

Neighbourhood Character Statement

The Subject Lands:

- The subject lands consist of two separate lots (Site A & Site B – Figure 1) that are proposed to be created through consent. The two proposed lots currently form part of the lands bounded by Grosvenor Street to the north, St. James Street to the South, St. George Street to the east, and the Thames River on the west. The retained lands (Site C) are to include the existing apartment buildings.
- Site A is the smaller of the two proposed lots; has street frontage on St. George Street; and is located on a site formerly occupied by a three-storey apartment building. Site B has street frontage on St. George and St. James Streets and includes the northwest corner of the intersection. Site B extends west from the intersection of St. George and St. James Streets, the former site of Miss Mathews Private School, and along St. James Street in the direction of the Thames River. These lands provide a unique opportunity to infill a large gap in the existing established urban fabric of the St. George / Grosvenor neighbourhood.



Figure 1 - The Subject Lands

Character and Image:

- Site A is located on St. George Street between the eight-storey apartment building at 9 Grosvenor Street (see Figure 2) and a three-storey apartment building at 291 St. George Street (see Figure 3), and does not extend to the intersection of St. George Street and Grosvenor Street. The southerly limit of Site A forms part of the western visual terminus of College Avenue.
- Site B forms the northern visual terminus of Talbot Street and occupy the entire north side of St. James Street from St. George Street to Talbot Street.
- The City of London Official Plan identifies St. George Street as a ~~minor~~-secondary collector road as well as the portion of St. James Street from St. George Street to Talbot Street. Richmond Street, located one block to the east of the subject lands, is a major arterial road that links downtown London to the south with the Masonville shopping area to the north.



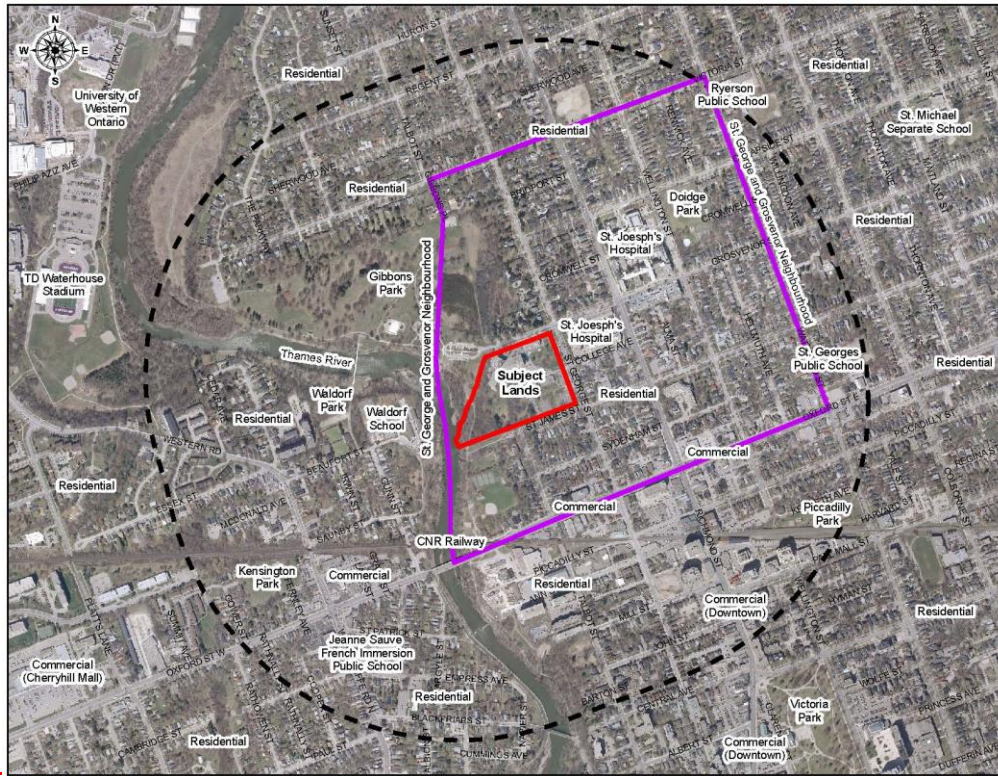
Figure 2 - 9 Grosvenor Street (North of Site A)



Figure 3 - 291 St. George Street (South of Site A – in foreground)

