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Z-8745
Sonia Wise

TO:	CHAIR AND MEMBERS PLANNING & ENVIRONMENT COMMITTEE
FROM:	JOHN M. FLEMING MANAGING DIRECTOR, PLANNING AND CITY PLANNER
SUBJECT:	APPLICATION BY: RYGAR PROPERTIES LIMITED 150 DUNDAS STREET AND 153 CARLING STREET PUBLIC PARTICIPATION MEETING ON JULY 31 2017

RECOMMENDATION

That, on the recommendation of the Managing Director, Planning and City Planner, the following actions be taken with respect to the application of Rygar Properties Limited relating to the property located at 150 Dundas Street and 153 Carling Street:

- (a) The proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on August 22, 2017 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*DA1*D350) Zone, **TO** a Downtown Area Special Provision Bonus (DA1()*D350*B-) Zone; subject to the completion of a development agreement that substantively implements the site and building design that is attached as Appendix "1".

The Bonus Zone shall be implemented through one or more agreements to provide for a mixed-use apartment building of 85m (278 ft) with an increased density up to 1,498 units per hectare in return for the provision of the following facilities, services, and matters:

- 1) A high quality development which substantively implements the site plan and elevations attached as Appendix "1", with minor revisions at the discretion of the Managing Director of Planning and City Planner;

Base

- i) A modern interpretation of an art-deco architectural style podium design which is sensitive to, and responds to, the surrounding heritage features and implements the design criteria of the Downtown Heritage Conservation District including a 5m tower setback for the majority of the podium
- ii) A ground floor design that includes large proportions of clear glazing as well as stone veneer and granite materials with separate direct entrances to individual commercial units to Dundas Street and Carling Street with a generous ground floor to ceiling height to activate the street and create a vibrant pedestrian realm.
- iii) Permanent architecturally integrated canopies above the ground floor entrances to differentiate the building base and provide overhead protection from natural elements.
- iv) The provision of an outdoor common amenity area for the residents located on the top of the third level of the building (fourth floor terrace).
- v) A ramp from Carling Street to the lower level bicycle storage facilities for convenient bicycle access

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- vi) A decorative treatment of the loading door along Carling Street

Middle

- vii) A point-tower architectural style with tower floor-plate of less than 800m² to minimize the overall mass, visual impact and sunlight disruption of the tower
- viii) A tower that utilizes a high proportion of vision glass and spandrel glass (window-wall) as the primary form of cladding for the tower, to mitigate the overall visual building mass and provide a light and refined appearance in the city skyline.

Top

- ix) The use of building step-backs and variation in massing to define the building cap and completely conceal the mechanical and elevator penthouse within the overall architectural design of the top of the building to contribute to a dynamic downtown skyline.

2) Dundas Place

The contribution to My Dundas Place for the provision of facilities, services, programming, public art or other matters that will provide for positive project enhancements including:

- i) The financial contribution of funding in the amount of 1% of the construction value up to \$250,000, to be provided at the time of site plan approval, or
 - ii) The provision of 465m² (5,000 sq ft) of storage space, in a form and configuration to the satisfaction of the City, for a long-term lease not less than 15 years, at a cost to the City of \$1.00 per annum.
- (b) The Site Plan Approval Authority **BE REQUESTED** to consider the implementation of the facilities, services, and matters described in the above clause (a)(1) in addition to the following wind mitigation through the site plan approval process for the fourth floor outdoor terrace:
- i) The integration of vertical wind screen/barriers at least 1.6m above the walking surface, extending 2m outward located along the east 4.5m tower setback on the fourth floor terrace
 - ii) The integration of vertical wind screens/barriers at least 2m above the walking surface, extending 3m outward located along the west 4.5m tower setback on the fourth floor terrace, and
 - iii) The provision of 1.6m tall wind screens for the northeast and southeast corners of the roof to protect outdoor seating at these locations on the fourth floor terrace.

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LOCATION MAP

Subject Site: 150 Dundast St and 153 Carling St
Applicant: Rygar Corporations Inc.
File Number : Z-8745

Planner : SW
Created By : MB
Date : 2017/07/05
Scale : 1:1250

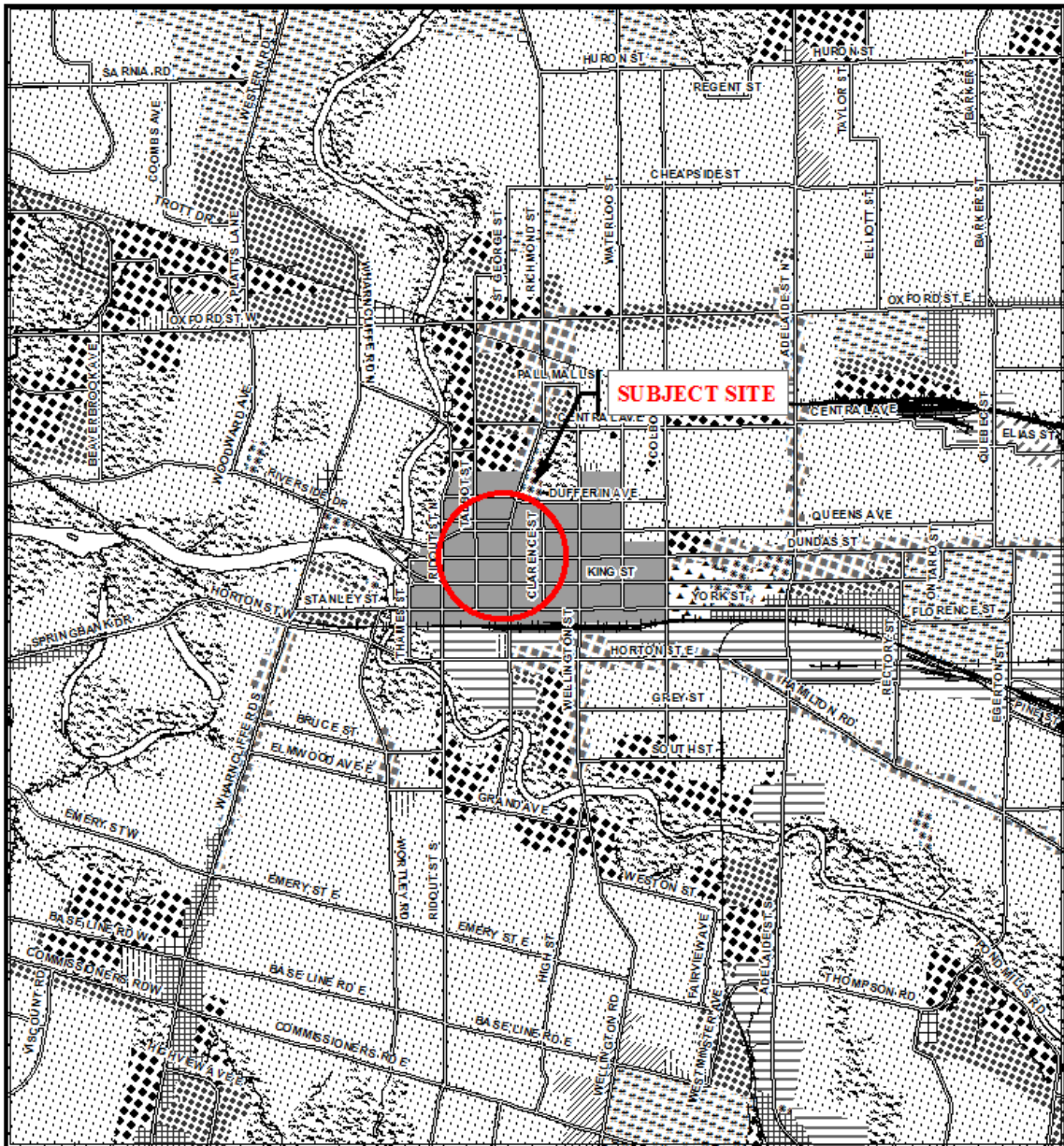
Legend

 Subject Site



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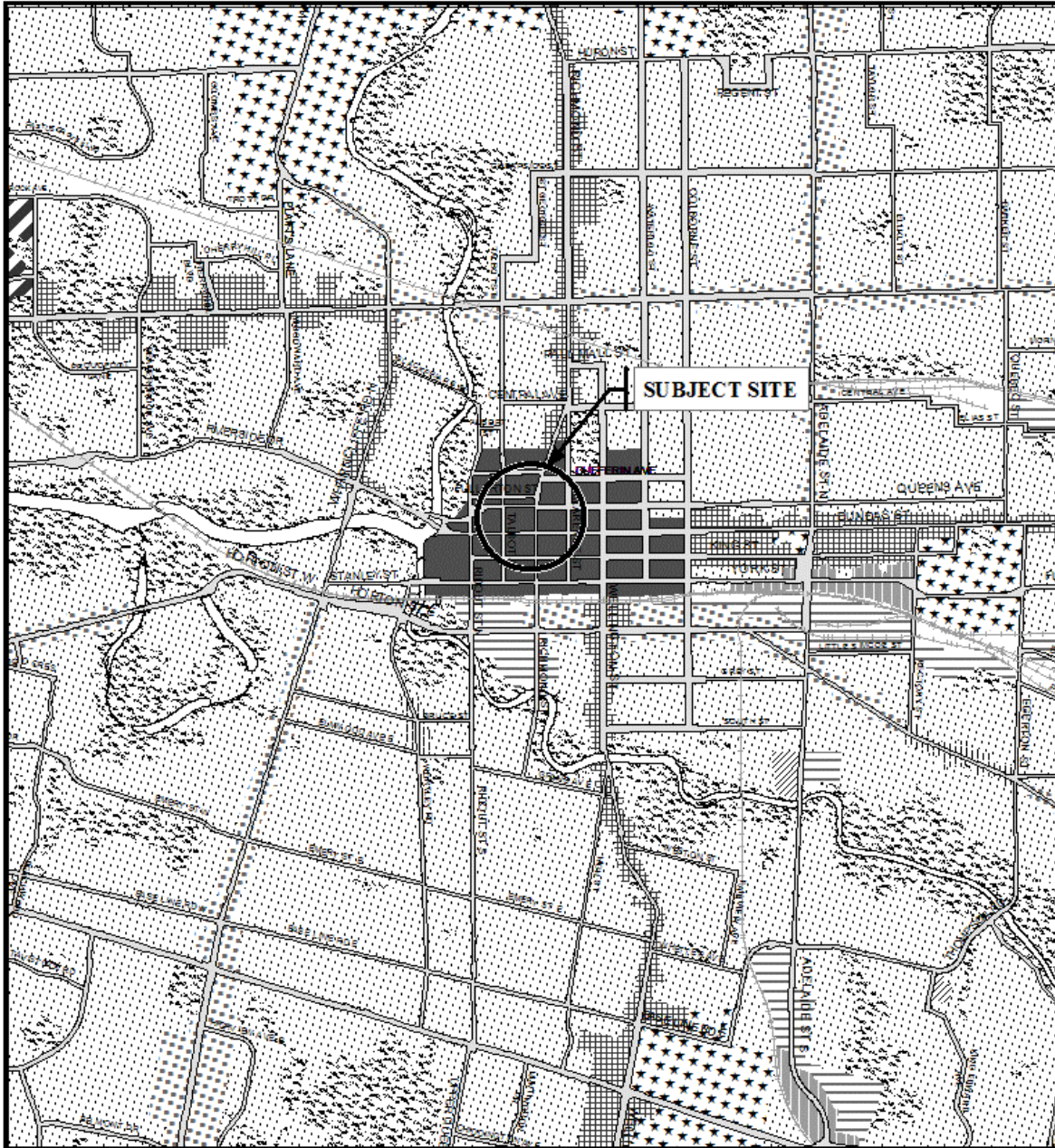
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<p>Legend</p> <table border="0"> <tr> <td> Downtown</td> <td> Multi-Family, Medium Density Residential</td> <td> Office Business Park</td> </tr> <tr> <td> Wonderland Road Community Enterprise Corridor</td> <td> Low Density Residential</td> <td> General Industrial</td> </tr> <tr> <td> Enclosed Regional Commercial Node</td> <td> Office Area</td> <td> Light Industrial</td> </tr> <tr> <td> New Format Regional Commercial Node</td> <td> Office/Residential</td> <td> Commercial Industrial</td> </tr> <tr> <td> Community Commercial Node</td> <td> Regional Facility</td> <td> Transitional Industrial</td> </tr> <tr> <td> Neighbourhood Commercial Node</td> <td> Community Facility</td> <td> Rural Settlement</td> </tr> <tr> <td> Main Street Commercial Corridor</td> <td> Open Space</td> <td> Environmental Review</td> </tr> <tr> <td> Auto-Oriented Commercial Corridor</td> <td> Urban Reserve - Community Growth</td> <td> Agriculture</td> </tr> <tr> <td> Multi-Family, High Density Residential</td> <td> Urban Reserve - Industrial Growth</td> <td> Urban Growth Boundary</td> </tr> </table>			Downtown	Multi-Family, Medium Density Residential	Office Business Park	Wonderland Road Community Enterprise Corridor	Low Density Residential	General Industrial	Enclosed Regional Commercial Node	Office Area	Light Industrial	New Format Regional Commercial Node	Office/Residential	Commercial Industrial	Community Commercial Node	Regional Facility	Transitional Industrial	Neighbourhood Commercial Node	Community Facility	Rural Settlement	Main Street Commercial Corridor	Open Space	Environmental Review	Auto-Oriented Commercial Corridor	Urban Reserve - Community Growth	Agriculture	Multi-Family, High Density Residential	Urban Reserve - Industrial Growth	Urban Growth Boundary
Downtown	Multi-Family, Medium Density Residential	Office Business Park																											
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<p>CITY OF LONDON Department of Planning and Development OFFICIAL PLAN SCHEDULE A - LANDUSE -</p> <p>PREPARED BY: Graphics and Information Services</p>	<p style="text-align: center;"> Scale 1:30,000 Meters </p>	<p>FILE NUMBER: Z-8745 PLANNER: SW TECHNICIAN: MB DATE: 2017/07/05</p>																											

