

Heritage Impact Statement

150 Dundas Street

Rygar Corporation Inc.



February 2017

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SECTION 1 - INTRODUCTION

On behalf of Rygar Corporation Inc., Zelinka Priamo Ltd. has applied for a Zoning By-law Amendment for a proposed mixed-use development at 150 Dundas Street (Figure 1).

The purpose of the ZBA applications is to permit the redevelopment of the subject lands for a twenty-seven (27)-storey mixed-use building consisting of ground floor commercial space, amenity space for residents on the second (2nd) floor and residential units on the third (3rd) floor and above. The development proposal is strategically located to address the housing needs associated with Fanshawe College's Downtown London campus.

A Heritage Impact Statement is required under Section 13.2.3.1 of the City of London Official Plan when site alteration to a heritage building protected under Parts IV, V or VI of the Ontario Heritage Act is proposed.

SECTION 2 – SITE DETAILS

2.1 The Subject Lands

The subject lands are comprised of a rectangular shaped through-lot with frontage on the north side of Dundas Street and the south side of Carling Street between Richmond Street and Talbot Street. They are approximately 0.14 hectare (0.35 acre) in area (Figure 1). The subject lands are currently occupied by a commercial building that is 2-storeys in height fronting onto Dundas Street and 3-storeys in height fronting onto Carling Street (Figure 2).



Figure 2 – 150 Dundas Street and 153 Carling Street



2.2 The Surrounding Properties

With regard to the surrounding land uses, Dundas Street and Carling Street largely consist of low-rise and mid-rise non-residential buildings used for commercial and institutional uses. Fanshawe College's Centre for Digital and Performing Arts is currently located at 137 Dundas Street, and Fanshawe College is further expanding its Downtown London campus through the redevelopment of former Kingsmill's department store at 130 Dundas Street.

Dundas Street in the vicinity of the subject lands currently consists of two (2) lanes of vehicular traffic (a single lane in each direction) with on-street lay-by parking on both the north and south sides of the road. The pedestrian realm along Dundas Street consists of a narrow concrete sidewalk immediately abutting the building facades with a narrow paver-stone transition between the concrete sidewalk and on-street parking lay-bys. There are no street trees in the immediate vicinity of the subject lands, instead street trees are provided along Dundas Street in 'bump-outs' where on-street parking lay-bys end.

SECTION 3 – HISTORICAL CONTEXT

3.1 Site History – The Dry Goods District

Due to its close location to the market, the area of Dundas Street was historically known for its various commercial uses including dry goods dealers, boot and shoe retailers, grocers, and clothing merchants. The uses of the subject lands and adjacent neighbors include grocery, dry goods, and men's clothing stores. Please see Appendix 1, Fire Insurance Plans and Air Photos.

Dundas Street - 1885



The Chislolm building, located at 142 Dundas Street, is one of the oldest dry goods store dating from the mid 1860's. Kingsmill's, is another dry good store at 130 Dundas, which is probably the most notable department store in the downtown core. It operated from 1865 to 2014 at its present location.

Grafton's, one of London's first chain stores opened in 1896 at 152-154 (158) Dundas Street. Grafton started in 1853 with one small store then grew to have eight stores across Ontario. London

was the fourth branch of the company and sold dry goods, men's clothing and furnishings. The store later relocated to west side of the subject site and built a new building in 1947 at 146 Dundas.

Various commercial uses continued on the subject lands until the 1940's. In 1941, S.S. Kresge, bought and removed four stores on the subject lands and built the current building in 1947. Kresge's had its official opening in 1948.

The introduction of department stores caused great change in this area starting in the late 1940s. The Kresge's opened in 1948 joining the other neighbouring retail chains including Simpson's, Woolworth's, Metropolitan and London's own Kingsmill's making the downtown the place to shop in London.

In the 1970's downtown London still dominated the retail market, but with the development of major suburban malls soon started to see the decline of retail shoppers. Many of the major retail chains soon left the downtown with Kingsmill being one of the last in 2014. The subject lands, and adjacent properties converted to office space and smaller retail units.

North Side Dundas Street - 1952



Source: UWO Archives

South Side Dundas Street - 1954



Source: UWO Archives

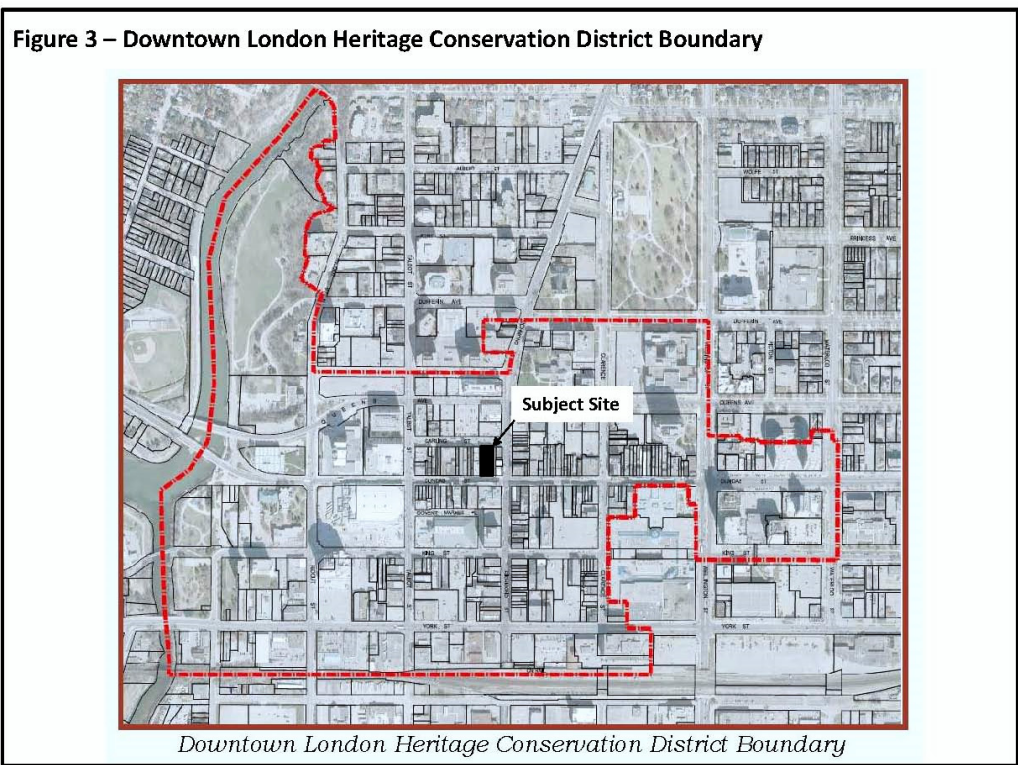
3.2 Site History – Carling Street

The Carling Street façade of the subject site mainly acted as a rear entrance to the businesses that fronted Dundas Street. This was similar to the neighbouring properties as well. Please see Appendix 1, Fire Insurance Plans and Air Photos.

Some of the adjacent uses included the Hyman Boot and Shoe Manufacture, London Printing and Lithographing, Central Police and Court Station and Kingsmill's warehouse facility.

3.2 Downtown London Heritage Conservation District

The subject lands are located within the Downtown London Heritage Conservation District designated under Part V Ontario Heritage Act (OHA). The district's westerly boundary is the centreline of the Thames River and includes Harris and Ivey Parks, and the Forks of the Thames. The northern boundary, west to east, is the south limits of the Blackfriars Bridge, Fullarton Street between Ridout and Richmond, Dufferin Avenue and mid-block of the block between Wellington and Waterloo, north of Dundas. The south boundary is the rail tracks. The east boundary stays west and north of Citi Plaza and extends east to Waterloo street north of King (Figure 3).



SECTION 4 – POLICY REVIEW

4.1 Provincial Policy Statement 2014 (PPS)

The Provincial Policy Statement (PPS), issued under the authority of Section 3 of the Planning Act “provides policy direction on matters of provincial interest related to land use planning” in order to ensure efficient, cost-efficient development and the protection of resources. All planning applications, including Zoning By-Law Amendment applications, are required to be consistent with these policies.

Policies in the 2014 PPS relevant to the subject lands are as follows:

“Significant built heritage resources and significant cultural heritage landscape shall be conserved.” Section 2.6.1

4.2 City of London Official Plan

Section 13 provides policies regarding the cultural heritage value of properties in London. The subject lands are within the Downtown London Heritage Conservation District and must have regard for the following policies in the Official Plan:

Section 13.3.6 – Heritage Conservation Districts

Within Heritage Conservation Districts established under the provisions of this Plan, the following policies shall apply to the proposal:

- “the design of new development, either infilling or as additions to existing buildings, should complement the prevailing character of the area.”
- “regard shall be had at all times to the guidelines and intent of the Heritage Conservation District Plan.”

Section 13.3.8.5 - Downtown Heritage Conservation District

“The Downtown is the administrative, cultural and commercial centre of the City of London and has been since London was founded. It contains the greatest collection and variety of heritage buildings in the City. The Plan identifies and prioritizes all the heritage buildings within the boundary and, for each, identifies the heritage features that should be retained and enhanced. It also provides guidelines on methods to do this. It is the intent of Council to maintain, protect and conserve the Plan. Council shall have regard to Official Plan policies as they apply to heritage conservation districts in Section 13.3 and in accordance with Official Plan policies and the Downtown Heritage Conservation District Plan.”

4.3 London Plan

The subject lands are proposed to be designated “Downtown” on Map 1 – Place Type in the London Plan. Dundas Street is identified as a “Neighbourhood Connector” west of Ontario Street to the Thames River on Map 3 – Street Classifications in the London Plan; and Carling Street is a local street. The subject lands are located within the Downtown Heritage Conservation District as shown on Map 9 – Heritage Conservation Districts and Cultural Heritage Landscaped in the London Plan

The “Downtown” Place Type in the London Plan will allow for the broadest range of uses and most intense forms of development in the City and in particular, mixed use buildings are encouraged to locate in the Downtown. The design of the mixed-use building is proposed to achieve a high design standard expected of tall buildings in the Downtown and will enhance the pedestrian experience at grade as per the policy direction regarding intensity and form in the “Downtown” Place Type in the London Plan.

4.4 Downtown London Heritage Conservation District Plan

The Downtown London Heritage Conversation District Plan contains policies and guidelines on demolition and how new development can be introduced into the heritage district without impacting the existing character of the built heritage resources.

4.4.1 Demolition

Section 4.6 of the Plan discusses the demolition of buildings within the district. The policies relevant to the proposed are as follows:

“The goal of a heritage conservation district is to preserve and protect the heritage assets within the short term and over the long term. Demolition of buildings within a heritage district is strongly discouraged. The Ontario Heritage Act allows municipalities to prevent demolition of heritage buildings, or establish conditions for demolition, such as the requirement for an approved site plan or a specific time frame for construction of a new building on the site. However, it is recognized that there are situations where demolition may be necessary such as partial destruction due to fire or other catastrophic events, severe structural instability, and occasionally redevelopment that is in keeping with appropriate City policies.”

