

## Report to Planning and Environment Committee

**To: Chair and Members  
Planning & Environment Committee**

**From: John M. Fleming  
Managing Director, Planning and City Planner**

**Subject: JAM Properties Inc.  
147-149 Wellington Street, 253-257 Grey Street**

**Public Participation Meeting on: October 9, 2018**

## Recommendation

That, on the recommendation of the Managing Director, Planning and City Planner, with respect to the application of JAM Properties Inc. relating to the property located at 147-149 Wellington Street and 253-257 Grey Street:

- a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on October 16, 2018 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, to change the zoning of the subject property **FROM** a Business District Commercial Special Provision (BDC(8)) Zone and Business District Commercial Special Provision (BDC(4)) Zone, **TO** a Business District Commercial Special Provision Bonus (BDC(8))\*B( ) Zone and Business District Commercial Special Provision Bonus (BDC(4))\*B( ) Zone.

The B( ) Zone shall be implemented through one or more agreements to provide for an apartment building with a maximum height of 18-storeys or 63 metres with an increased density of up to 560 units per hectare in return for the provision of the following facilities, services, and matters:

- 1) A high quality development which substantially implements the site plan and elevations and rendering as attached in Schedule "1" to the amending by-law:

### Podium

- i) A four storey podium along both the Wellington and Grey street frontages;
- ii) Brick as the primary material on the street facing elevations;
- iii) Ground floor units along the Wellington Street frontage designed to be convertible between residential and commercial;
- iv) Individual unit entrances with front door access for all ground floor units;
- v) Ground floor units with direct access to the City sidewalk for all street facing units;
- vi) A prominent principle entrance into the apartment building, at the intersection of Wellington and Grey Streets, that is easily identifiable by including some or all of the following: a change of massing, a higher level of clear glazing, and/or the incorporation of canopies.

### Mid-Rise Portions

- i) A step back of the mid-rise portions of the building above the podium;
- ii) A step back of the mid-rise portion from the southerly and westerly extents of the podium;
- iii) A material and colour palette that provides for a cohesive design between all elements of the building including the podium, the mid-rise portions and the tower. This includes the use of brick and or alternative materials with similar texture and colour to the brick cladding on the podium;

- iv) A high proportion of glass materials and a relatively low proportion of exposed concrete or similar materials, including floor to ceiling window walls. Use of clear glass balcony barriers.

#### Tower

- i) the tower portion located on top of the north east corner of the podium;
- ii) A step back of the tower above the podium;
- iii) A material and colour palette that provides for a cohesive design between all elements of the building including the podium, the mid-rise portions and the tower. This could include the inclusion of brick and or a similar colour to the brick cladding on the podium.
- iv) A high proportion of glass materials and a relatively low proportion of exposed concrete or similar materials, including floor to ceiling window walls. Use of clear glass balcony barriers;
- v) The design of the top of the towers that provides interest to the skyline and is well integrated with the design language of the overall building.

#### 2) Transit Station

The financial contribution of funding to the future Transit Station at Wellington Street and Grey Street in the amount of \$200,000, for the provision of public art or other station enhancements to be provided at the time of site plan approval or construction of the station, whichever occurs first.

#### 3) Provision of Affordable Housing

The provision of 10 affordable housing units, established by agreement at 95% of average market rent for a period of 20 years. An agreement shall be entered into with the Corporation of the City of London, to secure those units for this 20 year term.

#### 4) 2 levels of underground parking

- 5) The construction of a civic space provided at the main pedestrian entrance to the building and enhanced landscaping along Wellington Street, consistent with the conceptual site plan and renderings shown in Schedule 1 of the amending by-law.

- b) That Staff **BE DIRECTED** to initiate an amendment to The London Plan for the properties at 147-149 Wellington Street and 253-257 Grey Street to **ADD** a new policy to the Specific Policies for the Rapid Transit and Urban Corridor Place Type to allow for a maximum height of 18-storeys subject to a bonus zone.

## Executive Summary

### Summary of Request

The requested amendment is to permit a site-specific bonus zone to allow for an 18-storey (63 metre) L-shaped apartment building which will include 246 dwelling units (560uph). Two levels of underground parking will provide 162 parking spaces with another 38 spaces being provided at ground level.

### Purpose and the Effect of Recommended Action

The purpose and effect of the requested amendment is to permit a residential apartment building with a maximum height of 18-storeys which will include 246 dwelling units. The bonus zone shall be implemented through one or more agreements to facilitate the development of the requested apartment building in return for 10 affordable dwelling units, a financial contribution towards the future transit station at South Street and Wellington Street, enhanced landscaping and civic space at the main entrance and

along Wellington Street, provision of 2 levels of underground parking, and the construction of the high quality form of development illustrated in Schedule “1” of the amending by-law.

### **Rationale of Recommended Action**

1. The recommended amendment is consistent with the PPS 2014.
2. The recommended amendment is consistent with the City of London Official Plan policies and Rapid Transit Corridor Place Type policies of the London Plan.
3. The recommended amendment facilitates the redevelopment of an underutilized site and encourages an appropriate form of development.
4. The bonusing of the subject site ensures the building form and design will fit within the surrounding area and provide for an affordable housing and quality design standard.
5. The proposed development includes the provision of affordable housing which will be mixed throughout the development.

## **Analysis**

### **1.0 Site at a Glance**

#### **1.1 Property Description**

The subject site is located approximately 600 metres south of Downtown London and is along a future rapid transit corridor that will connect south London to the core of the City. The site is situated between two proposed transit stations at South Street and Horton Street E. The consolidated lands are approximately 0.44 ha in size and currently accommodates a restaurant with a large surface parking lot at 147-149 Wellington Street and 3 single detached dwellings at 253-257 Grey Street. North and South of the site along the Wellington Street corridor are a mix of vacant buildings, commercial/retail uses and residential uses generally at a scale of 1 to 2.5 storeys in height. To the west of the site is a mixed use community with two apartment buildings (9 & 12 Storeys in height) in close proximity to the subject site. To the east is the SoHo community which is also considered a mixed use community.

#### **1.2 Current Planning Information (see more detail in Appendix D)**

- Official Plan Designation – Main Street Commercial Corridor/Multi-Family, High Density Residential
- The London Plan Place Type – Rapid Transit Corridor
- Existing Zoning – BDC(8), BDC(4)

#### **1.3 Site Characteristics**

- Current Land Use – Restaurant/Single Detached Dwellings
- Frontage – 72.2 metres (236.8 ft) Wellington St/ 66.9 metres (219.4ft) Grey St
- Depth – Varies
- Area – 0.44 ha (1.09ac)
- Shape – Irregular

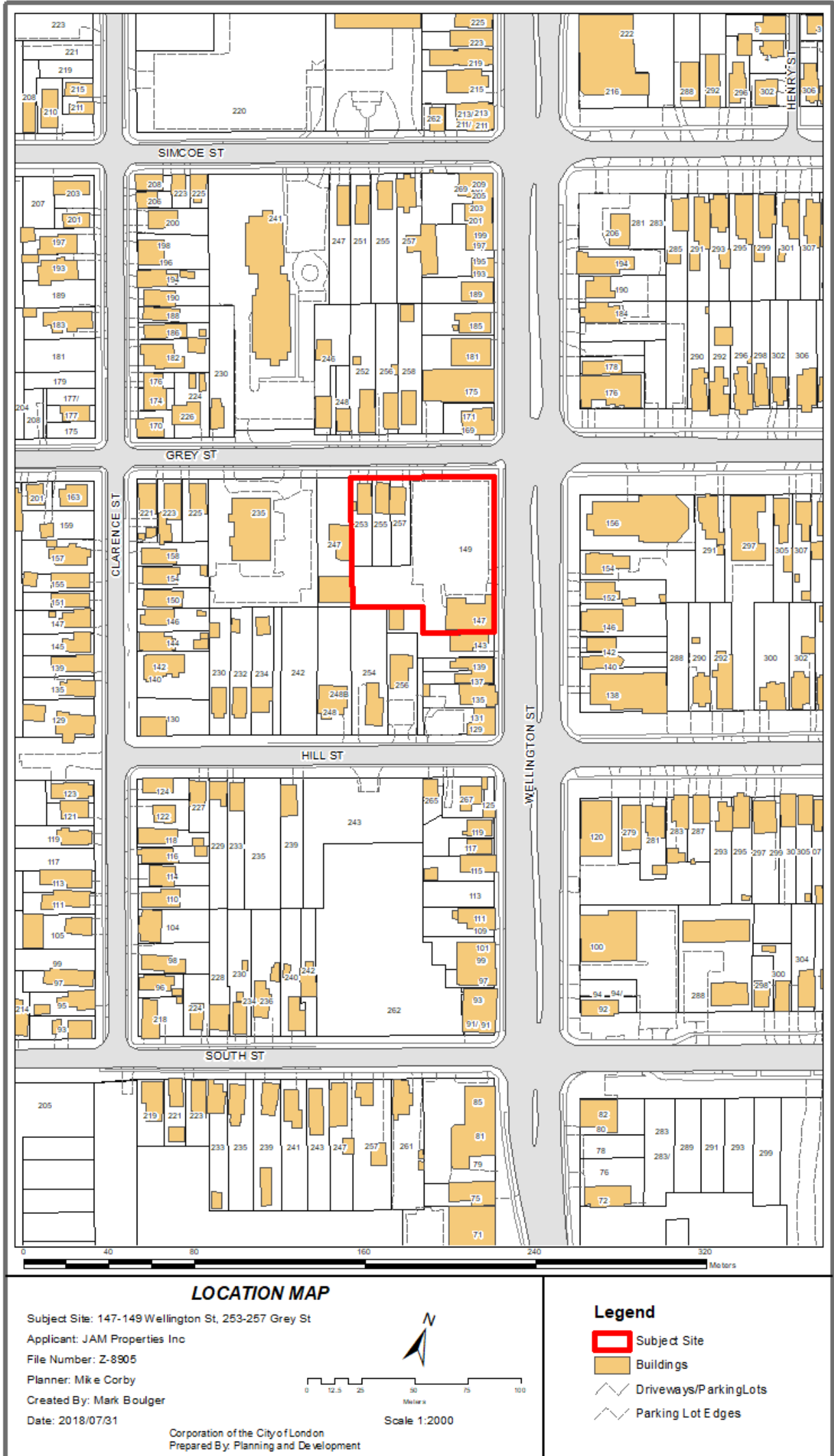
#### **1.4 Surrounding Land Uses**

- North – Commercial/ Single Detached Dwellings
- East – Place of Worship/Single Detached Dwellings
- South – Commercial/Single Detached Dwellings
- West – Apartment/Single Detached Dwellings

#### **1.5 Intensification (identify proposed number of units)**

- The proposed development will represent intensification within the Built-area Boundary
- The proposed development will represent intensification within the Primary Transit Area

1.6 Location Map



## 2.0 Description of Proposal

### 2.1 Development Proposal

The proposed development includes an 18-storey (63 metre) L-shaped apartment building which will include 246 residential units (560uph). The tallest portion of the building is located on the northeast corner of the site at the intersection of Grey and Wellington. The building reduces in height towards the west along Grey Street with a 4 storey podium located along the length of the building on Grey Street. Wellington Street also sees a reduction in height to an 8 storey building towards the south with a 4-storey podium located along the length of the building. Ground floor residential units are proposed on all frontages of the apartment. These units will be constructed in a manner that will allow for transition to commercial uses at a future date when it becomes economically viable to do so.



Two levels of underground parking will provide 162 parking spaces with another 38 spaces being provided on at ground level. Vehicular access will be provided from Grey Street to access the parking facilities and pick-up and drop-off areas.



### 3.0 Relevant Background

#### 3.1 Planning History

The subject site previously accommodated 11 total structures, the majority being residential dwellings, with the exception of a grocery store that was located at the intersection of Grey and Wellington Street. Over time the dwellings were removed resulting in the existing land uses seen today. 147-149 Wellington Street were recently added to the City of London's Inventory of Heritage Resources by Council on March 27, 2018 as a result of the Cultural Heritage Screening Report completed for the future Rapid Transit System.

#### 3.2 Requested Amendment

The requested amendment is for a Zoning By-law amendment from a Business District Commercial Special Provision (BDC(8)) Zone and Business District Commercial Special Provision (BDC(4)) Zone to a Business District Commercial Special Provision Bonus (BDC(8))\*B( ) Zone and Business District Commercial Special Provision Bonus (BDC(4))\*B( ) Zone to permit a residential apartment building with a maximum height of 18-stories and 246 dwelling units.

#### 3.3 Community Engagement (see more detail in Appendix B)

The requested amendment was circulated to the public on May 9, 2018 and a community meeting was held on June 26, 2018. Through the public circulation process some community concerns were raised as well as general support for the proposed development. In total 6 responses were received during the community consultation period with an additional 8 submitted at the Community Information Meeting and their comments are summarized below. The comments received by Staff are attached to Appendix "C". The report below addresses these concerns in detail.