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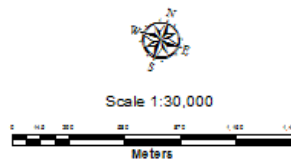
Legend

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|------------------------|--------------------------|---|
| Downtown | Future Community Growth | Environmental Review |
| Transit Village | Heavy Industrial | Farmland |
| Shopping Area | Light Industrial | Rural Neighbourhood |
| Rapid Transit Corridor | Future Industrial Growth | Waste Management Resource Recovery Area |
| Urban Corridor | Commercial Industrial | Urban Growth Boundary |
| Main Street | Institutional | |
| Neighbourhood | Green Space | |

This is an excerpt from the Planning Division's working consolidation of Map 1 - Place Types of the London Plan, with added notations.

At the time of the printing of this map, the Rapid Transit EA is in progress. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of The London Plan.

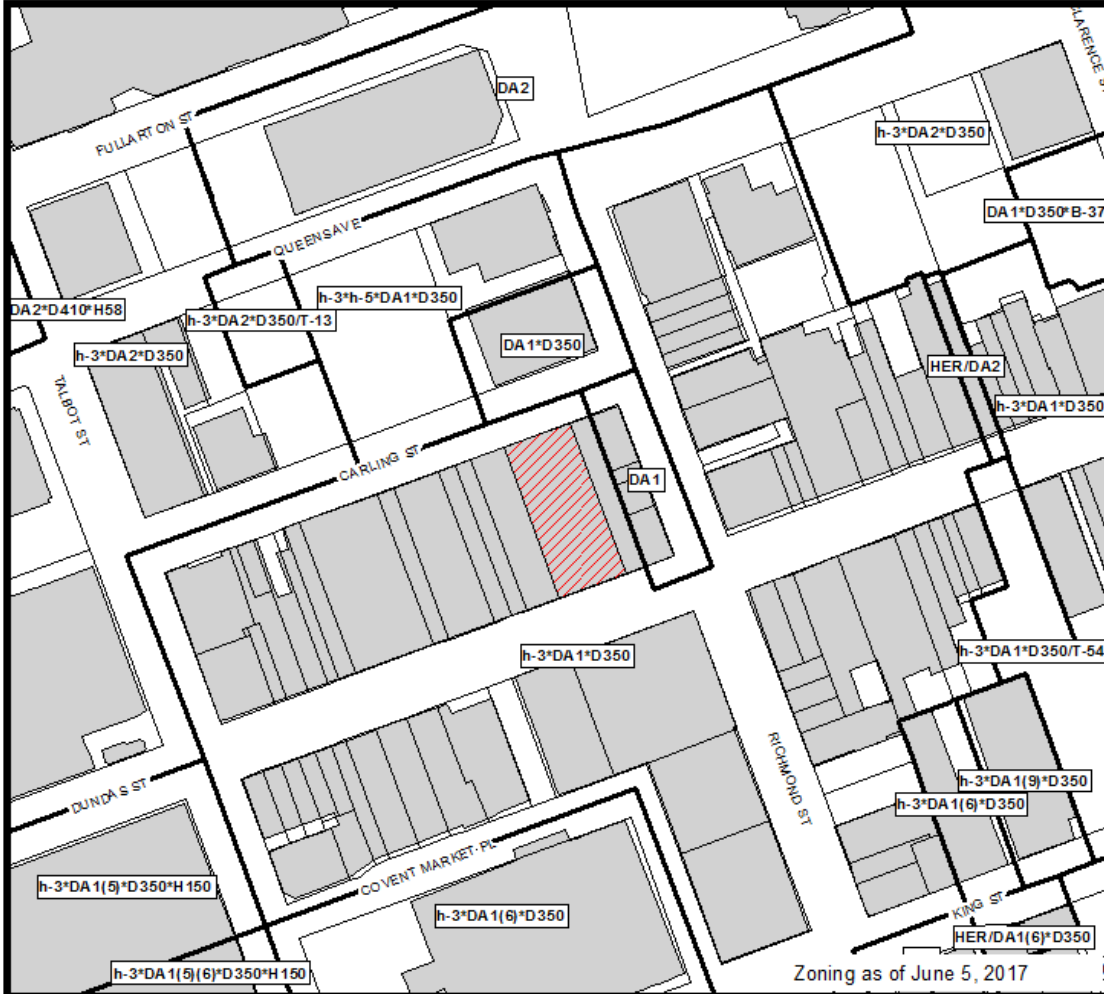
CITY OF LONDON
 Planning Services
LONDON PLAN MAP 1
- PLACE TYPES -
 PREPARED BY: Planning Services



File Number: Z-8745
Planner: SW
Technician: MB
Date: July 5, 2017

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Zoning as of June 5, 2017




COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: h-3*DA1*D350

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 |
|--|---|

CITY OF LONDON
 PLANNING, ENVIRONMENTAL AND ENGINEERING SERVICES

ZONING BY-LAW NO. Z-1
SCHEDULE A



THIS MAP IS AN UNOFFICIAL EXTRACT FROM THE ZONING BY-LAW WITH ADDED NOTATIONS

FILE NO: Z-8745		SW
MAP PREPARED: 2017/07/05		MB
1:2,000		
0 10 20 40 60 80 Meters		

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PREVIOUS REPORTS PERTINENT TO THIS MATTER

April, 2012: Adoption of: *Downtown Heritage Conservation District*
April, 2015: Adoption of: *Our Move Forward: London's Downtown Plan*

PURPOSE AND EFFECT OF RECOMMENDED ACTION

The purpose and effect of the recommended action is to permit a 27 storey mixed use apartment building with 200 residential units and 600m² of commercial floor space.

RATIONALE

- i) The recommended amendment is consistent with the *Provincial Policy Statement (PPS), 2014*, which promotes intensification, redevelopment and a compact form in strategic locations to minimize land consumption and servicing costs and provide for a range of housing types and densities to meet projected requirements of current and future residents;
- ii) The recommended amendment is consistent with the policies of the *Provincial Policy Statement, 2014* which requires planning authorities to facilitate pedestrian and non-motorized movement by promoting a land use pattern, density and a mix of uses that serve to minimize the length and number of vehicle trips and support the development of viable choices and plans for public transit and other alternative transportation modes;
- iii) The recommended amendment supports the objectives of the Downtown Area designation of the City of London Official Plan which encourages growth in the residential population of the downtown through high density residential development and design features which serve to enhance the pedestrian environment;
- iv) The recommended amendment will allow for the proposed development including the required increase to density, through a bonus zone which requires that the ultimate form of development be consistent with the site plan and elevations appended to the amending by-law. Should the applicant not satisfy all of the provisions of the bonus zone, the increased density will not be permitted;
- v) The recommended amendment will facilitate an enhanced form of development which includes an architecturally defined base, middle and top with the base serving to frame the pedestrian realm at a human-scale, the middle to provide for step-backs and variation in the massing of the proposed structure to reduce the visual impact of the tower and provide for effective integration with the surrounding built context of the downtown, and a visually attractive cap on the tower which screens all mechanical elements and enhances the City skyline;
- vi) The recommended bonus zone provides for a density of 1,498 units per hectare in return for a series of design related matters and contributions in accordance with Section 19.4.4 of the Official Plan; and
- vii) The recommended amendment maintains the spirit and intent of the Downtown Heritage Conservation District and other relevant Council approved Guideline Documents which provide direction for development in the Downtown.