4.4.2 New Development

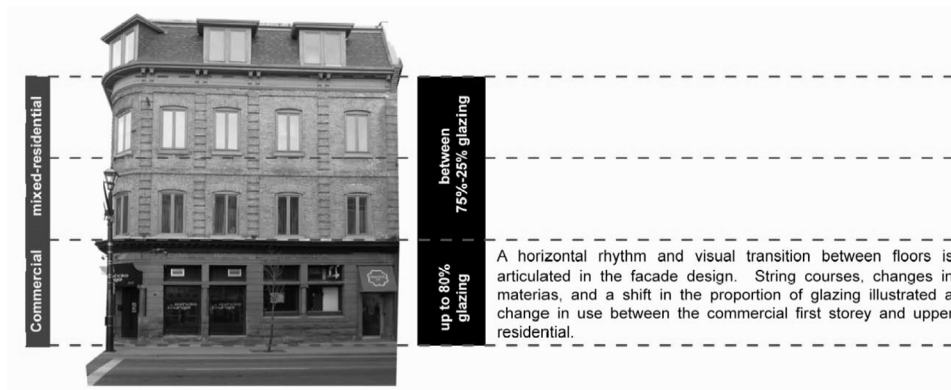
The Plan describes a number of design guidelines in Section 6.0 for proposals within the District. The policies relevant to the proposed are as follows:

1. Section 6.1.4.1 – Principles

“Any new construction shall ensure the conservation of character-defining elements of the buildings it will neighbour and also the building being added to when considering additions. New work is to be made both physically and visually compatible with the historic place while not trying to replicate it in the whole. The new work should easily be decipherable from its historic precedent while still complementing adjacent heritage buildings.”

“Façade composition and height are two major components in maintaining the character of the current streetscapes. A single excessively tall and imposing structure can completely alter the pedestrian-focused atmosphere of the Downtown. Use roof shapes and major design elements that are complementary to surrounding buildings and heritage patterns.”

“Setbacks of new development should be consistent with adjacent buildings. New buildings and entrances must be oriented to the street and are encouraged to have architectural interest to contribute to the streetscape. Respond to unique conditions or location, such as corner properties, by providing architectural interest and details on both street facing facades.”



Façade Composition

“New and renovated building must enhance the character of the street through the use of high quality materials such as brick, stone, and slate. Stucco should be avoided as it is not a historically relevant material for the district. Detailing should add visual interest and texture. One storey commercial faces must characterize new and renovated buildings. Storefronts that have a 2-level or greater presence on the street should be avoided. Up to 80% glazing is appropriate at-grade; second levels and above should approximate 50% glazing, with not more than 75% glazing, and no less than 25% glazing. The horizontal rhythm and visual transitions between floors must be articulated in façade designs. The



Note the rhythm of the existing narrow facades on Dundas St. Access to the upper residential floors is available through doorways off of the main street.



New and renovated buildings must respect the character-defining rhythm of the historical narrow bays and shopfronts. Larger buildings should be aesthetically segmented into smaller bays that should ideally be around 4.5 metres wide, and must be no more than 7 metres wide.

floor to ceiling height of the ground floor façade must be consistent with the predominant heights of buildings and respect the scale of adjacent buildings.

New buildings should respect the significant design features and horizontal rhythm of adjacent buildings. Blank facades are not permitted facing main or side streets (excluding lanes), without exception.

New and renovated buildings must be designed to be sympathetic to the district heritage attributes, through massing, rhythm of solids and voids, significant design features, and high quality materials.

New and renovated buildings must maintain and enhance the continuity of the street edge by buildings out to the front property line, with no side yard setbacks fronting the major streets of the HCD.

Contributing building in the HCD range between 2 and 4 storeys with some exceptions above these heights. Single storey buildings tend to detract from the defined street wall and are discouraged."

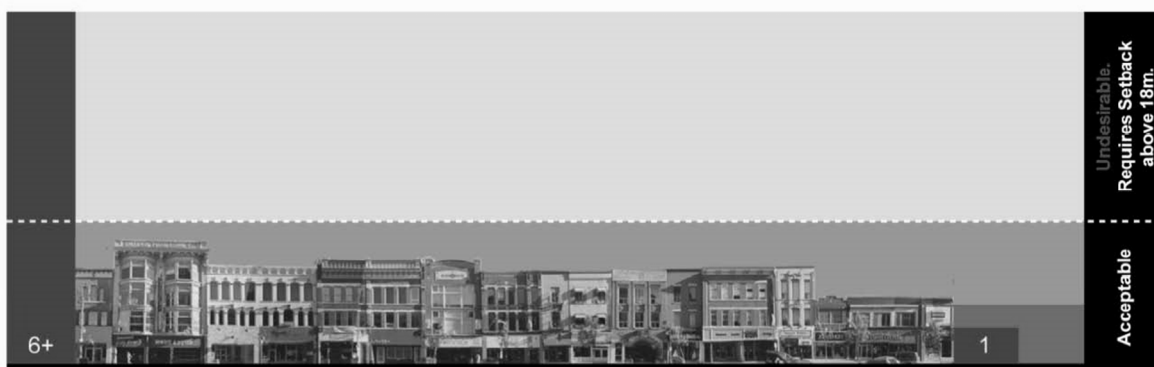


Setback, Height, and Massing

"Facades must be a minimum of 2 storeys and no more than the permitted maximum height of 18 metres. The perception of building height from the pedestrian's view on the

sidewalks is of the most concern with the HCD. It is desired that the scale and spatial understanding of the Downtown be retained while allowing for new development. Above these heights, it is recommended that buildings be setback from the building line at setback of 2 metres from each two metres of height. Upper floor setbacks are required on buildings that will exceed their neighbouring buildings' heights by over one storey. Setback and step-backs are not permitted under 13 meters of building height.

New and renovated buildings must maintain and enhance the continuity of the street edge by building out to the front property line.



New and renovated buildings must build the full extent of the property width fronting the HCD streets. However, double lots must maintain the visual rhythm of single lots by breaking up their façade in some manner.”

2. Section 6.1.4.2 - Infill

“When new buildings will abut existing structures at the building line, it is encouraged that the new structures 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.

“...new development along streets within Downtown is encouraged to retain a three to four storey height at the building line.”

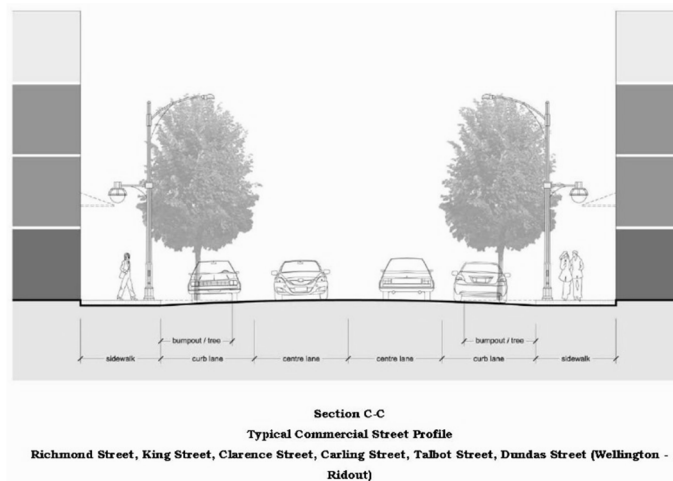


3. Section 6.2.2 Commercial Landscape

"The commercial landscape pattern is defined by the development of lots built out to the front and side lot lines thereby creating a continuous street wall with the rhythm of recessed entrances and storefronts that foster interest at street level. It is identifiable by a narrow busy corridor of pedestrian movement with walkways tight to the buildings, level and continuous, defined along the road edge by service and signage. The landscape material is predominantly concrete and unit pavers with little ornamentation other than street furniture."

"Along streetscapes where narrow sidewalks exist, such as Dundas Street (Wellington-Ridout) and Carling Street, the installation of street trees has met with limited success. In addition, the narrow width lessens the functionality of the pedestrian walking zone. As a result, tree plantings experience a short life cycle never reaching their full maturity. In some area however, bump-outs have created potential locations for tree placement as outlined below."

"The Plan recommends existing street patterns and historic materials in streets, sidewalks, lanes, pathways and boulevards. (e.g. asphalt roads, concrete curbs and sidewalks, grass boulevards) shall be preserved/protected. In areas of new construction, development and civic 'improvement', the heritage character of streetscapes should be controlled by the guidance of the traditional patterns, materials and elements."



4.3.2 The Matrix of Properties within the DLHCD Plan

All the properties within the boundary of the Heritage Conservation District have been listed in the Downtown London HCD Matrix. The matrix identifies how each property is classified under three categories.

1. Assignment – classification of the building by its age/or proximity to other heritage buildings:

H (Historic) – Structure built within the critical period between the 1830's – 1980's defined during the Downtown London HDC Study (January, 2011). The building's architectural character is derived from a number of elements which may include: materials; window design and pattern; store fronts and upper façade; signage; and/or roof type. It may also be associated with other historical attributes such as architect, owners, use. It's important as part of the streetscape and the District as a whole is reflected in its ranking. It is imperative that buildings with an H assignment are recognized as falling under the most stringent guidelines of this document based on the associated Ranking. (section 6.1.1 – 6.1.3)

I (Infill) – Structure and/or sites with no identifiable heritage characteristics but their location as part of the streetscape and/or proximity to other heritage structures deems them integral to the District. As potential redevelopment sites they are subject to the appropriate guidelines. (Section 6.1.4)

N (Non-Heritage) – Structures built after the critical period (c.1985) and without discernable heritage features or attributes. At the time of redevelopment they may need to have regard for the applicable infill guidelines. (Section 6.1.4)

2. Rank – the evaluation of a building's heritage importance and attributes classified as either a priority A, B, or C:

A - Structure assessed as currently having any combination of the following attributes: all or most of the building's façade elements are intact; windows may be replaced but occupy original openings; store front retains tradition shape and some features such as windows or terrazzo pavement; previously designated; historical or landmark significance; noted architect; good or very good example of recognizable style; important to streetscape; good restorations.

B – Structure assessed as currently having any combination of the following attributes: elements have been lost or replaced; façade has been painted or covered with stucco or cladding; windows replaced but occupy original openings; period store front altered or replaces; may still have historical or landmark significance; possibly noted architect; important to streetscape.

C – Structures assessed as currently having any combination of the following attributes: most or all of the façade elements have been replaced; store front replaced; retains original form and massing; retains some historical significance; does not relate to streetscape; renovated using inappropriate material or designs.

D – Structures assessed as currently having any combination of the following attributes: some or all of the original detailing is present but has no historical or architectural significance. These buildings are not covered by the alteration guidelines other than with respect to demolition and replacement by new structures subjects to the joint HCD guidelines/urban downtown design guidelines.