Support for:

- Proposal will help change the face of the area
- Bring new life to neighbourhood
- Good use of an underused site
- Modern Design
- Underground Parking
- Increased residential population close to the core.
- Meets needs to balance the neighbourhood

Concerns for:

- Height
- Potential increase in parking issues
- Increased Traffic
- Shadows affecting surrounding lands
- Will the bonusing provisions being provided be sufficient for the request being made.

### **3.4 Policy Context (see more detail in Appendix C)**

The subject site is currently located in a Main Street Commercial Corridor (MSCC) with the 3 single detached dwellings fronting Grey Street being located in a Multi-Family, High Density Residential (MFHDR) designation. The London Plan also identifies the subject site and Wellington Street Corridor as a Rapid Transit Corridor Place Type. This specific section of the Rapid Transit Corridor Place Type is subject to Specific-Segment Policies.

#### **Provincial Policy Statement, 2014**

The Provincial Policy Statement (PPS) 2014 provides policy direction on matters of provincial interest related to land use and development. Section 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns of the PPS encourages healthy, livable and safe communities which are sustained by accommodating an appropriate range and mix of residential, employment and institutional uses to meet long-term needs. It also promotes cost-effective development patterns and standards to minimize land consumption and servicing costs. The PPS encourages settlement areas (1.1.3 Settlement Areas) to be the main focus of growth and development. Appropriate land use patterns within settlement areas are established by providing appropriate densities and mix of land uses that efficiently use land and resources along with the surrounding infrastructure, public service facilities and are also transit-supportive (1.1.3.2).

The policies of the PPS require municipalities to identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock [1.1.3.3] while promoting appropriate development standards which facilitate intensification, redevelopment and compact form [1.1.3.4] and promoting active transportation limiting the need for a vehicle to carry out daily activities [1.1.3.2, 1.6.7.4].

The PPS also promotes an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents (1.4 Housing). It directs planning authorities to permit and facilitate all forms of housing required to meet the social, health and wellbeing requirements of current and future residents, and direct the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs. It encourages densities for new housing which efficiently use land, resources, and the surrounding infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed.

The PPS ensures consideration is given to culturally significant heritage properties and that they are protected from adverse impacts by restricting development and site alteration on adjacent lands to protected heritage property unless it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.” [2.6.3.].

In accordance with section 3 of the Planning Act, all planning decisions ‘shall be consistent with’ the PPS.

### **The London Plan**

The subject site is located in a Rapid Transit Corridor Place Type which permits a range of residential, retail, service, office, cultural, recreational, and institutional uses. Mixed-use buildings are encouraged while large floor plate, single use buildings will be discouraged (Permitted Uses, 837\_).

Development within these Corridors will be sensitive to adjacent land uses and employ such methods as transitioning building heights or providing sufficient buffers to ensure compatibility. Lot assembly is encouraged to help create comprehensive developments and reduce vehicular accesses to the street and to allow for coordinated parking facilities. Lots will be of sufficient size and configuration to accommodate the proposed development and to help mitigate planning impacts on adjacent uses. The Zoning By-law will include regulations to ensure that the intensity of development is appropriate for individual sites (Intensity, 840\_).

Like the current Official Plan, all planning and development applications will conform with the City Design policies of The London Plan. Buildings should be sited close to the front lot line, and be of sufficient height, to create a strong street wall along Corridors and to create separation distance between new development and properties that are adjacent to the rear lot line. The mass of large buildings fronting the street should be broken down and articulated at grade so that they support a pleasant and interesting pedestrian environment. Large expanses of blank wall will not be permitted to front the street, and windows, entrances, and other building features that add interest and animation to the street will be encouraged. Development should be designed to implement transit-oriented design principles while buildings and the public realm will be designed to be pedestrian, cycling and transit-supportive through building orientation, location of entrances, clearly marked pedestrian pathways, widened sidewalks, cycling infrastructure and general site layout that reinforces pedestrian safety and easy navigation. On-street parking within Corridors is encouraged wherever possible while surface parking areas should be located in the rear and interior side yard (Form, 841)

The London Plan also provides Specific-Segment Policies (844) referring to them as Main Street policies. The subject site is within SoHo Main Street policy area which runs along Wellington Street from the CN tracks to the south branch of the Thames River and Horton Street from Colborne Street to lands just west of Richmond Street. These specific segments are used in areas that have been developed, historically, for pedestrian oriented shopping or commercial activity in the older neighbourhoods of the city. These segments will seek to provide local shopping and commercial options so that residents can walk to meet their daily needs. These areas will be in a linear configuration and street-oriented buildings will be close to the street with parking generally located to the rear of the site or underground. A broad range of uses at a walkable neighbourhood scale will be permitted within these areas (SEGMENT GOALS, 845\_). The permitted uses are in keeping with the permitted uses identified within the Rapid Transit Corridor Place Type (PERMITTED USES, 846\_)

Within these segments higher levels of intensity are promoted in order to help implement the goals mentioned above. The policies require buildings to be a minimum of either two storeys or eight metres in height. Podiums for taller buildings are also required to meet these minimum height requirements in order to create a similar scale of development along street frontages. A maximum height of 12 storeys is also permitted within these segments however Type 2 Bonus Zoning beyond this limit, up to



16 storeys, may be permitted in conformity with the Our Tools part of this Plan (INTENSITY, 847\_). Bonusing Provisions Policy 1652 outlines the framework and public facilities, services, or matters that can be provided in order to achieve these increases.

These segments also have additional form policies to help create a main street environment that differs from other parts of the transit corridors (FORM 848). They seek to ensure that:

- Development proposals adjacent to cultural heritage resources will be required to assess potential impact on these cultural heritage resources and design new development to avoid and mitigate such impact.
- The design and building materials of new structures will be in keeping with, and supportive of, the form and character of the Main Street segment but is not intended to limit architectural styles.
- A podium base, with a substantial stepback to the tower, should be used for buildings in excess of four storeys, to avoid sheer walls fronting onto these main street corridors.

### **1989 Official Plan**

The Main Street Commercial Corridor (MSCC) designation is normally applied to long established, pedestrian-oriented shopping areas in the older parts of the City. Those Main Street Commercial Corridors adjacent to the Downtown will be regarded as gateway areas (4.4.1.3. Function). The objectives of these corridors are to provide for the redevelopment of vacant, underutilized or dilapidated properties for one or more of a broad range of permitted uses at a scale which is compatible with adjacent development while maintaining a similar setback and character of the existing uses. (4.4.1.1 Planning Objectives). In order to ensure these objectives of scale, compatibility and character are achieved the MSCC has specific Urban Design Objectives (4.4.1.2) to help develop these corridors appropriately. These policies encourage the rehabilitation and renewal of Main Street Commercial Corridors and the enhancement of any distinctive functional or visual characteristics. They seek to provide for and enhance the pedestrian nature of the Main Street Commercial Corridor, provide high quality façade design, accessible and walkable sidewalks, street furniture and proper lighting while supporting public transit and encourage the transition and connection between the gateway Main Street Commercial Corridors and the Downtown through pedestrian, transit and design linkages.

The main permitted uses in the Main Street Commercial Corridors (4.4.1.4.) include a wide range of commercial, office, institutional and residential uses created through the development of mixed-use buildings. In specified Main Street Commercial Corridors identified in Section 4.4.1.13 the primary and secondary permitted uses and/or other policies relating to the nature and scale of development have been varied to meet specific policy objectives for these areas.

The scale of development (4.4.1.7.) is also important in the Main Street Commercial Corridor when redeveloping or infilling commercial uses. The corridor aims to maintain a setback and orientation that is consistent with adjacent uses. Residential densities within the corridor should be consistent with densities allowed in the Multi-Family, High Density and Medium Density Residential designations according to the provisions of Section 3.4.3. of this Plan.

Within the MFHDR designation net residential densities will normally be 250 units per hectare (100 units per acre) within Central London (3.4.3. Scale of Development). The MFHDR designation identifies that Council, under the provisions of policy 19.4.4. and the Zoning By-law, may allow an increase in the density above the limit otherwise permitted by the Zoning By-law in return for the provision of certain public facilities, amenities or design features. (3.4.3. Scale of Development, Density Bonusing)

Main Street Commercial Corridors shall be developed and maintained in accordance with the urban design guidelines in Chapter 11, the Commercial Urban Design Guidelines and specific policy areas. Main Street Commercial Areas should ensure that

urban design provides continuity of the urban fabric; provides incentives and flexibility for redevelopment opportunities; provides appropriate building massing and height provisions to ensure main streets define the public spaces in front of and in between buildings (4.4.1.9. Urban Design)

## **4.0 Key Issues and Considerations**

Through the circulation process no departmental concerns were expressed. However, some concerns were raised by the public through the process. The report below addresses these concerns in detail.

### **4.1 Issue and Consideration #1 - Use**

The PPS encourages settlement areas (1.1.3 Settlement Areas) to be the main focus of growth and their vitality and regeneration shall be promoted. Appropriate land use patterns within settlement areas are established by providing appropriate densities and mix of land uses that efficiently use land and resources along with surrounding infrastructure, public service facilities and are also transit-supportive. The proposed development will be integral within this community as it will help increase the vitality and regeneration of the surrounding area while maintaining an appropriate land use pattern within a settlement area. The proposed apartment can help stimulate the area and draw future commercial and residential uses in keeping with the goals of The London Plan. The requested infill development will provide an appropriate increase in density and a land use that is considered compatible with the surrounding lands. It will efficiently use the consolidated properties which currently consist of a restaurant/large parking lot and single detached dwellings. The proposed increase in density is appropriate as the apartment will take advantage of the surrounding resources, infrastructure, public service facilities and will be transit-supportive while providing a use to help stimulate growth in the area.

The proposed residential development also provides an alternative form of housing and density and contributes to the mix of housing types in the area. The proposed apartment and inclusion of affordable housing units spread throughout the development will help meet the social, health and wellbeing of current and future residents. The increased density is also appropriate as it will support the existing transit systems in the area and is located along a future BRT route where higher densities are encouraged to locate (1.4 Housing).

### **1989 Official Plan**

The Main Street Commercial Corridors provide for a wide range of retail/commercial uses along with residential uses created through the conversion of existing buildings, or through the development of mixed-use buildings with residential uses permitted above the first floor (4.4.1.4 Permitted Uses).

The proposed apartment building is considered a permitted use within the BDC zone variation however, requires commercial uses on the main floor. The proposed application is requesting that residential units be permitted on the main floor as an interim use until the economic viability of commercial uses becomes more sustainable. This section of Wellington Street (Horton Street to the Thames River) has had a high turnover and vacancy rate in regards to commercial uses. The commercial demand is currently limited thereby reducing the ability to occupy a large portion of the proposed building for commercial uses. The subject site has not historically been associated with pedestrian-oriented commercial uses as it was previously made up of single-detached dwellings and a small grocery store and then the converted to a restaurant with a large parking lot along the Wellington Street frontage. The opportunity to create active residential units along the current streetscape will improve the interface with the public realm than the current parking lot. The development will also maintain a built form that will provide the feel of a commercial street scape until future opportunities for commercial uses arise. The use of residential units will provide an appropriate interim use while the surrounding area develops, making it economically feasible to convert the

units to commercial uses. It should be noted that while the recommended zoning permits commercial uses at-grade, it simply removes the regulation to compel it. For these reasons it is appropriate to provide a provision that does not require commercial uses on the main floor of the proposed development.

### **The London Plan**

The Rapid Transit Corridor Place Type policies also encourage mixed-use buildings along the corridors, however given the surrounding context and above-mentioned analysis about commercial uses in this area, a residential building with no commercial uses on the main floor would be considered appropriate as an interim use at this location at this time. While recognizing that should conditions change, the building has been designed to accommodate future commercial uses at-grade and the recommended Zoning would permit the transition.

### **4.2 Issue and Consideration # 2 - Intensity**

The PPS requires municipalities to identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock [1.1.3.3]. The proposed apartment building provides a compact form that appropriately intensifies an underutilized site and is located along a Rapid Transit Corridor which is identified as a preferred location to promote intensification. The site also has access to multiple bus routes and is approximately 600 metres away from the downtown helping the site accommodate increases in density and is of sufficient size to provide a built form that responds to the surrounding context. The proposed development meets the intent of this PPS as it provides a density of new housing which efficiently use land, resources, and the surrounding infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed [1.4.3(d)].

### **1989 Official Plan**

Residential uses within the Main Street Commercial Corridor (“MSCC”) defer to the scale and densities allowed in the Multi-Family, High Density and Medium Density Residential designations which would permit a maximum density of 250uph at this location.