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BACKGROUND

Date Application Accepted: February 28, 2017	Agent: Zelinka Priamo Ltd
<p>REQUESTED ACTION: Request to change Zoning By-law Z.-1 from a holding Downtown Area (h-3*DA1*D350) Zone which permits a wide range of residential, commercial and retail uses, with a maximum density of 350 units per hectare, to a Downtown Area Bonus (DA1*D350*B-()) Zone which permits a wide range of residential, commercial and retail uses, a reduced residential tower setback, and an increased maximum density of 1,480 units per hectare in return for the provision of eligible bonusable facilities, services or matters outlined in section 19.4.4 of the Official Plan, such as enhanced urban design, increased universal accessibility, and the provision of public art.</p>	

SITE CHARACTERISTICS:
<ul style="list-style-type: none"> • Current Land Use – Mixed commercial uses • Frontage – 24.5m • Depth – 56m • Area – 1,375m² • Shape - Rectangular

SURROUNDING LAND USES:
<ul style="list-style-type: none"> • North - Mixed Use • South - Mixed Use • East - Mixed Use • West - Mixed Use

OFFICIAL PLAN DESIGNATION: (refer to Official Plan Map)	
<ul style="list-style-type: none"> • Downtown Area 	
THE LONDON PLAN PLACE TYPE: (refer to The London Plan Map)	
<ul style="list-style-type: none"> • Downtown 	
INTENSIFICATION: 200 units	
<ul style="list-style-type: none"> • 200 residential units represent intensification within the Built-area Boundary 	<ul style="list-style-type: none"> • 200 residential units represent intensification inside of the Primary Transit Area
EXISTING ZONING: (refer to Zoning Map)	
<ul style="list-style-type: none"> • h-3*DA1*D350 	

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PLANNING HISTORY

The property at 150 Dundas and 153 Carling Street was historically established as a commercial site dedicated to the sale of clothing and dry goods. The current building on the property was constructed by S.S. Kresge Ltd. in 1948, which operated until the 1970's. The current use of the site is a mix of commercial space, fast food restaurants (Pizza Pizza & Subway), public use (LTC offices), nightclub (Prohibition) and vacant office space on the upper levels.

SIGNIFICANT DEPARTMENT/AGENCY COMMENTS

UTRCA: April 10, 2017
No objection

Consolidated Engineering Comments: April 18, 2017

The City of London's Environmental and Engineering Services Department offers the following comments with respect to the aforementioned Zoning By-Law amendment application:

Transportation Division:

Transportation has no specific comments related to the re-zoning, however the applicant should be aware of the Dundas Place Environmental Assessment (EA) .Details can be found at the following web link <https://www.london.ca/residents/Environment/EAs/Pages/My-Dundas-Place-Environmental-Assessment.aspx>.

Details regarding the access design to Carling Street will be discussed in greater detail through the site plan process.

WADE Division:

WADE has no objection to the construction of this 27 storey high-rise.

The sanitary sewer available for the subject lands is the 250mm municipal sanitary sewer on Carling Street. Although we believe dry weather capacity exists our system currently experiences significant wet weather flows and experiences a number of overflows during wet weather events. The City is working to improve our system by reducing the number of combined sewers in the core area and undertaking the Pollution Prevention Control Plan (PPCP) to address these overflows. The City is initiating the Core Area Studies to assess the impact of continued intensification in the core area that may lead to future system improvements.

SWM Division Excerpt:

SWED staff have no additional or new comments to those identified as part of the Pre-Application Consultation for this site through SPC17-015.

The Stormwater Engineering staff have no objection to this pre-application. However, the applicant is to be informed about the following SWM issues/requirements to be considered by the applicant's consultant engineer when preparing the storm servicing strategy for this land:

- The subject lands are located in the Central Thames Subwatershed. The applicant shall be required to apply the proper SWM practices to ensure that the maximum permissible storm run-off discharge from the subject site will not exceed the peak discharge of storm run-off under pre-development conditions.

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- *The municipal storm outlet available for the north portion of the subject land is the 525mm storm sewer on Carling Street as identified in the attached as-constructed drawing 9858. Changes in the "C" value or in the area tributary to the 525 storm pipe required to accommodate any proposed redevelopment will trigger the need for hydraulic calculations (storm sewer capacity analysis) to demonstrate the capacity of the existing 525mm storm pipe and downstream system is not exceeded and that on-site SWM controls will be design to the satisfaction of the City Engineer.*
- *The design and construction of SWM servicing works for the subject land shall be in accordance with:*
 - *The SWM criteria and targets for the Central Thames Subwatershed,*
 - *Any Municipal Class Environmental Assessment in the area,*
 - *The City Design Requirements for on-site SWM controls which may include but not be limited to quantity/quality and erosion controls, and*
 - *The City’s Waste Discharge and Drainage By-Laws; the Ministry of the Environment Planning & Design Manual; as well as all applicable Acts, Policies, Guidelines, Standards and Requirements of all approval agencies.*
- *The design of the SWM servicing work shall include but not be limited to such aspects as requirements for Oil/Grit separator for any proposed parking area, on-site SWM controls design, possible implementation of SWM Best Management Practices (e.g. Low impact Development “LID” features), grading and drainage design (minor, and major flows), storm drainage conveyance from external areas (including any associated easements), hydrological conditions, etc.*
- *The Owner and their Consulting Professional Engineer shall ensure the storm/drainage conveyance from existing external drainage areas through the subject lands are preserved, all to the satisfaction of the City Engineer.*
- *The Owner shall ensure that increased and accelerated Stormwater runoff from this site shall not cause damage to downstream lands, properties or structures beyond the limits of this site.*

The above comments, among other engineering and transportation issues, will be addressed in greater detail when/if these lands come in for site plan approval.

Urban Forestry March 22, 2017:

No Comment

Heritage: July 12, 2017 – Excerpt from July 12 LACH report

Demolition of buildings within a heritage district is strongly discouraged and indeed seems to run contrary to the intent of “heritage conservation.” However, each demolition request within any of London’s HCDs is considered on a case-by-case basis. In some situations, the careful removal of select fragments within the urban fabric may be justified if, for instance, redevelopment is appropriate and is in keeping with City policies. This approach is clearly supported in Our Move Forward: London’s Downtown Plan, in London’s Strategic Plan and in the Community Economic Road Map. Heritage conservation and development are not mutually exclusive notably when impacts of demolition for new development are mitigated, and when new design enhances the urbanscape. The removal of the building at 150 Dundas/153 Carling Street is just such an instance.

The subject property does not demonstrate cultural heritage value or interest, and does not significantly contribute to the heritage character of the district. It is its form, massing and appropriate expression at the street—and not its architectural details—that contribute to the District character. Little actually remains of its architectural significance, with the subtle detailing inherent in the Moderne-style being lost due to parging of the façade. Impacts of demolition of the subject property on adjacent significant heritage resources is adequately addressed through

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mitigative measures targeted at ensuring compatibility of infill development with a design that harmonizes massing, setbacks, setting and materials (HIAs and Conservation Plans InfoSheet#5).

Based on the review of the HIS and further analysis of relevant policies, heritage staff is satisfied that there will be no adverse impacts to adjacent heritage designated properties and to urban fabric within the Downtown Heritage Conservation District as a result of the requested demolition and proposed new development.

Urban Design: July 4, 2017

- Incorporate active ground floor uses along both street frontages. Include vision glazing and pedestrian oriented elements such as canopies, lighting and signage. The location and design of entryways, canopies and signage will be refined through the Site Plan process.*
- Provide a high level of glazing and light materials on the tower portion of the building, in order to minimize its visual mass. Design the top of the building to integrate rooftop mechanical equipment and contribute to a varied and interesting skyline.*

Parks Planning April 7, 2017

The Environmental and Parks Planning Section has reviewed the request for the proposed zoning by-law amendment and note no concerns with the application.

At the time site plan approval, the applicant will be required to provide the required parkland dedication. It is anticipated this dedication will be in the form of cash-in-lieu consistent with the regulations of By-law CP-9.

Town & Gown Committee – Council Resolution – May 30, 2017 Council

The Civic Administration BE ADVISED that the Town and Gown Committee expressed its support for the application by Rygar Corporation Inc., relating to the properties located at 150 Dundas Street and 153 Carling Street, as the proposed amendment will benefit students

UDPRP: February 15, 2017

- 1. Street presence on Dundas Street is positive, and the art-deco design is well considered*
- 2. Street level design on Carling Street suffers from the current loading door proposal. It would benefit by being broken into two panels.*
- 3. With no parking proposed on site, the ground floor should include, transportation demand management measures, available to the commercial tenants including indoor secure bicycle parking and shower facilities.*
- 4. The panel is greatly concerned regarding the setbacks of the proposal. The “sides” of the building are insufficient and the “front” and “back” do not meet the minimum required setbacks. Not only is the minimum setback not met, the panel believes that this is insufficient to maintain a quality street scape on Dundas Street.*
- 5. Supportive of ground floor commercial uses with active facades. It will be important to resolve how the commercial entrances, canopies and signage integrate into the design of the building.*
- 6. Submission of floor plans would be appropriate to get a clearer understanding of the building’s function.*
- 7. This project, while handsome in elevation has a number of issues three dimensionally.*
 - a. the barbell plan is not helping the project massing.*
 - b. The east west setbacks appear to be extremely tight. Limiting distance could be a problem, and the project could be compromised by future development.*
 - c. The height of the building really should have a wider base if the tower is expecting to face east and west successfully.*
 - d. Proponent might consider a wider site.*
- 8. There appears to be a lack of student residence amenities.*

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- 9. Having no building setback on the ground level will be problematic and it is encouraged to have an exterior lobby space for short-term stay and for vibrant pedestrian environment.
- 10. Provide a special treatment of entry – more than just an overhanging canopy.
- 11. Recommend re-submittal.

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 in this instance, the proposed development, based upon the review by the panel is an appropriate solution for the site and a sensitive response to the existing urban context.

PUBLIC LIAISON:	On March 22, 2017, Notice of Application was sent to 74 property owners in the surrounding area. Notice of Application was also published in the <i>Public Notices and Bidding Opportunities</i> section of <i>The Londoner</i> on March 23, 2017. A “Possible Land Use Change” sign was also posted on the site.	8 replies were received
Nature of Liaison: Possible Change Zoning By-law Z.-1 from a holding Downtown Area (h-3*DA1*D350) Zone which permits a wide range of residential, commercial and retail uses, with a maximum density of 350 units per hectare, to a Downtown Area Bonus (DA1*D350*B-()) Zone which permits a wide range of residential, commercial and retail uses, a reduced residential tower setback, and an increased maximum density of 1,480 units per hectare in return for the provision of eligible bonusable facilities, services or matters outlines in section 19.4.4 of the Official Plan, such as enhanced urban design, increased universal accessibility, and the provision of public art.		
Responses: 1) 27 storeys too high (x5), 2) too dense (x1) 3) consider impact of shadows (x1), 4) 10-12 storeys scale may be more reasonable (x1), 5) scale of Fanshawe building may be more reasonable (x1), 6) concern for streetscape and pedestrian scale (x2), 7) increase tower setback after third/fourth floor to 5m (x1), 8) concern no parking provided (x3), 9) additional residents will put additional pressure on existing downtown parking (x3), 10) concern if building is demolished and site is vacant (x1), 11) concern for snow loading on abutting roofs (x1), 12) require design excellence (x1), 13) concern inadequate research on student market (x1)		

Public Open House

An open house was held on the main floor of the existing building to provide more information through a drop-in style meeting on June 21, 2017. Approximately 10 persons attended along with city staff and the applicant’s agent.

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ANALYSIS

Subject Site

The subject site is located on the north side of Dundas Street, with Richmond Street to the east, Talbot Street to the West and Carling Street to the north. The subject site is a through lot with frontage on both Dundas Street and Carling Street. The site is currently developed with a 2-3 storey development with 2 storeys fronting on Dundas Street, and 3 storeys along Carling Street. The site has approximately 24.5m frontage along both Dundas Street and Carling Street, and a total area of 1,375m².

