

PUBLIC PARTICIPATION MEETING COMMENTS

24. Property located at 455 Clarence Street (Z-8560)

- Myk Wasylo, Wasylo Architect Inc., Agent and Architect – advising that the property located on the east side of Clarence Street is approximately 156 feet of frontage and approximately 110 feet of depth; advising that this site has been a parking lot since 1965 and it used to be the site of the Victoria Theatre which was torn down in either 1964 or 1965; indicating that, for the last twenty-five years, it has been owned by the Anastasiadis family who currently own it; advising that this property also has a right-of-way along the south boundary and it is about 3 metres in width and goes right to the rear of their property; as Mr. M. Tomazincic, Manager, Current Planning, has mentioned, in the London Downtown Plan: Our Move Forward, there is a provision to construct an east-west pedestrian alleyway mid-block that would go from Richmond Street right over to Clarence Street; pointing out that, in their proposal they are facilitating that by a three metre wide covered walkway just north of the right-of-way that he has just mentioned; advising that Clarence Street has been designated potentially as a light rapid transit route and they are doing their best to get as much short-term stop and go traffic off the frontage of their property and to do this they have organized their vehicular access at the north end of the site; outlining that one set of traffic routes would go right to the rear; noting that in his presentation this is coloured in a grey colour and that would be the short-term drop off, taxi drop off, deliveries, etc., and then they would proceed southward onto the right-of-way and exit the site; advising that next to that would be the access to the parking structure which comprises most of the podium, the in and out, as shown in red in his presentation; ramping up and the parking structure above is approximately five levels; also on the ground floor they are proposing 7,500 square feet of retail (as shown in orange in his presentation) each with its own access immediately off of Clarence Street and a recessed entrance to the elevator lobby which provides access to the residential tower; showing a view of the six storey podium looking north west of the project; indicating that, to animate the parking structure they are proposing eight three storey bays that would protrude off the limestone face by about half a metre; advising that these bays will provide lots of natural light into the parking structure and the other material that is used along Clarence Street is granite, which is at the base and accents the bottom half of the floor; pointing out that there are approximately ten heritage historical buildings within a block of their site that have a similar type of cladding; pointing out that directly across the street from them is the old Huron and Erie building, Moxie's which used to be the Bank of Montreal, then there is another Bank of Montreal at the corner of Dundas Street and Wellington Street, London Life northeast of our site and One London Place; noting that each of these buildings, to a certain extent, incorporate either limestone or granite or both; showing the view looking at the podium from the northeast which easily identifies the parking garage access; showing a close up of the façade right along Clarence Street; noting that they are proposing a continuous glass canopy that would run almost the entire 156 foot frontage, a row of planters with trees, nicely identifying a pedestrian expression along Clarence Street; showing the view looking just north of the southerly right-of-way, right smack in the middle of the picture is the covered walkway that would lead from Clarence Street westward into the site; pointing out that you can also see the canopy, the high ceilings of the retail; noting that this covered walkway would have large windows on the north side and openings on the south side of the passage which would enhance security and safety of pedestrians moving east and west; back to the ground floor, point out where the access to the parking structure is; noting that it is next to the short-term drop off lane and this gives you a typical layout of the parking podium; noting that it is just a series of ramps progressing up to the fifth and sixth levels with the stairs and elevator; indicating that his last slide shows the podium, the residential tower and

the articulate cap; indicating that they have organized the cladding of the tower in a series of window walls with an articulated frame around each of them and you can see that the balconies are located at the four corners; *(Councillor Hubert asks the presenter to put the slide back up that has the site and the vehicle circulation; enquiring if that space, where the red is on the south side of it, is that a municipal easement, because currently it is a driveway serving the building directly to the south of it going the opposite direction.)*; Mr. M. Wasylo responding that the very southern lane is the right-of-way, it is on title and should be providing vehicular access to their property and somehow it is a laneway providing access to the underground garage for the building south of them; reiterating that it is their right-of-way and the pedestrian lane would be just north of that; *(Councillor Hubert confirms that it is not a shared right-of-way, it actually belongs to this property to the north.)*; Mr. M. Wasylo responding that the right-of-way belongs to their property but it is owned by the building on the corner south of them.... Only to the parking garage south of them and somehow it got laid out in such a way that it provides access only to the parking garage south of them but it is legally their right-of-way; *(Councillor Hubert requests clarification on the parking, is the plan to put any underground or is it all in the podium)*; Mr. M. Wasylo responding that it is all in the podium; advising that their site is so limited in depth that they cannot stack their ramps, they would have to provide a separate series of ramps to access some of the levels above-ground and then another set of ramps that would access the underground parking; outlining that by the time you put the drop-off lane at the back, a twenty foot or six metre wide ramp that goes to the upper levels and then in front of that another six metres of ramp going down it chews up the entire site and they have no room for elevators; indicating that they have chosen that the most economical and feasible way to handle the parking is to have it either all below grade or all above grade; *(Councillor Hubert enquires if the applicant has considered a mechanical parking mechanism versus ramping)*; Mr. M. Wasylo responding that it was not considered in very much detail at this stage. (See attached presentation.)