



OZ-9157: 435-451 Ridout St N



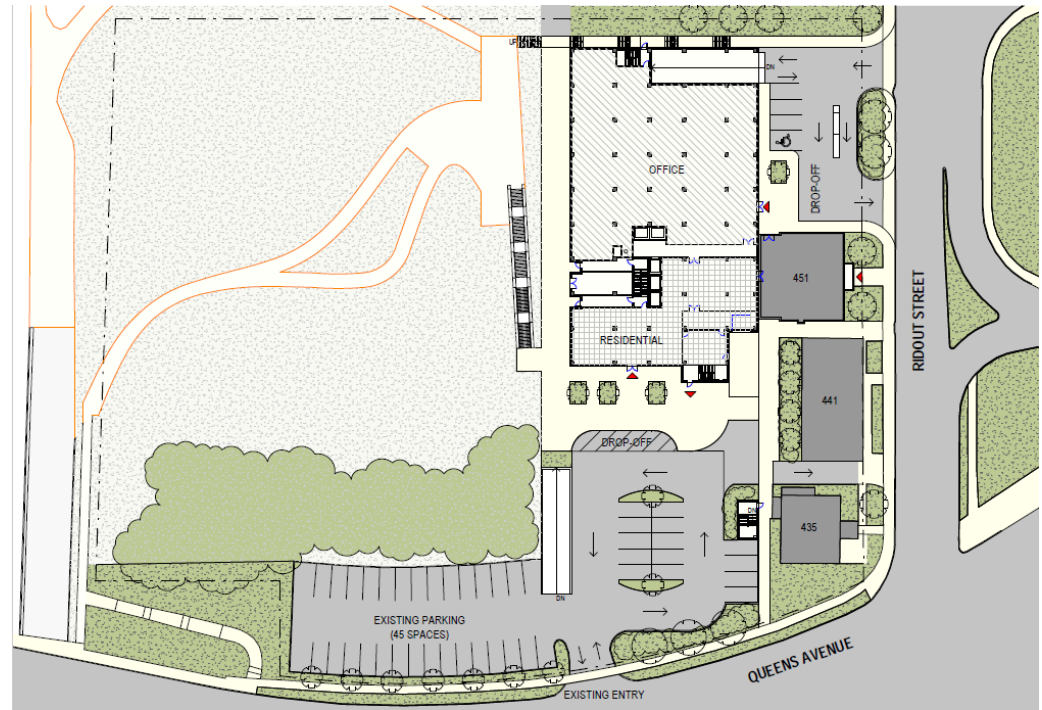
Farhi Holdings Corporation
May 31, 2021

Subject Site



Proposed Development

- Adaptive reuse of the existing heritage buildings containing 1,627 square metres of commercial/office gross floor area
- A 40-storey mixed-use building incorporated into 451 Ridout Street North, containing:
 - 280 residential units
 - 6,308 sq.m of commercial/office gross floor area
- A maximum density of 500 units per hectare
- A maximum building height of 130 metres
- A setback of 14.9 metres to the residential component of the building





