage Resources but are not currently heritage designated. These buildings are located outside of the Downtown Heritage Conservation District boundary.

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505 Talbot Street is Priority 1 in an “Italianate Influence” architectural style. The others are Priority 2 with 507 Talbot described in architectural style “Gothic Revival” and 511 Talbot as “Vernacular”. A request for their demolition was made by the owner on June 30, 2015, later revised to July 7, 2015. At the July 20, 2015 Planning & Environment Committee [PEC] meeting, the London Advisory Committee on Heritage (LACH) recommended all 3 properties be designated under the *Ontario Heritage Act*. Council on July 28, 2015 accepted PEC’s recommendation to defer the heritage designation recommendation to be heard at the same meeting as the zoning amendment application subject of this report.

The determination of heritage designation on the subject lands will determine whether the property can be redeveloped as proposed by the current zoning amendment application. It would not be reasonable to suggest that a tower, such as that proposed, could incorporate the subject heritage listed buildings. Staff have submitted a separate report concerning the heritage designation recommendation. Any decision made with regards to the recommended action contained in this report should be considered in light of the information contained in the companion report relating to the heritage demolition request.

These properties are located outside of the Downtown Heritage Conservation District and just south of the Talbot Mixed-Use Area delineated in s. 3.5.1 of the Official Plan. On April 14, 2015 Council adopted *Our Move Forward: London’s Downtown Plan*, as a Guideline Document pursuant to Section 19.2.2 of the Official Plan, as Municipal Council’s strategy for future public and private investment in London’s Downtown.

SIGNIFICANT DEPARTMENT/AGENCY COMMENTS

Upper Thames River Conservation Authority: “No Objection”

London Hydro: “No Objection”

Bell Canada: “No Objection”

Transportation Engineering: “A road widening dedication is required on Talbot Street. Further, a daylight triangle area of the site needs to be clear of sight obstructions. Also the developer will require a TMP for work in the City ROW, Sidewalks will need to be installed in front of the property along Talbot Street and Dufferin Avenue.”

Parks Planning: “No Objection”

Wastewater and Drainage Engineering: “The local municipal sanitary available is the 200mm sanitary sewer on Dufferin Avenue. WADE does not require additional information related to sanitary servicing. The current zoning by-law designation for the properties is “h-3, DA2, D250. As proposed in this application the increased density being asked for is 990 units per hectare inclusive of bonusing (29 storey, 199units). The result is a substantial increase in density. There is concern with the overall outlet capacity and the City has been working toward establishing a downtown sewer separation program to ultimately separate combined sewers in the core to which this site is ultimately tributary at the outlet. Wade is not requiring anything at this time as part of this revised application.”

Urban Design Peer Review Panel:

The Urban Design Peer Review Panel (UDPRP), reviewed the initial proposal and provided several items of consideration to be addressed by the proposed development. The UDPRP indicated that the proposed building will actually heighten awareness of the existing church given the obvious contrast between the two buildings. The proposed court at the street between the church and proposed building was regarded to be a commendable design gesture. The UDPRP suggested that improvements to the building architecture could be achieved by lowering the height of the podium to relate to the height of the church. Staff believe that this

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concern has been addressed through the revised proposal whereby the podium is to maintain a consistent height with the church, as well as maintain visual datum lines maintaining a consistent street wall.

With regards to landscape design the UDPRP encouraged landscaped space on the structure to serve as amenity space, that continuous planting areas be created to heighten plant viability, and that more than one species of tree is planted to maintain street tree diversity. The Panel's comments are attached to this report.

PUBLIC LIAISON:	On July 2, 2015, Notice of Application was mailed to 213 property owners in the surrounding area, enclosed with a notice of requested demolitions. Notice of Application was also published in the <i>Public Notices and Bidding Opportunities</i> section of <i>The Londoner</i> on July 16, 2015.	5 replies were received.
Nature of Liaison:		
<p>The purpose and effect of the requested zoning change is to allow for the development of a 30-storey (97m tall) apartment building with structured parking for 214 vehicles on 1 below-grade and 10 above-grade parking levels and a total of 224 residential units on residential levels 7 to 30.</p> <p>Possible change to Zoning By-law Z.-1 FROM a Holding Downtown Area (h-3•DA2•D250) Zone which permits a wide range of office, commercial, retail and institutional uses and a range of residential uses up to a maximum density of 250 units per hectare with a requirement for the completion of a wind impact assessment to ensure development over 15.0 metres will not have an adverse impact on pedestrian level wind conditions in the Downtown prior to the removal of the holding provision TO a Downtown Area Bonus (DA2•D250•B-*) Zone which would permit a wide range of office, commercial, retail and institutional uses and a range of residential uses including apartment buildings with a bonus zone which would allow for a density of 1,072 units per hectare and a maximum height of 97 metres and require the inclusion of features such as underground parking, public realm improvements, enhanced sustainability features, recreational facilities, high design standards, architectural continuity and consistency with the Downtown Design Guidelines. Holding provisions may be identified to be required prior to Staff's final recommendation to Council.</p> <p>On July 28, 2015 Notice of a Revised Application and Public Participation Meeting was mailed to 213 property owners in the surrounding area, noting reductions the applicant made in requested height and density limits, and enclosed with a notice of requested demolitions. Notice of Revised Application was also published in the <i>Public Notices and Bidding Opportunities</i> section of <i>The Londoner</i> on August 6, 2015.</p>		
Responses:		
Email and telephone responses from the public have centered on two major concerns related to the <u>demolition of heritage buildings</u> and <u>increased traffic and vehicular flow</u> at the intersection at Dufferin Avenue and Talbot Street.		

ADDITIONAL PUBLIC CONSULTATION

In keeping with the Urban Regeneration Engagement & Outreach Strategy introduced earlier this year, one area of particular emphasis is to address where and how intensification proposals can achieve their best fit in local contexts and circumstances. Staff frequently participate in early community conversations related to specific applications. In this instance, staff attended a community meeting hosted by the proponents on June 23, 2015. At the meeting approximately 26 individuals attended.

Comments from the Public Information Centre were related to such things as:

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- preservation efforts by the “*re-use brick from existing building and maintain the existing pub as a business within the building*”.
- “*providing recycling facilities indoors and reducing wait times at Talbot Street and Dufferin Avenue*”.
- opportunity for “*revitalization and high aesthetic value*” and the opportunity for “*roof top dog amenities*”.

ANALYSIS

NATURE OF APPLICATION

The proposed amendment to the Zoning by-law is to facilitate the development of a 29 storey, 199 unit, mixed-use commercial residential building. The amendment is seeking to remove a Holding provision (h-3), which requires a wind study be completed for any development exceeding 15 metres in the DA2 Zone. The amendment further requests a reduction to bicycle parking requirements.

The proposed amendment seeks a bonus zone to permit greater height and density on the subject lands in exchange for a variety of services, facilities and matters.



View at Dufferin Ave. and Talbot St.

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USE

The proposed mixed-use development is a predominantly residential building, but also includes provision for commercial units on the ground floor. The 199 residential units occupy the building tower. Official Plan policy encourages growth of the residential population in the Downtown, citing that *“the development of a variety of high and medium density housing types in the Downtown will be supported.”*

The subject lands are zoned a Holding Downtown Area (h-3*DA2*D250) Zone within Zoning By-law Z.-1. The Downtown Area (DA2) zone permits a wide range of uses including commercial uses and residential apartment buildings. The Downtown Area (DA2) is considered one of the more permissive zones to allow for a wide range of services to be provided in the core of the city. The proposed mixed use building is consistent with the range of uses permitted within the Downtown Area (DA2) Zone that is already applied to this site..

750 square metres of retail space is proposed at grade facing Talbot Street. The DA2 zone requires no parking spaces for residential uses, but does require parking for commercial uses. However, 156 parking spaces are provided at and above grade in the podium portion of the building and 77 in three levels below grade. The 29th floor will house mechanical rooms and a number of amenity facilities for residents, and outdoor space for activities and a roof top garden.

This proposal implements *Our Move Forward: London’s Downtown Plan*. It specifically addresses Strategic Direction 5 – *“Build A Great Neighbourhood: Continue to support the development of a larger residential community in the downtown to foster a local trade market to offer a diverse array of neighbourhood ‘daily needs’ commercial enterprises.”*

The *Provincial Policy Statement, 2014* (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS is intended to be read in its entirety and the relevant policies are to be applied to each situation. The proposed amendment is consistent with the Provincial Policy Statement, being supportive of efficient land use, in the Downtown Area where growth is intended to be focused, and based on providing densities and a mix of land uses to efficiently use land, infrastructure, public services, transit. (1.1.3.2).

INTENSITY

Height and Density

According to the Official Plan, Downtown London is intended to accommodate higher intensity forms of development. The Official Plan notes *“limitations on the scale of development will be less restrictive in the Downtown and policies will allow for flexibility in the application of these limitations.”* Further, the overall scale of development is expected and encouraged to be at higher rates than other areas of the city. *“The Downtown will accommodate the greatest height and density of retail, service, office and residential development permitted within the City of London.”* (Section 4.17).