3. Landscape – All buildings are classified as a commercial landscape:

ii – Commercial landscape pattern defined by the development of lots built out to the front and side lot lines thereby creating a continuous street wall with the rhythm of recessed entrances and storefronts that foster interest at street level.

The following chart demonstrates the ranking of the subject lands and its adjacent properties.

Address	Assignment	Description	Ranking	Character Defining Elements	Landscape
150 Dundas Street (Subject lands)	H	S.S. Kresge c.1948	C	No features	ii
153 Carling Street (Subject lands)	H	Kresge c. 1948	A	Third floor façade unpainted brick with stone window surround; unpainted brick elevator tower;	ii
149 Carling Street	H	Grafton's, c. 1948	B	Unpainted two storey brick; stone surrounding second floor windows;	ii
157 Carling Street	H	Artistic	C	No features	ii
146 Dundas Street	H	Grafton's, c. 1948	C	No features	ii
158 Dundas Street	H	Artistic, c. 1890	A	Three storey red brick with stone details presently covered with wood cladding;	ii
431 Richmond Street	I	Empty Lot		Note building now stands on the property	ii
134 Queens Avenue	I	Empty Lot			ii
141 Dundas Street	H	Woolco, c. 1965	B	Red brick and precast lintels; replacement windows in original openings; centre window assembly has been added;	ii
151 Dundas Street	H	Smallman and Ingram, C. 1905	A	5 storey red brick; stone cornice at 4 th storey; upper cornice is replacement (fiberglass); replacement windows in original openings; stone columns caps and lintels in windows; Richmond elevation – same;	ii

4.4 Ontario Heritage Tool Kit

The Ontario Ministry of Tourism, Culture and Sport developed the Ontario Heritage Tool Kit as a guide to help understand the heritage conservation process in Ontario.

The tool kit provides guidelines for the preparation of heritage studies, such as Heritage Impact Statements and provides a list of possible negative impacts on a cultural heritage resource. These include, but are not limited to, the following impacts:

1. Destruction of any, part of any, significant heritage attributes or features;
2. Alteration that is not sympathetic, or is incompatible with the historic fabric and appearance;
3. Shadows created that alter the appearance of a heritage attribute or change the viability of a natural feature or plantings, such as a garden;
4. Isolation of a heritage attribute from its surrounding environment, context or a significant relationship;
5. Direct or indirect obstruction of significant views or vistas within, from, or of built and natural features;
6. A change in land use where the change in use negates the property's cultural heritage value; and
7. Land disturbances, such as change in grade that alters soils and drainage patterns that adversely affect cultural heritage resources.

SECTION 5 – PROPOSED DEVELOPMENT

5.1 Proposed Mixed-Use Building

The development proposal is for a mixed-use building that is twenty-seven (27) storeys in height with ground floor commercial space, second (2nd) floor amenity space for residents and a total of 200, two (2)-bedroom units on the third (3rd) floor and above. There is no on-site parking associated with the proposed development; and on-site parking is not required for the replacement of existing commercial space in the Downtown Area, nor for residential uses in the Downtown Area. The residential units proposed are intended to provide housing for students who can walk to the almost-adjacent Fanshawe College Downtown campus and, as such, this apartment-style residence for students is not expected to generate the same demand for on-site parking that other residential units in the Downtown Area would generate, notwithstanding there is no requirement of on-site parking for residential uses in the Downtown Area.

The development proposal for the subject lands proposes to demolish the existing two (2) to three (3)-storey commercial building on the subject lands and replace it with the proposed mixed-use building.

The proposed mixed-use building will be positioned close to both street-edges, consistent with the setbacks of adjacent buildings. The existing rhythm created by narrow building facade proportions and recessed building entrances and storefront projections will be maintained by the proposed ground floor facades of the mixed-use building along Dundas Street and Carling Street.



The proposed mixed-use building is proposed to have a flat roof which is consistent with the dominant roofline of the adjacent properties. Existing buildings along Dundas Street in the Downtown area generally range in height from two (2) to six (6)-storeys. The proposed mixed-use building will be significantly taller than the existing buildings along Dundas Street in the Downtown Area but, above 3-storeys in height, the massing of the proposed mixed-use building will be stepped-back and the solid materials proposed to clad the base of the building will change to vision glass and

spandrel glass to mitigate the overall building mass and maintain the pedestrian-focused atmosphere of the Downtown. The floor to ceiling height of the ground floor facades of the proposed mixed-use building will be consistent with the adjacent buildings.

The architectural style of the base of the proposed mixed-use building will reflect an Art Deco style. Above three (3)-storeys the style of the proposed mixed use building will reflect a contemporary architectural style in keeping with the material palate.

With regards to the proposed streetscape plan for the pedestrian realm between the proposed mixed-use building and the road, as noted above an EA process is underway for the redesign of Dundas Street from Wellington Street to the Thames River. The redevelopment proposal for the subject lands would look to that process for further direction as to any changes to the treatment along Dundas Street. The proposed streetscape plan will maintain and enhance, where possible, the existing pedestrian realm along Carling Street.

With regard to site circulation and parking, there is the potential for multiple building entrances on the ground floor facades on both Dundas Street and Carling Street. The commercial space may be accessed by building entrances on either Dundas Street or Carling; however the primary building entrance for the residential units is proposed on Dundas Street. As noted above, there is no on-site parking proposed and loading, including garbage/recycling collection will be directed to Carling Street, with an enclosed loading area proposed in the northeast corner of the ground floor of the proposed mixed-use building.

Please refer to Appendix 2 for the Site Plan, Elevations related Reports.

SECTION 6 – ANALYSIS AND MITIGATION

6.1 Provincial Policy Statement 2014 (PPS)

The proposed Zoning By-Law Amendment is consistent with the policies of the 2014 Provincial Policy Statement. The existing building is not a significant built heritage resources, and the significant built heritage resources of the surrounding properties will be conserved.

6.2 City of London Official Plan

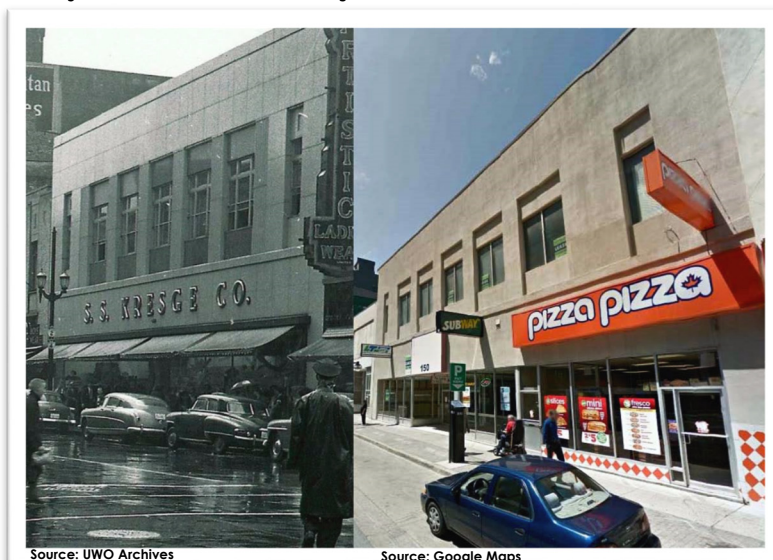
The proposed development will retain and enhance the heritage features of the district without altering, isolating or obstructing significant heritage attributes. The existing built form, setbacks, massing, and architectural elements that contribute to the heritage character of the protected heritage properties will be conserved.

6.3 Downtown London Heritage Conversation District Plan

6.3.1 Demolition of the former Kresge's Department Store

The district plan strongly discourages demolition; however, in certain situations it is recognized. The former Kresge's department store certainly has contextual significances

Subject Site – Dundas Façade – 1954 and Present



and it is an important part of the streetscape, but the buildings architectural character does not contribute to the district. There have been many changes to the façade resulting in the loss of many of the 1940's attributes. The District Plans Matrix states the Dundas

Street façade has no character defining elements. The Carling Street Façade has also been greatly altered, with only some of the original brick remaining.

The buildings setbacks, form and rhythm within the streetscapes makes it an important part of the district, not its architectural features. The proposed redevelopment will utilizes those

character-defining features while introducing a modern façade that complements adjacent heritage buildings on both streetscapes.

6.3.2 New Development

The policies and guidelines contained in the Downtown London Heritage Conversation District Plan state new development can be introduced into the heritage district without impacting the existing character of the built heritage resources. The proposed development is consistent with the Downtown London Heritage Conservation District Plan.

6.3.2.1 Setback, Height and Massing

The 3-storey podium respects existing façade composition and height of the streetscapes along Dundas and Carling Streets.

Proposed Dundas Street Façade



The new development is easily distinguishable from its historical precedent, and does not try to and replicate it. The new facades on both streetscapes are sympathetic to the district's heritage attributes, by maintaining the massing, horizontal rhythm, and character of the directly adjacent built heritage.

The setback of the proposed podium is consistent with the adjacent buildings. The residential tower is stepped back (3 m) from existing roof lines to avoid imposing over and altering the pedestrian-focused atmosphere of the downtown.

It is understood that, "*The perception of building height from the pedestrian's view on the sidewalk is of the most concern within the HCD.*" The guideline recommends the residential tower to be stepped back 5 m; however, we believe the desired scale and spatial understanding of the Downtown can be achieved with a 3 m step back. The narrowness of the parcel results in a narrow tower when viewed from the street, rather than a broader and potentially more imposing building face above the podium.

The proposed 3 m step back of the residential tower is a result of the design constraints of the property. It is a small parcel of land within a narrow block that has frontage on two streetscapes.

This particular block when compared with most other blocks in the downtown core is narrow and could be considered a half block. Historically, this block functioned differently from most blocks in the downtown core as it had narrow buildings that had a unique through-lot with frontage on the north side of Dundas and the south side of Carling Street. Most businesses had main entrances off of Dundas Street with rear access to Carling Street. Please see Appendix 1, Fire Insurance Plans. Many business in this block still utilize the two accesses today.

Downtown Blocks – Subject Site Shown in Red



The HDC does not provide a rationale for the 5m dimension of the recommended step back; and it is unclear if the uniqueness of this block was taken into consideration when creating the guideline. The HCD does not address a unique situation such as this: a narrow parcel of land within a narrow block that has frontage on two streetscapes. This is a unique area of the downtown core that needs to be reviewed on an individual basis as the general guidelines may not be suitable.



The proposed building on the Dundas and Carling streetscapes will provide a pedestrian-oriented street environment and an enhanced pedestrian experience. The ground floor facades along the bounding streets will be articulated by wall projections and recessions, including recessed building entrances, and by permanent overhead projecting canopies. There will not be uninterrupted expanses of blank walls. Vision glass (window-wall), spandrel glass, and stone veneer panels will be used at regular intervals to clad the ground floor facades along the Dundas and Carling Street facades. The podiums is of an art deco style on both Dundas and Carling Streets which is sympathetic to the rhythm of the streetscapes and is contemporary to the character of the surrounding areas.

