

PUBLIC PARTICIPATION MEETING COMMENTS

10. PUBLIC PARTICIPATION MEETING - Properties located at 150 Dundas Street and 153 Carling Street

- *(Councillor Helmer enquires if the possibility of public parking to be provided underground discussed when they were talking about the bonusing.); Mr. M. Tomazincic, Manager, Current Planning, responding that that comes up often in all bonus zones; pointing out that, in this particular case, there is no parking being provided at all so it is difficult to provide a public parking lot on site; (Councillor Helmer recognizing that it might have been difficult, but was it discussed.); Mr. M. Tomazincic, Manager, Current Planning, responding that there are too many projects on the go and he cannot remember specifically; (Councillor Helmer points out that the ramp is suggested to come out onto Carling Street; noting that this is the ramp for the bicycles, wondering why the ramp is coming out on Carling Street rather than Dundas Street.); Mr. M. Tomazincic, Manager, Current Planning, responding that the Dundas Street frontage is high quality retail space and they would have to either give up retail space on Dundas Street for the ramp to come onto Dundas Street or give up that retail space on Carling Street and they opted to ensure that the continuation of the retail space on Dundas Street and opted to have the ramp onto Carling Street; (Councillor Helmer indicates that that is one of the reasons that he is asking the question because what is proposed here is that the commercial will be on the back, facing onto Carling Street and have the ramp come out onto Carling Street and have the front onto Dundas Street be the lobby space; thinking as a resident of the building, do I want to get my bike out onto Dundas Street or out onto Carling Street and he is not sure which is better but he thinks probably Dundas Street but that is why he is asking the question, he realizes that it is going to have to interrupt something, either the lobby or the commercial space access.) (Councillor Helmer enquires about how will the storage facility be accessed, will that be through the lobby from Dundas Street into an elevator or would it be out the ramp onto Carling Street. If it is to serve Dundas Place, he wants to make sure that it makes sense that anything coming in or out of that facility is not going out to Carling Street and then walking around the block.); Ms. S. Wise, Planner II, responding that there is a ground floor lobby off of Dundas Street but there are also commercial units that will have direct access to the street, it could be a number of them but it could be consolidated but there will definitely be a commercial presence on that; relating to the storage, if it works out then the ramp could also be utilized in terms of moving items up and down and they were looking at ensuring that there is access to the larger elevators to ensure that they are accessible for whatever needs to be stored; if either of those proves unavailable, they would be looking for the financial contribution instead to use for other types of facilities on Dundas Place; (Councillor Helmer indicates that there are supposed to be two hundred units and it looks like they are all two bedroom units, is that correct.); Ms. S. Wise, Planner II, responding that yes, that is what has been proposed.*
- *(Councillor Hopkins enquires what is required for emergency vehicles and handicapped parking.); Mr. M. Tomazincic, Manager, Current Planning, responding that, right now, in the Downtown there are no parking requirements for residential development and it is difficult for them to compel someone to exceed that requirement when it is not permitted now; advising that there is a requirement for commercial parking spaces; however, there is a bit of a formula to that, if they are adding commercial uses which exceed the existing parking standard then they would have to make up that supply; noting that this does not apply in this case either as there is no parking permitted; looking for clarification on the emergency services comment; (Councillor Hopkins enquires whether or not they have to provide space for emergency vehicles with residential buildings.); Mr. P. Kokkoros, Deputy Chief Building Official, responding that although the Ontario Building Code does require fire access routes for certain developments, in this particular case, they have Dundas Street and Carling Street so there is no additional area for them to park or stage; (Councillor Hopkins discussing the London Transit Commission and Dundas Flex, the City may not have bus stops along Dundas Street; wanting to verify that; noting that on the staff presentation it showed that there are stops right now but, in the future, as we move*

along into Flex Streets, will there be transit stops along Dundas Street.); Mr. J. Yanchula, Manager, Urban Regeneration, responding that because of the Dundas Place project there would be no fixed transit routes Wellington Road and the Thames River on Dundas Street in the future.