While, greater heights are supported, the appropriate application of highest densities is to be permitted for the best achievable projects, and controlled through the application of bonus zones. *Development in the Downtown may be permitted up to a maximum floor area ratio of 10:1 for commercial uses and will normally not exceed 350 units per hectare (140 units per acre) for residential uses. Increases in density may be permitted without amendment to the Plan provided the proposal satisfies density bonusing provisions of Section 3.4.3. iv) and 19.4.4. of the Plan, conforms to the Site Plan Control By-law and addresses standards in the Downtown Design Guidelines.*

The proposed amendment seeks to increase the maximum height permitted in the Downtown Area (DA2) zone (currently 90 metres) to 97 metres and to increase the density permitted on the subject lands (currently 250 uph) to 990 units per hectare. Both of these increases are requested to be provided through the application of a Bonus Zone [See section below]. The

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standard limits of the Downtown Area (DA2) Zone would remain in place should a development not meet the criteria outlined by the bonus zone.

Density and height should be considered together when evaluating applications for higher intensity forms of development. While the current zoning allows for a height of 90m (25-30 storeys), it also only allows for 250 units per hectare. At approximately 0.2ha in size, the site could only support 50 units which would reasonably be no more than 5-10 storeys in height.

Increasing height and density is only appropriate where it meets the density bonus policies of the Plan, where it can be shown that such increases are compatible with the surrounding context, the development represents a good fit within its surrounding neighbourhood, where services can accommodate the greater intensity and where the proposed form of development mitigates the greater height and density that is proposed.

A considerable portion of the planning analysis that follows addresses these issues, considering the way in which the proposed development:

- addresses the relationship with the heritage building to the north
- establishes a pedestrian-oriented streetscape through the form and design treatment of the of the podium
- mitigates the massing of the building through a point tower form and with the use of light building materials including substantial amounts of glass cladding
- establishes a building cap that will enhance the Downtown skyline

On the southeast corner of Talbot and Dufferin is a 16 storey residential building. On the northeast corner of the intersection is an office tower of a similar height, adjacent to another 15 storey residential building. A one storey commercial building is located on the southwestern corner of the intersection. The majority of buildings on the west side of Talbot Street, north of Dufferin Avenue are 2-4 storeys in height. The tower will provide a significant transformation of the west side of Talbot Street. The proposed height is comparable to other buildings seen in the downtown. Further, the juxtaposition within the Downtown Area designation, while significant, is expected as this designation is intended to receive high-rise structures.

Servicing

Engineering Services has indicated that the proposed development intensity can be accommodated with municipal services. They highlighted concerns relating to overall Downtown system capacity that is being addressed through a City-initiated program to plan for future sewer separation.

Transportation

Transportation Engineering staff has provided comments related to the dedication of right-of-way of 2.94 metres from the existing property line for Talbot Street, whereas a right-of-way dedication is not required for Dufferin Avenue. Further, an appropriate daylight triangle is being provided.

FORM

Several policy documents guide the form of development in the Downtown Area:

- The Official Plan
- The Downtown Design Guidelines
- Our Move Forward: London’s Downtown Plan

While the entirety of these documents has been considered in this analysis and support the statements that are made relating to site and building design, only the most relevant highlights have been excerpted and included in this report for the sake of brevity.

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In addition, the site plan design manual is applicable through the site plan approval process. As this zoning amendment is for a bonus zone that will link closely with the future site plan approval process, this manual is also relevant through this zoning amendment process.

The importance of site and building design in the Downtown Area is highlighted through Official Plan policy that places an emphasis on design considerations for development. *“The proponents of development projects in the Downtown will be encouraged to have regard for the positioning and design of buildings to achieve the urban design principles contained in Chapter 11, conform to the Site Plan Control By-law and address standards in Downtown Design Guidelines. It is intended that Downtown development should enhance the street level pedestrian environment and contribute to the sensitive integration of new development with adjacent structures and land uses.”* (Section 4.1.17.ii).

Our Move Forward policy direction is to: *Ensure new buildings are consistent with the Downtown Design Manual...and reviewed by the Urban Design Peer Review Panel.*

The proposed development is required to address its context including a heritage designated property to the north, the proximity to the Thames River, as well as the overall appearance as a high rise building among the city’s skyline. Higher design standards may be achieved by agreements through Bonus Zone provision and Site Plan Approval process.

The following aspects of the development proposal address the key standards and intentions of the Official Plan, Downtown Design Guidelines, and Our Move Forward:

Building Podium

The base of the proposed building is compatible in height with its abutting neighbours. Generous grade-level floor-to-ceiling heights, visible from outdoors, overhead projecting canopies lining the pedestrian-oriented street wall frontages, and abundant use of brick and clear glass are elements that contribute to its sense of human scale.

Maintaining a consistent height along the street wall is identified by the Downtown Design Guidelines. Specifically, *“Where new buildings will abut existing structures at the building line, it is encouraged that the new structure exactly match the adjacent building height, or provide a clearly visible and readily apparent offset in height so as to maintain the visual integrity of the existing structure.”* The proposed development is proposing a podium at the street that is consistent with the height of the adjacent church. This was achieved at significance expense to the development proposal, by adding a storey of underground parking allowing for a reduction in the height of the podium to match the church.

Vehicular entrances are situated well away from the street-corner intersection where the greatest frequency of pedestrian activity would be expected, and are recessed within the volume of the building base, reducing the chances of vehicular-pedestrian conflicts. The majority of the street-level window walls offer pedestrian entrances and views into the public areas of the building’s residential portion and the commercial space. The significant amount of clear glazing helps to cast nighttime glow and illumination of the sidewalk, contributing to a sense of pedestrian security.

It is an asset to the general appearance of the building, as viewed from the street, that parking located in the upper portion of the podium is concealed, rather than open to views in. It would be preferable to line the street-facing portion of those walls to a depth sufficient for occupiable residential or commercial space. Doing so may have redistributed the requested density to additional stories of building height, or be contrary to achieving the reduction from the originally proposed podium height to better address the church height next door. In order to avoid the completely opaque skinning of the upper podium with originally proposed heavy-looking concrete panels and spandrel glass panels, the proponent has agreed to filter the internal illumination of the parking garage through frosted glass so that a lighter-looking building base

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results and nighttime building lighting at these levels casts a glow and offers a sense of occupancy.

Building Tower

As noted in the *Downtown Design Guidelines*, and implemented in the approach taken in the zoning by-law, “while the overall height of new development in the Downtown is of some concern, it is the perception of building height from the sidewalk that is most important to the pedestrian. In order to create and maintain a pleasant pedestrian environment in the Downtown, it is desirable to retain the scale and perception of spatial enclosure that currently exists along the majority of streets in the Downtown”. The greater the exterior walls of the “middle” portion of the building are stepped back, further away from the street than the podium walls, the scale and perception of spatial enclosure that currently exists on the street will more successfully be retained.

Regulations in the zoning by-law set a required setback [step-back] for the residential portion of downtown buildings at 1.2 metres (3.9 feet) per 3 metres (9.8 feet) of main building height or a fraction thereof above 15 metres (49.2 feet). Furthermore, the *Downtown Design Guidelines* suggest a minimum stepback from the podium to the tower of 5m. While there are step-backs of the street-facing facades, these distances were not achieved in this proposal due to a combination of the small size of the site (0.2ha) and structural design consequences conflicting with internal layout configurations and implications for vehicular access points. This was seen by staff as a compromise within the context of many other design qualities that were negotiated through the planning process.

The nearly square dimensions of the tower floor-plate result in more of a “point” than “slab” form. Because they are the same profile viewed from all directions, point towers tend to appear visually lighter than slab towers. They also more evenly distribute cast shadows. The proposal documentation received indicates that shadows are within the City’s criteria for acceptable shadow casting during the winter and summer solstices and fall and spring equinoxes.

The massing of large buildings appears lighter when there is a high proportion of glass, especially clear [transparent] glass, to non-glass wall claddings. The tower segment of this proposal is about 50% clad in glass, with clear-glass balcony barriers, contributing to a visually positive tower design.

Building Top

When the top of a tall building is readily distinguishable from the rest of the building, the visual interest of the downtown skyline is enhanced. Because the 29th storey floor plate is smaller than those below, this building volume has created a distinct “cap” on the overall form. Certain vertical architectural elements exceed the general ceiling height of the 28th floor, perhaps a contemporary interpretation of finials. This proposal effectively implements the policy in *Our Move Forward*: “Design tall buildings to function as landmarks to create a distinctive downtown skyline”.