As previously indicated, the applicant has applied to increase the density to 560uph through the bonusing provisions outlined in Section 19.4.4 of the Official Plan. The policies of the Official Plan permit Bonus Zoning as a means of achieving enhanced development features which result in a public benefit that cannot be obtained through the normal development process in return for permitting increased heights and densities. The Planning Act provides legislation on increases in height and density which allows municipalities to use bonusing provisions in their Official Plan in return for facilities, services, or matters, as are set out in the By-law. The proposed building form and design (discussed in Section 4.3- Form) and provision of 10 affordable housing units, 2 levels of underground parking and publicly accessible civic space located at the northeast corner of the property running south along the Wellington Street frontage, all of which may not otherwise be implemented through the normal development approvals process, allow the proposed development to qualify for Bonus Zoning in conformity to the policies of the Official Plan. These bonusable features are outlined in the Staff recommendation.

In order to implement the identified items for bonus zoning, section 19.4.4 iv) of the Official Plan states that:

*“As a condition to the application of bonus zoning provisions to a proposed development, the owner of the subject land will be required to enter into an agreement with the City, to be registered against the title to the land. The agreement will deal with the facilities, services, or matters that are to be provided, the timing of their provision, and the height or density bonus to be given.”*

Bonus zoning is implemented through one or more agreements with the City that are registered on title to the lands. The agreements are 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 agreements. These design features are highlighted in the recommendation and the amending by-law included in the illustrations attached as Schedule “1”.

### **The London Plan**

Although The London Plan does not limit densities within the Official Plan it does control how intense lands can develop through specific criteria. The proposed development is in keeping with these policies as it is sensitive to adjacent land uses through the use of a 4-storey podium with brick materials to create a compatible scale along the street and steps back the different variations in height to help reduce potential impacts.

Rapid Transit Corridors require a minimum height of 2 storeys (or 8m) with the ability to bonus up to 12 storeys. In the case of the subject site it is located within a “Main Street” Specific Segment policy of the transit corridors. Within the Main Street segments higher levels of intensity are promoted in order to help implement the specific segments goals and allows for Type 2 Bonus Zoning, up to 16 storeys.

As per The London Plan policies the subject site is an assembly of multiple lots in order to create a property of sufficient size and configuration to accommodate the proposed use. The site has allowed for the creation of a comprehensive development which has reduced vehicular accesses to Grey Street and provided a coordinated parking facility underground and in the rear of the development. Although the proposed development is generally in keeping with the intensity policies of the Plan it, the recommended 18-storey height is two storeys taller than that allowed in the bonus zoning policies. However, the Main Street section of the Specific Segment Policies within The Rapid Transit Corridor policies have only recently come into effect, after this application was accepted, and are not the in-force policies that apply to this application. The proposed 18-storeys provides a form of development that is appropriate within this transitional period between Official Plans. (Intensity, 840\_). (INTENSITY, 847\_).

Bonusing Provisions Policy 1652 outlines the framework and public facilities, services, or matters that can be provided in order to achieve these increases and in keeping with the recommended bonusing provisions.

### **4.3 Issue and Consideration # 3 - Form**

#### ***Provincial Policy Statement, 2014 (PPS)***

The proposed development is in keeping with the PPS as it provides an opportunity for intensification at an appropriate location taking into account the existing building stock in the area. The new development provides a compact form that appropriately intensifies an underutilized site while providing an alternative form of development. The development will be required to meet current development standards and site plan requirements. Wellington Street is also an arterial road and considered a gateway to the downtown where a high level of design standards are required. The development will promote active transportation limiting the need for a vehicle to perform daily activities in conformity with the goals of the PPS. It also supports the long-term economic prosperity of the area by promoting an opportunity for economic development and community investment-readiness and promotes a well-designed built form that encourages a sense of place, by conserving features that help define character of the area.

The proposed form of development has considered the surrounding listed heritage properties and community through a podium design that is 4-storeys in height which

responds appropriately to and enhances the existing streetscape along Wellington Street and will help define the future streetscape. The requirement for brick along the podium ensures the materials are similar in nature to what exists in the area helping create compatibility in the community. The reduced massing and stepbacks on the tower portion of the development also helps limit impacts on the surrounding properties helping protect them from adverse impacts in conformity with the PPS [2.6.3.].

### **1989 Official Plan**

The objectives of the Main Street Commercial Corridors are to ensure that when implementing its broad range of permitted uses the scale is compatible with adjacent developments. The policies aim to maintain a setback that is consistent with adjacent uses while maintaining the character of the existing uses. (4.4.1.1 Planning Objectives, 4.4.1.7 Scale of Development). In order to ensure these objectives of scale, compatibility and character are achieved, the MSCC has specific Urban Design Objectives (4.4.1.2) to help develop these corridors appropriately. These policies encourage the rehabilitation and renewal of Main Street Commercial Corridors and the enhancement of any distinctive functional or visual characteristics. They seek to provide for and enhance the pedestrian nature of the Main Street Commercial Corridor, provide high quality façade design, accessible and walkable sidewalks, street furniture and proper lighting while supporting public transit and encourage the transition and connection between the gateway Main Street Commercial Corridors and the Downtown through pedestrian, transit and design linkages. Main Street Commercial Corridors shall be developed and maintained in accordance with the urban design guidelines in Chapter 11, the Commercial Urban Design Guidelines and specific policy areas (4.4.1.9. Urban Design).

As part of a complete application the applicant provided an Urban Design Brief, and attended the Urban Design Peer Review Panel to identify how the above-mentioned policies have been achieved through the building design and form. Both the Urban Design Peer Review Panel and Staff had concern over the massing of the original proposal as well as the scale and how it related to the existing and planned context of the site and neighbourhood. It was suggested that the use of warmer materials may allow the development to better relate to the surrounding context. The applicant and Staff worked closely together to further refine the design through several different iterations of the building concept prior to the final design which is attached to the recommended By-law as Schedule "1". Staff feel this proposal responds to many of the community concerns and achieves many of the design principles of the Official Plan and The London Plan. The overall massing of the tower portion has been reduced helping limit shadows on the surrounding community and additional articulation has been used to break down the building. The podium along Wellington Street has been reduced to 4-storeys and has been broken down through a change in building materials helping the development respond to the surrounding context create a more appropriate street level interface. Through the recommended bonus zone Staff are able to achieve a high level of landscaping in front of the building to provide an enhanced pedestrian experience. The development will support public transit while providing a quality form of development to help enhance the SoHo, Main Street Segment as a gateway into Downtown.

Although the Main Street policies aim to maintain a setback that is consistent with adjacent uses this cannot be accommodated through this development. The site is on a future rapid transit route which requires significant road widening dedications in order to accommodate the future rapid transit system. This road widening will require the building to be set back further than existing developments along Wellington Street. However, when the abutting lands redevelop they will also be required to provide the additional setback ensuring future development will be in line with the proposed development creating a continuous, pedestrian oriented block of land in keeping with design objectives of the MSCC. The proposal has evolved to the point where the proposed building is now in keeping with the design guidelines outlined in Chapter 11 and in keeping with the Urban Design objectives of the MSCC.

Diagram 1 – Revisions to Building Design – April – August 2018



See appendix “E” to see how the applicant specifically responded to the panels comments,

### The London Plan

Similar to the current Official Plan all planning and development applications will conform to the City Design policies of The London Plan. The proposed development is in keeping with these policies as the building is sited close to the front lot line, and provides a sufficient height, to create a strong street wall along the corridor. The proposed apartment has used articulation to help break up the massing of the building. The tower portion of the building, specifically along Grey Street, includes a very high level of design and use of step backs and articulation in order to appropriately break up the proposed mass. The podium has also been broken down through material changes to help create a pleasant and interesting pedestrian environment to address the public realm in an appropriate manner.

The bonus provisions being recommended will also ensure that a planned landscaped



area will be created along Wellington Street with a civic space defining the main entrance of the apartment at the intersection. These features will help ensure the development creates a positive pedestrian environment while making the overall development pedestrian, cycling and transit-supportive. The proposed parking is being provided underground and in the rear of the site as per the policies of the Plan (Form, 841).

The SoHo Main Street area of The London Plan also has additional policies to help create a main street environment that differs from other parts of the transit corridors (FORM 848). The proposed development is in keeping with these policies and the development has assessed and addressed the surrounding cultural heritage resources through appropriate design considerations to help mitigate any impacts. The materials and podium design help promote and support the current and future form and character of this Main Street segment and the development includes a setback above the podium base to avoid sheer walls onto the main street corridor.

#### **4.5 Issue and Consideration # 5 – Sanitary Servicing**

Through the original circulation process the City's Wastewater and Drainage Engineering department commented that

*“The downstream sewers has been the subject of basement flooding. The City is currently undertaking flow monitoring to quantify the high upstream inflow and infiltration. (I&I).”*

*Based on the increase in density being sought and noting the constraints in the downstream system WADE would recommend a **holding provision.**”*

#### **UPDATED Wastewater – September 12, 2018**

*“Capacity is currently available in the sanitary sewerage system downstream. Sanitary sewerage capacity in the greater SoHo area will be allocated on a first come first serve basis and will be monitored by the Wastewater and Drainage Engineering (WADE) Division as development in the area proceeds. Prior to registration of this Site Plan, the Owner shall obtain consent from the City Engineer (WADE) to reserve capacity in the downstream sewerage system for this development. Capacity will be reserved on the condition that registration occurs within one (1) year of the date specified in the development agreement.”*

With capacity being handed out on a first come first serve basis a holding provision is not required as site plan approval cannot be granted without sufficient capacity being available.

#### **4.6 Issue and Consideration # 6 – Massing/Height/Shadows**

As previously identified by the applicant at the September 10<sup>th</sup>, 2018 Planning Committee Meeting the building design has gone through a substantial review and design process. The final design, which was described in section 4.3 – Form portion of this report, demonstrates that the final building design has evolved to a much narrower tower helping address the issues of massing and shadows thereby reducing the impacts on the surrounding properties.

#### **4.7 Issue and Consideration # 7 - Heritage**

Both LACH and Heritage Staff have expressed concerns with the original proposal and how it fits within the community. The efforts made by the applicant to ensure a brick material will be used along the podium and the reduction from the 5 storey podium to a 4 storey podium along Wellington Street help to complement the surrounding properties in the area. The final proposal also significantly reduces the massing of the building so it does not impose itself within the community and responds to the surrounding listed heritage properties. Additionally the Architectural Conservancy Ontario has expressed support the proposal.

## 5.0 Conclusion

The recommended amendment is consistent with the Provincial Policy Statement, 2014 and conforms to the City of London Official Plan policies and Rapid Transit Corridor policies of The London Plan. The proposal facilitates the development of an underutilized site and provides an appropriate form of development. The bonusing of the subject site ensures the building form and design will fit within the surrounding area while providing a high quality design standard. The subject lands are situated in a location where intensification can be accommodated given the existing municipal infrastructure, location on main street corridor, arterial road and gateway to the downtown, and existing and future public transit facilities in the area.

<b>Prepared by:</b>	<b>Mike Corby, MCIP, RPP Current Planning</b>
<b>Submitted by:</b>	<b>Michael Tomazincic, MCIP, RPP Manager, Current Planning</b>
<b>Recommended by:</b>	<b>John M. Fleming, MCIP, RPP Managing Director, Planning and City Planner</b>
Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Planning Services	

October 1, 2018  
MT/mt

## Appendix A

Bill No. (number to be inserted by Clerk's Office)  
2018

By-law No. Z.-1-18 \_\_\_\_\_

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 147-149 Wellington Street and 253-257 Grey Street.

WHEREAS JAM Properties Inc. has applied to rezone an area of land located at 147-149 Wellington Street and 253-257 Grey 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 147-149 Wellington Street and 253-257 Grey Street, as shown on the attached map comprising part of Key Map No. A.107, from a Business District Commercial Special Provision (BDC(8)) Zone and Business District Commercial Special Provision (BDC(4)) Zone to a Business District Commercial Special Provision Bonus (BDC(8))\*B( ) Zone and Business District Commercial Special Provision Bonus (BDC(4))\*B( ) Zone.
- 2) Section Number 4.3 of the General Provisions in By-law No. Z.-1 is amended by adding the following new Bonus Zone:

4.3) B( ) 147-149 Wellington Street and 253-257 Grey Street

The Bonus Zone shall be implemented through a development agreement to facilitate the development of a high quality apartment building with a maximum of 18 –storeys, 246 dwelling units and density of 560 units per hectare, which substantively implements the Site Plan and Elevations attached as Schedule "1" to the amending by-law; and

i) Transit Station

The financial contribution of funding to the future Transit Station at Wellington Street and Grey Street in the amount of \$200,000, for the provision of public art or other station enhancements to be provided at the time of site plan approval or construction of the station, whichever occurs first.

ii) Provision of Affordable Housing

The provision of 10 affordable housing units, established by agreement at 95% of average market rent for a period of 20 years. An agreement shall be entered into with the Corporation of the City of London, to secure those units for this 20 year term.

iii) 2 levels of underground parking

iv) The construction of a civic space provided at the main pedestrian entrance to the building and enhanced landscaping along Wellington Street, consistent with the conceptual site plan and renderings shown in Schedule 1 of the amending by-law.