Above the third storey the style of the building will be a contemporary architectural style using precast panels, vision glass, spandrel glass, and metal panels. The enclosed rooftop mechanical penthouses are clad in spandrel glass panels and finely spaced horizontal precast panels. The materials selected for the proposed mixed-use building are consistent with the related art deco and contemporary design aesthetics, and reflects the architectural style building practices.



6.3.2.3 Landscape Pattern

The proposed development uses building positioning to create a strong streetscape along both Dundas and Carling Streets for the pedestrian environment. The street-oriented retail on the ground level will help increase the amount of pedestrian traffic in this part of the downtown core by creating new commercial opportunities. The use of large windows on retail uses will animate the streetscape and provide focal points for pedestrian traffic along Dundas and Carling Streets.

6.3.3 Shadow Impact and Wind Study

Richmond Architects was retained by Rygar to prepare a sun/shadow study that visually models how the proposed development will cast its shadow in one (1) hour intervals for the Spring/Fall equinox, Summer solstice, and Winter solstice. The use of a compact floor plate, and the tower being orientated with its longer axis in a north-south direction, will lessen any shadow impacts and ensure that the shadows cast will pass quickly across the bounding street and nearby properties. The Shadow Study is attached to this report as an appendix.

Gradient Wind Engineering Inc. was retained by Rygar to prepare a qualitative assessment of pedestrian level wind comfort for the proposed development. The proposed mixed-use building is not expected to significantly influence pedestrian wind comfort on the bounding streets and nearby properties. The building entrances and sidewalks will continue to experience wind conditions similar to the conditions that presently exist. Mitigation measures are recommended for the outdoor amenity spaces on the 4th floor (rooftop of the podium structure) to ensure wind conditions are suitable for sitting for the late spring through early autumn.

6.4 Ontario Heritage Tool Kit

An impact assessment as outlined in the *Ontario Heritage tool Kit, Info sheet #5 Heritage Impact Assessments and Conservation Plans (2006)* is provided as follows:

Possible Impacts	Assessment
Destruction of any, part of any, significant heritage attributes or features;	No negative impact. The existing built form, setbacks, and massing, of the existing building will be conserved. On both Dundas Street and Carling Street. There are no significant architectural attributes of the subject site worth conserving.
Alteration that is not sympathetic, or is incompatible, with the historic fabric and appearance;	No negative impact. The setback and height of the proposed podium is consistent with the existing buildings along Dundas Street and Carling Street. The residential tower is stepped back (3 m) from existing roof lines to avoid imposing over and altering the pedestrian-focused atmosphere of the downtown. Please refer to Section 6.4.2.1 of this report.
Shadows created that alter the appearance of a heritage attribute or change the visibility of an associated natural feature, plantings, such as a garden;	No negative impact. Please refer to Section 6.4.3. of this report.
Isolation of a heritage attribute from its surrounding environment, context or a significant relationship;	No negative impact. The proposal does not isolate heritage attributes of the adjacent properties.

Direct or indirect obstruction of significant views or vistas within, from, or of built and natural features;	No negative impact. The proposal will not block or have a negative impact on significant views of the neighbouring heritage properties. The setback of the proposed building will be consistent with the current building and its surrounding buildings.
A change in land use where the change in use negates the property's cultural heritage value;	No negative impact. Historically the area has been mixed uses and the proposed commercial/residential use is in-keeping with the uses of the adjacent properties.
Land disturbances such as change in grade that alters soils, and drainage patterns that adversely affect cultural heritage resources.	No negative impact.

SECTION 7 – CONCLUSION

The proposed Zoning By-law Amendment is consistent with the Provincial Policy Statement and is in conformity with the City of London Official Plan. The proposed development is also in keeping with the direction of the Downtown London Heritage Conversation District Plan.

The proposal will establish a new exciting residential opportunity within the downtown core, and will conserve the heritage attributes of the adjacent protected heritage properties.

SECTION 8 – SOURCES

City of London, *Downtown London Heritage Conservation District Plan*. March 2012;

City of London Fire Insurance Plans 1881 (revised 1888) and 1892 (revised 1907), 1912 (revised 1915), and 1912 (revised 1922) University of Western Ontario Libraries Map and Data Centre;

City of London and County of Middlesex Directory, 1883, 1892, 1900, 1901;

Aerial Photos, 1922, 1942, 1955 and 1964, University of Western Ontario Libraries Map and Data Centre;

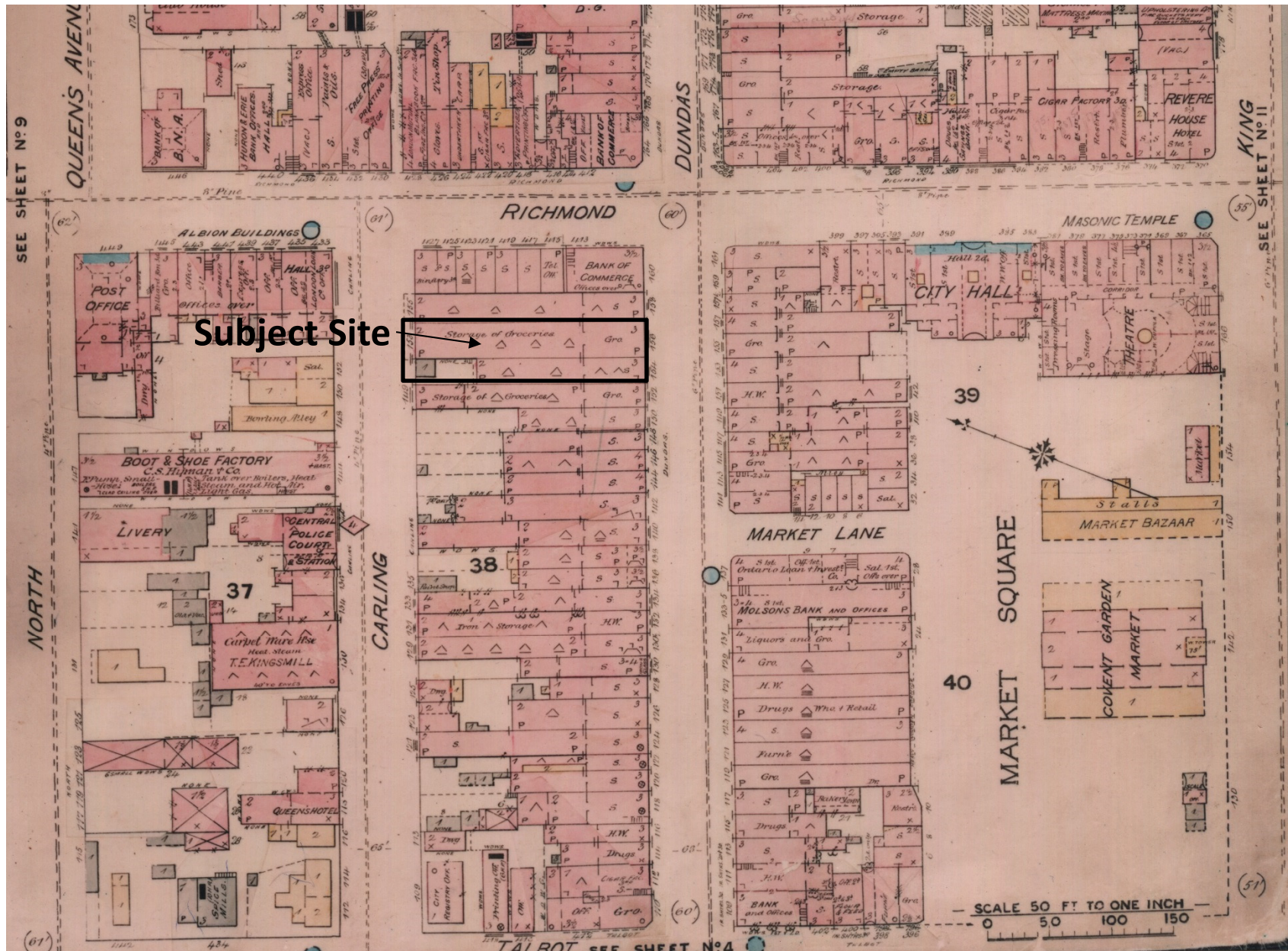
Images Western Archives;

Inventory of Heritage Resources 2006, City of London;

Ontario Heritage Tool Kit, Ministry of Tourism, Culture and Sport.

Appendix 1

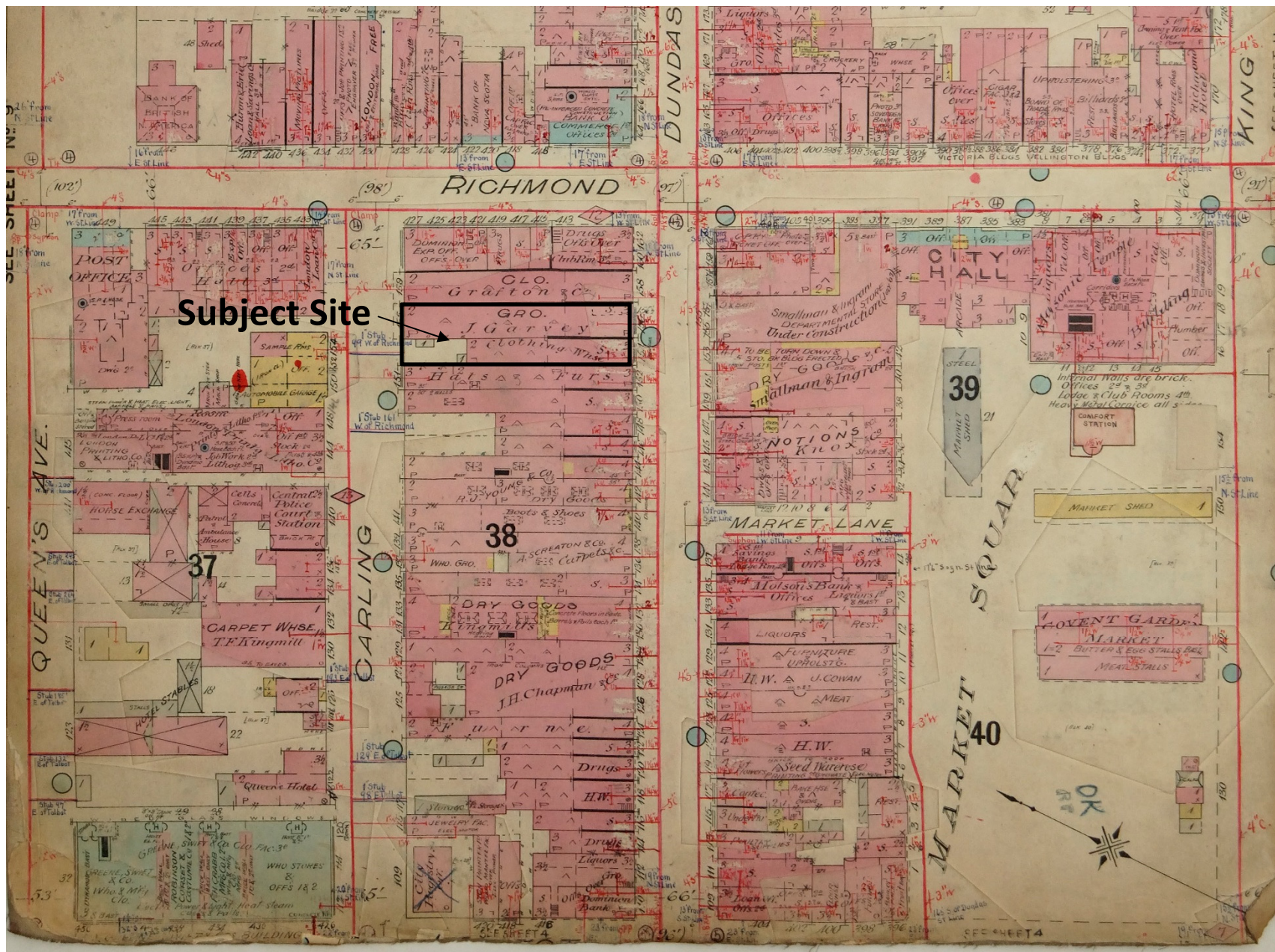
Appendix 1 - Fire Insurance Plan – 1881 revised 1888