Surrounding Context

The site is located in a prime and prominent location within the Downtown and has a highly urban setting and access to central amenities and facilities. The site has convenient access to nearby shopping including the Covent Garden Market, entertainment facilities such as Budweiser Gardens, Richmond Row, Fanshawe College education facilities, parks such as Victoria Park and the Forks of the Thames and other community, employment and transit facilities.

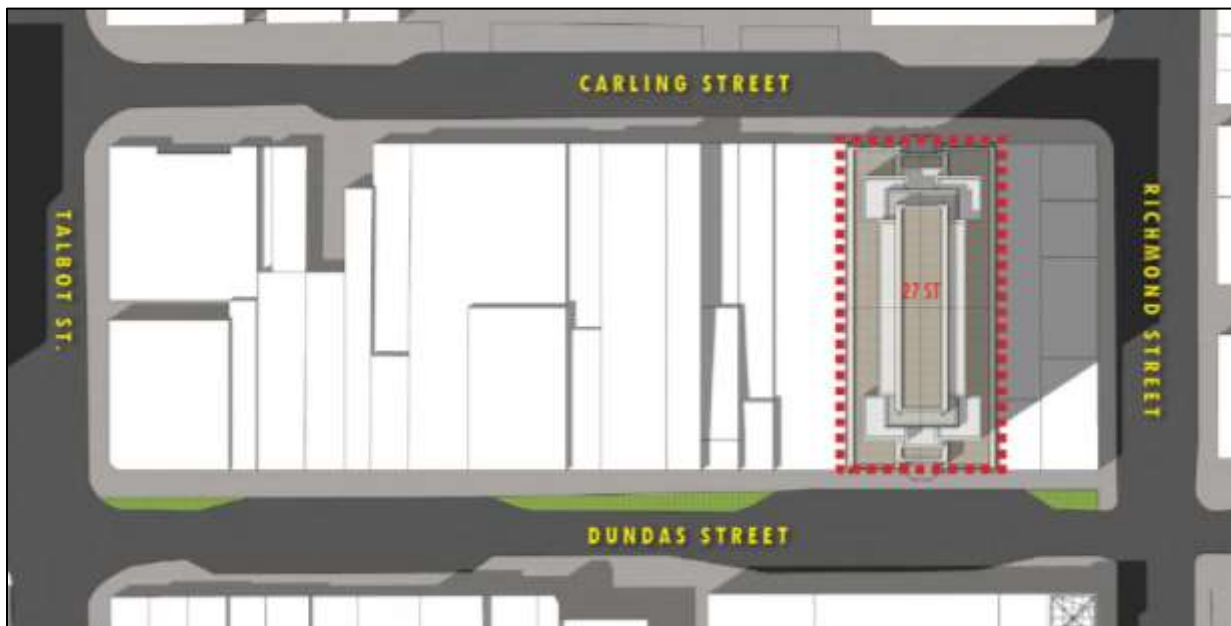


Figure 1: Subject Site

Proposed development

The proposed development is for a 27 storey (85m) tall, “I” shaped, mixed-use apartment building with 600m² of ground floor commercial space within a 3 storey podium. There is amenity space and common areas proposed on the 2nd and 3rd floors to support the residential units and uses. The roof of the third storey has a 5m stepback from the Dundas Street and Carling Street facade on the east and west corners with a 1.2m stepback for the middle articulation which is then increased to 3.5m above the fifth storey. The roof of the third storey is proposed to have outdoor resident access and amenity space. There is no vehicular parking proposed for the development, though bicycle parking will be provided within the basement of the building with a ramp to Carling Street for convenient ease of access.

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Figure 2: Proposed Development

Provincial Policy Statement 2014

The PPS promotes healthy, livable and safe communities by accommodating an appropriate range and mix of residential, employment, and other uses to meet long term needs (1.1.1 b) PPS). The proposal provides for a mix of residential and commercial uses which are suitable and encouraged in the downtown location. The site is within the core of an existing settlement area which is the focus for growth and development, as the “vitality of settlement areas is critical to the long-term economic prosperity of our communities” (1.1.3 PPS). Long-term economic prosperity is further supported by maintaining and enhancing the vitality and viability of downtowns and mainstreets, which is relevant for the proposal as development and investment in the downtown positively enhances the City as a whole (1.7.1. c) PPS).

The PPS promotes a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and support the use of transit and active transportation (1.6.7.4 PPS). The subject site has direct access to the central transit network which connects all parts of the city, as well as on-road and off-road cycling and pathway facilities. The PPS also promotes densities and a mix of land uses which “are transit supportive, where transit is planned, exists or may be developed” (1.1.3.2.a) 5 PPS), the site is centrally located within a location which will have direct access to rapid transit facilities as intended through SHIFT.

The PPS promotes development standards which facilitate appropriate intensification, redevelopment and a compact form (1.1.3.4 PPS). The Downtown location is an ideal place for infill and redevelopment at the proposed scale and makes efficient use of municipal infrastructure and services. Built design is further emphasized in the PPS by “encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes” (1.7.1 d) PPS). A well-designed built form is paramount in such a prominent Downtown location, as well as a design that respects the local Downtown heritage character and conservation district.

The PPS also ensures consideration is given to culturally significant heritage properties and that they are protected from adverse impacts. “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.” (2.6.3). The subject site

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is located within the Downtown London Heritage Conservation district and surrounded by culturally significant buildings. A Heritage Impact Statement (HIS) was submitted to demonstrate the compatibility of the proposal which was considered by the London Advisory Committee on Heritage, and a further Heritage Alteration Permit (HAP) will be required prior to building permit.

The proposed amendment is consistent with section 1.7 of the PPS, Long-Term Economic Prosperity, which supports opportunities for economic development and community investment-readiness. The proposed development will provide additional residential units which will increase the downtown population and support existing and future downtown businesses.

Use

London’s Downtown is characterized by its intensive, multi-functional land use pattern, which is the primary activity area for the City of London and the regional centre for Southwestern Ontario. The role of the downtown as the major office, employment centre and commercial district in the City is strengthened by promoting: residential development, entertainment and cultural facilities, a high standard of design for Downtown development and public spaces, and improving the accessibility by all modes of transportation (s. 2.12.1 & 2.12.2 Official Plan). The range of residential, commercial and retail uses proposed are consistent with those permitted in the Downtown Designation and Downtown Area (DA1) Zone, and considered desirable and complementary in this location of the City.

The subject site is located along the north boundary of the Downtown Shopping Area which has a greater emphasis on retail and active ground floor level uses. Ground floor commercial uses are proposed to continue to activate the ground floor in this location of Dundas Street, with commercial presence on Carling Street as well. The proposed development has a total of 600m² provided for commercial uses on the ground floor which will complement the rest of the shopping area to foster a pedestrian-oriented shopping environment (4.1.4 Official Plan).

According to Our Move Forward – London’s Downtown Plan, there are over 4,000 residents of the Downtown, and the proposed development facilitates an additional 200 residential units which broadens the Downtown housing stock and contributes to the number of people living in the Downtown. The resulting increase is a positive contribution, as the busier and more vibrant a Downtown is, the fewer the concerns are over safety since people tend to feel more comfortable with larger crowds and a wide range of Downtown users (The Value of Investing in Canadian Downtowns, p23). Additional residents can also support existing Downtown businesses as well as increase the vibrancy and character of the Downtown. This is echoed by the recent Downtown London Reconnaissance and Strategic Assessment Report prepared by Live Work Learn Play, 2016 which identifies a lack of ‘eyes on the street’ during evening hours as a weakness. The third floor rooftop space (fourth floor terrace) will provide amenity and outdoor space for residents, and activate the podium providing interest and passive surveillance of the street.

There has been a recent increase in the presence of Fanshawe College facilities in the Downtown core with the Fanshawe Centre for Digital and Performance Arts completed in 2014 (131/137 Dundas Street), as well as the current construction activity at the previous Kingsmills Building located at 126-130 Dundas Street. The Downtown London Reconnaissance and Strategic Assessment Report also identified that ‘as Fanshawe expands downtown and their student population continues to grow, a need for additional student housing will likely emerge in the downtown’. The proposal has identified students of Fanshawe College as a target demographic for the resident population, and represents a complementary form of development in close proximity to the post-secondary downtown campuses.

Intensity

The Downtown Area is the focus for the highest densities permitted in the City, and the location where the limitations on the scale of development are less restrictive (4.1 Official Plan). The Official Plan encourages residential growth through supporting “a variety of high and medium density housing types” (s. 4.16.iv Official Plan). The proposed density for the site is 1,498 units

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per hectare which is based on 200 residential units and the commercial floor space (600m²) on a parcel with 1,375m². Zoning regulations for mixed-use buildings calculate the density by converting the total commercial gross floor area to a comparable residential unit by adding one dwelling unit to the density calculation for each 100m² devoted to non-residential uses. The converted non-residential floor space provides the equivalent of an additional 6 dwelling “units” for the purpose of density calculation and combined with the residential units is 1,498 dwellings per hectare. The permitted density is currently 350 units per hectare and the increased density is in association with a request for a bonus zone.

The City’s downtown population has been increasing steadily since the 1990’s, including the period between 1996-2011 which increased by nearly 60% (OMF:LDP p12). One strategic direction (#5 Build A Great Neighbourhood) from Our Move Forward: London’s Downtown Plan supports the continued development of a larger downtown residential community, and the proposed development regenerates a prominent downtown site with 200 residential units.

Form

The Official Plan contains urban design objectives for the Downtown to ensure new developments are designed to provide for continuity and harmony of architectural style with existing buildings, and that the planning and design is coordinated with streetscape improvements in the Downtown (4.1.2.vi, & vii) Official Plan). The recommended amendment encourages the enhancement of the street-level pedestrian environment which contributes to the sensitive integration of new development with adjacent structures and land uses. The podium height is consistent with the height of the adjacent building to the east at 3 storeys, and one storey taller than the adjacent building to the west, which generally maintains the rhythm of the street. The majority setback of the building tower provides 5m along Dundas Street and 5m along Carling Street which maintains and conserves the pedestrian realm and protects the human-scale streetscape, while also allowing some articulation of the building.

The proposal represents a form of development which incorporates a number of desirable design features contributing to the development of a landmark building in the downtown. The proposed building and site design have been reviewed by the City of London’s Urban Design Staff as well as the Urban Design Peer Review Panel. Considerations resulting from this design review have been incorporated into the site plan and elevations appended to the amending by-law in order to ensure that a high standard of design is achieved and that the development results in a positive contribution to the City skyline. Design treatments including high-quality, contemporary building materials enhance the pedestrian environment and the public realm.

Building base

The base of the development has an architectural style that reflects the art deco style of the Dominion Building, and is comprised of a three (3) storey podium that will have the most interaction with the pedestrian realm and impact at street level. The ground floor of the podium is 4.8m high which is consistent with the height prescribed in the *Downtown Design Manual*, which recommends a minimum first floor height of 4.5m. The ground floor is proposed to be activated with a number of commercial units focused on Dundas Street and to a lesser extent Carling Street. The ground floor will be mostly comprised of vision glass (window wall), spandrel glass, and stone veneer panels at regular intervals for the Dundas Street and Carling Street facades.