The following special regulations apply within the bonus zone upon the execution and registration of the required development agreement(s):

a) Regulations:

i)	Density (maximum)	560 units per hectare (226 units per acre)
ii)	Height (maximum)	63 metres (206.7 feet)
iii)	Parking (minimum)	197 Parking Spaces
iv)	Interior Side Yard Depth for floors 1-4 (minimum)	1.6 metres (5.25ft)
v)	Interior Side Yard Depth for floors 5-8 (minimum)	6.0 metres (19.7ft)
vi)	Interior Side Yard Depth for floors 9-18 (minimum)	11.5 metres (37.7ft)
vii)	Lot Coverage	31%
viii)	Dwelling units are permitted on the first floor.	

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.

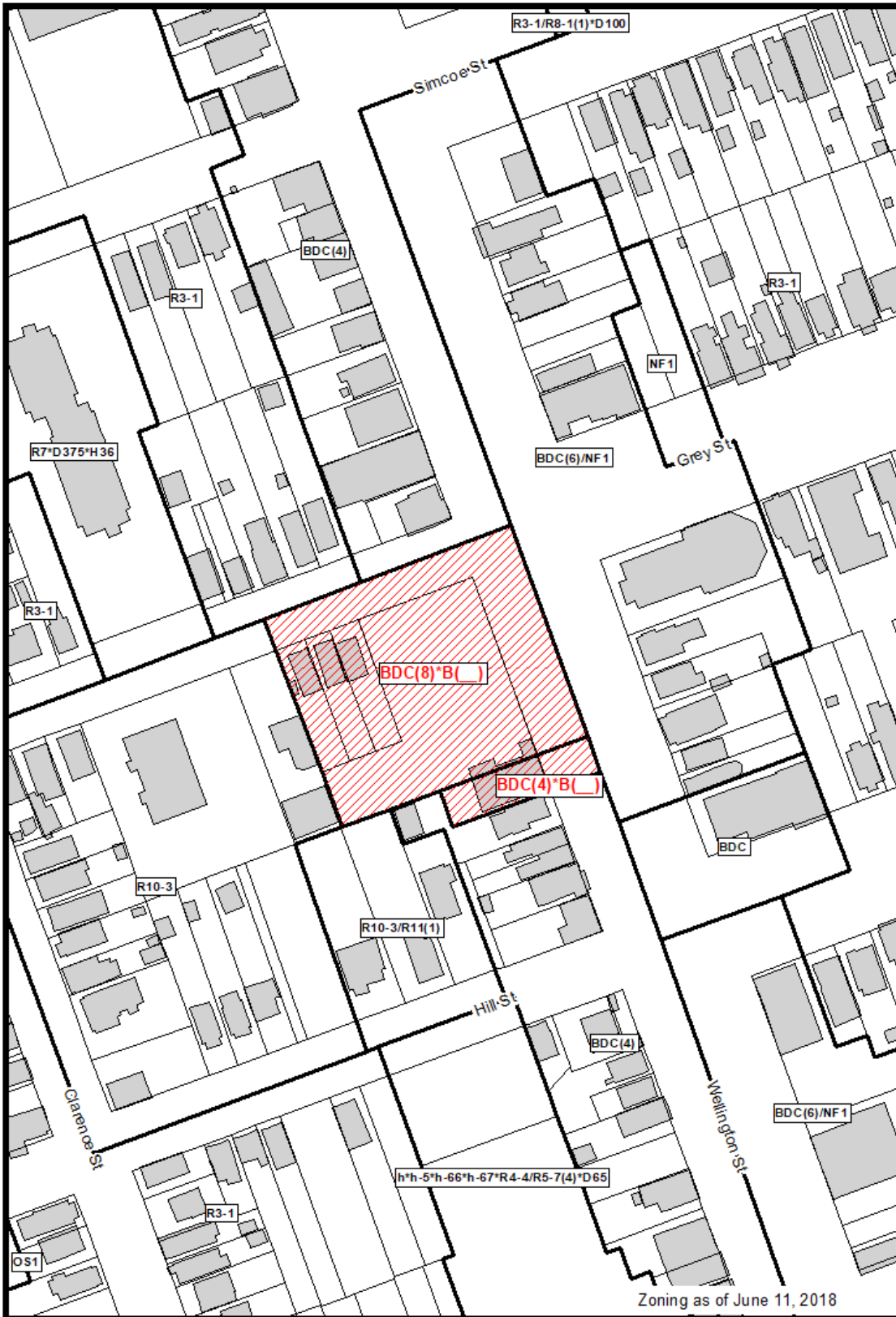
PASSED in Open Council on October 16, 2018.



Matt Brown  
Mayor

Catharine Saunders  
City Clerk

First Reading – October 16, 2018  
Second Reading – October 16, 2018  
Third Reading – October 16, 2018

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



<p>File Number: Z-8905 Planner: MC Date Prepared: 2018/09/21 Technician: MB By-Law No: Z.-1-</p>	<p>SUBJECT SITE </p> <p>1:1,500</p> <p>0 5 10 20 30 40 Meters</p> 
------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------



Schedule "1"

	1 Bed	2 Bed + Den	3 Bed	Total:	
18TH:	1	1	1	3	6,030 sf (560 sq.m.)
17TH:	1	2	1	4	10,940 sf (1,016 sq.m.)
16TH:	1	3	1	5	11,260 sf (1,046 sq.m.)
15TH:	1	3	1	5	11,260 sf (1,046 sq.m.)
14TH:	1	3	1	5	11,260 sf (1,046 sq.m.)
13TH:	1	3	1	5	11,260 sf (1,046 sq.m.)
12TH:	1	3	1	5	11,260 sf (1,046 sq.m.)
11TH:	1	3	1	5	11,260 sf (1,046 sq.m.)
10TH:	1	3	1	5	11,110 sf (1,032 sq.m.)
9TH:	1	4	2	7	11,110 sf (1,032 sq.m.)
8TH:	3	14	1	20	19,460 sf (1,810 sq.m.)
7TH:	3	14	1	20	19,460 sf (1,810 sq.m.)
6TH:	3	13	2	21	19,460 sf (1,810 sq.m.)
5TH:	3	14	3	24	24,470 sf (2,273 sq.m.)
4TH:	1	17	2	22	24,470 sf (2,273 sq.m.)
3RD:	1	17	2	22	24,470 sf (2,273 sq.m.)
2ND:	1	17	2	22	24,470 sf (2,273 sq.m.)
1ST:	8	8	2	28	14,670 sf (1,363 sq.m.)
	24	142	15	34	272,750 sf (25,339 sq.m.)

**Parking Calculations**

Total Below Ground for Residences  
8 Spaces (5 BF)  
Total Surface for Residences  
25 Spaces  
Total Surface for Visitors  
33 Spaces

164 Spaces (2 BF)  
8 Spaces (5 BF)  
25 Spaces  
33 Spaces  
(1 + 3% of parking) 7 Required  
(1 per 10 units) 25 Required

Total Overall  
197 Spaces

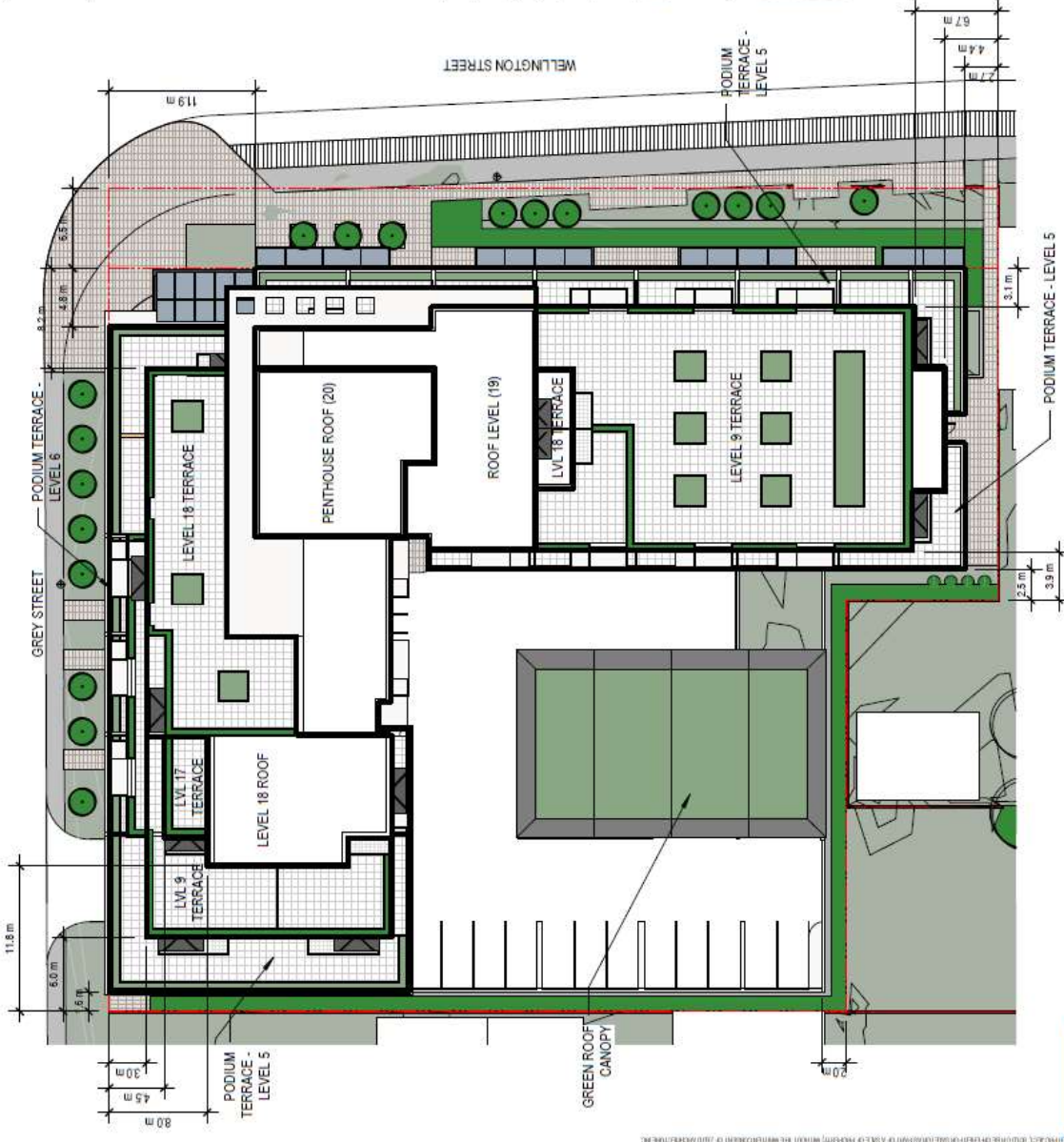
(Area 2 = 1 per unit) 246 Req.

Total  
Bike Storage  
Total Gross Area for Parking  
1,660 SF (154 sq.m.)  
74,900 SF (6,958 sq.m.)

(0.75 per unit) 185 Req.

**Site Stats**

Building Height: 204' (62.2m) [18 Storeys]  
Building Footprint: 14,670sf (1,363 sq.m.)  
Lot Area: 47,584sf (4,421 sq.m.)  
Lot Coverage: 31%  
Landscape Open Space: 17% (8,150 SF [757 sq.m.]



zedd

ARCHITECTURE  
300 Jarvis Street, Suite 1000, Toronto, ON M5G 1S7, Canada  
Tel: 416-593-8888  
www.zeddarchitecture.com

Sk-07

SEPT 26, 2018

Site - Roof Plan

Jam Properties Inc.

17-019 ONE FORTY SEVEN

2018-09-26 10:42 AM

THIS DOCUMENT IS FOR INFORMATION ONLY. IT IS NOT TO BE USED FOR CONSTRUCTION. THE CLIENT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AUTHORITIES. THE ARCHITECTURE FIRM SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF THE BUILDING. THE ARCHITECTURE FIRM SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF THE BUILDING.