Street Level Wind Impacts

Official Plan policy cites “The design and positioning of new buildings in the Downtown shall have regard for the potential impact that the development may have on ground level wind conditions on adjacent streets and open space areas. New development should not alter existing wind conditions to the extent that it creates or aggravates conditions of wind turbulence and velocity which hamper pedestrian movement, or which discourage the use of open space areas.” (Section 4.1.17.iii). The current zoning on the subject lands includes a Holding Provision (h-3) that requires a wind study be completed for any project that exceeds a height of 15 metres. A wind study was submitted as part of the proposed amendment application. Through consultation, the proposed form of development has been altered to mitigate wind by providing a step back at the 7th storey along the Talbot Street and Dufferin Avenue. This step-

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back is intended to influence wind patterns away from the street level.

Site Landscaping /Public Realm

The proposed development includes improvements to the public realm and interface between the building and the roadway. A continuous mulched planting bed, including ornamental shrubs, groundcover, and ornamental grasses are planned for the at-grade green space west of the building to delineate the property line and screen views to the neighbouring parking lot. Planting of low maintenance groundcover in the green space will discourage loitering and maintain sightlines to promote safety. Ornamental trees are proposed to add canopy cover and aesthetic. Along Talbot Street and Dufferin Avenue, raised concrete planters are proposed to form the interface of the subject site and the public right-of-way and function as informal seating. Shade trees in the raised concrete planters are proposed to improve canopy cover and add dimension to the public realm. Pedestrian circulation routes through wider sidewalks and the incorporation of various paving patterns and materials are proposed.

The northeast corner of the site is proposed to feature a landscaped heritage courtyard, creating a ‘pocket park’ space for use by the public and would be framed by the designated heritage building adjacent to the north. It is intended to incorporate landscape elements found throughout the site. The heritage courtyard would provide the opportunity for public art, benches, raised concrete curbs, and interpretive signage.

The improvements to the public realm shall be included as part of a development agreement for bonusing.

BONUS ZONING

Bonus Zoning is provided for in the *Planning Act* and policy s. 19.4.4 in the Official Plan to encourage development features which result in a public benefit which cannot be obtained through the normal development process. The Official Plan notes “facilities, services or matters that would be provided in consideration of a height or density bonus should be reasonable, in terms of their cost/benefit implications, for both the City and the developer and must result in a benefit to the general public and/or an enhancement of the design or amenities of a development to the extent that a greater density or height is warranted.”

The significant density increase requested in the Zoning By-law regulations in this application and the resulting height differential above the majority of downtown buildings, warrant in return the provision of the following facilities, services, or matters, proposed by the applicant and recommended staff. These are set out in the By-law attached to this report. Consistent with the *Planning Act* and Official Plan, these will be secured in one or more agreements between the City and the applicant, and registered against the land to which it applies.

Heritage courtyard

As part of the proposed development, a heritage courtyard is included to serve as an opportunity to buffer from the existing designated heritage building to the north, and provide an educational piece related to the existing buildings on the subject lands that would be required to be demolished. This space would serve as an aesthetically enhancement to the overall project and is framed by the podium of the proposed development and the existing adjacent building. The Downtown Design Guidelines encourage this type of space where appropriate: “*Spatial definition may be accomplished in a variety of ways, including the use of building enclosure, landscape and site elements such as seat walls, slight changes in grade, etc. Enclosure by building elements is often an easy way to provide spatial definition*”. The courtyard is intended to provide a public realm benefit both as a space to gather informally as well as improve the relationship between the old and the new.

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File: Z-8490
Planner: Eric Lalonde

Public Art

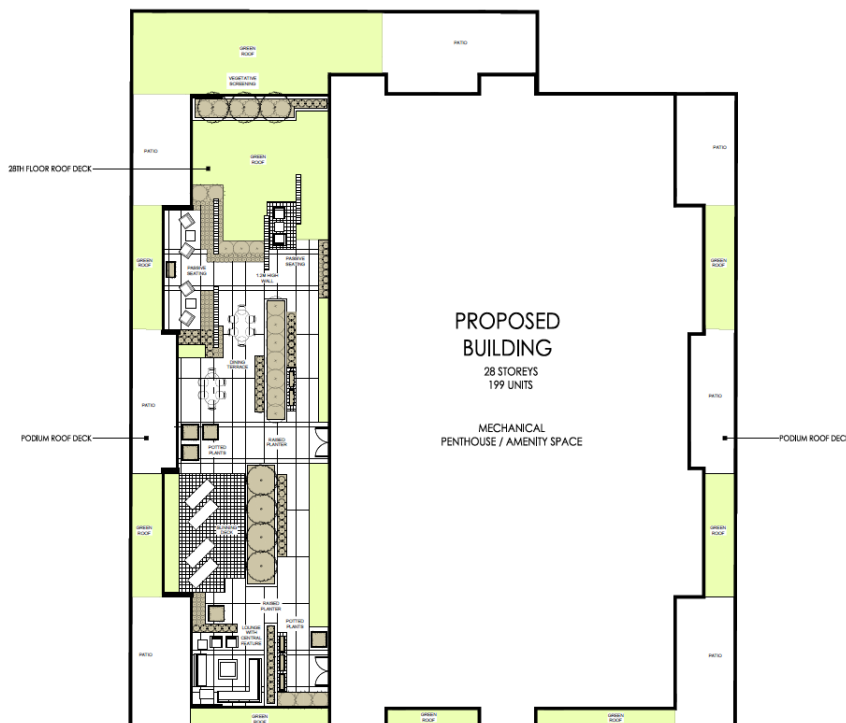
Bonus Zoning is provided to encourage development features which result in a public benefit which cannot be obtained through the normal development process. While public art procurement and the resulting art it generates fosters London’s unique identity, it is rarely considered or executed in the normal development process. As part of the development proposal, a public art contribution valued at 1% of the project construction value up to a maximum of \$250,000 investment has been negotiated through the planning process. A separate process in determining the ultimate feature will be completed consistent with relevant direction in City’s Public Art Policy/Strategy to the satisfaction of the City Planner and Manager of Culture. This bonus zoning matter implements *Our Move Forward: London’s Downtown Plan* policy which states: *Incorporate public art as a component of all major downtown construction projects.* Such public art may be incorporated into the heritage courtyard or otherwise incorporated into the interior or exterior of the new building.

Underground Parking

The proposed development includes a significant supply of parking area (230 spaces). There is no requirement for the provision of parking spaces to service residential units. As a result the above and underground parking spaces provided are to enhance marketability of the units. Proposed parking spaces are to be screened by retail commercial space at the ground floor level as well as providing underground parking areas. These spaces will alleviate pressure for off-site parking within the Downtown Area. The proposed development includes 3 storeys of underground parking. The proponents have committed to minimizing any above ground parking spaces, and propose to screen above ground parking with retail space or façade treatments.

Green Roof

The proposed development includes amenity space integrated with green roofs at both the 7th storey terrace and 29th storey levels. These, green roofs form part of the elements intended to provide enhanced sustainability efforts within the development. This is in line with the City’s *Our Move Forward* policy to “Promote opportunities to use green roof technologies and incorporate green spaces into developments to assist with greening the downtown and reducing the heat island effect”. The proposed development will have green roof on substantial portions of both the podium and tower roofs.



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File: Z-8490
Planner: Eric Lalande

LEED Gold Equivalent

The proponents have indicated that the cost of certification through the LEED Gold process is prohibitive; however, they have committed to incorporate sustainable development techniques that will be sufficient to achieve an equivalent standard to LEED Gold Level. The bonus zone requires that this be achieved, to the satisfaction of the City Planner.

Salvage material/re-use

As part of the proposed development, the proponents have committed to reusing any materials recovered from the demolition of existing buildings into various features of space including lobby areas and the heritage courtyard

High Design Standards

The City of London’s Official Plan cites that *“limitations on the scale of development will be less restrictive in the Downtown and policies will allow for flexibility in the application of these limitations. The Downtown Design Guidelines will be used to improve the aesthetics of new development and the pedestrian environment”*

The *Downtown Design Guidelines* were used during the application review process in discussions held between staff and the applicant, and by the Urban Design Peer Review Panel. Several modifications to the original submission were made to arrive at the site-specific design recommended in this report. These are enumerated in the “Form” discussion earlier in this report. In addition to the illustrations attached to this report, the following proposed rendering also shows many of the changes made to address the concerns presented by staff and the Panel:



Further, the adjustments made to the proposed development are in line with *Our Move Forward*

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File: Z-8490
Planner: Eric Lalonde

policy to “Create developments that add to the quality of the area and provide a high standard of amenity for all users”. The proposed development maximizes the active space at the ground level within the constraints of maintaining functionality and access for the residential uses above.

HERITAGE

The Provincial Policy Statement directs that “Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.” The adjacent protected heritage property relating to this application is the “First Christian Reformed Church” at 513 Talbot Street, designated on October 16, 2000, under Part IV of the *Ontario Heritage Act*. Its heritage attributes are the principal features or elements that contribute to a protected heritage property’s cultural heritage value or interest, attached to By-law L.S.P.-3318-193.