- *(Councillor van Holst commenting that there are no requirements for parking for residential units Downtown; when we created that by-law, were we contemplating properties with two hundred units in them; wondering if this is still a good idea.);* Mr. M. Tomazincic, Manager, Current Planning, responding that at the time it was done as an incentive to encourage development of the Downtown and it was done to encourage high rise development in the Downtown and it has proven successful although most high rise developers do include parking as part of their marketability; in this case, this applicant does not believe, given the proximity of this property to Fanshawe College that that will affect the marketability; *(Councillor van Holst indicating that we are expecting many students to occupy this building; what he expects to happen is that if there is a great number of students many of them will try to move in within a three day slot so how will we deal with that in this building.);* Ms. S. Wise, Planner II, responding the loading bay off of Carling Street has a roller door so it would be able to accommodate a vehicle for movement and has access to elevators for that type of facility; *(Councillor van Holst enquiring how many vehicles can fit in there, is it just one at a time.);* Ms. S. Wise, Planner II, responding that from the floor plans, she believes it would just be one, it would certainly depend on the scale of it; she does have access to the floor plan if the Councillor would like to see how big it is; *(Councillor van Holst indicating that he might like to see that at some point; thinking that there might be trouble getting students in and out of the building, that may be a challenge.);* Mr. M. Tomazincic, Manager, Current Planning, responding that they will be having a subsequent conversation with the applicant to provide timelines for students to move in and there is a schedule; however, they cannot control that through zoning but it is certainly a conversation worth having with the applicant; *(Councillor van Holst enquires about the residential development charge grants, how much would London be contributing to this; it is Downtown so there is the grant for residential units.);* Mr. P. Kokkoros, Deputy Chief Building Official, responding that based on the two hundred units comprised of two bedrooms each, we are looking at \$3,700,000; *(Councillor van Holst asking staff to articulate why the five metre setback of the middle from the podium will enhance the human scale.);* Ms. B. O'Hagan, Urban Designer, responding that the step back above the podium is part of the requirements in the Heritage Conservation District and the purpose of that is to maintain a lower level for pedestrians on the street so you would essentially not see most of the upper portions of the building so you really retain that main street feel at the three storeys.
- *(Councillor S. Turner enquiring about the east and west setbacks, the design itself is very aesthetic and has glazing all the way up and there are going to be apartments in there; one of the things that they saw recently with a hotel further along on Dundas Street that is having an apartment building built next to it and the hotel was concerned because now there windows look directly on an adjacent apartment building; given that it is Downtown and there is zero side yard setback requirements, if there was an adjacent building built next to it that wanted to have twenty-seven storeys and wanted to do the glazing, what would be the distance between the two facing aspects of the building and is that contemplated or is it contemplated that this building stands on its own.);* Mr. P. Kokkoros, Deputy Chief Building Official, responding that the *Ontario Building Code* contemplates special separation requirements between a building and its property line; a building can be placed directly at the property line with no unprotected openings; if one chooses to have openings there are other measures that would mitigate fire spread perhaps through a sprinkler deluge system and that would come in under an alternative solution under the *Ontario Building Code*; *(Councillor Turner stating that specifically, if a building wanted to build next to this one, and that component of the Ontario Building Code was satisfied, there is a bit of a setback, it might be five metres on the east and west side from the base of the building, the podium itself, if another building were to be built next to it then it would have presumably the same amount of setbacks so the distance between facing windows would be about ten metres or thirty feet; wondering if this building is contemplated to be on its own or could someone build a twenty-seven storey tower next to it with a ten metre separation between the windows.);* Mr. P. Kokkoros, Deputy Chief Building Official,

responding that the *Ontario Building Code*, the distance from the property line is proportionate to the unprotected windows that you have on that face and on that elevation, if you do not want to take any mitigating measures, you would have to have an increased setback from the property line; as far as building permits go, the Chief Building Official would turn his mind from the setback of the building to the property line and not necessarily what types of buildings are located on adjacent properties; Mr. G. Kotsifas, Managing Director, Development Services and Chief Building Official indicating that they would be looking at the building permit for this property in the current state and a future building, if it were to develop next to door and go up to a certain level or higher, they would have to take mitigating measures to ensure that the life safety requirements of that building meet the *Ontario Building Code* so they may have to take additional measures to fire rate the walls or put fire shutters or whatever that may be to ensure that they meet the special separation requirements of that building in the future; *(Councillor Turner indicating that ultimately the question speaks to comfort, recognizing that the Ontario Building Code itself is what it is and it speaks to the Ontario Fire Code and the separations and all of that; the way we have built Downtown, the objections that they heard from the previous tenant on a previous file was that it is so close and there is nothing really that would provide for separations; they could build, as long as they met the Ontario Building Code requirements, and presumably, five metres and five metres would be ten metre separations between windows; indicating that is his only concern.)*