METAL SILING

WOODRILL - CLEAR  
 GLASS CHARCOAL  
 MULLING WHITE  
 SPANDRELS PANELS

MIXED BRICK - DARK  
 TEXTURED CONCRETE  
 PANEL - ORANGE TINT

SPANDRELS PANEL -  
 CHARCOAL + WHITE

GLAZING SYSTEM  
 CHARCOAL MULLING

FROSTED GLASS GUARD  
 W/ CHARCOAL RAILING

OFF-WHITE PREDISET COPPING

MIXED BRICK - DARK  
 RAISED CONCRETE NUMBERS  
 EXTERIOR LIGHT FIXTURE -  
 UPDOWN STORAGE

POWDER COATED BLACK  
 STEEL CANOPY FRAME  
 MIXED BRICK - LIGHT AND  
 STOREFRONT GLAZING AT  
 GRADE

MIXED BRICK - DARK

TEXTURED CONCRETE -  
 ORANGE TINT

FROSTED GLASS GUARD  
 W/ CHARCOAL RAILING

SAND TEXTURED FINISHED  
 CONCRETE

TEXTURED CONCRETE -  
 ORANGE TINT

1" = 30'-0"  
 0 30'

WELLINGTON STREET ELEVATION

Jam Properties Inc.

ONE FORTY SEVEN

Elevation

SEP 18, 2018

SK-21

zedd

ARCHITECTURE

1000 WEST 10TH AVENUE SUITE 200, CALGARY, AB T2M 4K6  
 TEL: 403.243.8888 WWW.ZEDDARCHITECTURE.COM





METAL SIDING

WINDOW WALL - CLEAR  
 GLASS, CHARCOAL  
 MULLIONS, WHITE  
 SPANDREL PANELS

SAND TEXTURED FINISHED  
 CONCRETE

MIXED BRICK - DARK

FROSTED GLASS GUARD  
 W/ CHARCOAL RAILING

TEXTURED CONCRETE -  
 CRANSE TINT

POWDER COATED BLACK  
 STEEL CANGRY FRAME  
 GLASS DANDY

WINDOW WALL - CLEAR  
 GLASS, CHARCOAL  
 MULLIONS, WHITE  
 SPANDREL PANELS

MIXED BRICK - DARK

TEXTURED CONCRETE  
 PANEL - CRANSE TINT

SPANDREL PANEL -  
 CHARCOAL - WHITE

FROSTED GLASS GUARD  
 W/ CHARCOAL RAILING  
 GFT, WHITE PRECAST  
 COPING

SPANDREL PANEL - CHARCOAL  
 EXTERIOR LIGHT FIXTURE,  
 UP/DOWN SCENE

MIXED BRICK - DARK

MIXED BRICK - LIGHT AND  
 STREPTONIT GLAZING AT  
 CORNER

1" = 20'-0"  
 0 20'

**zedd**  
 ARCHITECTURE

ARCHITECTURE  
 2000 10th Street, Suite 100, San Francisco, CA 94103  
 415.774.8888  
 www.zeddarch.com

17-019 ONE FORTY SEVEN

Jam Properties Inc.

Elevation

SEPT 18, 2018

SK-20



WEST ELEVATION

17-019 ONE FORTY SEVEN

Jam Properties Inc.

Elevation

SEPT. 18, 2018

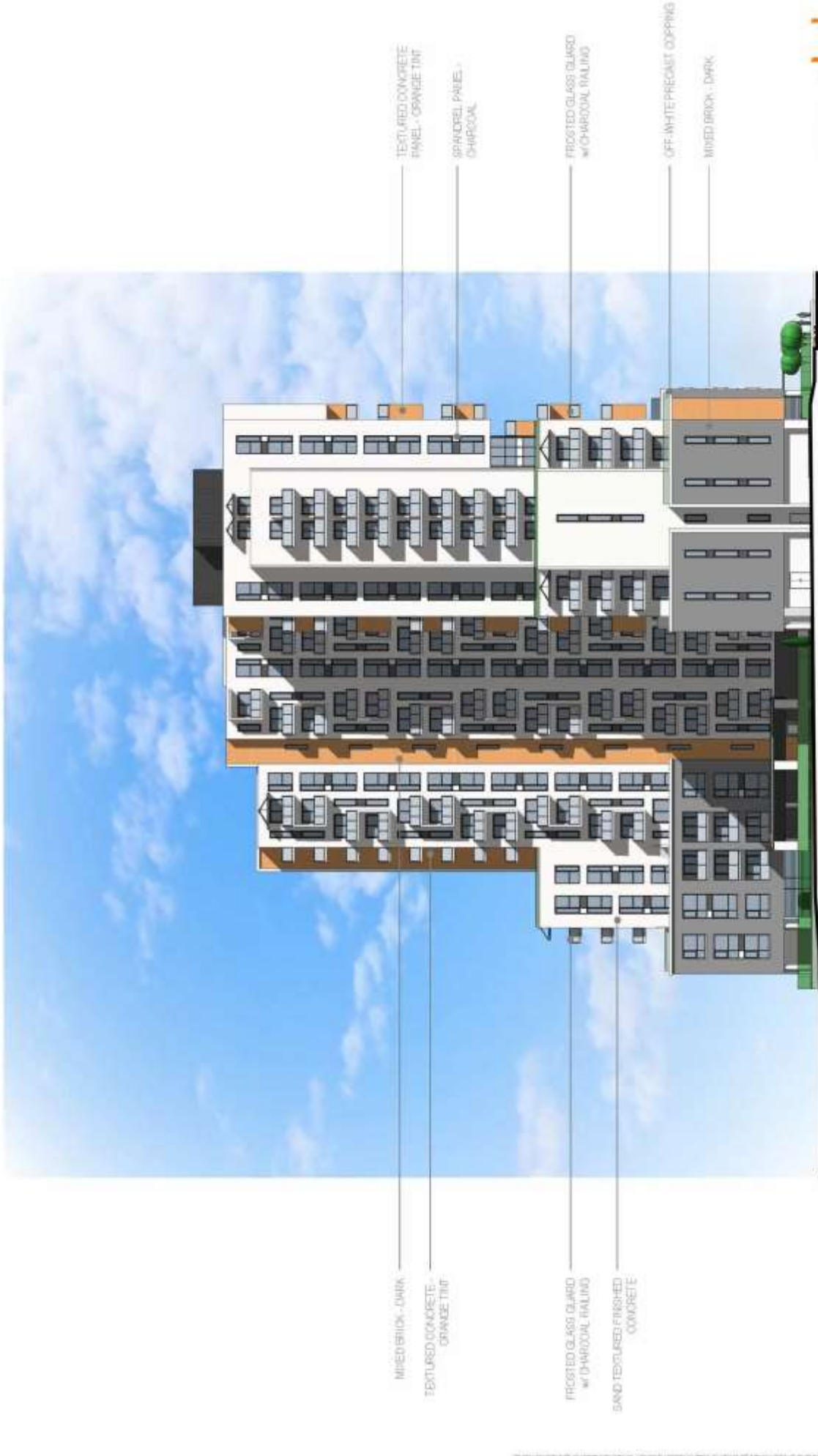
SK-22

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ARCHITECTURE

100 SOUTH UNIVERSITY AVENUE SUITE 200, DENVER, CO 80202  
303.733.8888

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SOUTH ELEVATION

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303.733.8888 WWW.ZEDDARCHITECTURE.COM

SK-23

SEPT 15, 2018

Elevation

Jam Properties Inc.

ONE FORTY SEVEN

17-019

1" = 30'-0"  
0' 10' 20'

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## Appendix B – Public Engagement

### Community Engagement

**Public liaison:** On May 9, 2018 Notice of Application was sent to 115 property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on May 10, 2018. A “Planning Application” sign was also posted on the site.

6 replies were received

**Nature of Liaison:** The purpose and effect of this zoning change is to permit an 18-storey (63 metre) L-shaped apartment building which will include 262 residential units (593uph). Two levels of underground parking will provide 162 parking spaces with another 38 spaces being provided on at ground level.

Possible change to Zoning By-law Z.-1 from a Business District Commercial Special Provision (BDC(8)) Zone and Business District Commercial Special Provision (BDC(4)) Zone to a Business District Commercial Special Provision Bonus (BDC(8))\*B( ) Zone and Business District Commercial Special Provision Bonus (BDC(4))\*B( ) Zone. The bonus zone would permit a residential density of 593uph and maximum height of 63 metres in return for eligible facilities, services and matters outlined in Section 19.4.4 of the Official Plan. Other provisions such as setbacks, lot coverage and a parking reduction may also be considered through the re-zoning process as part of the bonus zone.

**Public liaison:** On September 19, 2018 Revised Notice of Application and Public Meeting was sent to 115 property owners in the surrounding area. Revised Notice of Application and Public Meeting was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on September 20, 2018. A “Planning Application” sign was also posted on the site.

**Nature of Liaison:** The purpose and effect of this zoning change is to permit an 18-storey (63 metre) L-shaped apartment building which will include 246 residential units (560uph). Two levels of underground parking will provide 162 parking spaces with another 38 spaces being provided on at ground level.

Possible change to Zoning By-law Z.-1 from a Business District Commercial Special Provision (BDC(8)) Zone and Business District Commercial Special Provision (BDC(4)) Zone to a Business District Commercial Special Provision Bonus (BDC(8))\*B( ) Zone and Business District Commercial Special Provision Bonus (BDC(4))\*B( ) Zone. The bonus zone would permit a residential density of 560uph and maximum height of 63 metres in return for eligible facilities, services and matters outlined in Section 19.4.4 of the Official Plan. Other provisions such as setbacks, lot coverage and a parking reduction may also be considered through the re-zoning process as part of the bonus zone.



**Responses:**

From: Sharon

Sent: Wednesday, May 30, 2018 8:03 AM

To: Corby, Mike <mcorby@London.ca>; Park, Tanya <tpark@london.ca>

Subject: 147- 149 Wellington Street and 253-257 Grey Street

I am a resident on South Street and have read over the proposal for the above site. I would like to make a few comments.

1. A building of the suggested height will be an eyesore in this location. Looking around the neighbourhood most residences and businesses are low rise. Even the apartment buildings on Grey and Simcoe do not reach the proposed height. Look at the new dwellings being constructed on Commissioners Road across from Byron Northview school are only 4 stories and "fit" well within the area. An 18 storey monolith does not. A smaller development with lawns and gardens would be more reasonable.
2. Being a resident of SoHo, I witness on a daily basis the traffic congestion on Wellington. How are the residents of this structure suppose to access Wellington? I can see only one exit onto Grey Street which means they either go west on Grey and turn south on Clarence and either access Wellington via Hill Street or South Street. Have either of you been on South Street in the morning or evening rush hour? The street is a pass through for people trying to avoid Wellington and Horton either coming off Wellington or coming from or heading to Richmond. I have even posted a slow down sign to deter speedsters.
3. My other concern is the water table and drainage. Since Canada Bread was torn down we have had to deal with flooded basements at both of our properties. Since we are lower than Grey Street and this proposed development has underground parking, I am wondering what this is going to do to the water flow and drainage. We all know water drains to the lowest point and that would be towards South Street.
4. The Family Circle restaurant is a cornerstone of our community. If the owners are wanting to retire that is one thing but if they are being forced out by the city and developers than that is wrong.

SoHo is an unique area of London. We are not downtown, or Byron or even Wortley Village but we are an established locale of working people who tend to our gardens, walk our streets and take pride in our properties. To erect such a huge building ( similar in size to the TD tower ) would ruin the ambience of this area.

Please consider my concerns. Thank you.

S. Weames

---

Sunday, May 20, 2018

Mike Corby, Planning Services, City of London

RE: Notice of Application - 147-149 Wellington St. and 253-257 Grey St. - Z-8905

Dear Mr. Corby,

It has come to the attention of ACO London that JAM Properties wishes to build an 18-storey building on the site of 147-149 Wellington Street and to the west at 253-257 Grey Street.

This is the kind of infill development ACO London wishes to encourage. Most of the development site is a parking lot and the buildings to be demolished are neither designated nor on London's heritage inventory. The SoHo neighbourhood is only a potential Heritage Conservation District at this time. Nearby heritage buildings such as the Red Antiquities building – one of London's oldest surviving wooden structures – and

Christ Church – the second oldest Anglican church building in the city, now Living Fountain Christian Centre – are not harmed by this proposal.

Some heritage advocates may consider the proposed tower too high, not blending well into the neighbourhood. However, any development that encourages Londoners to live in the core, yet preserves the heritage elements that make the core worth inhabiting, is a step in the right direction. ACO will continue to advocate for London's built heritage while supporting the development of underutilized spaces such as this corner.

Sincerely,

Jennifer Grainger

President, London Region Branch

Architectural Conservancy Ontario

---

From: Lisa McGonigle

Sent: Monday, May 14, 2018 8:24 PM

To: Corby, Mike <mcorby@London.ca>

Subject: 147-149 Wellington Street and 253-257 grey street

Mike

I received the notification for a zoning amendment File Z-8905 for an 18 floor apartment building. I am concerned about the impact this will have on My property , a building of this height will block any afternoon /evening natural light my property currently receives.

I also am concerned about the increase in traffic flow in the local area.  
How does one protest this planning application?