The Official Plan notes “Support is given to establishing priorities for preservation and retention of buildings in the Downtown through the provisions of Chapter 13. Council will endeavour, through its approval process, to discourage new development or redevelopment that detracts from the integrity or results in the destruction of heritage resources. Council will encourage the integration of heritage resources into development or redevelopment projects. The policies on preservation are balanced against policies which promote growth and development in the Downtown. The City will support the blending of these two approaches to the Downtown by encouraging property owners to incorporate buildings and features of cultural heritage value or interest and streetscape features into new development projects, designating significant buildings under the *Ontario Heritage Act*.”

One core ‘Value’ in *Our Move Forward* reads: “When planning for new development, integration with the existing heritage will be a foremost consideration”.

In order to evaluate consideration of heritage properties in a planning application, the Official Plan permits staff to “request the submission of reports and studies related to cultural and design matters [which] are to demonstrate that a proposed development and/or change in land use will have a positive impact on the City’s public realm, and must demonstrate consistency with the policies of Chapter 11 – Urban Design Principles and Chapter 13 – Heritage resources Policies of this Plan. The required reports/studies are to demonstrate how a proposed development and/or change in land use will have a positive impact on neighbouring built heritage, is sensitive to archaeological issues, is designed in a manner that enhances the local built form and/or natural environment, and is consistent with approved Urban Design Guidelines.”

A Heritage Impact Statement was requested and submitted in support of this application. The document acknowledges that “due to the location of [the 3 heritage listed] properties they will need to be removed to allow for the new development”. Its conclusion echoes the orientation of the Provincial Policy Statement in that “the proposed development has minimal negative impact on the designated cultural heritage resource (513 Talbot Street) and shadowing would have limited negative impact”. There are minimal historical and heritage architecture references in the document. However it states “the developer may retain portions of the buildings (staircases, windows etc.) for reuse within in the new development or “donated” to the City for use elsewhere [and] part of the site currently housing 511 Talbot Street is envisioned as a “Heritage Garden” celebrating and informing the past history of the site”. LACH at its July 16, 2015 meeting advised that the assessment does not satisfactorily address the historical, architectural, and contextual importance of the property.

Staff concurs that the submitted Heritage Impact Statement as an evaluation tool is a weakness of the application. However the applicant’s development proposal was significantly influenced by Official Plan policies and Downtown Design Guideline directions, especially as they were

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**File: Z-8490
Planner: Eric Lalande**

applied in reference to the adjacent heritage designated church property. Foremost was the Official Plan’s Downtown Urban Design Objective: *“Design new development to provide for continuity and harmony in architectural style with adjacent uses that have a distinctive or attractive visual identity or are recognized as being of architectural or historic significance”*.

Specific design gestures were made with the intent of reconciling a contemporary addition in a sympathetic way to streetscape consisting of heritage designated and listed properties:

- Reduction in the height of the building podium approximately to the height of the church roof peak;
- Setback of the north wall of the building’s podium from the north lot line - to expose views previously obscured from the sidewalk of the church’s southern façade, apse and windows;
- Provision of a “heritage courtyard” including outdoor landscaping and interpretive signage; it;
- Using the height of the church’s peaked main entrance and its building setback distance from the street as datum lines respectively for the canopy height over the building’s main residential entrance and its setback from Talbot Street;
- Employing white-brick masonry compatible with the church exterior cladding and other nearby buildings;
- Composing the street façade design using the brick material in discrete units to echo the rhythm of the building massing lining Talbot Street;
- Agreeing to salvage significant architectural artefacts and brick material for use in the landscape elements in the heritage courtyard and/or available for incorporation into the interior or exterior of the building.

It is noted the demolition requested of the existing buildings is being requested in tandem with a planning application to execute a replacement for them, and all on-site parking is indoors.

Financial Impact/Incentives

The proposed development will enjoy the Development Charges exemptions offered by the Downtown Community Improvement Plan. Based on the proposed development of 38 one bedroom units and 161 two bedroom units, it is estimated that this exemption will amount to approximately \$3.4 million. It is possible that the proponent may also apply for the Downtown Redevelopment and Rehabilitation Grant Program which could also represent a significant draw from the reserve fund that supports this program. However, no application has been received to date.

CONCLUSION

The proposed development has identified a site that does not fall within the identified Downtown Heritage District, provides a significant opportunity for residential intensification within the core, and provides and a form of development that will provide a benefit to the public realm within the Downtown.

Staff have reviewed the application based upon relevant policies. The Downtown contains many of the City’s original buildings and some of the most architecturally important buildings in the City. Support is given to establishing priorities for preservation and retention of buildings in the Downtown through the provisions of Chapter 13 and provisions for heritage zoning in the Zoning By-law. The policies on preservation are balanced against policies which promote growth and development in the Downtown.

Staff believe it is important to support the blending of these two approaches to the Downtown by encouraging developers to incorporate buildings of cultural heritage value or interest into new development. In this instance, it is not possible to reasonably do so considering the small site

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File: Z-8490
Planner: Eric Lalonde

and the significant structure that is being proposed.

While the loss of the buildings listed on the Heritage Inventory is regrettable, in this instance Staff believe that it is necessary to allow for the development of the subject lands. Such development will contribute to regeneration of the Downtown and the economic sustainability of the many heritage buildings throughout the Downtown and surrounding districts. The building podium height and design, the set-back from the heritage designated church, the introduction of the heritage courtyard including interpretive signage, the salvaging and re-use of building artefacts, and the integration of bricked forms to express the rhythm of the streetscape all help to mitigate the loss of the buildings currently on-site. Meanwhile, the proposed development will contribute significantly to many other policy objectives expressed in the Official Plan.

Staff's recommended action supports the proposed development, and to introduce a by-law that would permit the proposed development in line with bonusing provisions that will ensure a high level development expected to be established in the core.

PREPARED BY:	REVIEWED BY:
ERIC LALANDE, PLANNER II CURRENT PLANNING	MICHAEL TOMAZINCIC, MCIP, RPP MANAGER, CURRENT PLANNING
SUBMITTED BY:	RECOMMENDED BY:
JIM YANCHULA, MCIP, RPP MANAGER, URBAN REGENERATION	JOHN M. FLEMING, MCIP, RPP MANAGING DIRECTOR, PLANNING AND CITY PLANNER

August 4, 2015

EL/el

"Attach"

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File: Z-8490
Planner: Eric Lalande

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

<u>Telephone</u>	<u>Written</u>
Daniella Rutherford 500 Talbot Street London, ON	Laura Kaufman 778 Hellmuth Ave London ON N6A 3T7
	Mike Fitzgerald
	Richard Semmens, PhD 907-549 Ridout St. N London, ON N6A 5N5
	Stacey Farley, AACI., 545 Talbot Street, London, Ontario, N6A 2S9

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File: Z-8490
Planner: Eric Lalande

**Bibliography of Information and Materials
Z-8490**

Request for Approval:

City of London Zoning By-law Amendment Application Form, completed by 505 Talbot Limited, May 13, 2015

Reference Documents:

Ontario. Ministry of Municipal Affairs and Housing. *Planning Act, R.S.O. 1990, CHAPTER P.13*, as amended.

Ontario. Ministry of Municipal Affairs and Housing. *Provincial Policy Statement*, 2014.

City of London. *Official Plan*, June 19, 1989, as amended.

City of London. *Zoning By-law No. Z-1*, May 21, 1991, as amended.

Stantec. Planning Justification Report for 505 Talbot Street London ON, May 1, 2015.

Stantec. Sanitary Servicing Capacity Study, May 1, 2015.

Stantec Transportation Impact Assessment, proposed apartment Development, May 1, 2015.

Stantec. Heritage Impact Statement, May 1, 2015.

Stantec. Water Servicing Brief, May 1, 2015.

RWDI. Wind Study, June 26, 2015.

Stantec. Urban Design Brief, May 1, 2015.

Correspondence: (all located in City of London File No. Z-8490 unless otherwise stated)

Departments and Agencies -

Bezzina, J. London Hydro E-mails to Kate Butts, July 7, 2015.

Creighton C., UTRCA. E-mail to Jim Yanchula, July 8, 2015.

Other:

Site visit August 6, 2015 and photographs of the same date.

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**File: Z-8490
Planner: Eric Lalonde**

Appendix "A"

Bill No. (number to be inserted by Clerk's Office)
2015

By-law No. Z.-1-15_____

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 505-511 Talbot Street and 94 Dufferin Avenue.