- Kelly McKeating, 329 Victoria Street, on behalf of the Architectural Conservancy of Ontario, London Branch – reiterating the written comments that the Architectural Conservancy of Ontario, London Branch made; encouraging the Planning and Environment Committee and the Municipal Council, in making their decisions, to adhere to both the spirit and the letter of The London Plan even though it is not yet in full effect; understanding that under The London Plan, buildings of twenty to thirty storeys are permitted at this location but it is also their understanding that the evaluation criteria for approval includes consideration of the impact on adjacent buildings in the context of the neighbourhood; stating that, in their opinion, a twenty-seven storey building would have a detrimental impact on the context of the neighbouring buildings and the vibrancy and the viability of the Dundas Flex Street; pointing out that the closest tall buildings to this site are at Dundas Street and Richmond Street where there is a six storey building and a five storey building with the Market Tower clock tower rising to approximately seven storeys; advising that there is a striking contrast in height as could be seen in the staff presentation and they certainly feel that, in the context of the livability of the Downtown area and the desirability of Dundas Street as a pedestrian place, as a people place, that something more in the order of ten to twelve storeys would be appropriate; believing that when you come to a building this tall, there is also the concern about depriving people of natural sunlight; realizing that it is on the north side of Dundas Street but it does just this dark building above you instead of blue sky, it does deprive Dundas Street of light and it will deprive people of light on the north side of building as well; encouraging the Municipal Council to encourage that aspect in assessing the proposal; outlining that the design of the building really impresses her and it is exciting to see such an attractive, thoughtful new building being considered in the Downtown area; indicating that it is also nice to see the setback at the three and four storey level because that is important to having the building not be too imposing over the pedestrians.
- Casey Kulchycki, Zelinka Priamo Ltd., on behalf of the applicant – expressing appreciation to the staff for working with them through this proposal; looking forward to moving forward with this project; expressing support for the staff recommendation.
- *(Councillor Turner advising that the staff report talks about the use of bicycle parking, that bicycle parking would be restricted to residents; wondering if there is any opportunity for commercial usage of the bicycle parking for any of the employees that might work in the building, either in its retail spaces or in the building itself.);* Mr. Casey Kulchycki, Zelinka Priamo Ltd., responding that through the detailed site plan stage, once they work with the City on potential storage facilities for Dundas Place as well as the final bicycle parking areas, certainly, if there is an excess of a number of bicycle parking areas, they could turn to an opportunity to allow for commercial use of those extra spaces if there is a significant number in excess of what is required for the residential portion; *(Councillor Turner*

indicating that, specifically, for the retail and commercial tenants of the building, it seems like that amenity would be helpful to have for them.)

- *(Councillor Helmer commenting, relating to the actual bicycle parking that is going to be provided, considering that these are all proposed to be two bedroom units, does the applicant think that the ratio of bicycle parking is going to be enough to accommodate the demand that they might see from the people actually living in the building.); Ms. S. Wise, Planner II, responding that the requirement is based on their minimum standards for the Zoning By-law, which requires .75 parking spaces per unit, which is equivalent to one hundred fifty bicycle parking spaces for two hundred units; reiterating that that is the minimum and if there is an increase in demand that could be something considered but meeting that addresses the fact that not everyone will not have a bicycle but some units may have more; (Councillor Helmer rephrasing his question for the applicant; understanding what the minimum requirement is, but do you have room on the lower level to do more than one hundred fifty bicycle parking spots or are you really just planning on one hundred fifty because it seems like it could be quite low; noting that he has been in a lot of buildings that have some bicycle parking either in the unit or underground in a storage area and they tend to be very popular once they get going especially given the marketing focus of the building, he could see it being a very high demand for bicycles.); Mr. Casey Kulchycki, Zelinka Priamo Ltd., responding that they can accommodate the minimum of one hundred fifty bicycle parking spaces and through the bonusing discussions with City, with the potential for the Dundas Place storage facilities, they have not considered a detailed design of the lower level yet to figure out how the layout would work; knowing they can accommodate one hundred fifty minimum but once they get into the detailed design, they could provide substantially more, they just have not worked out exactly what the final figure would be for that.*
- *(Councillor Hopkins wondering if a student analysis was done at all or if the applicant had considered the demand for students in the area.); Mr. Casey Kulchycki, Zelinka Priamo Ltd., responding that, as part of the application, they did not provide a marketing strategy and he cannot comment if the applicant had any marketing strategies done prior to the application being filed.*
- *(Councillor Park enquiring if there is any appetite to align construction of this project with Dundas Place going forward so that it is a one shot deal, if this goes forward.); Mr. Casey Kulchycki, Zelinka Priamo Ltd., responding that yes, they have already held preliminary meetings with the Dundas Place team to determine timelines for the applicant as well as the City for construction on Dundas Place because it was through the meeting that they learned that the Dundas Place construction will be quite extensive and it would be in everyone's best interest to dovetail these two projects together and that is the goal that they are working towards is to have those two construction projects going on simultaneously.*