Excerpt from University of Western Ontario

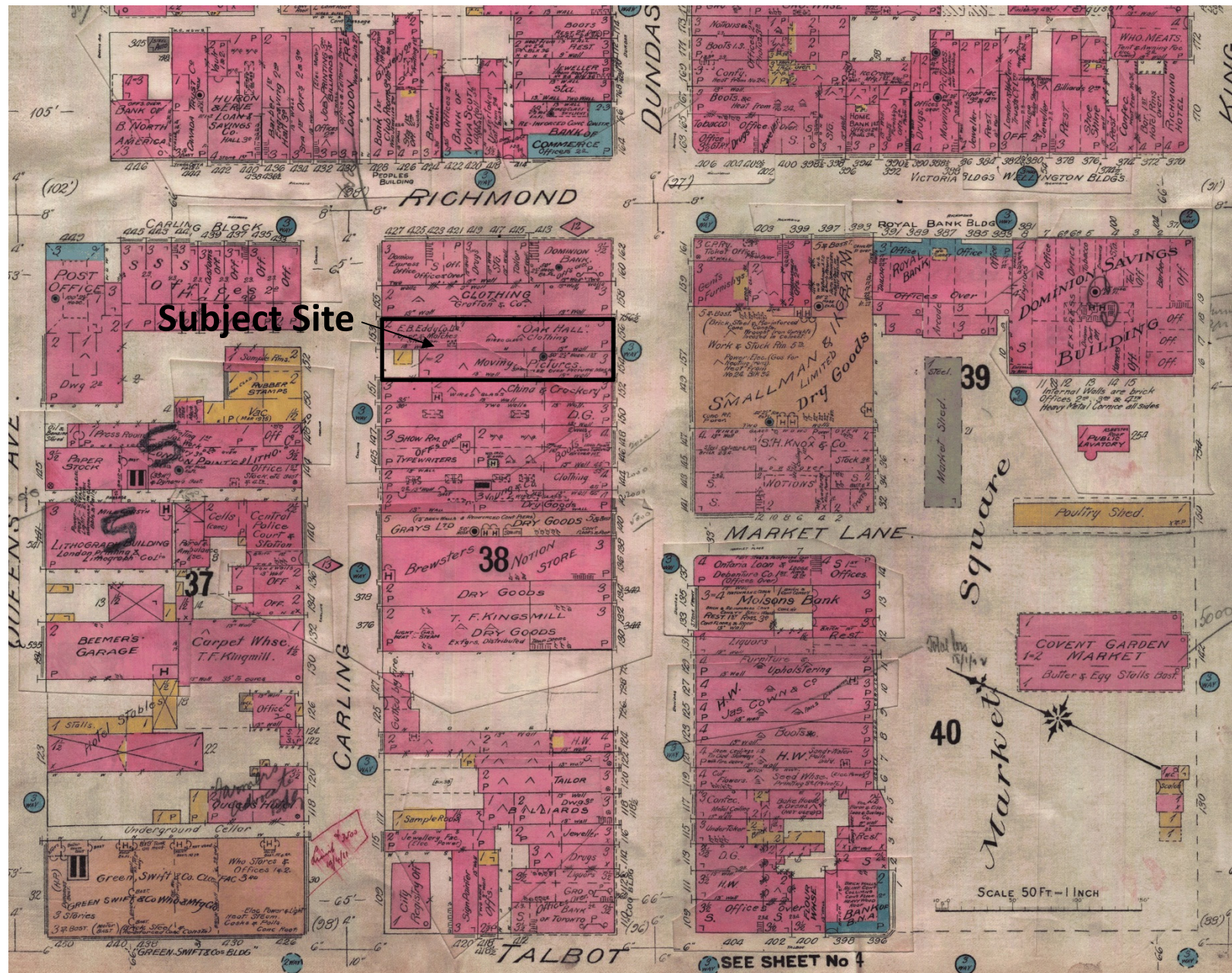
Note: Boundary Line Approximate

Appendix 1 - Fire Insurance Plan 1892 revised 1907



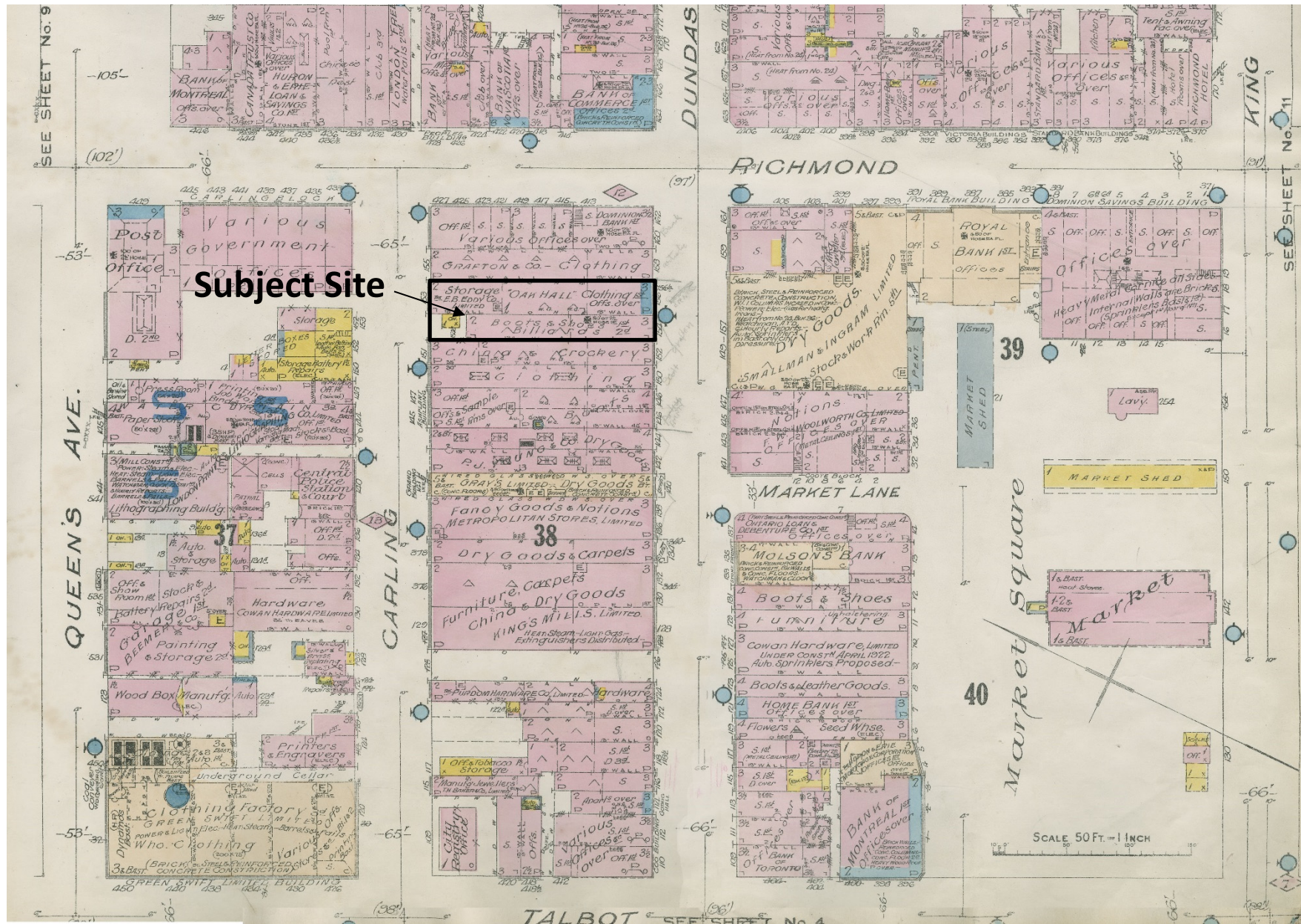
Excerpt from University of Western Ontario

Appendix 1 - Fire Insurance Plan 1912 revised 1915



Excerpt from University of Western Ontario

Appendix 1 - Fire Insurance Plan 1912 revised 1922



Excerpt from University of Western Ontario

Appendix 1 – 1922 Aerial Photo



Appendix 1 – 1942 Aerial Photo



Note: Boundary Line Approximate

Appendix 1 – 1955 Aerial Photo



Appendix 1 – 1964 Aerial Photo



Appendix 2

JANUARY 2017

RYGAR CORPORATION INC.