The commercial units will have separate entrances and utilize permanent canopies to increase pedestrian comfort. The principal building entrance for residents will be located on Dundas Street and will be recessed slightly within the double-heightened window-wall of vision glass at the centre of the podium. The base of the building is mimicked on the Carling Street façade with the exception of a proposed loading area in the northeast corner of the site. The loading door will require enhanced design or treatment to maintain the street edge and positively contribute to the Carling façade.

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Figure 3: Proposed Building Base

Building Middle

The 'middle' of the building is the portion which is located above the podium and is comprised of the majority of the residential units. The materials used for the tower middle includes precast panels, vision glass, spandrel glass panels and metal panels, including some coloured metal panels to add interest. Slim buildings with floor plates less than 800m² are encouraged to provide point towers, increase sunlight and minimize shadowing impacts (DDM p.41). The tower floor plate is 790m² for the fourth and fifth storeys, and 750m² for the above floors which is a desirable outcome for both the tower design as well as to mitigate impacts of sky views, privacy, sun and wind for the surrounding area (DDM p.41).

The tower is oriented with the larger axis towards the north-south direction which increases exposure to natural light and minimizes shadow impacts. The shadow analysis provides a depiction of the sunlight modelling which has overshadowing impacts throughout the day though in a form that shifts from property to property from the northwest to the northeast. The gold colour modelled shows additional shadow on the ground, and the blue represents additional shadow on building roofs. There are minimal impacts on shadowing, as well as privacy, given the higher proportion of businesses and commercial uses and relatively lower number of residential uses within the immediate vicinity (11.1.1 vi), xi) & xiv) Official Plan).



Figure 4: Shadow Analysis June 21 - 9:18AM & 3:18PM

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Figure 5: Shadow Analysis December 21 - 9:18AM & 3:18PM

The middle of the building should be setback from streets and neighbouring properties to reduce the visual and physical impacts, including a step back of 3m or greater from the edge of the base (DDM p.41). Since the site is also located within the Downtown Heritage Conservation District, there is an additional tower setback requirement of a minimum of 5m above 18m to ensure the tower portion does not dominate the streetscape (DLHCD 6.1.4.1). The proposed setback of the towers from the street edge is 5m for the east and west portion of the building, and 3.5m for the middle portion above the sixth floor, which delivers the preferred outcome, and minimizes the tower presence.



Figure 6: Proposed East Rendering

Building Top

The top of the proposed development has a tapering on the 25, 26 and 27 floors which have further setbacks than the middle of the tower, which helps reduce the impacts of a 'slab-type' built form. There is no exposed mechanical equipment visible, and the roof is proposed to be clad in spandrel glass panels and finely spaced horizontal precast panels. As the proposal for 27 storeys is in a prominent downtown location, the treatment of the top is a key component to the contribution to the City skyline.

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Figure 7: Building Cap

An urban design objective is to “promote a high standard of design for buildings to be constructed in the strategic or prominent locations of the Downtown” (4.1.2 i) Official Plan). Similarly, the policies “discourage development and design treatments that are considered detrimental to the functional success and visual quality of Downtown” (4.1.2. ii) Official Plan). The proposed tower and cap will be visible from many entry locations and views of the downtown and will positively contribute to an interesting and attractive skyline.

Wind Assessment

The current zone includes a holding provision to ensure that development over 15 metres in height will not have an adverse impact on pedestrian level wind conditions by requiring the submission of a wind impact assessment. The holding provision also requires that any recommendations contained within the wind assessment for building design or site modifications necessary to achieve acceptable wind conditions be incorporated into the proposed development.

The applicant has submitted a pedestrian level wind study in conformity with the holding provision. The conditions along Dundas Street are shielded from the most prominent winds by the surrounding massing, and the sidewalk areas are expected to be suitable for sitting during the summer, standing during the autumn, and walking during the remaining colder seasons. The conditions along Carling Street are expected to be similar. Upon review of the submitted wind study, the form of the proposed development is not anticipated to generate any significant additional wind impacts on ground level pedestrian traffic and no recommendations to the building design for mitigation at street level are required.

The assessment also contemplated the impacts of wind on the roof of the third storey, the fourth floor outdoor terrace which is subject to downwashing effects of the tower. Mitigation measures are proposed to be implemented during the site plan approval stage as noted in the recommendation.

Heritage

The Downtown contains many of the City’s original buildings and some of the most architecturally important structures in our community. Policies for preservation are balanced against policies which promote growth and development in the Downtown. The Official Plan supports a blending of these two approaches to the Downtown by encouraging property owners to incorporate

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buildings and features of cultural heritage value into new development projects.

Heritage Conservation District

The site is located within the Downtown Heritage District, which is designated under Part V of the Ontario Heritage Act (OHA). The proposed development must provide sympathetic design to neighbouring buildings and respect the precinct as a whole.

The proposed development continues the datum lines and ground-floor scale that have been established with the buildings to the west to provide for continuity and harmony in architectural style with adjacent uses in conformity to the policies of the Official Plan. The building is proposed to be constructed with stone veneer which is a favoured material in the conservation district plan (6.40 DLHCDP). The podium maintains the general scale of the street and is the same height as the building to the east (3 storeys), and one storey taller than the height of the existing building to the west (2 storeys). Together with the tower above, which has a majority setback of 5m from the Dundas Street edge, the street presence maintains a low-rise form without being overwhelmed by a significant change in height.

The Zoning Amendment Application and Heritage Impact Statement (HIS) has been received by heritage staff and the London Advisory Committee for Heritage (LACH). Heritage staff are satisfied that there will be no adverse impacts to adjacent heritage designated properties and to urban fabric within the Downtown Heritage Conservation District as a result of the requested demolition and proposed new development.

Transportation

The Downtown has access to a wide variety of services within walking distance, as well as connections to the broader transportation network. The VIA Rail and Greyhound Bus Stations are located within 400m of the subject site which provides regional connections outside of London. The LTC services for bus transit all connect through the Downtown which provides convenient connection to all parts of the city for riders. Additional connections to rapid transit will also be provided in the future one block north and south of the site through the SHIFT initiative. There are also cycling connections provided both on-road through dedicated lanes, and off-road through the Thames Valley Parkway and other similar trails for cyclists.

Parking

Residential development within the Downtown Parking Area 1 does not require the provision of vehicle parking spaces given its central location, high walkability and transit options. Parking is generally required for commercial, office, retail and other non-residential uses in the Downtown Area, though, in accordance with section 4.19.10.a) i) of the Zoning by-law for redevelopment the existing square metres of commercial uses shall be subtracted from the total new or redeveloped floorspace when calculating the total new required parking spaces.

The existing commercial floor space totals 3,995m² and currently provides no parking. Given that the redevelopment proposes a total commercial gross floor area of 600m², the overall reduction in commercial gross floor area does not require the provision of any vehicular parking.

Bicycle Parking

Bicycle parking is required for the residential uses proposed at a rate of 0.75 spaces per unit which equates to 150 bicycle parking spaces. The non-residential demand is based on 7% of the total number of required vehicle parking spaces, and as there are no vehicle parking spaces required, there are no required commercial bicycle parking spaces. The proposal will provide the 150 spaces in the basement of the building, with a ramp to Carling Street for convenient bicycle access. The use of the basement location and ramp to provide access eliminates the need for bicycles in elevators which makes the bicycle more accessible and attractive as a transportation option.

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My Dundas Place

The Downtown Plan identified the first strategic direction and transformational project to be the Dundas Street flexible street, as the revitalization of Dundas Street builds on the legacy of the downtown and reflects the health of the downtown as a whole (OMFLDP p.34 & p.49). The subject site is directly located on Dundas Street and in the middle of the “My Dundas Place” project planning area currently underway which extends from Wellington Street to the Thames River. The objective of My Dundas Place and related Environmental Assessment is to make Dundas Street the most exciting and unique destination in the City.

The proposed ground floor uses of the development will provide commercial connections and presence to the street, and the top of the third floor podium can provide additional activity and vibrancy during Dundas Place events. The direct connection to the My Dundas Place project also provides an opportunity to permit increased density in return for the contribution of public art, services, programming, facilities or other desirable features that will enhance the project through bonus zoning.

Landscaped and Amenity Space

There is no requirement to provide private landscaped open space within the Downtown Area (DA1) zoned land given the high building coverage (up to 100%) associated with the typical built form. The site has access to a number of nearby green spaces to provide for leisure and recreation including Victoria Park, Campbell Park, Ivey Park, Harris Park and the Thames River. There are also additional open hardscaped spaces such as Covent Garden Market within close proximity. The proposal does include some on-site outdoor amenity space located on the roof of the 3rd floor, approximately 425m², for the residents which may also include some landscaping or plantings.

London Plan

The London Plan has a similar focus and intention for development, revitalization and the role of the Downtown Area as the current Official Plan. The policies are designed to sustain, enhance, and revitalize the downtown, as well as improve the vibrancy of the downtown (59.3 & 539). The promotion and revitalization of the Downtown is an over-arching theme within the London Plan that appears in 3 of the 8 key directions to implement the vision of an exciting, exceptional and connected London, including: 1) plan strategically for a prosperous city, 3) celebrate and support London as a culturally rich, creative and diverse city, and 5) build a mixed-use compact city (LP 55, 57, 59). The proposed development will provide an enhanced built design and increase the activity and vibrancy of the Downtown.

Consistent with the intent of the current Official Plan, the role of the downtown to provide a broad range of residential, retail, service, office, and cultural uses is reinforced through the direction in the London Plan (LP 800.1). The scale of development is consistent with that intended in the London Plan as the Downtown “will permit the tallest buildings and the highest densities in the city” (LP 802). The proposed development is within the anticipated development height, though is requesting a bonus zone for density under the current plan. The city core is intended to be nurtured and strengthened through development in the Downtown, which is achieved by the proposal (LP 154.5). Additionally, policies seek to improve the vibrancy of Dundas Street, the City’s Cultural Corridor, through the Downtown, and enhance connections to the Thames River (LP 539). The subject site will improve the connection to the My Dundas Place proposal by creating a positive interface to the street, which also connects further west to the Forks of the Thames.

Zoning By-law

A Bonus Zone is requested to permit the increased density from the current maximum of 350 units per hectare to 1,498 units per hectare. A bonus zone is implemented through a development and/or bonus agreement with the City that is registered on title to the lands. The agreements are

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intended to “lock in” the design features that will be incorporated into the form of development to merit the additional density. Through the site plan approval process, the proposed development will be reviewed to ensure that all facilities, services and matters that have warranted bonus zoning have been incorporated into the various agreements.

These design features are highlighted in the recommendation and the amending by-law as per the illustrations attached as Appendix “1”. The bonus zone also contains additional regulations specific to the development such as a reduced residential portion setback which is considered appropriate for this particular tower. The tower setback varies based on the building design, which includes a full 5m setback at the east and west boundaries, but a reduced middle setback associated with the architectural feature and design of the middle articulation of the building.

A special provision is proposed to be added to the base Downtown Area DA1 zone to prohibit all forms of surface parking. The explicit prohibition of parking for a vacant site further reinforces the desire to ensure if a demolition occurs, the site does not remain vacant or is used for alternative purposes such a parking lot.