Thank you

Lisa McGonigle

290 Hill Street

London, Ontario

---

From: Kimberly Haycock

Sent: Friday, June 1, 2018 2:33 PM

To: Corby, Mike <mcorby@London.ca>

Cc: Raymond Deleary ; Park, Tanya <tpark@london.ca>

Subject: Notice of Planning 147-149 Wellington and 253-257 Grey Street

Good Afternoon,

I am e-mailing you on behalf of Atlohsa Native Family Healing Services specifically our 256 Hill Street location, Zhaawanong Shelter.

On May 11, 2018 we received a notice of planning application from the City of London. The application is in regards to an 18-storey apartment building proposed for 253-257 Grey Street and 147-149 Wellington. At Zhaawanong Shelter we service women and their children who have fled abusive situations and the safety and security of our residents is our top priority. We are concerned that an 18-storey apartment building would overlook our property and pose a safety and privacy risk to the women and children accessing our services. Furthermore, based on the proposed plan the building would cause an obstruction of view of the property.

I would greatly appreciate the opportunity to discuss this matter further and can be reached by phone at \_\_\_\_\_. Thank you for your time and consideration.

Sincerely,

Kimberly Haycock  
Shelter Coordinator  
Zhaawanong Shelter  
256 Hill Street  
London, ON N6B1C9

---

From: Craig Linton  
Sent: Friday, May 18, 2018 1:32 PM  
To: Corby, Mike <mcorby@London.ca>  
Subject: ZBA Z-8905

Hi Mike,

I received notice of the above noted ZBA, as my office is located fairly close by. Neither I nor my client have any issues with the application.

I would like to be kept informed of this application progress, as I am interested to see how the London Plan policies will be applied here.

It is my understanding that this site is located on the RT corridor, but not within 100m of an RT station, or a civic boulevard or urban thoroughfare. As such, from what I see on table 9, the "standard" maximum height is 8 storeys, or 12 stories with type 2 bonus zoning. Can you confirm my interpretation of this table is correct as it applies to this particular property?

Sincerely,  
Craig  
Craig Linton  
DEVELOPRO LAND SERVICES INC.

---

**From:** Samuel E Trosow  
**Sent:** Monday, August 27, 2018 1:47 PM  
**To:** Corby, Mike <mcorby@London.ca>  
**Subject:** concerns regarding Z-8905 (Wellington/Grey)

Mr. Corby,

Thank you for taking my call and listening to some of my concerns about the Wellington/Grey Project (Z-8905). I understand that the city will be in further discussion with the applicant about the terms of the bonus arrangement before a staff report is issued.

Generally I feel that the request for 593 UPH with a height of 63 meters is much too large for the area, is out of proportion from other uses in the vicinity, and could have the negative effect of creating similar expectations from other developers.

I would also note that for the size of the bonus, the benefits listed in the Planning Justification document are very weak and need to be expanded on quite a bit. Things like quality of design, quality and mix of materials, underground parking and provision of balconies could be expected in any decent development and I don't think these "amenities" should justify a bonus, certainly not a very large one.

Noticeably absent were provisions for enhanced landscaping, a dedication to civic space, improvements to the streetscape, location of waste/recycling facility and bicycle storage and parking (secured and temporary) There was no mention of an affordability component and no discussion of enhanced accessibility measures. In my view these

**File: Z-8905**  
**Planner: Mike Corby**

are the types of amenities that would warrant a significant bonus. I understand that the civic space dedication could be a problem, but at the very least the setbacks could be a bit more reasonable (zero in front). I am also wondering about the parking, 5 accessible spaces for such a large space (200 parking spaces seems small).

In any event, as it stands now I think staff should not support the project. Some combination of scaling back its height/density back and increasing the benefits of the bonus are needed.

Thank you again for your attention, I really appreciated the chance to speak with you.

Samuel Trosow

**From:** Samuel E Trosow  
**Sent:** Monday, August 27, 2018 3:38 PM  
**To:** Corby, Mike <mcorby@London.ca>  
**Subject:** Re: concerns regarding Z-8905 (Wellington/Grey)

Mike,

One thing I forgot to mention that I think needs to apply to every building on a major street is leaving room on the ground floor for vehicle pull-in turnaround for loading. This can be a semi-circle on the ground floor perhaps with a cantilever.

The importance of this is shown by the dangerous situation in front of the Luxe on Richmond. Delivery trucks, postal vehicles, pizza delivery cars and taxis stop in front on Richmond because there is no delivery area. It creates a very dangerous condition especially when there is congested southbound traffic coming off the bridge.

Sam Trosow

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

Telephone	Written
	Sharon Weames 76 Anderson Ave London On N5Z 2A9
	Jennifer Grainger President, London Region Branch Architectural Conservancy Ontario 1017 Western Road London, ON N6G 1G5
	Lisa McGonigle 290 Hill Street London, Ontario
	Kimberly Haycock Shelter Coordinator Zhaawanong Shelter 256 Hill Street London, ON N6B1C9
	Craig Linton DEVELOPRO LAND SERVICES INC.
	Sam Trosow 43 Mayfair Dr, London ON

## Agency/Departmental Comments

### London Hydro – May 25, 2018

This site is presently serviced by London Hydro. Contact Engineering Dept. if a service upgrade is required to facilitate the new building. Any new and/or relocation of existing infrastructure will be at the applicant's expense. Above-grade transformation is required

Servicing the above proposal should present no foreseeable problems. Any new and/or relocation of existing infrastructure will be at the applicant's expense. Above-grade transformation is required. A blanket easement may be required.

London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. Any new or relocation of the existing service will be at the expense of the owner.

### Development Services – June 8, 2018

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

#### **Wastewater**

Comments related to the re-zoning application:

The municipal sanitary sewer available for the subject lands is the 375mm diameter sanitary sewer on Grey St which outlets to a 300mm sanitary sewer on Wellington Street.

The downstream sewers has been the subject of basement flooding. The City is currently undertaking flow monitoring to quantify the high upstream inflow and infiltration. (I&I).

Based on the increase in density being sought and noting the constraints in the downstream system WADE would recommend a **holding provision**.

WADE is prepared to consider a development if it stays within their current zoning density.

#### **UPDATED Wasterwater – September 12, 2018**

The municipal sanitary sewer available for the subject lands is the 375mm diameter sanitary sewer on Grey St which outlets to a 300mm sanitary sewer on Wellington Street.

Capacity is currently available in the sanitary sewerage system downstream. Sanitary sewerage capacity in the greater SoHO area will be allocated on a first come first serve basis and will be monitored by the Wastewater and Drainage Engineering (WADE) Division as development in the area proceeds. Prior to registration of this Site Plan, the Owner shall obtain consent from the City Engineer (WADE) to reserve capacity in the downstream sewerage system for this development. Capacity will be reserved on the condition that registration occurs within one (1) year of the date specified in the development agreement.

#### **Transportation**

No comments for the re-zoning application.

The following items are to be considered during the site plan approval stage:

- Road Widening dedication of 24.0m from centre line required on Wellington Street
- 6.0mx6.0m daylight triangle required at Wellington Street and Grey Street

- Grey and South Street are tentatively scheduled for conversion from one to two way operation in 2026
- Wellington Street has been identified as a Rapid Transit Corridor in the Council approved Draft Environmental Project Report (EPR). Through the TPAP and detailed design, the corridor and station locations will be refined and examined in greater detail. Future access to Wellington Street will be restricted to right in/right out where there is no signalized intersection.
- For information about the BRT project, the Applicant can use the following web links: <http://www.shiftlondon.ca/> or [www.ShiftLondon.ca/brt\\_epr](http://www.ShiftLondon.ca/brt_epr) (refer to Appendix A: South Corridor, Part 2, page 6 of 9).
- Detailed comments regarding access design and location will be made through the site plan process

### **Updated Comment in response to question from Planning Staff**

It is recognised that until the two way conversion of Grey Street takes place there will be traffic associated with this development heading westbound, the volume of traffic generated by the development can be accommodated on the local street network for the interim without adverse impact to the function of the local streets.

The Institute of Traffic Engineers (ITE) trip generation manual suggest the average morning AM vehicle trips for a 246 unit high rise apartment building is 74 trips and 91 trips during the afternoon PM peak hour. This indicates that the trips that will be generated from the development will have minimal effect on the adjacent road network.

### **Stormwater**

No comments for the re-zoning application.

The following items are to be considered during the site plan approval stage:

- The information presented in section 4 of the Servicing Feasibility Study is adequate for the purpose of this application. It is the SWED expectation to have a comprehensive storm servicing and stormwater management analysis and calculations as part of the required storm/drainage servicing report.

### **Water**

No comments for the re-zoning application.

Additional comments may be provided upon future review of the site

If you have any questions, please feel free to contact Brent Lambert at (519) 661-2489 ext. 4956.

### LACH – June 27, 2018

I hereby certify that the Municipal Council, at its meeting held on June 26, 2018 resolved:

That the following actions be taken with respect to the 7th Report of the London Advisory Committee on Heritage from its meeting held on June 13, 2018:

b) M. Corby, Senior Planner, BE ADVISED that the London Advisory Committee on Heritage does not support the conclusions of the Heritage Impact Statement, dated April 2018, with respect to the property located at 147 Wellington Street, for the following reasons:

- the lack of compatibility and sympathy with the adjacent heritage listed and designated properties with respect to setback, material and design, particularly as it relates to the property located at 143 Wellington Street;



- it does not encourage active commercial uses at grade in order to continue to support the historically commercial streetscape; and,
- it does not properly consider the potential cultural heritage value of the on-site building at 147-149 Wellington Street;

#### Heritage – July 31, 2018

The subject properties at 253, 255, 257 Grey Street and 147-149 Wellington Street are located adjacent to the heritage listed properties:

- 169-171 Wellington Street
- 156 Wellington Street
- 154 Wellington Street
- 152 Wellington Street<sup>1</sup>
- 146 Wellington Street
- 143 Wellington Street<sup>2</sup>
- 254 Hill Street

1 Added to the Register (Inventory of Heritage Resources) by Municipal Council at its meeting on March 27, 2018.

2 Added to the Register (Inventory of Heritage Resources) by Municipal Council at its meeting on March 27, 2018.

Additionally, the subject property at 147-149 Wellington Street was added to the Register (Inventory of Heritage Resources) by Municipal Council at its meeting on March 27, 2018.

Because of the adjacency of the subject properties to heritage listed properties, a Heritage Impact Assessment (Heritage Impact Statement) was required as part of a complete application for Official Plan Amendment and Zoning By-law Amendment to permit the development of the subject property for a high rise development. A *Heritage Impact Statement* (prepared by Zelinka Priamo Ltd., dated April 2018) was submitted as part of a complete application.

#### **On-Site Potential Cultural Heritage Resources**

Section 2.6.1 of the *Provincial Policy Statement* directs that,

*Significant built heritage resources and significant cultural heritage landscapes shall be conserved.*

The proposed development will affect the on-site potential cultural heritage resource.

Perhaps due to the timing of its addition to the Register (Inventory of Heritage Resources), the property at 147-149 Wellington Street was not considered by the *Heritage Impact Statement* as a potential cultural heritage resource. The *Heritage Impact Statement* should be revised to include an evaluation of this property to determine if it is a significant built heritage resource and assessment of impacts as a result of the proposed development with regards to this on-site potential cultural heritage resource.

#### **Adjacency to Heritage Listed Properties**

Development or site alteration adjacent to cultural heritage resources can result in adverse impacts to their cultural heritage value or interest. Policy 2.6.3 of the *Provincial Policy Statement* (2014) states,

*Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.*

The *Provincial Policy Statement* represents minimum standards; a municipality may exceed those minimum standards provided doing so would not conflict with any policies of the *Provincial Policy Statement*. As reflected in the policies of *The London Plan*, Municipal Council has decided to affording consideration of potential impacts to adjacent heritage listed properties. Policy 565\_ of *The London Plan* states:

*New development, redevelopment, and all civic works and project on and adjacent to heritage designated properties and properties listed on the Register will be designed to protect the heritage attributes and character of those resources, to minimize visual and physical impact on these resources. A heritage impact assessment will be required for new development on and adjacent to heritage designated properties and properties listed on the Register to assess potential impacts, and explore alternative development approaches and mitigation measures to address any impact to the cultural heritage resource and its heritage attributes.*

It is the obligation of the proponent to demonstrate that the potential heritage attributes of adjacent heritage listed properties are conserved through the development process. This may require evaluation of those adjacent properties using the criteria of *Ontario Heritage Act Regulation 9/06*.

### **Heritage Listed Properties**

Section 27(1.2) of the *Ontario Heritage Act* enables Municipal Council to add properties that it “believes to be of cultural heritage value or interest” to the Register. This action does not require a formal evaluation, but the belief of Municipal Council that these properties are of potential cultural heritage value or interest. The policies of *The London Plan* recognize the interest that Municipal Council has in ensuring the conservation of cultural heritage resources, including heritage listed properties.

