

560 & 562 Wellington St



Victoria Park Secondary Plan

- o Process to provide comprehensive document.
- o Issue Remains – How do we determine height?
- o What is an appropriate height?

Answer:

Need to understand:

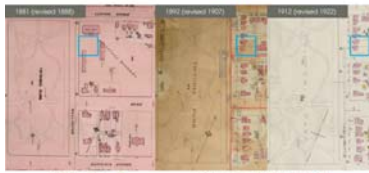
- o The evolution of the core
- o Locational Attributes that influence demand/height
- o Assess & characterize the areas
- o Understand the potential impacts to the areas
- o Present a Plan that can be implemented

Historic Evolution



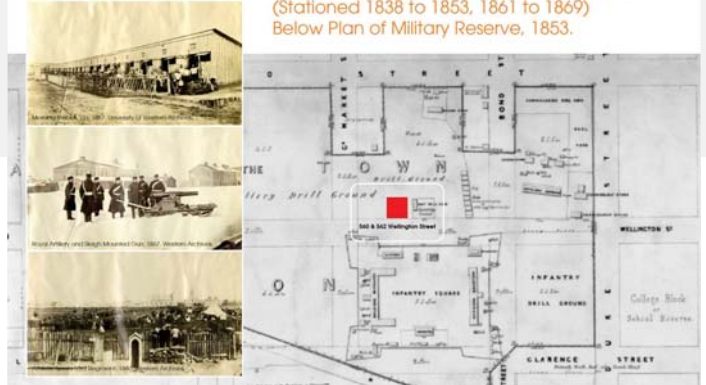
- o The Wellington Corridor has a distinctly different evolution.
- o Area developed later than parts of Woodfield.
- o Victoria Park dedication & development of portions for single family houses.
- o Wellington Corridor Redevelopment in 1960's – 1970's for institutional, office, residential and entertainment.

City of London Fire Insurance Plans



British Military Garrison

(Stationed 1838 to 1853, 1861 to 1869)
Below Plan of Military Reserve, 1853.



Year 1972



Redevelopment of Corridor – Mid-Century Change

- o Conversion of original residential lot fabric
- o Continuation of evolution of corridor
- o Planned for up to 30 storeys
- o Streetscape consideration

Determining Appropriate Height

Locational Attributes

- o Employment
- o Open Space
- o Entertainment
- o Retail
- o Infrastructure
- o Policy – intensification
- o Transit proximity

How High?

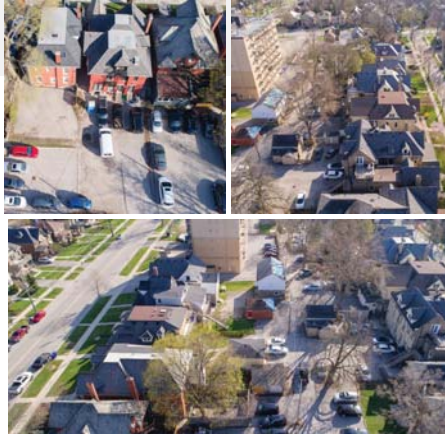
- o Assessment & Characterization of Area
- o Stable vs Transitional
- o Determine sensitivities/impacts
- o Infrastructure – Road capacity
- o Shadow/Wind :
 - o Design to minimize
 - o What are you shading?
 - o Rear yard enjoyment or parking?



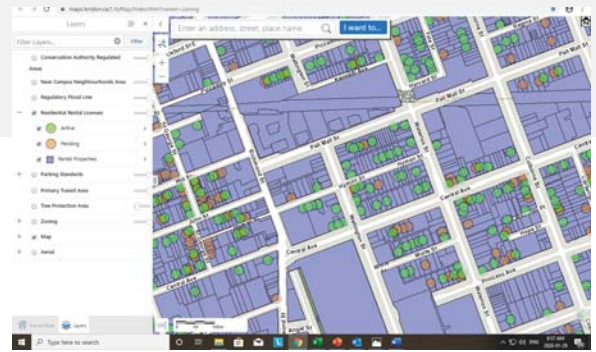
Characterization of Area

Transitional Evolution

- Multi-family / office conversions
- Conversions of Rear Yard (private amenity) to Parking to accommodate transition



Transition to Multi-family units



Existing Zoning directs higher order land use due to minimal local impacts

Victoria Park Precinct Plan
Heights
 (Current as-of-right Zoning)

Heights around Victoria Park are higher in the south and lower in the north



Transitional Evolution

Redevelopment (Second Time)

- Wellington St Corridor change to more higher forms of residential
- Provide a harmonious Streetscape
- Match Land Use and Locational Prominence through intensification
- This is not the location to reduce height given locational prominence and lack of impacts – shadows etc. due transitional character



Compatibility – Built Form

- Compatibility or 'fit' relates to the planned function. This corridor relates to Wellington and not internally. The transitional nature and lack of sensitivities to height determine the appropriateness of Height and change in housing form.
- Highrise Residential in close proximity not a compatibility issue in the core due to the transition of the low rise buildings to office or multi-family residential.
- This exists on the periphery of the Downtown and areas of prominence where external influences affect change.



Compatibility – Built Form



Staff Rationale for Height Allocation (North & East Example)

NORTH Policy Area

- o Staff Rationale for additional Height (Proximity to Transit Corridor)
- o 16 storeys
- o Despite having 'low rise' buildings no angular plane tool is implemented
- o Approximately 200 m to transit route?

EAST Policy Area

- o Location approximately 200 m to Transit Stop (same as North site).
- o Similar 'low rise' buildings as North – No angular plane

Distance To Transit Stop



Public Support Muted



- o London Free Press Survey – 60% in favour
- o Over 100 Letters for support for intensification for 560 & 562 Wellington site

Summary



- Secondary Plan study does not provide much more than the status quo.
- Must understand the East Policy Area B is 'Transitional' – External attributes have influenced area transforming original residential fabric.
- Wellington Corridor previously redeveloped. This is an evolution of that previous change.
- Secondary Plan unnecessarily restricts the East Policy Area (B)
- Streetscape complete, Assessment, Housing units
- High Architectural Design, transit ridership
- Amend Plan Heights – East Policy Plan (B) to 16 storeys
- Delete Angular Plane – no sensitivity requiring tool
- Begin exciting Evolution – does 8 more storeys create additional issues when 16-30 storeys adjacent?
- Need to create a positive change.



Animation