WHEREAS 505 Talbot Limited has applied to rezone an area of land located at 505-511 Talbot Street and 94 Dufferin Avenue, as shown on the map attached to this by-law, as set out below;

AND WHEREAS this rezoning conforms 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 505-511 Talbot Street and 94 Dufferin Avenue, as shown on the attached map comprising part of Key Map No. A107, from a Holding Downtown Area (h-3*DA2*D250) Zone to a Downtown Area Bonus (DA2*D250*B-_) Zone.
- 2) Section Number 4.3 (Bonus Zones) of the General Provisions to By-law No. Z.-1 is amended by adding the following Site Specific Bonus Provision:

4.3() B(*) 505-511 Talbot Street and 94 Dufferin Avenue

This bonus zone is intended to facilitate a development design which includes a 29-storey (97m tall) building with a maximum density of 990 units per ha and three levels of underground parking and shall be implemented through a development agreement in return for the provision of the following services, facilities and matters:

1. A building design which, with minor variations at the discretion of the Managing Director, Planning and City Planner, is consistent with the Site Plan and Illustrations shown in Schedule "1" of the amending by-law.
2. Architectural Continuity with Heritage Designated Property

The massing and site-specific design of the development provide for continuity and harmony in architectural style with the heritage designated church abutting the subject property to the north, achieved by:

 - a. Establishing a building podium height consistent with the height of the roof peak of the church;
 - b. Using the height of the church's peaked Talbot Street main entrance and its building setback distance from the street as datum lines for the canopy height over the building's main residential entrances and the building's setback from Talbot Street;
 - c. Setting back the building's podium approximately 5.3m from the northern lot line and 13m from the easterly lot line, to provide space between the new structure and the heritage church and to provide new light into the windows of the church's south façade and apse;
 - d. Establishing a new heritage courtyard within the space created by (c) above, to provide a common open space that is functional for active and/or passive recreational use. This space will be landscaped, include seating, and will include interpretive signage relating to the heritage attributes and history of the buildings that are currently located on the site;
 - e. Using light brick masonry on the podium of the building that is compatible with the church exterior cladding and other nearby buildings;

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File: Z-8490
Planner: Eric Lalande

- f. Employing a street façade design for the podium that incorporates brick material in discrete units to echo the rhythm of the building massing that currently exists along Talbot Street;
- g. Salvaging and reclaiming significant architectural artefacts and building materials from the existing buildings on the subject site, for incorporation into the new building’s interior and/or exterior; some of these materials may be incorporated into the heritage courtyard.

3. High Design Standards

The site-specific building design to be constructed in this prominent Downtown location, promoted by:

Podium Features

- a. A podium height which is equal to, or lesser, than the height of the peak of the adjacent heritage church;
- b. Podium design sympathetic to the heritage context of the streetscape, as described above;
- c. Generous floor-to-ceiling heights on the ground floor, with interior spaces visible through window walls from outdoors, with overhead projecting canopies lining the pedestrian-oriented street wall frontages;
- d. Abundant use of brick and clear glass materials;
- e. Prominence of the Dufferin Ave-Talbot Street corner, expressed through the use of entrances, clear glazing and architecturally integrated canopies;
- f. Recessed vehicular entrances located well away from the street corner and using driveway materials that continue the sidewalk treatment and character;
- g. Punctuation of the upper storey podium walls with windows clad with frosted glass, allowing for the internal illumination of the parking garage and providing nighttime lighting on the street and a glow that offers a sense of occupancy.

Tower Features

- a. Step-back of the tower, from the podium, to the greatest extent possible on the street facing facades, given the limitations of the small lot size. This step-back is expressed in the regulations of the by-law;
- b. A point-tower form with tower floor-plate perimeter dimensions being relatively equal;
- c. Mitigation of building mass with a high proportion of glass materials and a relatively low proportion of exposed concrete or similar materials; the use of transparent curtain glass wall, running in vertical bands on each façade of the tower. Use of clear glass balcony barriers;
- d. Further mitigation of building mass by varying and articulating the plane of all facades.

Building Cap Features

- a. A visually interesting building top and distinguishable cap of a design quality that will contribute positively to London’s skyline;
- b. The use of building step-back at the top storey, with mechanical penthouse completely concealed in the building’s top storey;
- c. Significant amounts of clear glazing, and planned lighting features for the building cap.

4. Site Landscaping/Public Realm

Landscaping used to enhance the appearance of building setback and yard areas by:

- a. Continuous planting in the at-grade green space west of the building;
- b. Raised concrete planters along Talbot Street and Dufferin Avenue, to define the interface of the subject site and the public right of way and to function as informal seating, as approved by the City through the site plan process;
- c. Shade trees in the raised concrete planters;
- d. Widened sidewalks and the incorporation of non-asphalt materials and paving patterns in driveways and drop-off areas as approved by the City through the site plan process;

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**File: Z-8490
Planner: Eric Lalonde**

- e. The heritage courtyard feature, as described above.
- 5. Underground Parking
 - a. Three levels of underground parking to allow for a podium building height that is not greater than the height of the heritage designated church to the north;
 - b. Provision of dedicated, sheltered and secure bicycle parking.
- 6. Sustainability Features
 - a. Provision of a green roof on portions of both the podium and the tower roofs;
 - b. Provision of sustainability features incorporated into the building that will be equivalent to a LEED gold standard, to the satisfaction of the City Planner.
- 7. Public Art Contribution
 - a. The contribution of funding for public art in the amount of 1% of the overall project construction value, up to a total of \$250,000.
 - b. Such public art will be established through a process that is consistent with the City's public art policy as applicable, to the satisfaction of the Manager of Culture and the City Planner, and ensuring input from the developer.

The following regulations apply within the bonus zone:

b) Regulations:

- i) Density: 990 units per hectare (Maximum)
- ii) Height 97 metres (Maximum)
- iii) Bicycle Parking 0.4 spaces per residential unit (Minimum)
- iv) Residential Component of Buildings N/A
- v) Setback of tower portion of building from lot lines (minimum):
 - a. 4.5 m setback from the northerly property line;
 - b. 3 m setback from the easterly property line;
 - c. 0.7 m setback from the southerly property line;
 - d. 4.5 m setback from the westerly property line.

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 1, 2015.

Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading - September 1, 2015
Second Reading - September 1, 2015
Third Reading - September 1, 2015

Agenda Item # Page #

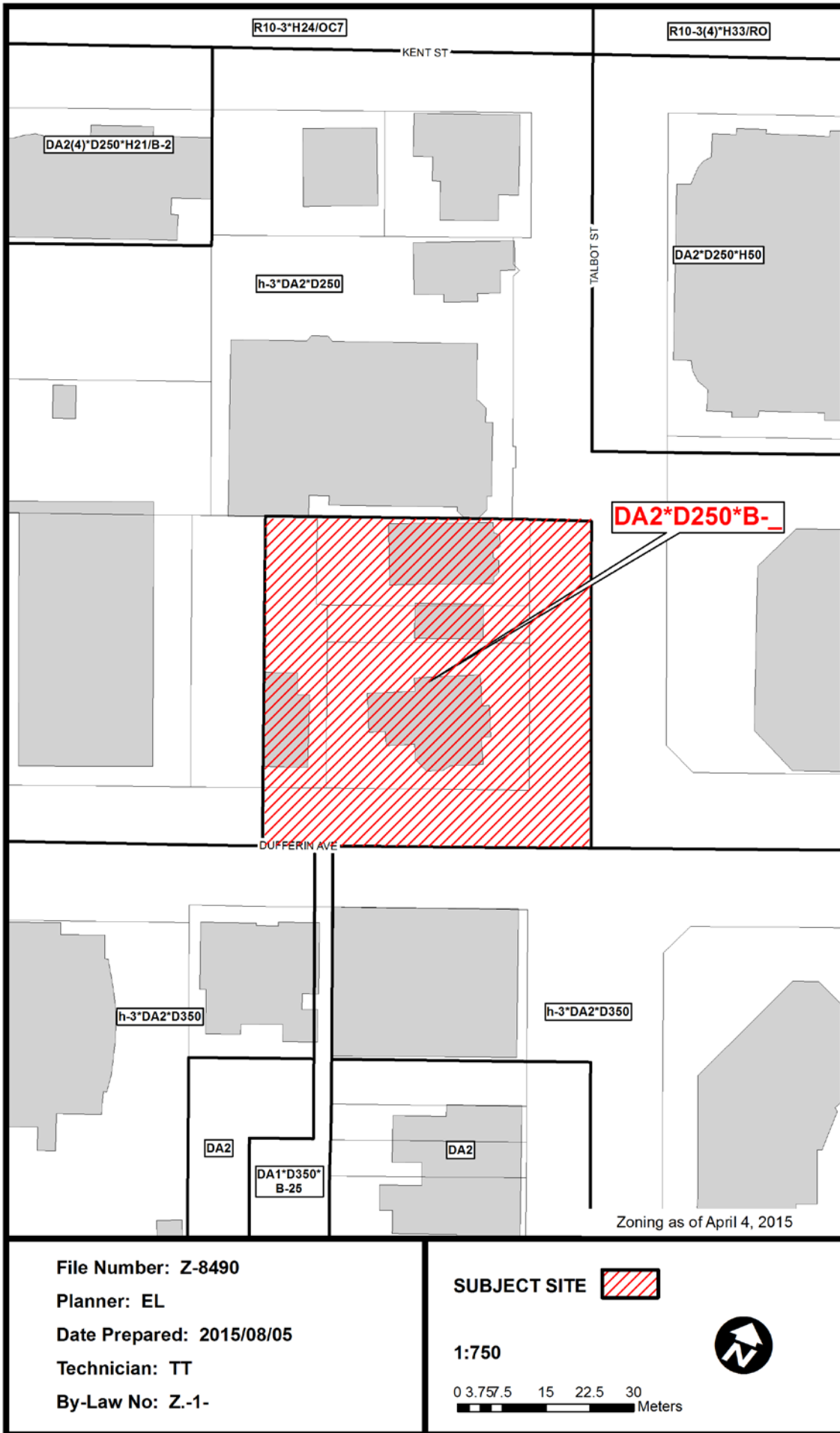
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Planner: Eric Lalande

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File: Z-8490
Planner: Eric Lalonde

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



File Number: Z-8490
 Planner: EL
 Date Prepared: 2015/08/05
 Technician: TT
 By-Law No: Z.-1-

SUBJECT SITE 
 1:750
 0 3.75 7.5 15 22.5 30 Meters



Geodatabase

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File: Z-8490
Planner: Eric Lalande

SCHEDULE 1



View at Dufferin Ave. and Talbot St.