- The urban fabric of the neighbourhood is based on a very regular grid pattern of streets and blocks influenced only peripherally by the organic form of the Thames River at its western edge. Built form on St. George and St. James Streets is predominantly oriented to face sidewalks.
- Within ~~an 800-metre radius~~ the St. George/Grosvenor Neighbourhood (Figure 4) ~~of around~~ the subject lands, there are a range of building types and uses that include: single-detached houses (see Figures 5 & 6), the Grosvenor Gates apartment complex (the retained lands - see Figure 7), a 3-storey apartment building located at 200 St. James Street (see Figure 8), the 6-storey Sir Adam Beck Condominiums at 240 Sydenham Street, the Mount Hope Centre for Long Term Care at 21 Grosvenor Street (see Figure 9), and the St. Joseph's Hospital at 268 Grosvenor Street.
- In addition to the residential and institutional uses, the 800-metre-radius St. George/Grosvenor Neighbourhood also includes ~~the~~ commercial uses ~~and an existing 12-storey apartment building at the intersection of Richmond Street and primarily towards~~ Oxford Street.

- Heritage attributes are exhibited in the built form of many properties in the St. George/Grosvenor Neighbourhood. A portion of the Neighbourhood bordering the subjects lands has been identified by the City as a potential Heritage Conservation District. Part of the Bishop Hellmuth Heritage Conservation District occupies the southeast corner of the Neighbourhood. Contemporary built form is also present in the neighbourhood within the subject lands and outside of them.



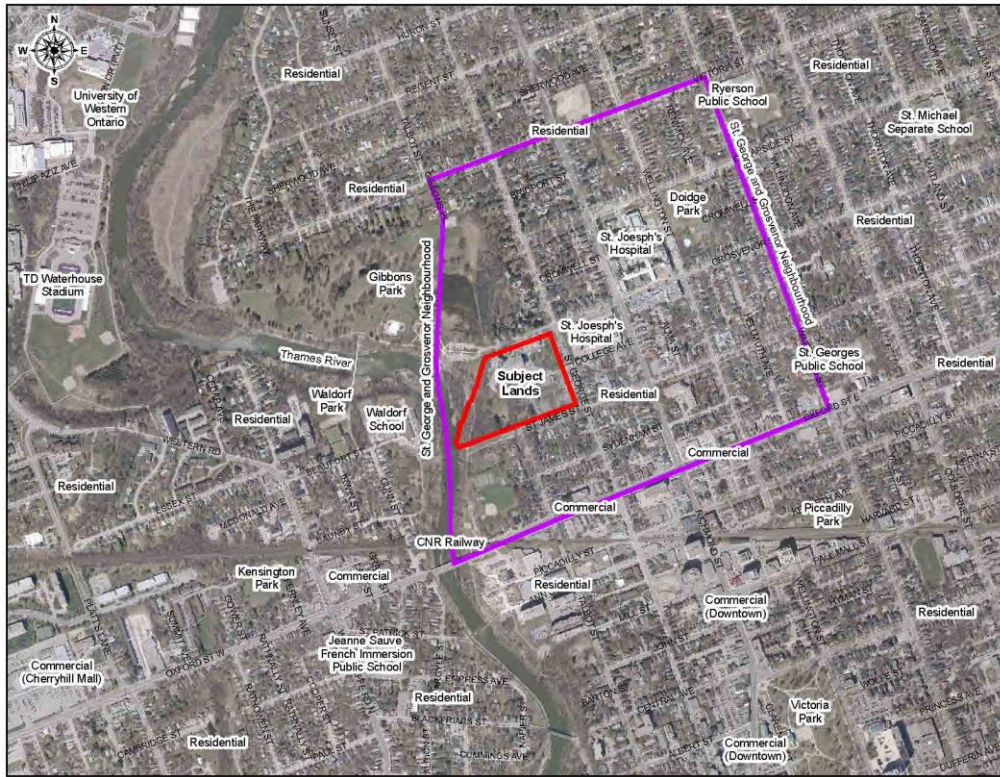


Figure 4 - 800m Radius from Subject Lands situated in the St. George/ Grosvenor Neighbourhood defined in the City of London Official Plan



Figure 5 - 14 Grosvenor Street



Figure 6 - 24 Grosvenor Street



Figure 7 - 1 Grosvenor Street (Grosvenor Gates Apartment Complex)



Figure 8 – 200 St. James Street



Figure 9 - 21 Grosvenor Street (Mount Hope Centre for Long Term Care)

- The St. George streetscape contains metered parking on both sides of the street, wide grassed boulevards, and a mix of mature street trees (see Figure 10).
- The east side of St. George Street opposite Site A is dominated by the 6-storey red brick and precast concrete of the west elevation of the Mount Hope Centre for Long Term Care facility. This elevation also includes views of the exposed interior of underground parking (see Figure 11).
- The east side of St. George Street south of College Avenue is comprised of 2-storey brick Victorian and Edwardian single-detached houses [listed on the City's register of heritage properties](#) with individual driveways accessing parking in the side and rear yards (see Figures 12 & 13).