### **Heritage Impact Statement**

The *Heritage Impact Statement* (Zelinka Priamo Ltd., April 2018) was exceedingly brief, and failed to offer a comprehensive assessment of the potential impacts of the proposed development on adjacent heritage listed properties or consider alternative development approaches. Instead the *Heritage Impact Statement* (Zelinka Priamo Ltd., April 2018) focused on why it felt that consideration of adjacent heritage listed properties should not be completed.

Staff are not satisfied that the proposed development is compatible with adjacent heritage listed properties, and that the proposed development may result in adverse impacts which remain unmitigated.

Additionally, the potential cultural heritage resource on-site at 147-149 Wellington Street, as well as adjacent heritage listed properties, requires consideration through revision to the *Heritage Impact Assessment*.

## **Appendix C – Policy Context**

The following policy and regulatory documents were considered in their entirety as part of the evaluation of this requested land use change. The most relevant policies, by-laws, and legislation are identified as follows:

### **PPS**

#### 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

1.1.1 a, b, c, e, f

#### 1.1.3 Settlement Areas

1.1.3.1, 1.1.3.2, 1.1.3.3, 1.1.3.4, 1.1.3.6

#### 1.4 Housing

1.4.1

#### 1.6.7 Transportation Systems

1.6.7.4

#### 1.7 Long-Term Economic Prosperity

1.1.7 a,d

#### 2.6 Cultural Heritage and Archaeology

2.6.3.

### **Official Plan**

#### 3.4. Multi-Family, High Density Residential

##### 3.4.3. Scale of Development

##### 4.4.1 Main Street Commercial Corridor

###### 4.4.1.3. Function

###### 4.4.1.1. Planning Objectives

###### 4.4.1.2. Urban Design Objectives

###### 4.4.1.4. Permitted Uses

###### 4.4.1.7. Scale of Development

###### 4.4.1.9. Urban Design

#### 19.4 Zoning

##### 19.4.4 Bonus Zoning

### **London Plan**

#### Rapid Transit and Urban Corridors

##### Permitted Uses – 837

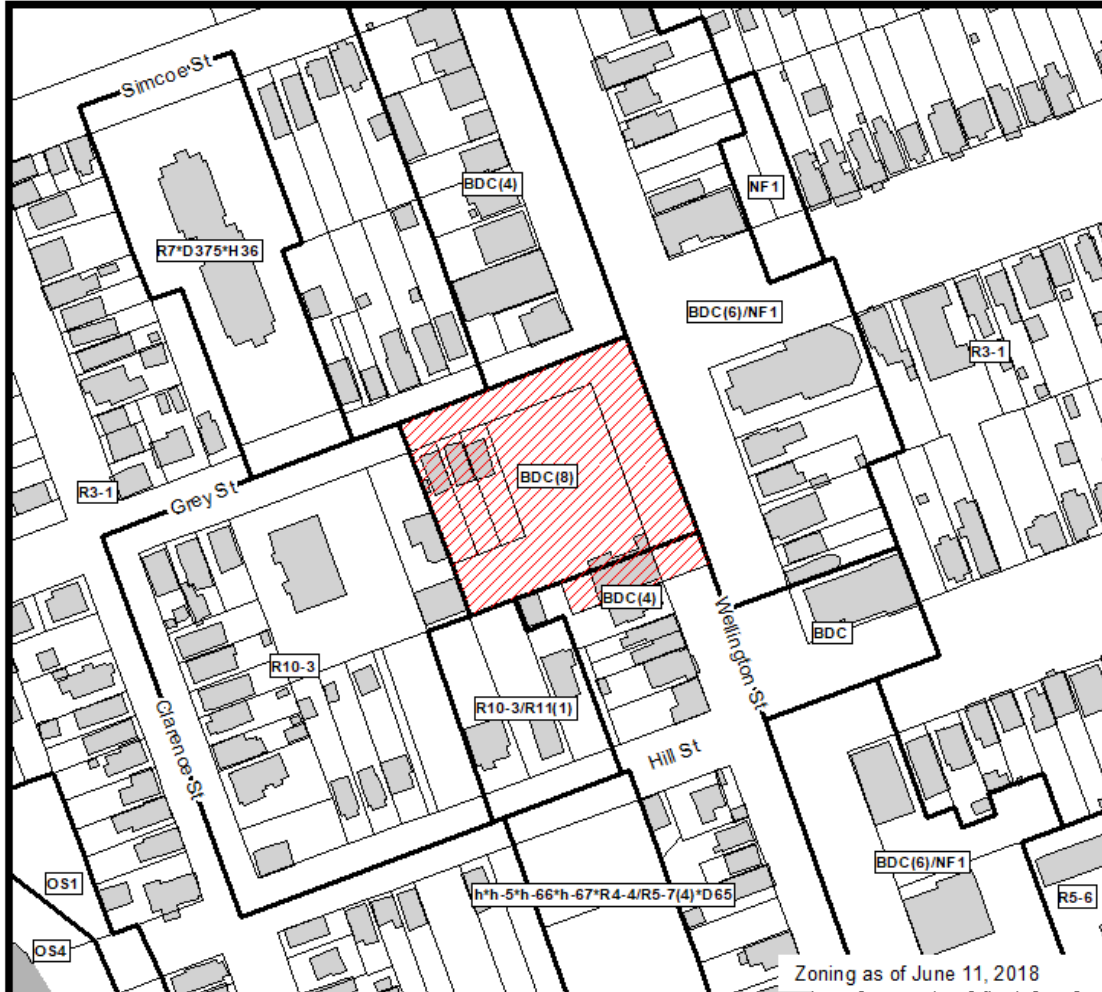
##### Intensity – 840


##### Form – 841

##### Specific Segment Policies - 845

**Appendix D – Relevant Background**

**Additional Maps**



 **COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: BDC(4) and BDC(8)**

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

- |                                           |                                   |
|-------------------------------------------|-----------------------------------|
| R1 - SINGLE DETACHED DWELLINGS            | RF - REGIONAL FACILITY            |
| R2 - SINGLE AND TWO UNIT DWELLINGS        | CF - COMMUNITY FACILITY           |
| R3 - SINGLE TO FOUR UNIT DWELLINGS        | NF - NEIGHBOURHOOD FACILITY       |
| R4 - STREET TOWNHOUSE                     | HER - HERITAGE                    |
| R5 - CLUSTER TOWNHOUSE                    | DC - DAY CARE                     |
| R6 - CLUSTER HOUSING ALL FORMS            |                                   |
| R7 - SENIOR'S HOUSING                     | OS - OPEN SPACE                   |
| R8 - MEDIUM DENSITY/LOW RISE APTS.        | CR - COMMERCIAL RECREATION        |
| R9 - MEDIUM TO HIGH DENSITY APTS.         | ER - ENVIRONMENTAL REVIEW         |
| R10 - HIGH DENSITY APARTMENTS             |                                   |
| R11 - LODGING HOUSE                       | OB - OFFICE BUSINESS PARK         |
| DA - DOWNTOWN AREA                        | LI - LIGHT INDUSTRIAL             |
| RSA - REGIONAL SHOPPING AREA              | GI - GENERAL INDUSTRIAL           |
| CSA - COMMUNITY SHOPPING AREA             | HI - HEAVY INDUSTRIAL             |
| NSA - NEIGHBOURHOOD SHOPPING AREA         | EX - RESOURCE EXTRACTIVE          |
| BDC - BUSINESS DISTRICT COMMERCIAL        | UR - URBAN RESERVE                |
| AC - ARTERIAL COMMERCIAL                  |                                   |
| HS - HIGHWAY SERVICE COMMERCIAL           | AG - AGRICULTURAL                 |
| RSC - RESTRICTED SERVICE COMMERCIAL       | AGC - AGRICULTURAL COMMERCIAL     |
| CC - CONVENIENCE COMMERCIAL               | RRC - RURAL SETTLEMENT COMMERCIAL |
| SS - AUTOMOBILE SERVICE STATION           | TGS - TEMPORARY GARDEN SUITE      |
| ASA - ASSOCIATED SHOPPING AREA COMMERCIAL | RT - RAIL TRANSPORTATION          |
| OR - OFFICE/RESIDENTIAL                   | "h" - HOLDING SYMBOL              |
| OC - OFFICE CONVERSION                    | "D" - DENSITY SYMBOL              |
| RO - RESTRICTED OFFICE                    | "H" - HEIGHT SYMBOL               |
| OF - OFFICE                               | "B" - BONUS SYMBOL                |
|                                           | "T" - TEMPORARY USE SYMBOL        |

**CITY OF LONDON**

PLANNING SERVICES / DEVELOPMENT 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:

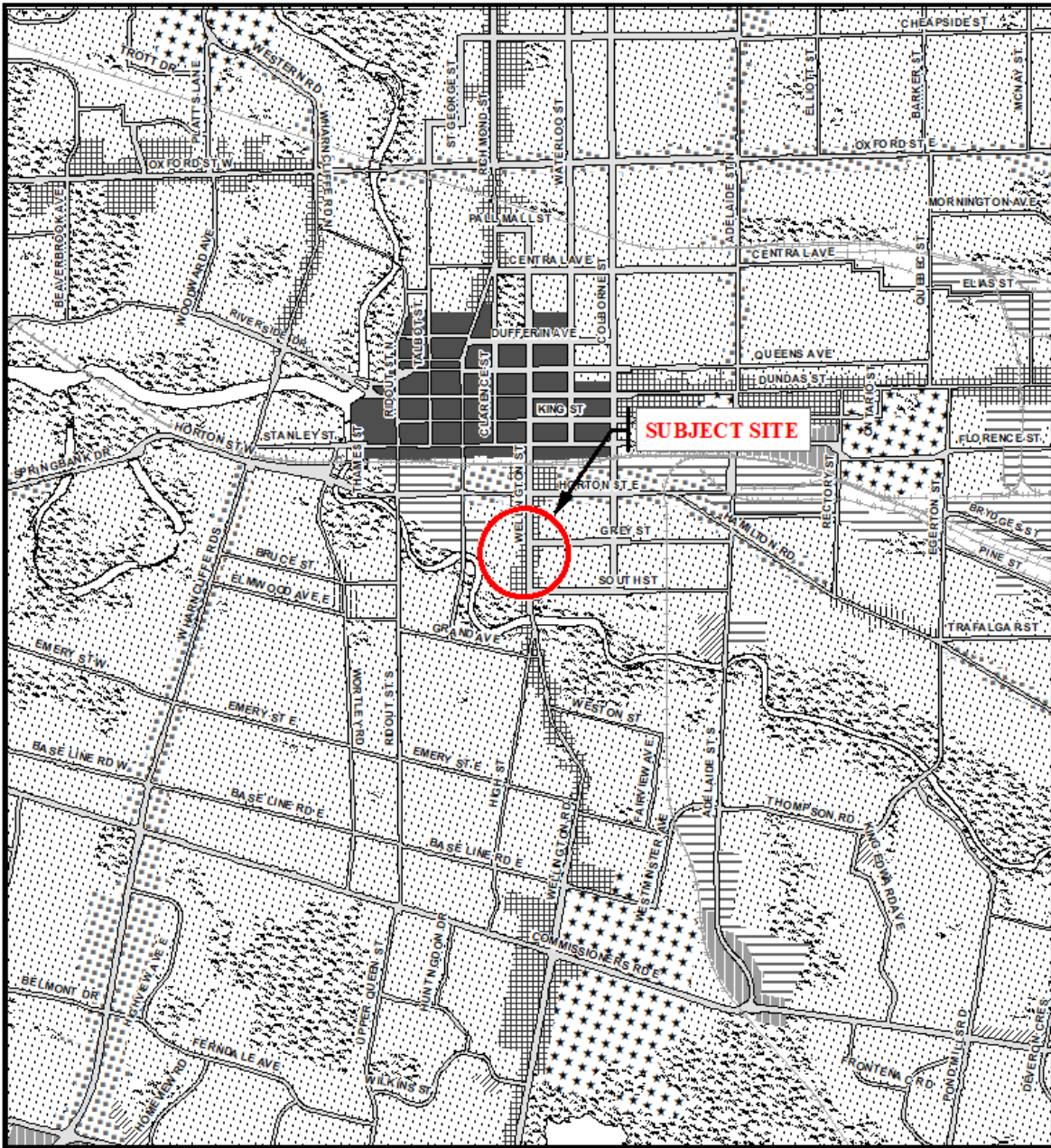
Z-8905 MC

MAP PREPARED:

2018/07/31 MB

1:2,000

0 10 20 40 60 80 Meters



**Legend**

- |                        |                          |                                         |
|------------------------|--------------------------|-----------------------------------------|
| 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              |                                         |