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File: Z-8490
Planner: Eric Lalonde



View Looking North at Dufferin Ave. and Talbot St.



View Looking West at Dufferin Ave. and Talbot St.

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File: Z-8490
Planner: Eric Lalande

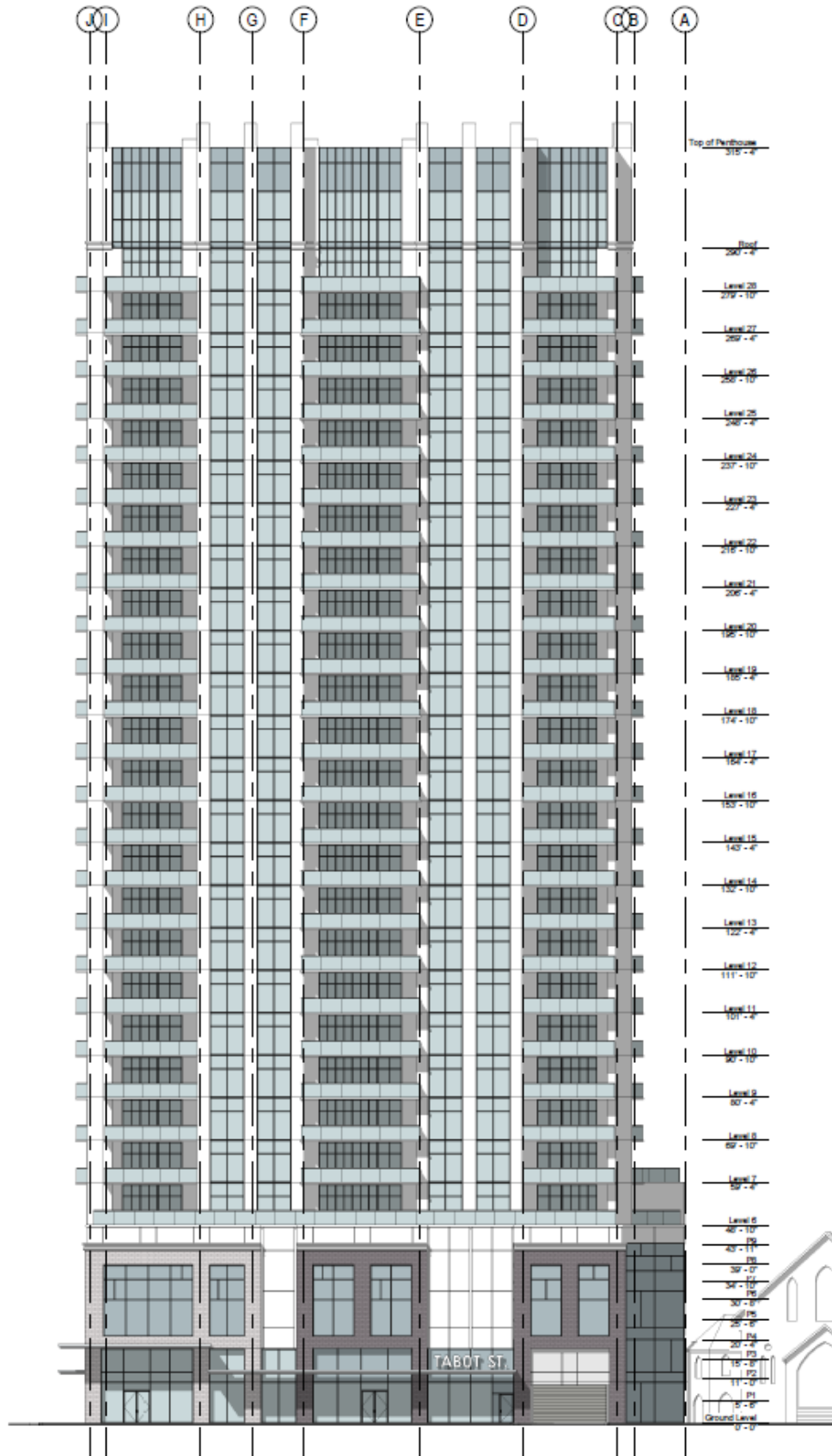


View Looking East on Dufferin Ave.



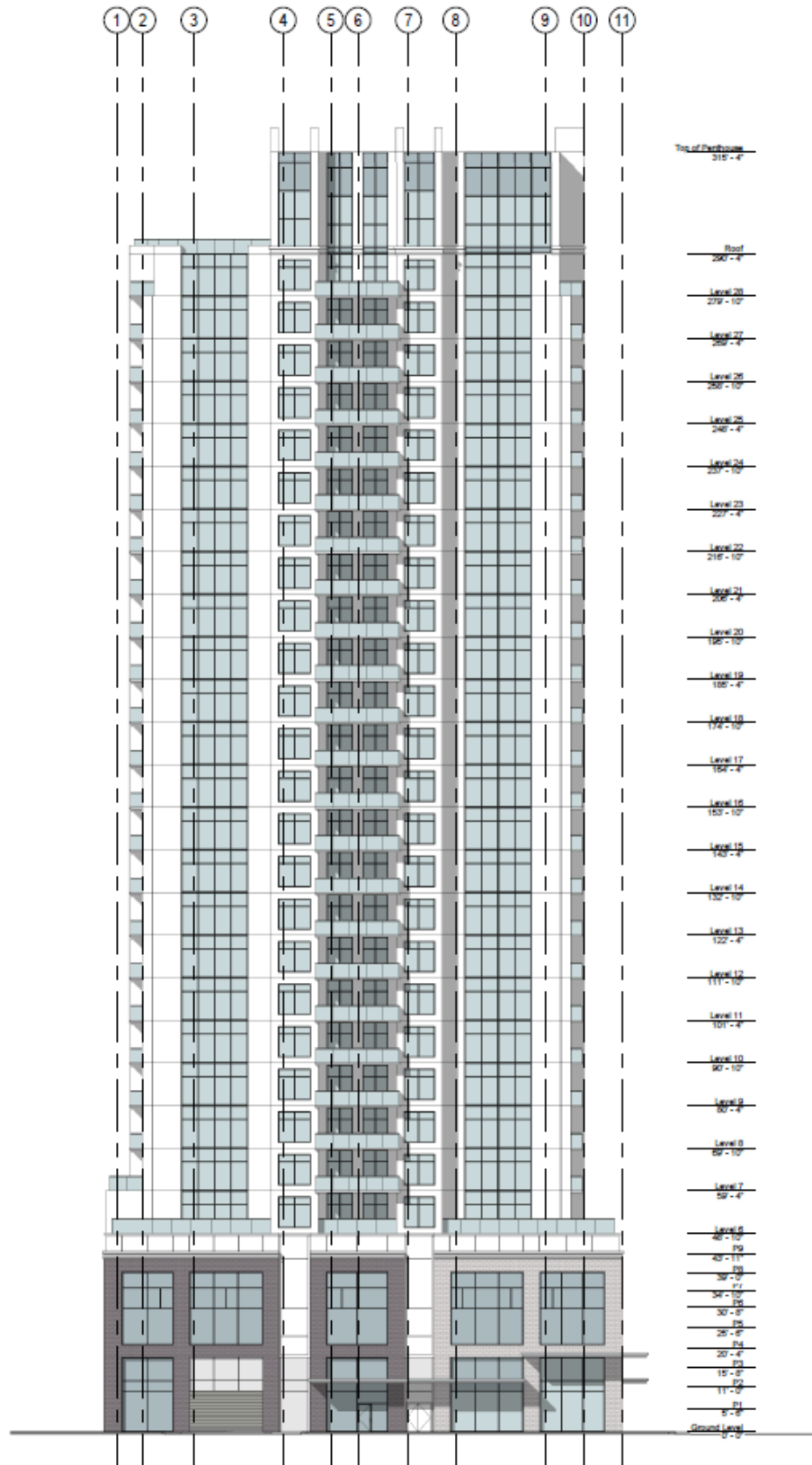
View Looking South on Talbot St.