CONCLUSION

The proposed development is consistent with the Provincial Policy Statement the City of London Official Plan, the London Plan, the Downtown London Heritage Conservation District and other relevant Downtown policy documents. The proposal will appropriately redevelop a prominent downtown site and contribute to the regeneration and revitalization of the downtown as a whole though a high standard of design and a positive contribution to the streetscape and the City skyline. The use of a Bonus Zone facilitates an increased density of 1,498 units per hectare, and ensures that the building form and design will fit within the surrounding area and provide for an enhanced design standard, and will provide positive contributions to the My Dundas Place project.

PREPARED BY:	SUBMITTED BY:
SONIA WISE PLANNER II, CURRENT PLANNING	MICHAEL TOMAZINCIC, MCIP, RPP MANAGER, CURRENT PLANNING
RECOMMENDED BY:	
JOHN M. FLEMING, MCIP, RPP MANAGING DIRECTOR, PLANNING AND CITY PLANNER	

July 24, 2017

/SW

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**Z-8745
Sonia Wise**

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

<u>Telephone</u>	<u>Written</u>
Michael Gibson, Michael Gibson Gallery, 157 Carling Street	Michael Gibson, Michael Gibson Gallery, 157 Carling Street
	Wilma de Rond, WIL Employment Connections, 141 Dundas Street
	Mike Bloxam, Architectural Conservancy of Ontario, 1017 Western Road
	Bil Robinson, Target Hi Fi, 144 Dundas Street
	Maureen Temme, 66 Palmer Street
	Mike Porritt, The Scion Group, 439 University Place
	Jeff Weinman, Pizza Pizza, 500 Kipling Ave
	Mike Belan

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Z-8745
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Insert written responses received

-----Original Message-----

From: Bil Robinson [mailto: [REDACTED]]
Sent: Friday, June 02, 2017 4:25 PM
To: Wise, Sonia <swise@london.ca>
Subject: file# Z-8745 150 Dundas St

Strongly object to the size of this building particularly based on the limitations of the ground floor size. Way too much density and I see absolutely no parking facilities which means significant congestion for parking in the area. Parking for this area is already too little space and too much cost for people coming in to conduct business with the merchants in this area. After the new residents scoop up all available parking where are my customers going to park? Expand the project laterally and include 2 or 3 levels of parking underground and it might become a more viable proposal. This is the heart of downtown, a business area with already limited parking facilities. We do not need an influx of 200 to 300 people living at the main intersection of downtown with absolutely no place for them or their visitors to park their vehicles.

Bil Robinson

Pres

Target Hi Fi

From: Maureen Temme [mailto: [REDACTED]]
Sent: Tuesday, June 20, 2017 8:31 AM
To: Wise, Sonia <swise@london.ca>
Subject: 150 Dundas highrise and notice format, website issues

Good morning Sonia,

Was looking for something else, and saw the notice of public meeting
(<http://www.london.ca/calendar/Pages/150Dundas.aspx>) about the **proposed high rise at 150 Dundas Street. I oppose it absolutely!**

About the notice:

- the notice, and others like it, should have a **link** right in the notice to the documents already out about this (wasn't this on an agenda a while back?)

ah! it was mentioned way back in February ... I looked through 4 PEC agenda before remembering it's always faster to search through google ... came up with this LFPRESS item:
<http://www.lfpress.com/2017/02/21/student-apartment-tower-proposed-near-fanshawes-core-campus>

And you know that our LFPRESS is low budget so never links to anything, and a person reading this still has to go to the City website if s/he knows how to do so to find it ... still can't on March 6 agenda ([here](#)) following Feb article.

This is why **you need to put in the links.**

And this waste of my time illustrates why you need to put in the links.

Also, the *first* paragraph of the notice could/should go at the bottom of the notice. It is required, legal info, I've been told. However, putting it up front is a *block* to people wanting to get to the "what's the meeting about?" information.

Calendar page notices in general would be better if the first line changed from,
e.g. June 21, Proposed Development - 150 Dundas Street Z-8745
to **Wednesday, June 21, 5:00 p.m.** ... Proposed Development - 150 Dundas Z-8745

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When a person is looking for several things, or is filling in a calendar, it is annoying/tedious/**inefficient** to have to click on every item on the calendar page to get the time of a meeting or day of the week (especially when something is way ahead and one is planning in one's head before writing stuff down).

Here I am, writing these same comments to yet another person, that I've been writing for years to many different people.

One of these days, to quote the song, "change is gonna come".

Oh! One more thing: while one can (now) find **Urban Design Peer Review committee** (mentioned in LFPres) through "search" on the City website ([here](#)), that panel is not listed with Advisory and **Other** ([here](#)) committees (quite a few committees aren't here). Yet another thing that blocks people from getting information from the City's website.

Sincerely, but with best personal regards to you who has not set up the parameters for notices or other stuff on site.

Maureen

\Maureen Temme
66 Palmer St.
[REDACTED]

From: Michael Gibson [mailto:[REDACTED]]
Sent: Friday, June 23, 2017 4:40 PM
To: Wise, Sonia <swise@london.ca>
Cc: Fleming, John M. <JmFlemin@london.ca>
Subject: 157 Carling / 158 Dundas

Sonia,

Thank you for speaking with me this week. I would like to address, in writing, my concerns as a matter of record.

The building that I own, 157 Carling Street / 158 Dundas Street, is directly East and adjacent to the proposed new tower at 150 Dundas. There will be substantially more snow on my roof from the existence of a 26 story building west of my building. I would like these issues to be on the record for future consideration by the engineering (?) department. I need to know how or if my building will need to be reinforced.

My biggest concern is that demolition will occur before a proper building permit is issued and that all conditions are met by the builder. Having a vacant lot beside me with my very old building exposed to the elements would be a large step backwards for our beautiful continuous street front. I am aware of your proclamation that the city has no means to prevent this from happening. Perhaps I could have that in writing from you so I better understand the limitations?

The non-existence of parking seems to me the weakest link of this proposed project. Both Shoppers Drug Mart and the new Fanshawe location have been built without any additional parking provided. The parking in this area is under serious strain now. If there are 400 people living in this building we could conservatively expect an additional need for parking of 100 cars. The staff at Fanshawe will also need parking. The businesses in this area need available, safe, reasonably priced parking for our clientele. I do not see how this can happen with 100 extra cars, plus guests, plus Fanshawe?

The overall height is ambitious and would not be my preference. The scale of the new Fanshawe building looks great and 'fits' into the neighbourhood.

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Please add me to the list of any communications on 150 Dundas developments.

I appreciate the opportunity to share my thoughts.

Best Regards,

Michael

Michael Gibson Gallery
157 Carling Street
London, ON N6A 1H5
Canada
P [REDACTED]

April 13, 2017 & July 19, 2017

Sonia Wise (by email: swise@london.ca)
Planner
City of London
206 Dundas Street
London, Ontario N6A 1G7

Dear Ms. Wise:

Re: Notice of Application - 150 Dundas St. and 153 Carling St. (Ward 13) - Z-8745

Architectural Conservancy Ontario, London Region Branch, wishes to provide input regarding the Rygar Properties proposal for a 27-storey residential tower on the site of 150 Dundas Street and 153 Carling Street.

In short, we encourage planning staff and city council to strive to adhere to both the spirit and the letter of the London Plan even though the new official plan has not yet come into effect.

We understand that, under the new London Plan, buildings of 20 to 30 storeys would be permitted on the subject property. However, it is also our understanding that the evaluation criteria for approval of a development project includes the impact on adjacent buildings and the "context" of the neighbourhood.

In our opinion:

- A 27-storey building would have a detrimental impact on the context of the neighbouring heritage buildings that presumably deserve long-term protection and preservation as Dundas Street transforms and revitalizes itself. The tallest buildings in the area are on the north-east corner of Richmond and Dundas Streets (6 storeys high) and the Market Tower building on the SW corner of that same intersection (5 storeys high, with the top of the clock tower at approximately 7 storeys high). The striking contrast between the the height of the proposed building and its heritage neighbours is illustrated quite dramatically on page 4 of the city's March 22, 2017 Notice of Application to Amend the Zoning by-law document. We suggest that the city propose a more human scale of development, perhaps 10 to 12 storeys.

- A 27-storey building obviously has the potential to deprive neighbouring residents and businesses of natural sunlight. An absence of sunlight would have a detrimental impact on the pedestrian appeal of downtown streets. We urge the city to seriously consider the sunlight issue when analysing this proposal.

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- We agree that a set-back after 3 or 4 storeys would be important “to avoid imposing over and altering the pedestrian-focused atmosphere of the downtown.” A 5-meter set-back (instead of the 3 meters proposed) on both the Dundas Street and Carling Street sides of the building would be more successful in achieving that laudable goal.

Finally, we hope that the city will require design excellence both at the proposal and construction stages. Dundas Street, particularly as the Flex Street concept is implemented, deserves nothing less.

Thank you for considering our comments. If you would like to discuss this matter further, please contact me.

Yours truly,

Mike Bloxam
President, Architectural Conservancy Ontario – London Region Branch

Copies:
Tanya Park, Councillor for Ward 13 and Chair, Planning & Environment Committee
Matt Brown, Mayor

From: Wilma de Rond [mailto:]
Sent: Friday, March 24, 2017 4:56 PM
To: Wise, Sonia <swise@london.ca>
Cc: Park, Tanya <tpark@london.ca>
Subject: Z-8745 Notice of Application to Amend the Zoning By-Law

Good afternoon,

We received in the mail today the notice of application to amend the zoning by-law to permit a mixed use development of 27 stories of ground floor commercial space and 200 residential units by Rygar Corporation Inc at 150 Dundas Street and 153 Carling Street.

I understand that the city wishes to make its downtown area inviting both for retail/commercial use and to attract people to live in the core area as a necessity for its revitalization. WIL Employment Connections is a not for profit organization that helps immigrants and Canadian born clients find employment. We have owned 141 Dundas Street since approximately 1997. We consider our organization and the partner organizations within the building supporters of core area. We have worked and supported business in this area for 20 years.

Our concerns focus on the street scape and the architectural integrity of London’s main street. While the look of downtown London has changed in recent years, the city has wisely sought and fought to maintain some of its original architectural features. While 150 Dundas Street does not have any significant architectural features, the placement of a 27 story commercial/residential building will certainly have impact on the aesthetic of its business neighbours. It will quite literally dwarf them in comparison. Our preference would be to have some sort of cohesion or limits to the heights of the buildings located along this main street and not to exceed any that are currently within the area from the river front to Wellington Street and that consideration be given to where in the block such a building would be placed. This building will stick out like a monolith on this block –it will stand out not for a pleasing aesthetic but rather because it will not be in keeping with the mixture that is there already. We have already lost one historically significant building on the same side of the street – the former Kingsmills Department store and now this side of the street is to be forever changed again with something that doesn’t quite look like the others.

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As a not for profit, we are always aware of who are clients are and the circumstances and means within which they live. Many of our clients are recipients of social service supports and income (Ontario Works) and travel to the core area in order to receive our services. As well, our staff come from various areas in the community and while some use public transportation some are reliant on vehicles. One of the consequences of downtown revitalization is the resulting reduction in affordable parking choices. It is interesting to that the rate of parking to use the Covent Garden Parking Lot is raised after 6:00 pm and only on nights when there is London Knights Hockey game or some other event at the Gardens or else where in the vicinity. I know the city does not control parking – but if you want to draw people to the core area, they need to be able to afford the transportation here. Another high rise building, will likely drive up these costs again.