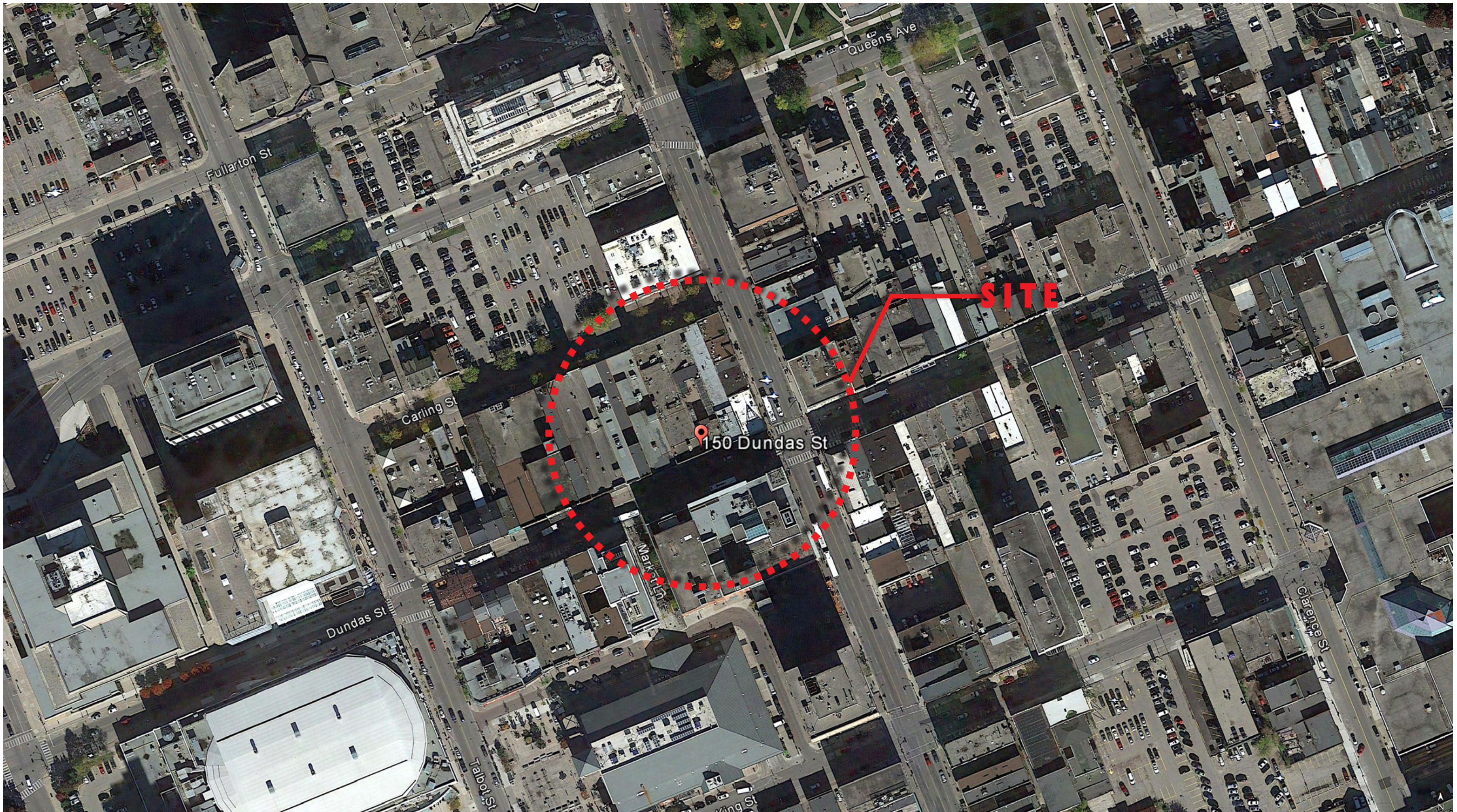
PROPOSED MIXED USE DEVELOPMENT
150 DUNDAS STREET-CITY OF LONDON, ONTARIO

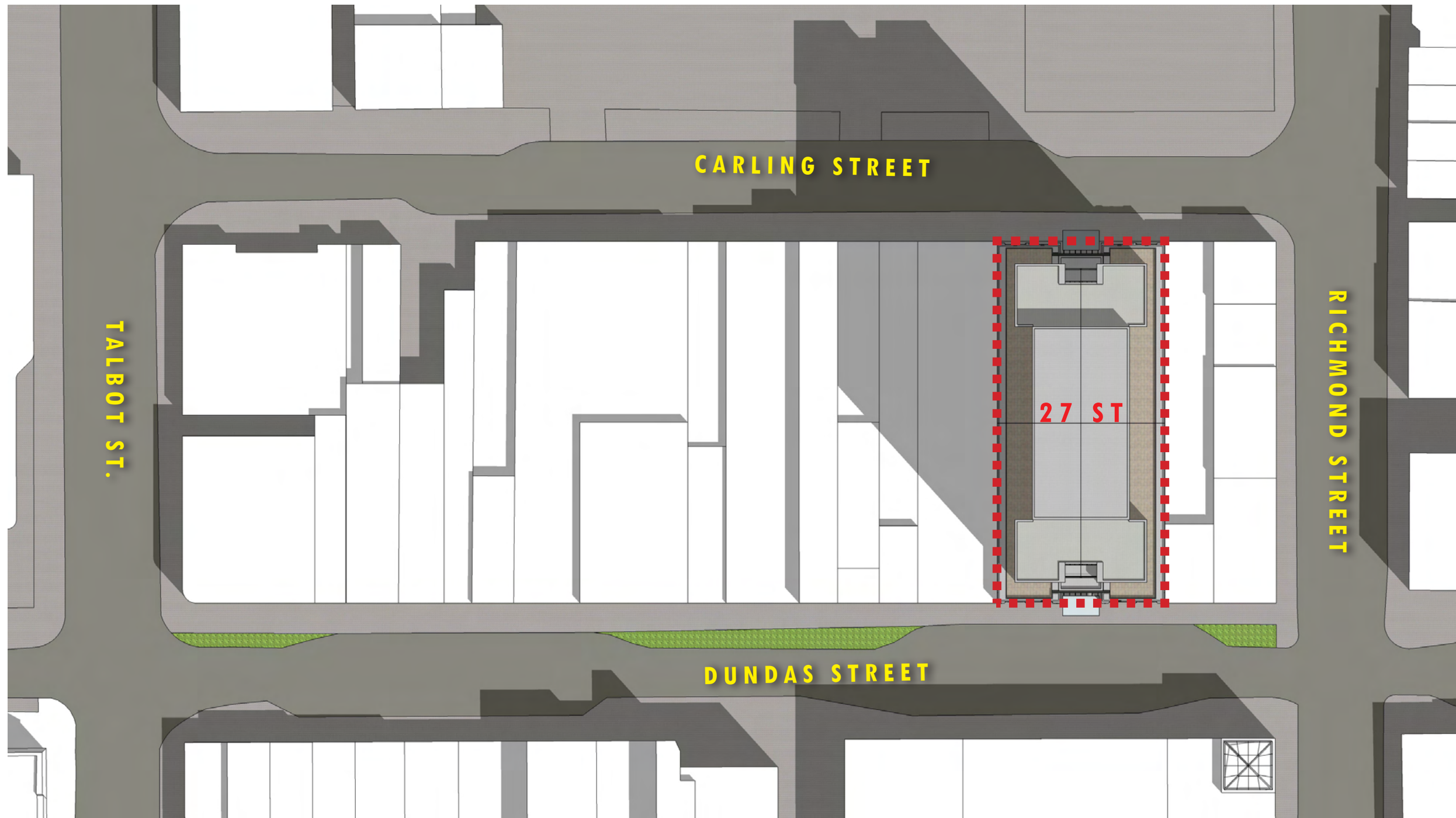
RICHMOND | Architects Ltd.

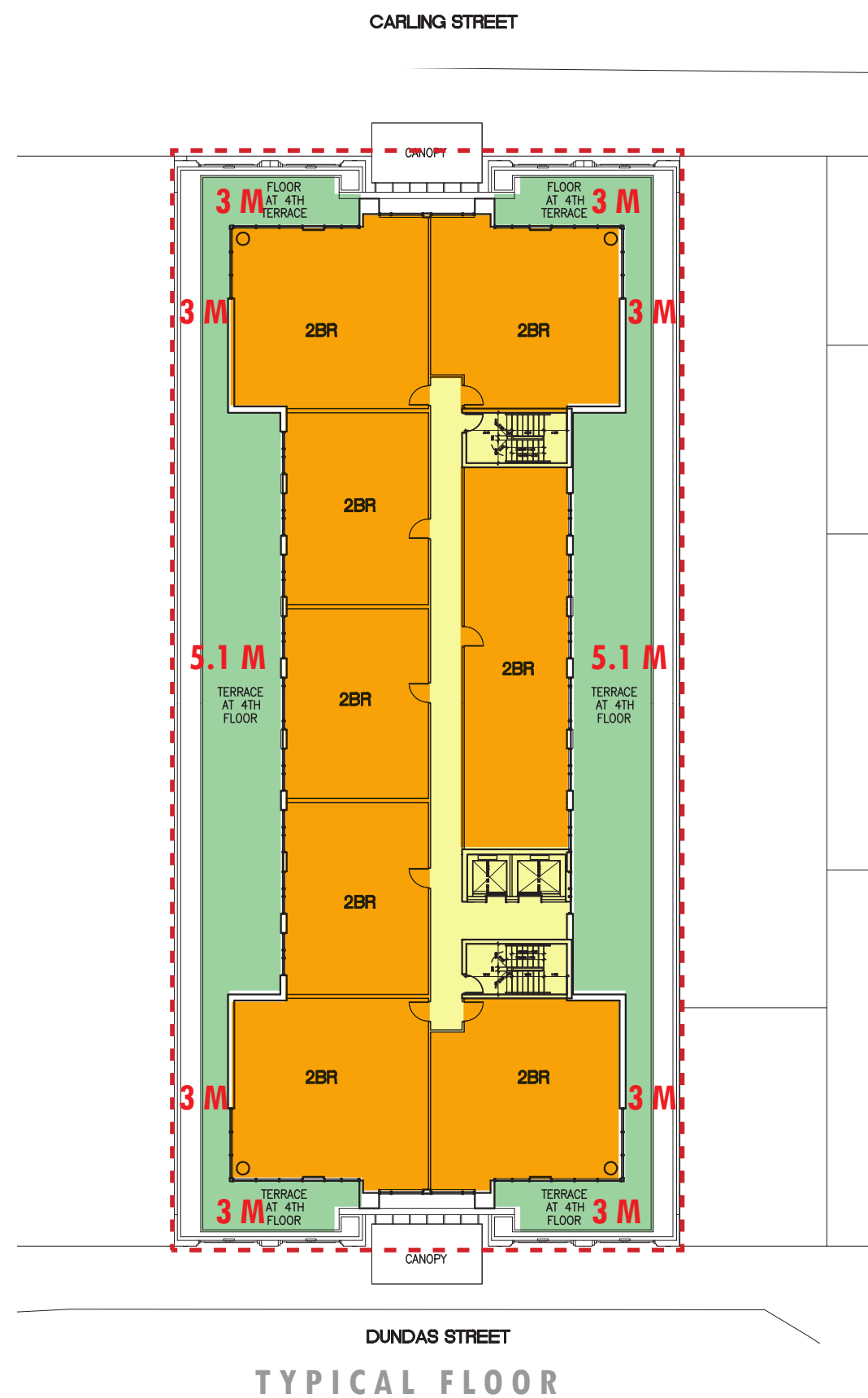
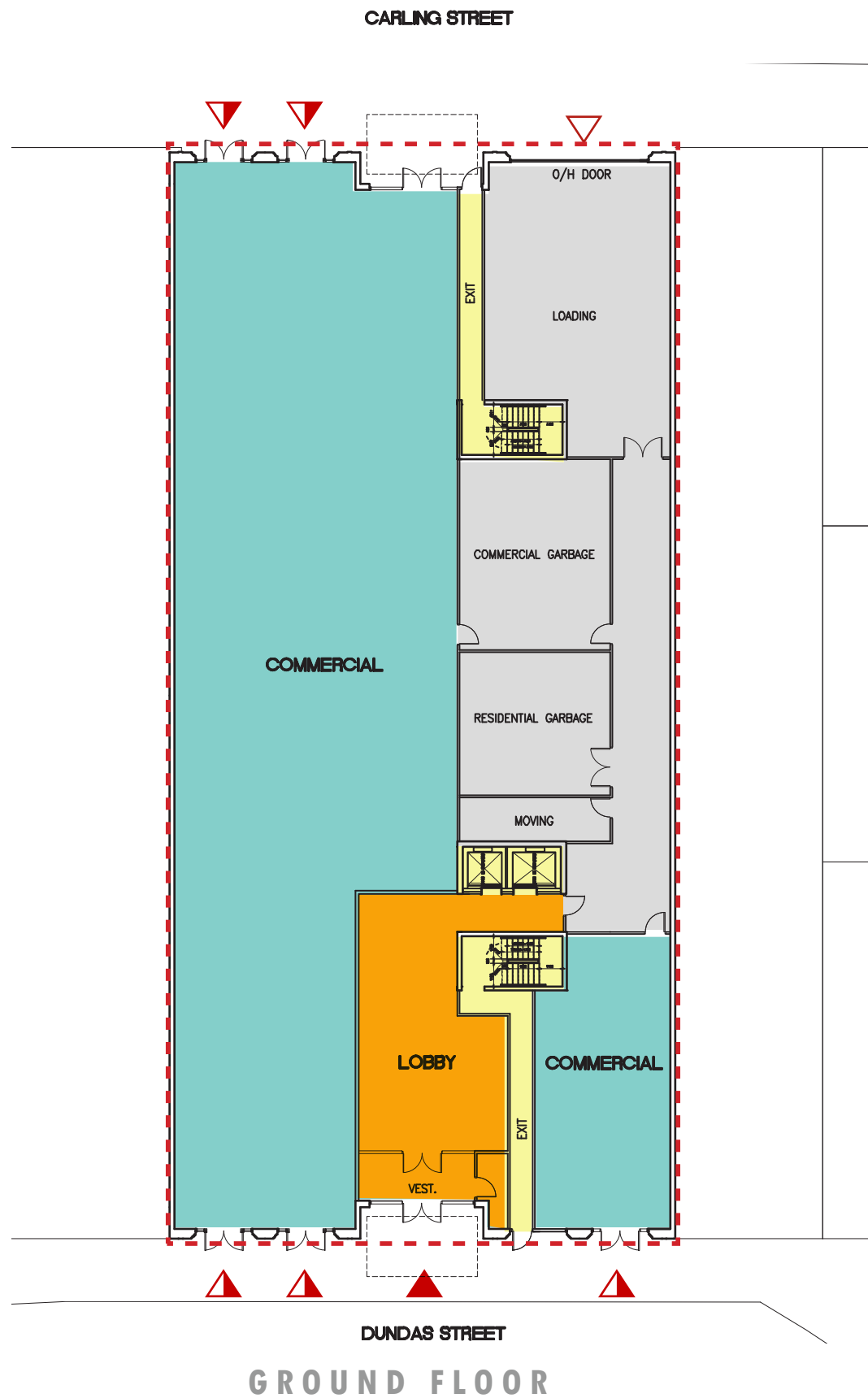
243 COLLEGE STREET
SECOND FLOOR
TORONTO, ONTARIO M5T 1R5