Figure 10 - St. George Street looking south from Grosvenor Street



Figure 11 - Mount Hope Centre for Long Term Care



Figure 12 - 230 St. George Street



Figure 13 - 234 & 232 St. George Street

- St. James Street in front of Site B provides parking on the south side of the street opposite Site B. The streetscape also provides wide grassed boulevards and a mix of mature street trees (see Figure 14). There is no parking permitted on the north side of the street in front of the subject lands. The south side of the streetscape is also defined by 2 and 1 ½ storey single-detached brick houses sited at varying distances from the street with individual driveways accessing parking in front, side, or rear yards (see Figure 15).



Figure 14 - St. James Street looking east from Talbot Street



Figure 15 - 123 St. James Street

- ~~A 400-metre radius of t~~The subject lands ~~also includes border~~ Gibbons Park, the Thames River Corridor, and the Thames Valley Parkway trail system, which contain natural flora and fauna, and offer a variety of passive and active recreation opportunities (see Figure 16)



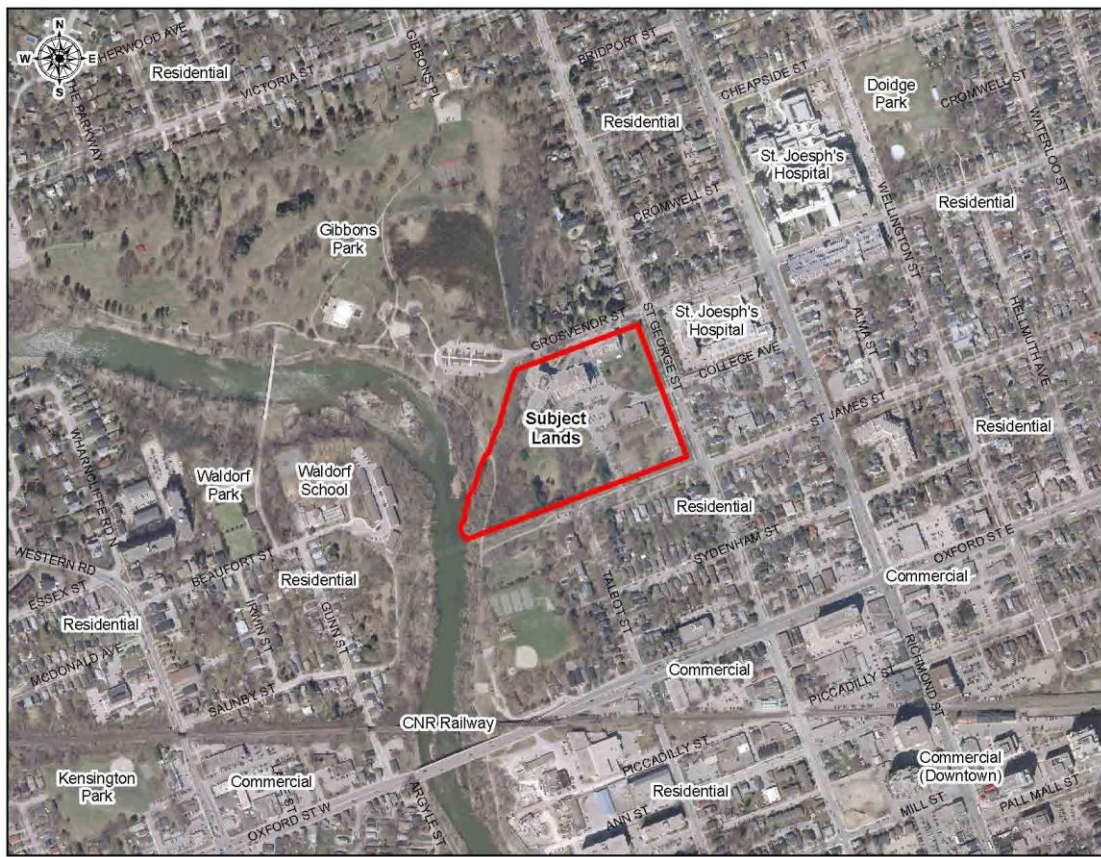


Figure 16 - 400m Radius from Subject Lands in proximity to Thames River

Servicing:

- Vehicular access to the existing apartment buildings is currently provided by driveways on Grosvenor Street, St. George Street, and St. James Street. Parking is provided at and below grade.
- Pedestrian routes, especially sidewalks, are prevalent on both sides of the streets in the area, usually leading to the main pedestrian entrance of each building.
- Richmond Street serves as the area's transit spine, and is designated as a significant route on a future bus rapid transit service.

Neighbourhood Compatibility Guidelines

In preparing these guidelines we have reviewed the relevant Official Plan Policies and the St. George / Grosvenor Area Study (May 1985). Official Plan policies, including those specific to the St. George/Grosvenor neighbourhood apply, as do the provisions of the Site Plan Control By-law. The following guidelines are intended to provide a further foundation for the evaluation of future development proposals within the subject lands:. In accordance with 2008 direction given by City Council, public site plan review is applicable to all development applications within the subject lands.

Site Design:

- To maintain the architectural character of the neighbourhood, new residential development should be encouraged to express a “residential character” (notwithstanding the presence of institutional developments in the neighbourhood) and have regard for architectural elements of nearby housing;
- New buildings should be located along St. George and St. James Streets to visually complete the street line;
- New buildings located along St. George and St. James Streets should be sited to be consistent with existing front yard setbacks in the neighbourhood;
- Where practical, the majority of surface parking should be located within the interior of the site, behind buildings, and screened from the public view along the streetscapes;
- Large surface parking areas should be divided into smaller areas by landscaping and the placement of buildings;
- Parking access should be sympathetic to adjacent residential scale, form, and function; driveways should be located and designed to facilitate maneuverability onsite and between adjacent sites and to reduce traffic flow disruptions to and from the property;
- All front elevations facing onto streetscapes should be provided with paved walkways linking front doors to public sidewalks;
- Clearly visible pedestrian routes should be provided through the site from the streetscapes;
- The location and spacing of new buildings should provide for the creation of new views and vistas providing selective views to the interior of the site; and
- The massing and height of new buildings should be distributed on the site in such a manner as to provide a transition between the existing high-rise buildings on the site and the existing houses in the neighbourhood.

Building Design:

- The massing of new buildings located along St. George and St. James Streets should incorporate variations in the overall volumes through the use of recessed and projecting massing elements;
- Building elevation should be sufficiently articulated to provide visual interest along the streetscapes;
- The consistent use of traditional architectural styles and references to neighbourhood design precedents is encouraged.;
- The selection of exterior cladding materials and colours should be consistent with the architectural style of each new building and complementary to the appearance of the existing buildings along the streetscapes;
- Rooflines and the massing of roofs on new buildings should be consistent with the selected architectural style and neighbourhood design precedents;
- New buildings are encouraged to employ sustainable building practices, where feasible.
- Building mechanical equipment and refuse collection and storage should be located so as to not be within public view;
- Where possible hydro and gas meters should be architecturally integrated and or screened from public view;
- The designs of all new buildings should provide clearly articulated front entry areas / front doors that address onto the public streets; and
- Porches and balconies ~~are encouraged~~ may be incorporated to provide semi-public transition into buildings from sidewalk frontages.

Landscape Design:

- The design of the landscape for the subject lands should assist in the visual integration of the proposed future buildings into the streetscapes and the neighbourhood, and the definition of public space apart from semi-public and private outdoor space;
- New trees and plants species should be ecologically appropriate in the context of native species in the neighbourhood;
- Landscaping design should be residential (rather than institutional) in character;
- New landscaping is encouraged to employ sustainable building practices, where feasible;
- Where appropriate, foundation plantings and other plantings should be provided to help visually integrate new buildings into the landscape of the subject lands;
- Landscaping should be employed to shade, visually enhance, and screen surface parking areas from public view;
- Landscaping on public lands should include the planting of additional street trees as required; and
- Landscaping should include a combination of vegetation and hardscape elements which achieve the functions defined above through all seasons of the year.