We would urge the city to reconsider changing the zoning for such a building.

Thank you for your attention to this request.

Wilma de Rond | Executive Director

WIL Employment Connections

141 Dundas Street, 4th Floor, London, ON N6A 1G3

Tel: [redacted] ext. 222 | Fax: [redacted] | [redacted]

Bringing Employers and People Together

Facebook: [redacted]
 Twitter: [redacted]
 LinkedIn: [redacted]
 Website: [redacted]



From: Mike Porritt [mailto:[redacted]]
Sent: Tuesday, July 11, 2017 4:01 PM
To: DowntownLondon - Janette <janette@downtownlondon.ca>; Tomazincic, Michael <mtomazin@London.ca>
Subject: new highrise student building for Fanshawe downtown

Greetings Janette and Michael:

I read the article about the proposed student housing building for downtown London. I am the Director of Scion Group's student housing advisory office for Canada - and I live in London.

Has anyone done a student housing market and demand analysis for this property and considering the enrollment profile and projection for the Fanshawe campus downtown? Such a study is not expensive, especially relative to the cost and risk. The article itself includes a quote that is often under the category of famous last words when it is said that the campus will have 2000 students so filling it will be no problem. The issues of unit type and mix appropriate to the particular student population as well as price points are key. The number of students is far less important than the number of students who want a particular type of housing, in a particular location at a particular price point. This is one of the cores of Scion's business. You can see what we are about by checking website at [redacted]

I love this city and want things to work. Housing for Fanshawe students downtown needs a lot of planning and I'm glad you have a planning group looking at the impacts on the downtown. I worry that the demand issue is being assumed rather than studied. See the city of Waterloo as the most obvious example of assuming demand for student housing - they are overbuilt and paying the price. In addition, if Western students start moving in it will completely change the

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dynamic of the building and some of amenities one would consider as well as the lease up process because the differences between the resident profiles would dictate some operational issues. This needs to be considered too.

I could not find contact information for Mr. Rodgers - please feel free to forward this to him.

I'll be in Chicago at our head office from July 16-19; otherwise, I live near Brescia College and would be happy to meet in person or by phone anytime. I would give a hometown discount on doing a study for you.

Cheers,
Mike

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Mike Porritt, Ed.D.

Director, Advisory Services • The Scion Group

439 University Place, Fifth Floor • Toronto, ON • M5G 1Y8



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Sonia Wise

**Bibliography of Information and Materials
Z-8745**

Request for Approval:

City of London Zoning By-law Amendment Application Form, completed by Casey Kulchycki, February 28, 2017

Reference Documents:

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

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Stantec. *Preliminary Servicing Analysis*, February 2017.

Zelinka Priamo Ltd. *Planning Justification Report*, January 2017.

Zelinka Priamo Ltd. *Urban Design Brief*, January, 2017.

Zelinka Priamo Ltd. *Heritage Impact Statement*, February 2017.

Zelinka Priamo Ltd. *Appendix to Heritage Impact Statement*, February 2017.

Correspondence: (all located in City of London File No. Insert File No. Z-8745 unless otherwise stated)

City of London -

Dent, L & Gonyou K., Urban Regeneration. Various email with S.Wise April 3, 2017 – July 20, 2017.

O'Hagen, B., Urban Design. Various emails/memos with S.Wise March 20, 2017 – July 11, 2017.

DiCicco, A., Building Division. Emails to S.Wise. May 5, 2017 & June 27, 2017.

Giesen, A., Transportation Planning & Design. Email to S.Wise. April 18, 2017.

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Page, B. Parks Planning. Email to S. Wise. April 7, 2017.

Roobroeck, R. Development Services – Engineering. Memo to S. Wise. April 18, 2017.

Dyer, A. Urban Design Peer Review Panel. Memo to B. O’Hagen. February 15, 2017.

Departments and Agencies -

Creighton C., UTRCA. Memo to S.Wise. April 11, 2017.

Lacoursiere, V., Conseil Scolaire Viamonde. Email to S.Wise. July 19, 2017.

Other:

Site visit June 21, 2017

Two empty rectangular boxes for agenda item and page numbers.

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Appendix "A"

Bill No. (number to be inserted by Clerk's Office)
2017

By-law No. Z.-1-17 _____

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 150 Dundas Street and 153 Carling Street.

WHEREAS Rygar Properties Limited has applied to rezone an area of land located at 150 Dundas Street and 153 Carling Street, 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 150 Dundas Street and 153 Carling Street, as shown on the attached map comprising part of Key Map No. A107, from a holding Downtown Area (h-3*DA1*D350) Zone to a Downtown Area Special Provision Bonus (DA1()*D350*B-) Zone.
- 2) Section Number 4.3 of the General Provisions is amended by adding the following Site Specific Bonus Provision:

4.3.4() B() 150 Dundas Street and 153 Carling Street

This bonus zone is intended to facilitate a high quality development which substantively implements the site plan and elevations attached as Appendix "1", with minor revisions at the discretion of the Managing Director of Planning and City Planner; and

The contribution to My Dundas Place for the provision of facilities, services, programming, public art or other matters that will provide for positive project enhancements including:

- i) The financial contribution of funding in the amount of 1% of the construction value up to \$250,000, to be provided at the time of site plan approval, or
- ii) The provision of 465m² (5,000 sq ft) of storage space, in a form and configuration to the satisfaction of the City, for a long-term lease not less than 15 years, at a cost to the City of \$1.00 per annum.

The following special regulations apply within the bonus zone:

a) Regulations:

- i) Density: 1,498 units per hectare
(Maximum)
- ii) Height: 85 metres (278 ft)
(Maximum)
- iii) Ground Floor Commercial Uses: 600m² (6,458 sq ft)
(Minimum)
- iv) Residential Component Of Building (Minimum) The required east and west setbacks for the residential tower portion of the building shall be a minimum of 2.5 metres (8.2 feet) above 15m (49.2m)

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v) Tower Setback Storeys 4 and 5

The required setback for the tower portion shall be 5m from the property boundaries along the Dundas Street and Carling Street frontages, save and except a maximum of 10m (32.8 ft) width in the middle which shall have a minimum setback of 1.2m (3.9 ft)

Tower Setback Storeys 6 and above

The required setback for the tower portion shall be 5m from the property boundaries along the Dundas Street and Carling Street frontages, save and except a maximum of 10m (32.8 ft) width in the middle which shall have a minimum setback of 3.5m (11.4 ft)

3) Section Number 20 of the Downtown Area (DA1) Zone is amended by adding the following Special Provision:

DA1() 150 Dundas Street

a) Prohibited Uses

i) any surface, commercial or accessory parking lot which may or may not be for hire or gain

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 August 22, 2017.

Matt Brown
Mayor

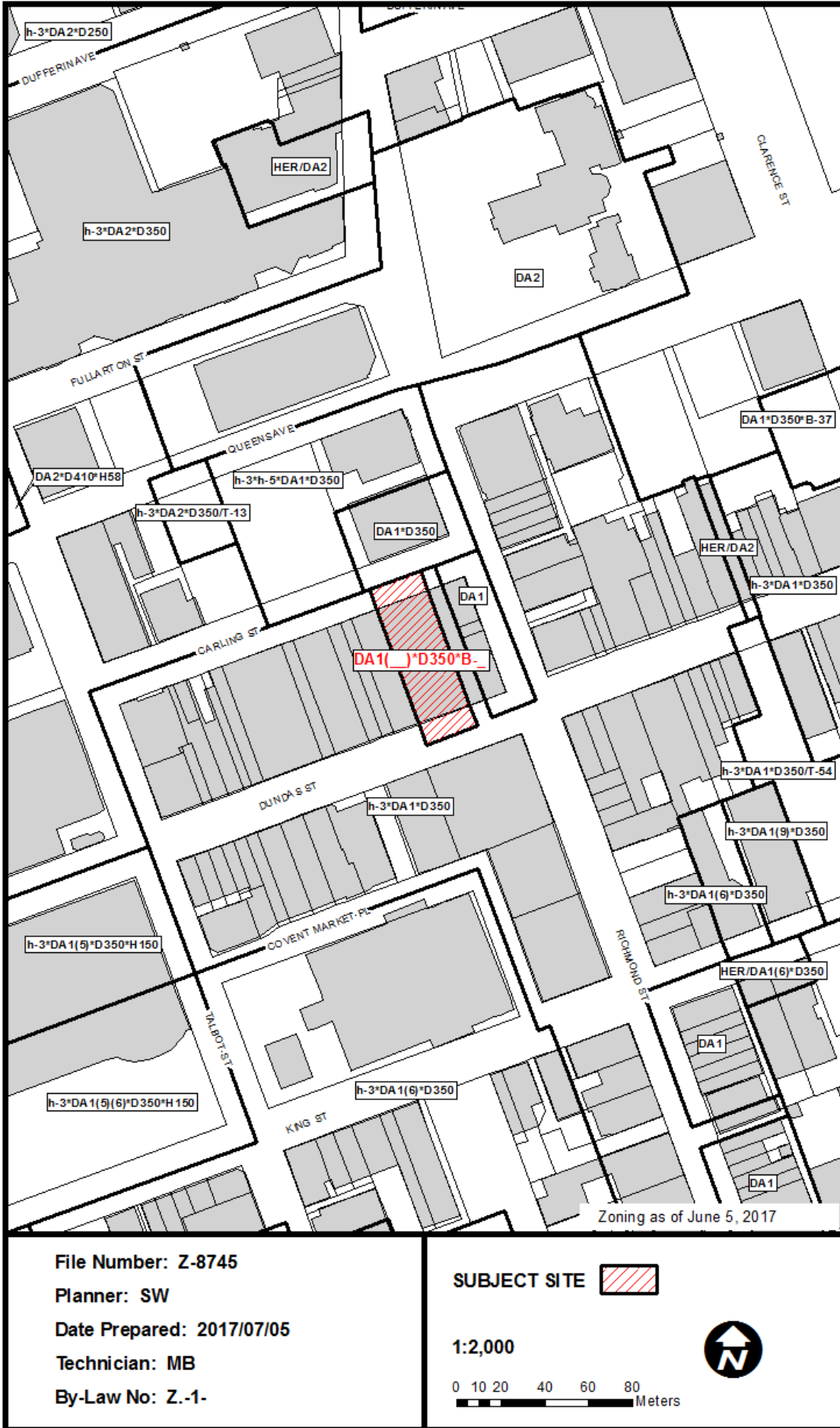
Catharine Saunders
City Clerk

First Reading - August 22, 2017
Second Reading - August 22, 2017
Third Reading - August 22, 2017

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



File Number: Z-8745
 Planner: SW
 Date Prepared: 2017/07/05
 Technician: MB
 By-Law No: Z.-1-