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Planner: Eric Lalonde



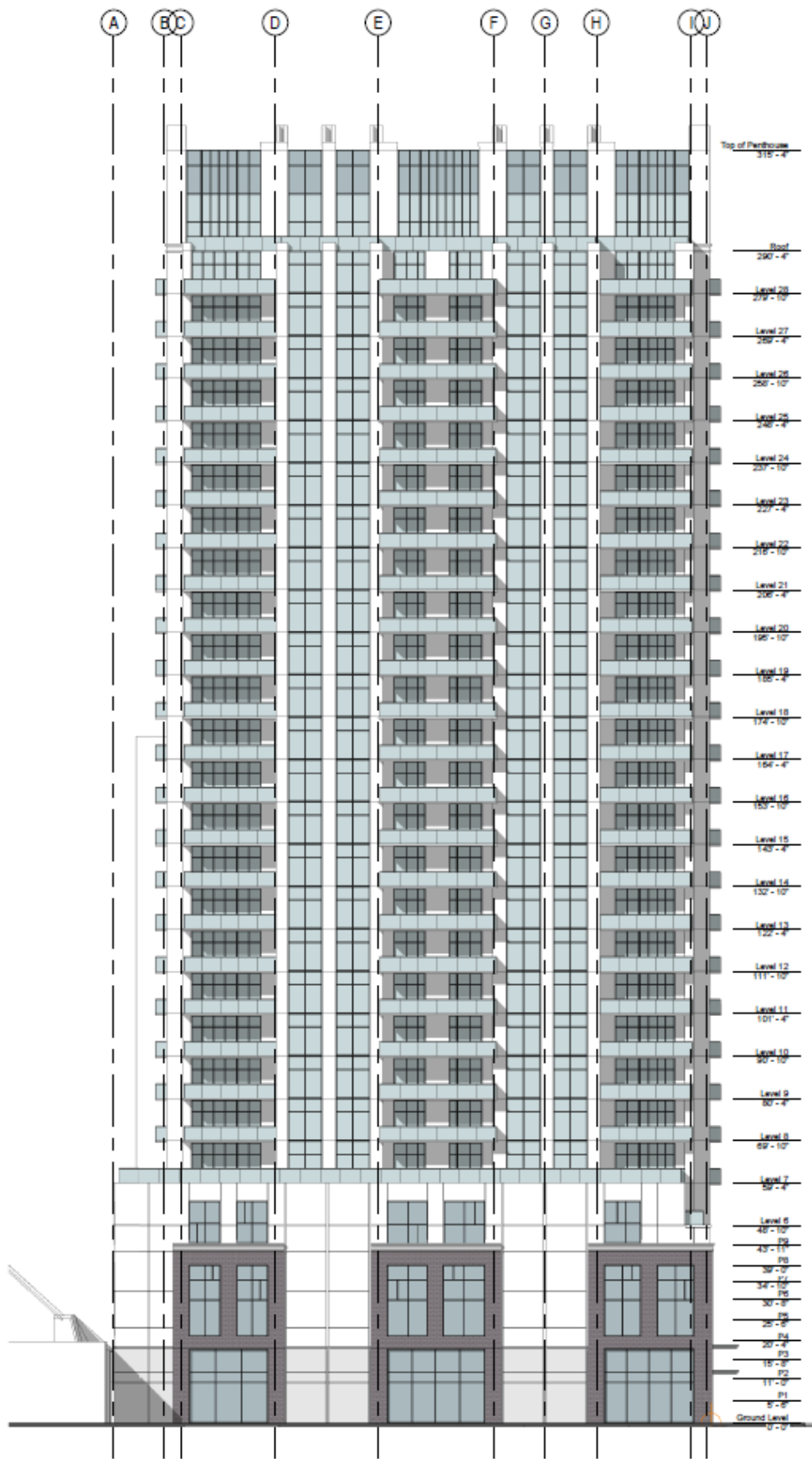
505 Talbot Limited

505 Talbot St. London, Ontario
City's Requested Revisions 2

07 South Elevation
July 20th 2015

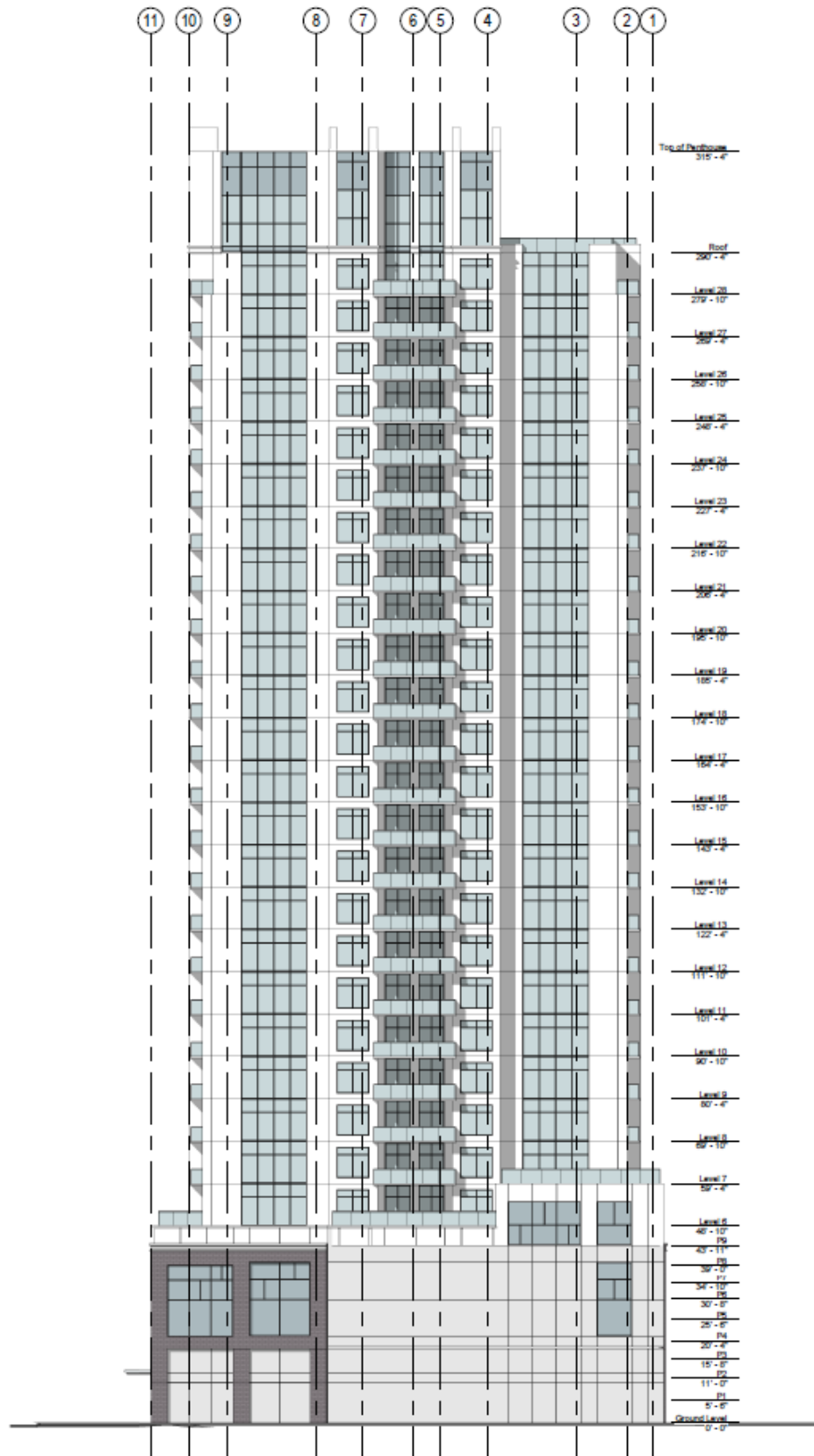
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Planner: Eric Lalande



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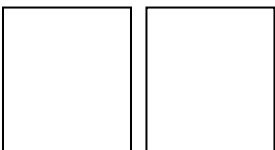
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Planner: Eric Lalande