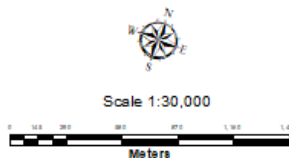
*This is an excerpt from the Planning Division's working consolidation of Map 1 - Place Types of the London Plan, with added notations.*

*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**  
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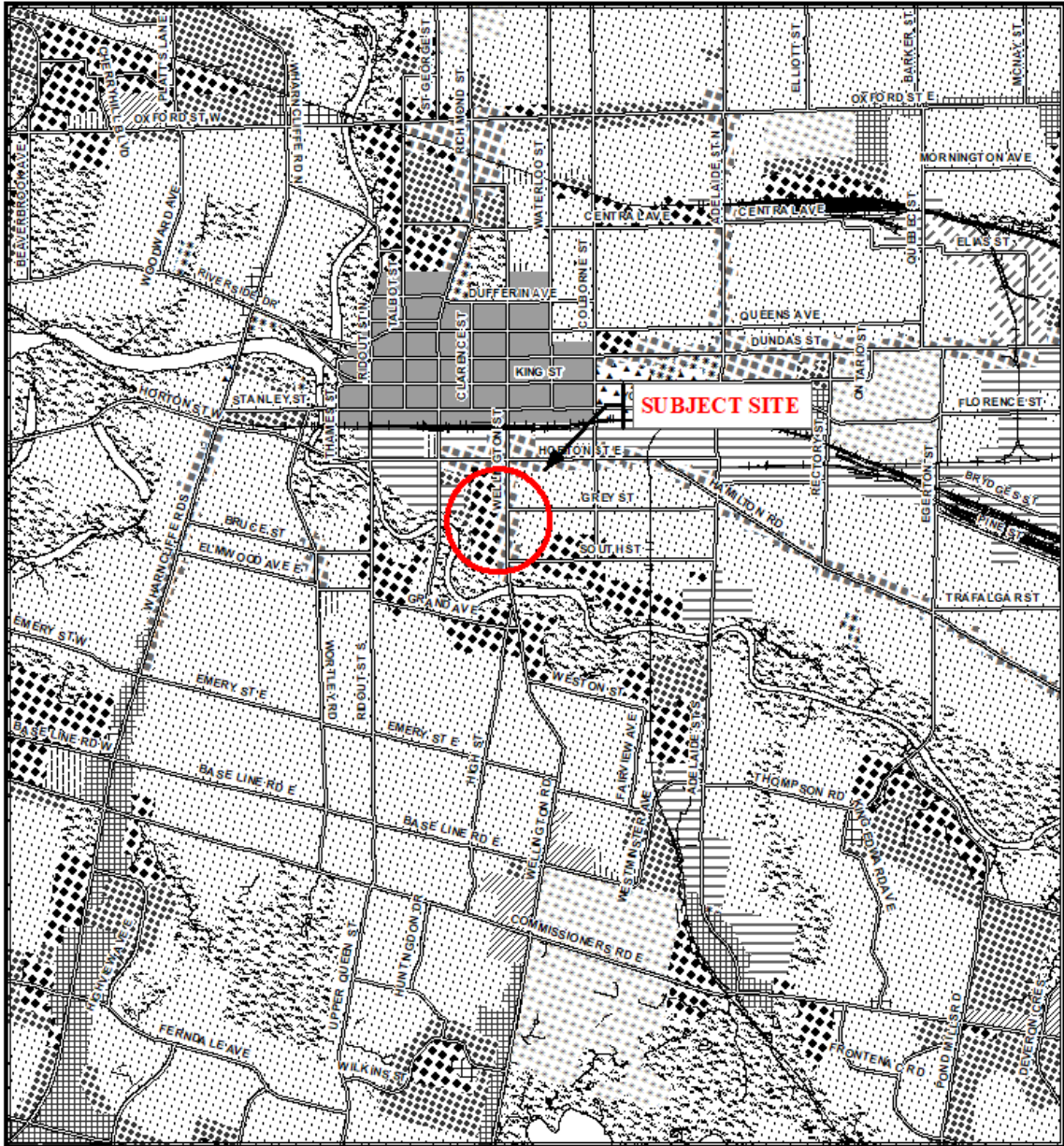
**LONDON PLAN MAP 1**  
**- PLACE TYPES -**

PREPARED BY: Planning Services



**File Number:** Z-8905  
**Planner:** MC  
**Technician:** MB  
**Date:** July 31, 2018





Legend					
	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

<p><b>CITY OF LONDON</b>                  Planning Services /                  Development Services                  OFFICIAL PLAN SCHEDULE A                  - LANDUSE -</p> <p><small>PREPARED BY: Graphics and Information Services</small></p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: Z-8905                  PLANNER: MC                  TECHNICIAN: MB                  DATE: 2018/07/31</p>
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## Appendix E – Urban Design Peer Review Panel Comments/Response

### Urban Design Peer Review Panel – June 18, 2018

The Panel provides the following feedback on the submission to be addressed through the Zoning Bylaw amendment underway:

- The Panel commends the high level of the Applicant's submission documents. Furthermore, presenting the evolution of the project was very helpful and offered insight into opportunities that could be explored further to assist in breaking down the proposed massing.
- The Panel has concern over the massing of the proposed building on the site and its significant presence at the corner of Wellington Street and Grey Street. Consideration should be made for additional volume at the entrance, and possible glazing, to mitigate this concern.
- The Panel noted that the length of the tower wings on both Wellington Street and Grey Street seem out of scale to the existing and planned context of the site and neighbourhood, resulting in a large street wall affecting the public realm.
- The Panel noted that the size and height of the podium massing is large in comparison to the surrounding residential neighbourhood, creating a disconnect between this development and its context. It was noted the podium would benefit from further articulation, to breakdown its scale, making it relate more to the context and reduce its presence on the streetscape.
- The Panel noted that the overall massing would cast significant shadowing for an extended period on the surrounding low-rise residential neighbourhoods outside of the planned transit corridor.
- The Panel suggested considering warmer materials to better relate to the surrounding context.
- The Panel commended the applicant on the design details that incorporate the orange accent colour and the texture, depth and articulation of the building.
- The Panel noted that the balcony features emphasize the horizontality of the building wings, seemingly extending the massing and length of the building – they may benefit from emphasizing the verticality of the project, reducing its perceived width.
- The Panel noted that the building would benefit from a simplification of form and elements, to help reduce its massing and reduce its presence on the site.
- There is concern from the Panel about the proposed "bonusable" features that would support an increase in height from the allowable 12 storeys to 16 storeys, per the London Plan, let alone the proposed 18 storeys. The panel appreciates the underground parking and the level of design attention and detail given to this project. However, the Panel would recommend that the massing reduce to better relate to the surrounding public realm and be in keeping with the allowable building heights outlined in the London Plan.

Concluding comments:

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.



## UDPRP Response – 147-149 Wellington Street – Jam Properties

Date of UDPRP Review – Zoning By-law Amendment – Review Date May 16, 2018.

	<u>UDPRP Comments</u>	<u>Zedd Response</u>
1	<p>A The Panel commends the high level of the Applicant's submission documents. Furthermore, presenting the evolution of the project was very helpful and offered insight into opportunities that could be explored B further to assist in breaking down the proposed massing.</p>	<p>A No Action Required B Further refinements in the overall design have occurred where the physical massing has been reduced on both Grey and Wellington Streets reinforcing distinct and significant stepping in the building façade and reducing the massing and floor plate of the tower. Further refinements in the articulation of materials has also contributed to additional contextual scale reduction.</p>
2	<p>A The Panel has concern over the massing of the proposed building on the site and its significant presence at the corner of Wellington Street and Grey Street. B Consideration should be made for additional volume at the entrance, and possible glazing, to mitigate this concern.</p>	<p>A The building has been significantly modified on both street frontages to reduce the overall massing of the building and in turn decreasing the tower floor plate to approx. 1000 meters sq. and number of units.  B Glazing at the entry façade as well as a glazed canopy have reinforced the entrance area that in turn assists in a strong identifying entry feature and in turn breaks the building massing.</p>
3	<p>The Panel noted that the length of the tower wings on both Wellington Street and Grey Street seem out of scale to the existing and planned context of the site and neighbourhood, resulting in a large street wall affecting the public realm.</p>	<p>The tower wings are limited to 8 storeys on Wellington Street as per Planning recommendations and reduced to 7 storeys on Grey Street. In both instances the major setbacks are 3 meters. The Wellington Street podium is 5 storeys and the tower wing 3 storeys providing a well proportioned hierarchy of form. This is repeated on Grey Street with a 4 storey podium and 3 level tower wing. In addition the tower itself has reduced in mass providing a more subtle composition of the podium and tower wings. Grey Street has a podium of 4 storeys to respond to the narrower street and residential nature heading west – stepping to the 7 storeys – which is well below the adjacent existing apartment building consisting of 10 storeys. Wellington Street, with the BRT planned intensification anticipated in the London Plan, would see the context evolve to larger building forms. This is the first building to be incorporated within the Intensification Plan – and the need for a future vision is a necessary instrument in assessing the project in this location.</p>

4	<p>The Panel noted that the size and height of the podium massing is large in comparison to the surrounding residential neighbourhood, creating a disconnect between this development and its context. It was noted the podium would benefit from further articulation, to breakdown its scale, making it relate more to the context and reduce its presence on the streetscape.</p>	<p>The podium wings have been provided further design detailing with additional façade planes to create shadow and distinctive breaks in the façade. This and a material change now undulates the former linear form of the wings into a scale that is in keeping with the context of the historical streetscape.</p>
5	<p>The Panel noted that the overall massing would cast significant shadowing for an extended period on the surrounding low-rise residential neighbourhoods outside of the planned transit corridor.</p>	<p>An appropriate shadow study would be necessary to verify this comment of a <i>'significant affect outside the planned transit corridor'</i>. The overall footprint of the tower has also been decreased to approx. 1000 meters sq. Noting that this is a planned higher density BRT Corridor then the results of shadow affect would be expected as part of the results of increased development and height. The shadow study provided as part of the submission indicates that western cast shadows at summer solstice June 21 8:a.m. have little affect on the Grey Street residences on the north side of Grey Street. The easterly cast shadows summer solstice June 21<sup>st</sup>. 6 pm - fall primarily over Wellington Street and the commercial buildings on the east side of Wellington Street. While the tower component shadow extends further affecting 1 or 2 houses at a time in an easterly direction – It should be noted that the tower component the development has now been reduced to a 10,000 sq. ft. footprint reducing its shadow affect south east and west. This footprint is a Planning recommended and preferred size in order to mitigate the shadow affect.  An updated shadow study would further define these parameters upon submission for SPA.</p>
6	<p>The Panel suggested considering warmer materials to better relate to the surrounding context. The Panel commended the applicant on the design details that incorporate the orange accent colour and the texture, depth and articulation of the building.</p>	<p>The podium exterior will be brick in order to emulate the residential nature of the neighborhood that consists of a mixture of residential types both in brick and wood cladding. As noted additional color and texture and depth in the materials and design will further articulate the building.</p>
7	<p>The Panel noted that the balcony features emphasize the horizontality of the building wings, seemingly extending the massing and length of the building – they may benefit</p>	<p>There are three or four types of exterior private spaces for the inhabitants of the building. The lower podium units incorporate a recessed balcony for the purposes of privacy to the street – cars and pedestrians. The</p>

	from emphasizing the verticality of the project, reducing its perceived width.	tower and tower wings have both traditional slab balconies where they can tuck partially into the corner of the building and the articulated C-shaped balconies that are designed as vertical elements that are staggered on the building façade to draw your eye upward. These more expressive balconies incorporate the textured and colored panels noted in item 6 above by the Panel. The podium as noted above has been re-designed and is much more segmented and articulated to reduce significantly the linear form of the podium.
8	The Panel noted that the building would benefit from a simplification of form and elements, to help reduce its massing and reduce its presence on the site.	The building as noted has been re-designed to reduce the overall massing and incorporate many of the comments received from the Panel while maintaining the essence of the design and maintain a level of articulation in form, color and texture.
9	There is concern from the Panel about the proposed “bonusable” features that would support an increase in height from the allowable 12 storeys to 16 storeys, per the London Plan, let alone the proposed 18 storeys. The panel appreciates the underground parking and the level of design attention and detail given to this project. However, the Panel would recommend that the massing reduce to better relate to the surrounding public realm and be in keeping with the allowable building heights outlined in the London Plan.	“The “bonusable” features for the proposed development have been subject to ongoing discussions with City Staff and will be determined once the specifics of the development (ie. height, density, etc.) have been finalized.  However, it should be noted that the bonusable features may extend beyond an enhanced building design, underground parking, etc. Other items or contributions that are deemed to be of benefit to the public may be included as well in order for the overall bonusing to be commensurate with the increased height and density for the project.