SUBJECT SITE

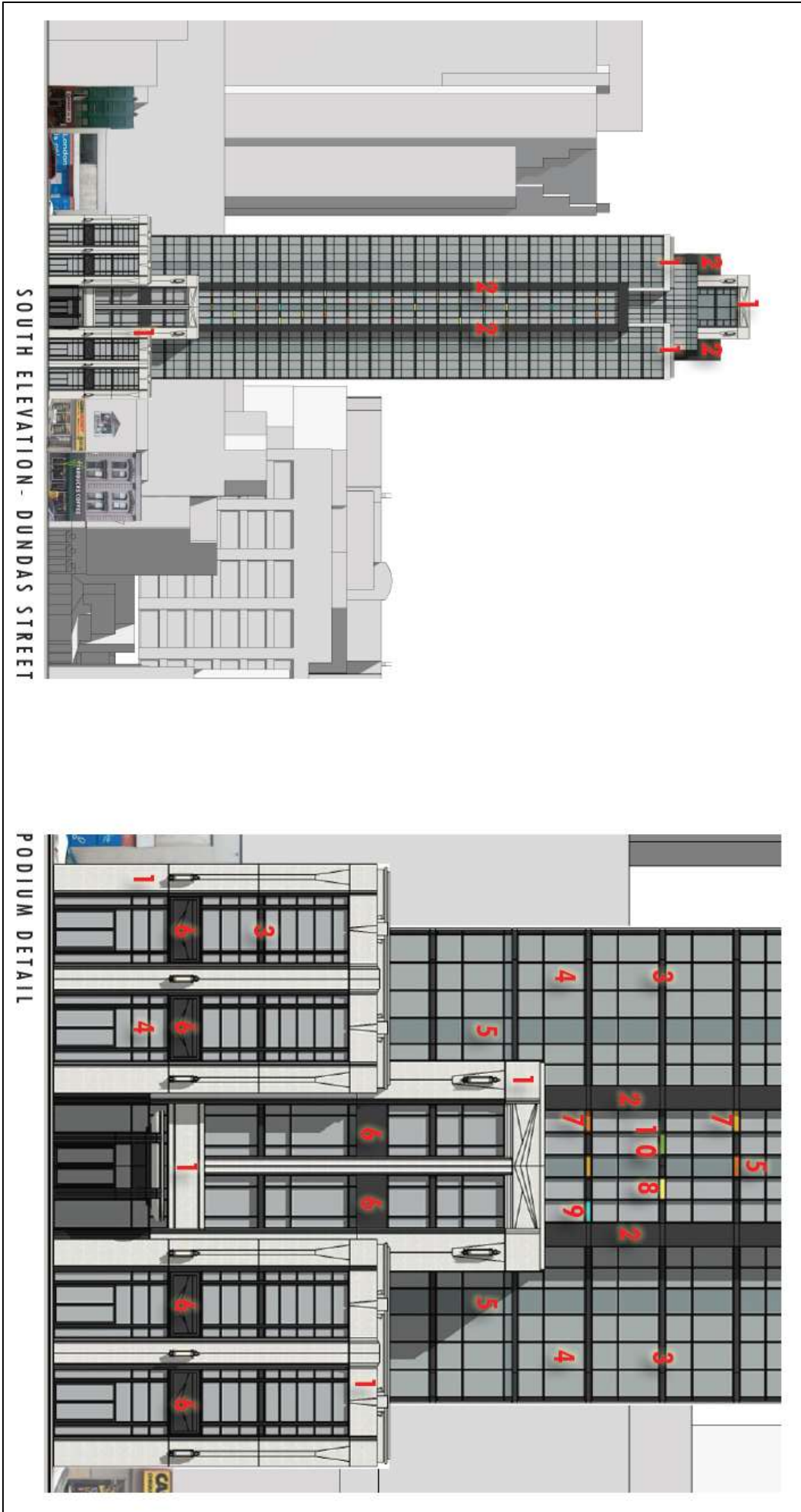
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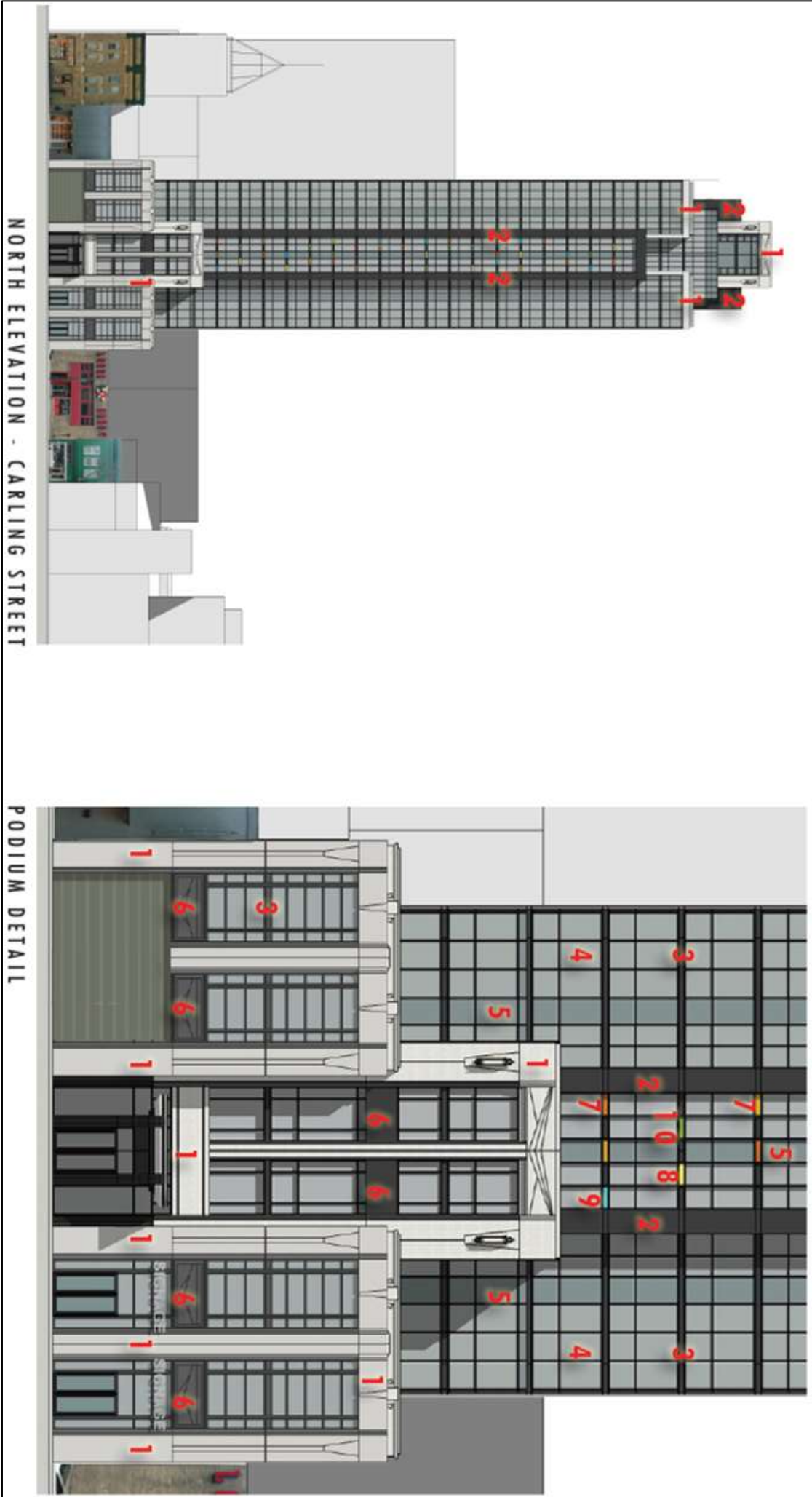
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Appendix 1



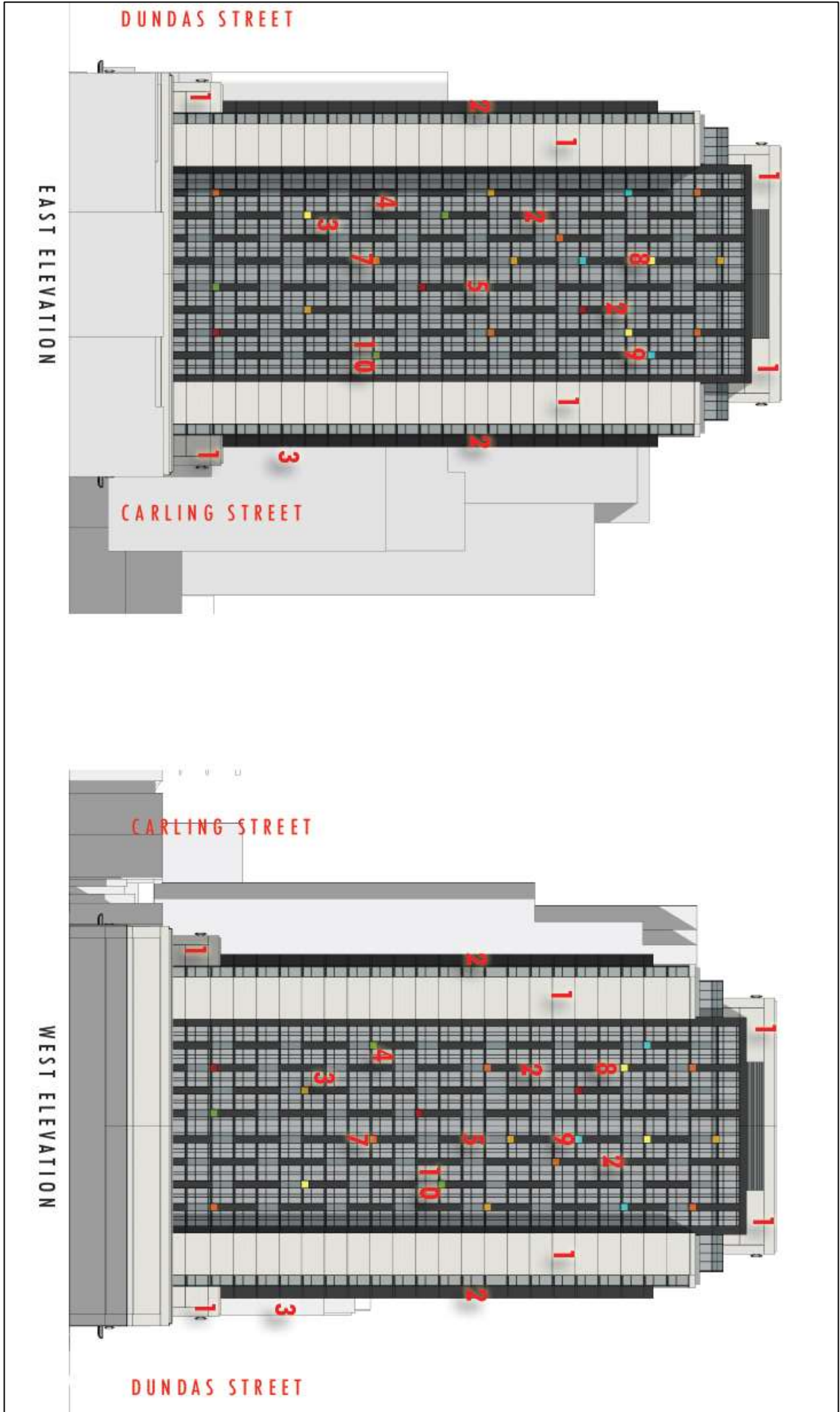
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