T: 416 961 1567
F: 416 961 1321
RICHMONDARCH.COM

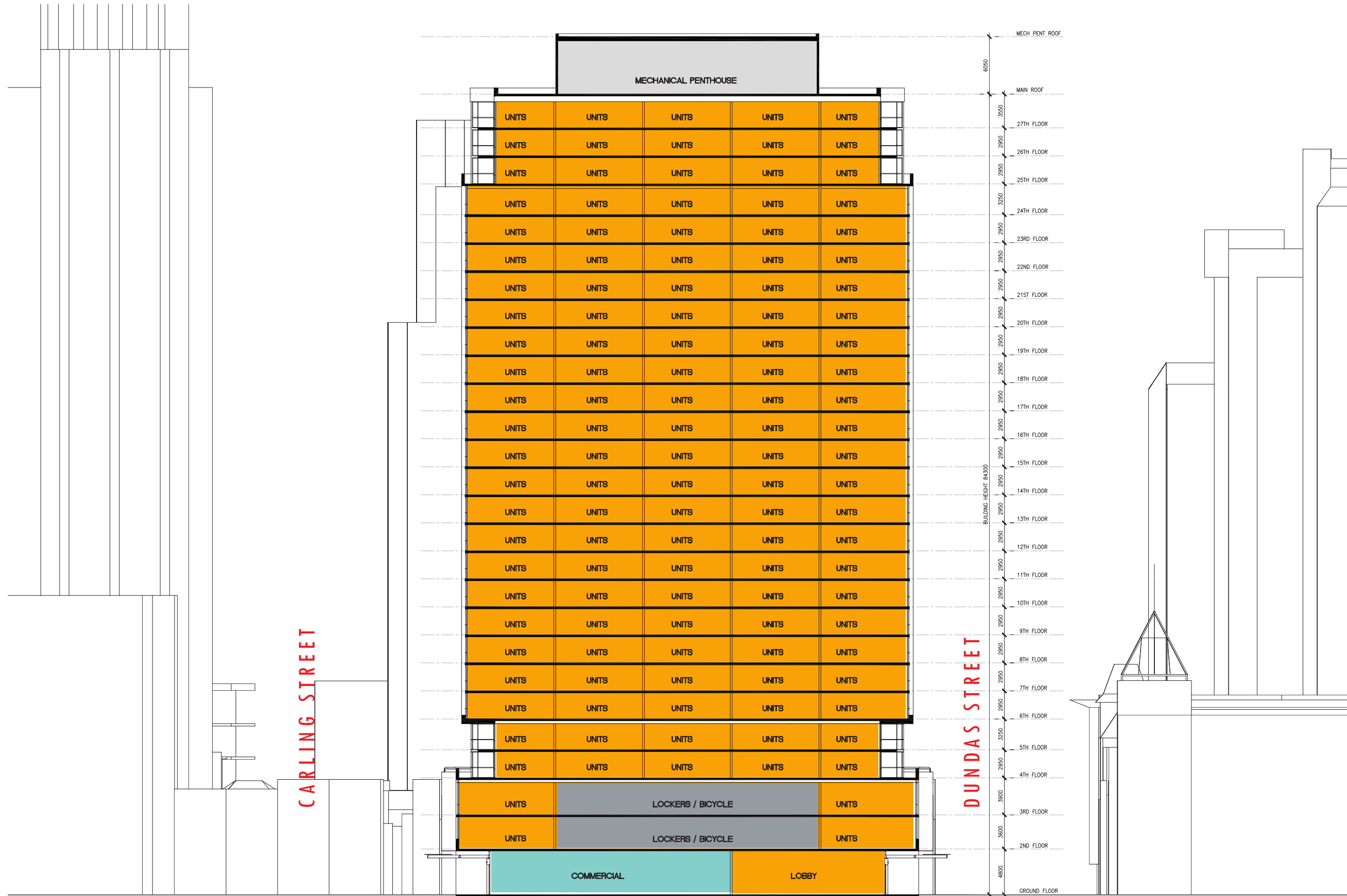
2016 - 015

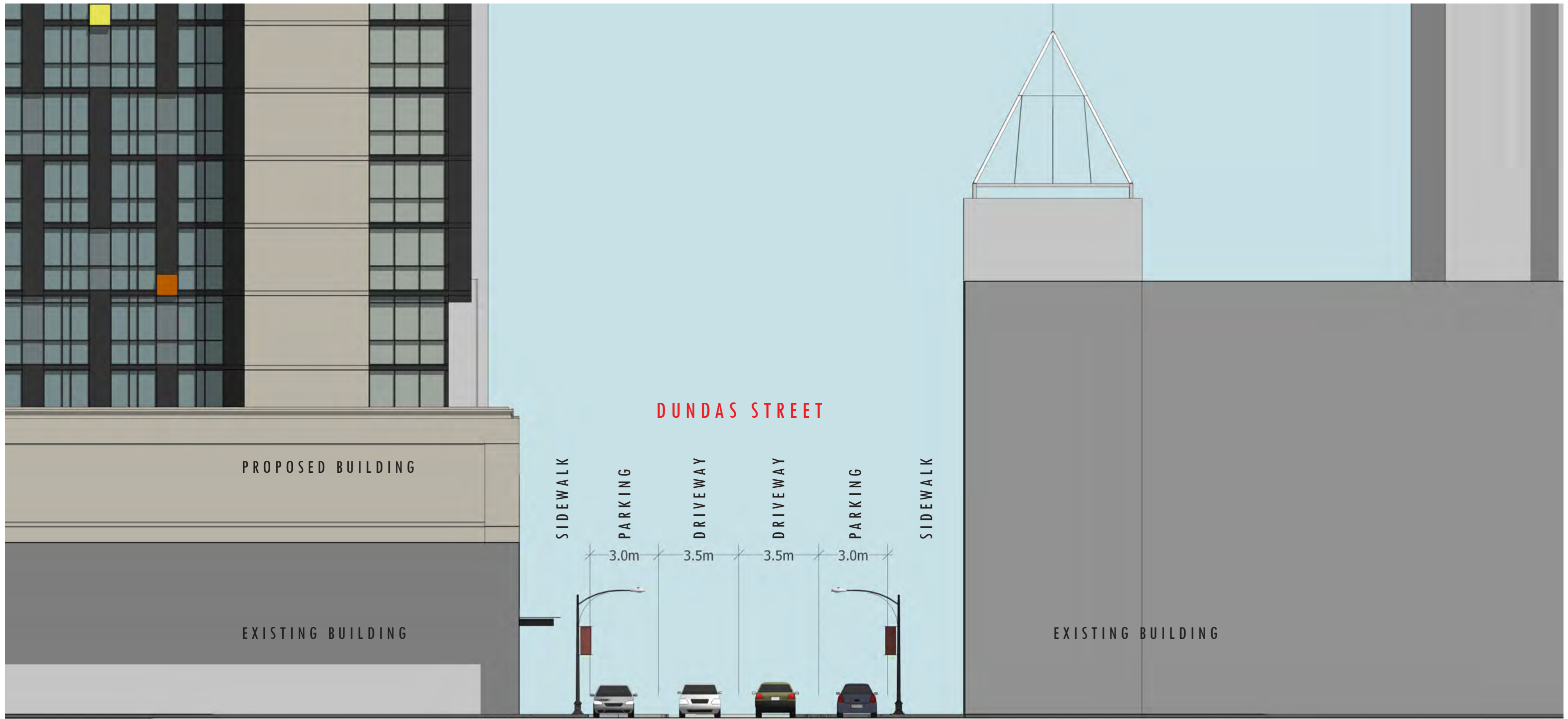


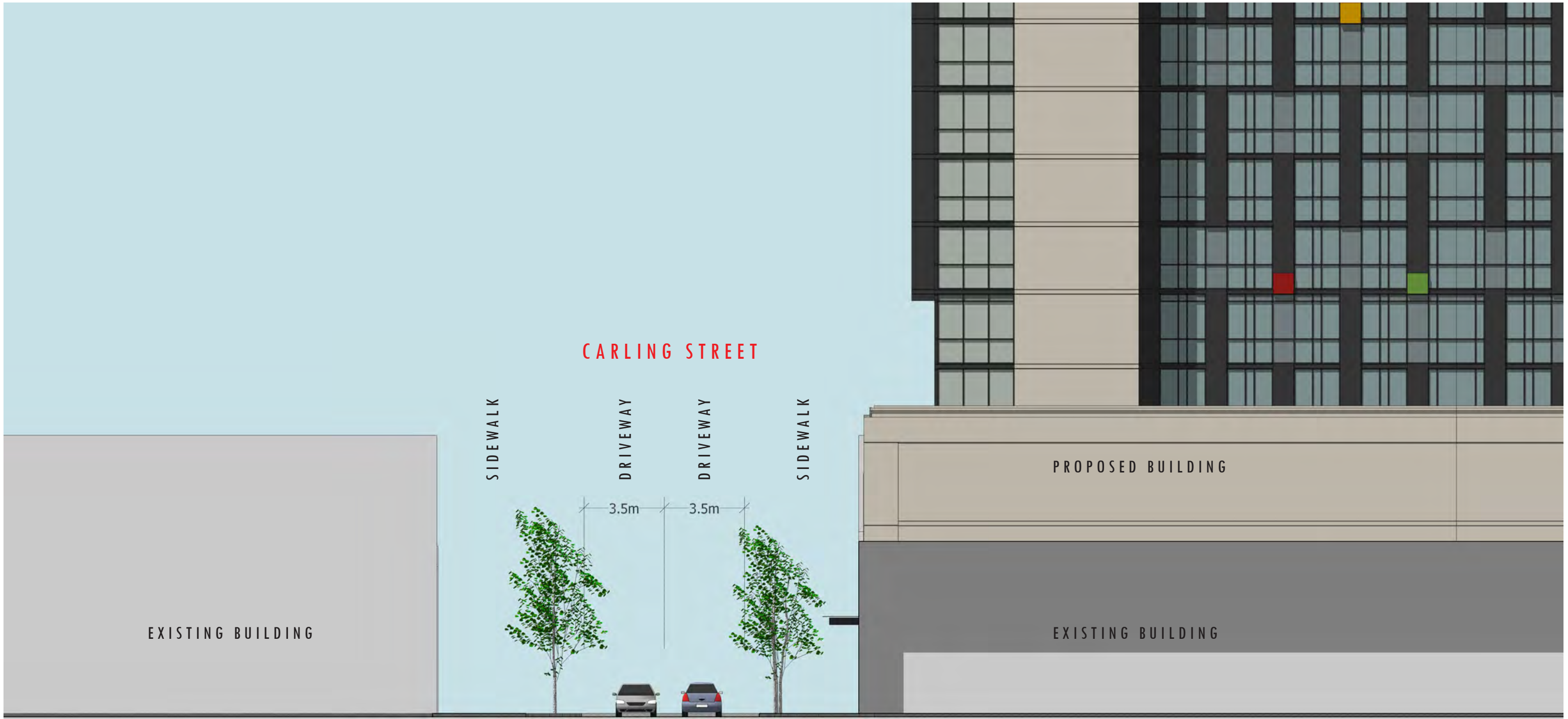




- RESIDENTIAL
- COMMERCIAL
- SERVICE/MECH.
- COMMON AREA
- LANDSCAPED TERRACE