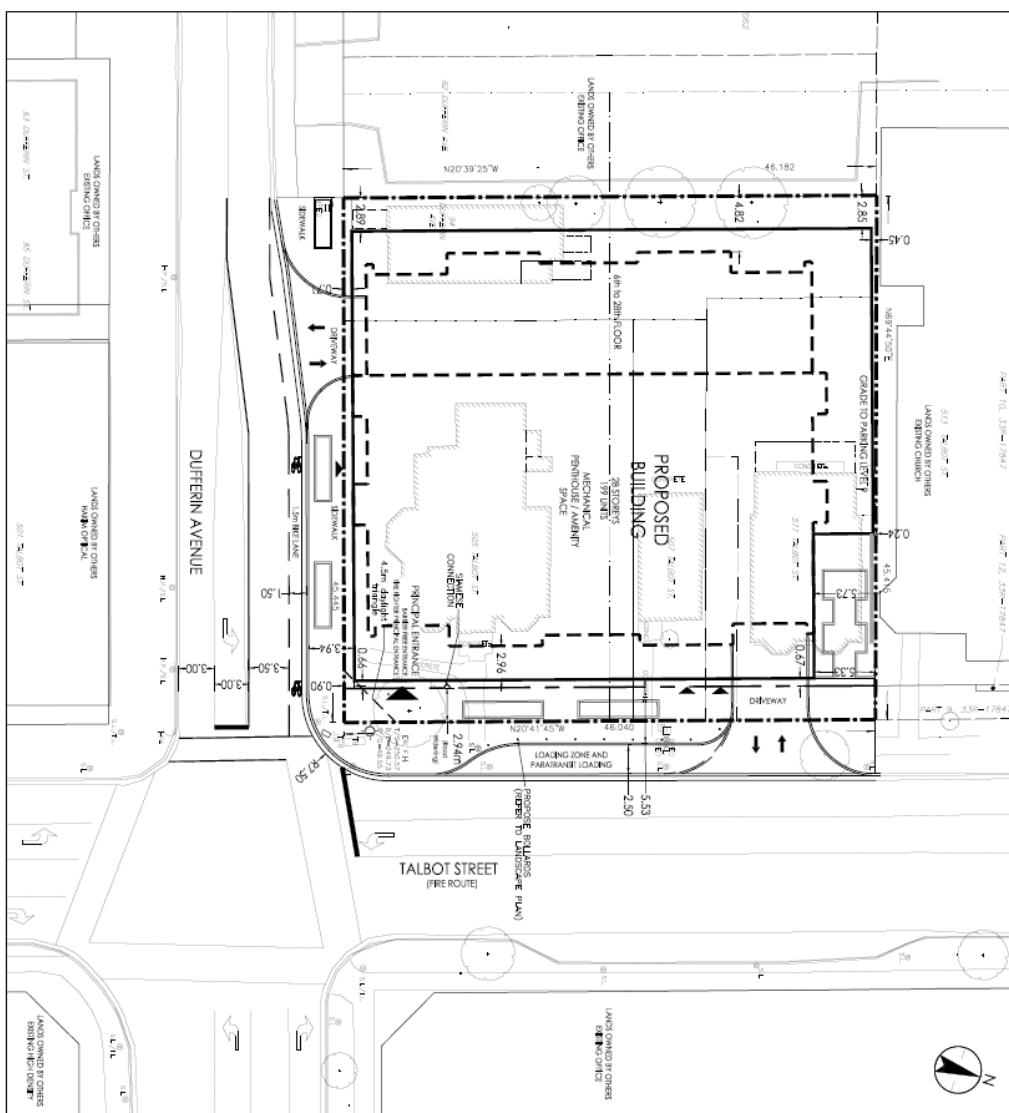
505 Talbot Limited

505 Talbot St. London, Ontario
City's Requested Revisions 2

09 North Elevation
July 20th 2015



Item #	Item Name	Proposed	Current	Amendment
1	Minimum Floor Area	420 m ²	N/A	N/A
2	Minimum Floor Area per Lot	420 m ²	N/A	N/A
3	Minimum Floor Area per Building	420 m ²	N/A	N/A
4	Minimum Floor Area per Unit	420 m ²	N/A	N/A
5	Minimum Floor Area per Lot (Minimum)	420 m ²	N/A	N/A
6	Minimum Floor Area per Lot (Maximum)	420 m ²	N/A	N/A
7	Minimum Floor Area per Building (Minimum)	420 m ²	N/A	N/A
8	Minimum Floor Area per Building (Maximum)	420 m ²	N/A	N/A
9	Minimum Floor Area per Unit (Minimum)	420 m ²	N/A	N/A
10	Minimum Floor Area per Unit (Maximum)	420 m ²	N/A	N/A



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Legend

- SITE BOUNDARY
- ▲ PRINCIPLE BUILDING ACCESS
- ▲ SECONDARY BUILDING ACCESS
- ⊕ EXISTING FIRE HOBRANT

Revisions

No.	By	Date	Description
1	E.L.	2023.11.15	Final
2	E.L.	2023.11.15	Revised



Client/Project
505 TALBOT LIMITED
505 TALBOT STREET
London, ON Canada

Title
SITE PLAN

Scale
1:100

Project No. 1914-3107

Drawing No. Sheet 1 of 2

Revision

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File: Z-8490
Planner: Eric Lalonde

**APPENDIX B
 URBAN DESIGN PEER REVIEW PANEL MEMO
 RELATING TO ORIGINALLY SUBMITTED PROPOSAL**

Memo

- To:**
- Proponents
 - Joe Carapella, President, Tricar
 - Adam Carapella, Vice President of Operations, Tricar
 - Chris Leigh, Director of Construction, Tricar
 - Chris Hendriksen, Project Manager
 - J.P. Thornton, Principal, Stantec

 - City of London Personnel
 - Jerzy Smolarek, Urban Designer
 - Eric Lalonde, Site Plan Approval Officer
 - Sean Galloway, Manager, Urban Design & GIS

- From:**
- Urban Design Peer Review Panel (UDPRP)
 - Andrew Wilson, Landscape Architect, Chair
 - Julie Bogdanowicz, Architect
 - John Nicholson, Architect (Absent)
 - Steve Ries, Architect (Absent)
 - Blair Scorgie, Urban Designer
 - David Yuhasz, Architect (Absent)

RE: Zoning By-law Amendment – 505 Talbot Street – Residential Development Presentation & Review: May 20, 2015

1.0 Urban Design Context

- 1.1 The panel is supportive of the 2015 Draft Downtown Design Manual and its promotion of intensification in the core. The proposed project is in keeping with that general planning intent and is therefore supportable; however, we recommend a reduction of the proposed tower floor area of +/-1200 square metres to the 800 square metres stipulated in the Downtown Design Manual.
- 1.2 The proponents question the economic viability of the smaller floor plate citing the success of their Renaissance project with its +/-1200 square metre floor plate. Economic viability is an essential consideration but that does not preclude the success of a building designed in keeping with an 800 square metre floor plate.
- 1.3 The proposed destruction of heritage buildings is unfortunate and given the amount of land in the core given over to surface parking, seemingly indefensible.

2.0 Site Planning

- 2.1 The site plan takes advantage of the whole site as befits a core development and the goal of intensification.
- 2.2 The proposed building will actually heighten awareness of the existing church given the obvious contrast between the two buildings. The proposed court at the street between the church and proposed building is a commendable design gesture. Consider enlarging the space so it has more light and air movement. Design simplicity and high quality materials and detailing are recommended.
- 2.3 The proposed above grade parking results in a base building related more to cars rather than the quality of the building and street interface as intended for buildings in the core. Reducing the parking would result in less parking structure and more usable commercial or amenity space at the streets. If parking is to be aboveground, consider a bona fide multi-storey face-building on Talbot and Dufferin Streets.
- 2.4 One vehicle entrance/exit should be sufficient for the building type. Related to that and common

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File: Z-8490
Planner: Eric Lalande

to major building developments in core areas, curb cuts are not necessary. Instead a driveway is defined by a curb letdown with a ramp between curb and sidewalk (usually the boulevard area) to bring the driveway to the level of the pedestrian sidewalk rather than have pedestrians have to step down to road level to cross a driveway to a parking garage.

3.0 Building Architecture

- 3.1 The architecture is more successful than previous London Tricar high-rises in diminishing the sense of the building mass. Nevertheless, a smaller floor area above the base portion would result in a more elegant building with greater setbacks and thus greater opportunity for exterior space on the base building roof. Negative wind conditions will result from the proposed small setback. The amelioration of such conditions is essential.
- 3.2 Rather than a single floor plate of a particular area, there could be a variation in floor area as the building rises resulting in a more visually complex form.
- 3.2 The proponents should be providing legitimate usable interior retail/commercial space at the street to the greatest extent possible to contribute to the animation of the public realm.
- 3.3 Reconsider the main building corner to connect the tower to the ground.
- 3.4 Reconsider the height of the base building at 3 storeys to relate to the height of the church.

4.0 Landscape Design

- 4.1 Given that the site is filled by the building, landscaped space will be on structure to serve as amenity space.
- 4.2 Trees are proposed within the public right-of way. It is recommended that continuous planting areas be created to heighten plant viability.
- 4.3 More than one species of tree is recommended in keeping with the principle of street tree diversity.

This UDPRP review is based on City planning and urban design policy, the submitted brief and noted presentation. It is intended to inform the ongoing planning and design process and represents general support for core intensification. We recommend that the floor plate area of the building above the base portion be reduced to 800 square metres optimally in keeping with City Downtown Design Manual, itself a reflection of the draft London Plan. We do not support multi-storey above-ground parking when the resulting building form diminishes or eliminates usable commercial and/or residential space facing a street especially in the downtown core. It is not clear what about the proposed project merits the height and density bonuses requested.

Sincerely on behalf of the UDPRP,



Andrew Wilson, MLA, OALA, CSLA, Chair, City of London Urban Design Peer Review Panel