- RESIDENTIAL ACCESS
- COMMERCIAL ACCESS
- LOADING ACCESS

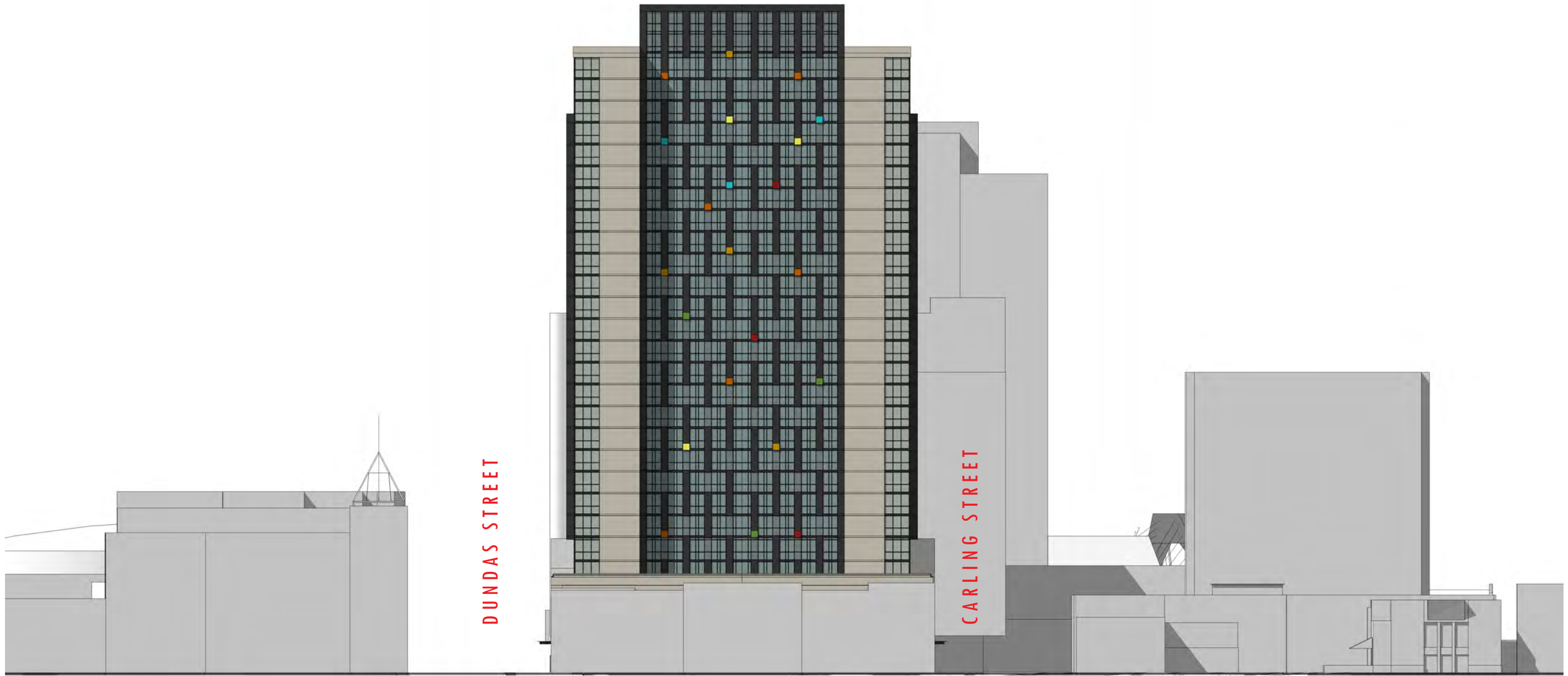








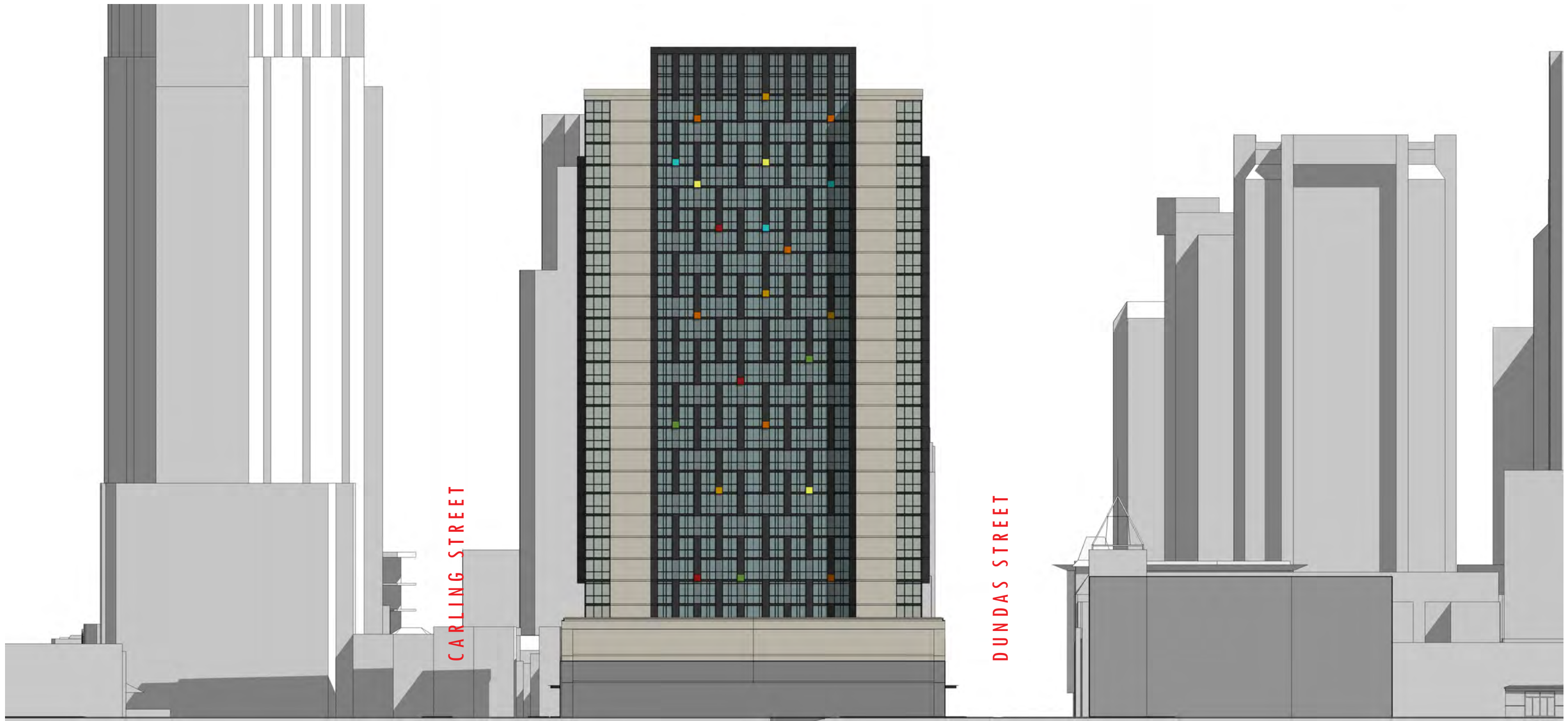
NORTH ELEVATION - CARLING STREET



EAST ELEVATION



SOUTH ELEVATION- DUNDAS STREET



WEST ELEVATION