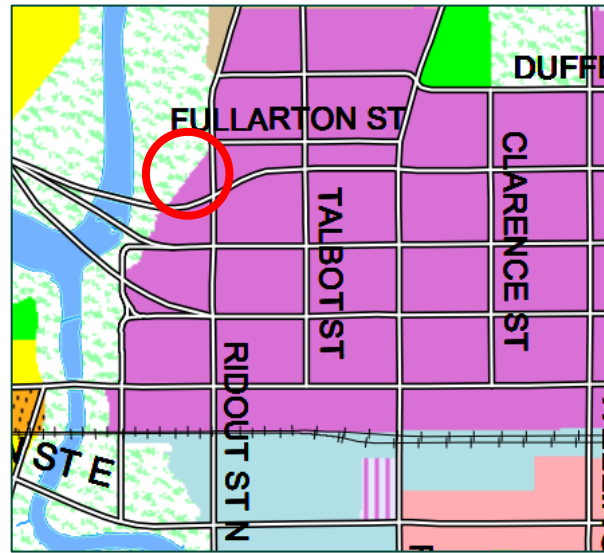
Renderings



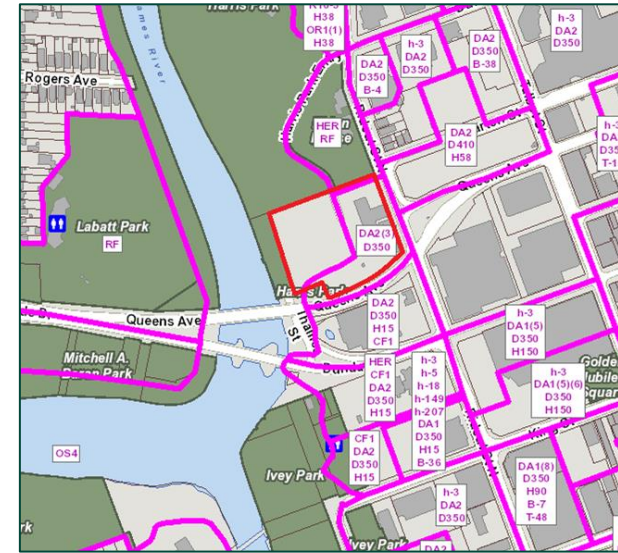
Policy Snapshot



Downtown and Green Space Place Types – The London Plan



Downtown Area and Open Space – 1989 Official Plan



*DA2(3)*D350, HER/RF, and OS4 Zone – Zoning By-law Z-1*



Use, Intensity, & Form

- The PPS directs settlement areas to be the focus of growth and development, further stating that the vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities.
- The Downtown is the highest-order mixed-use activity centre in the city and will permit the tallest buildings and the highest densities in the city.
- The proposed development provides for a mixed-use building with office/commercial uses at grade and residential above, in conformity with the Downtown Place Type of The London Plan and the Downtown Area designation of the 1989 Official Plan.
- The London Plan contemplates a standard maximum height of 20-storeys, or 35-storeys with Type 2 Bonus Zoning. The applicant has requested an Official Plan Amendment to add a Specific Policy to the Downtown Place Type to permit a 40-storey building with Type 2 Bonus Zoning.
- The Downtown Area designation of the 1989 Official Plan contemplates a maximum density of 350 units per hectare. Increases beyond this limit may be considered through the use of a bonus zone.
- The building has been designed with a base, middle, and top in conformity with The London Plan, 1989 Official Plan, and Downtown Design Manual.
- The UDPRP supports the scale and positioning of the podium relative to the existing heritage structures as well as the positioning of the tower component to the south which respects Eldon House and terminates the vista along Queens Avenue.
- A Shadow Study was completed and submitted with the application.
- An h-3 holding provision is recommended to ensure a Wind Study is undertaken prior to Site Plan Approval and any recommendations to mitigate impacts are incorporated into the design.



Bonusing

- As the proposed development exceeds the maximum intensity and density contemplated in The London Plan and 1989 Official Plan, respectively, a Type 2 Bonus Zone is proposed.
- In return for the requested increase in height and density, the applicant has proposed:
 - Exceptional design;
 - Provision of affordable housing;
 - Green building design (LEED certification);
 - Provision of public parking; and,
 - Conservation and retention of the existing heritage buildings, including entering into a heritage easement agreement with the City of London.
- Staff is satisfied the proposed facilities, services, and matters are commensurate for the increase in height and density.



Cultural Heritage

- The site is individually designated under Part IV of the Ontario Heritage Act and is located in the Downtown Heritage Conservation District, designated under Part V of the Ontario Heritage Act.
- The buildings are known collectively as “The Ridout Street Complex” and listed as a National Historic Site of Canada (NHSC) which formally recognizes Canada’s most important historic places.
- Some concerns were expressed regarding the close proximity of the proposed 40-storey development to the heritage buildings on the subject lands. However, the limitations of the subject lands and the prevailing high-rise environment that already exists in the downtown were also recognized.
- It is further recognized that there have been efforts in the design approach to be sensitive to heritage scale and character through:
 - A developed podium (bringing the scale down at grade to that of the heritage buildings),
 - The use of an architectural vocabulary that relies on a base, mid-section and cap supporting a pedestrian scale at the street level; and,
 - Employing a sympathetic colour palette.
- Many of the guidelines contained in sections 6.1.4 and 6.1.5 of the Downtown Heritage Conservation District Plan have been incorporated into the design.
- LACH expressed significant concern with regards to the scale and design of the building, including the base, middle, and top. Concerns were also expressed by the Architectural Conservancy of Ontario.



Archaeology

- The site is identified as having archaeological potential.
- As part of the complete application, a Stage 1-2 Archaeological Assessment was submitted which recommended no further archaeological work is required.
- A clearance letter from the Ministry of Tourism, Culture, and Sport was also submitted with the application, confirming the Archaeological Assessment has been entered in the public register.
- City Heritage Planning staff have confirmed archaeological conditions can be considered satisfied for this application.



Natural Heritage and Floodplain

- Nearly the entire site is regulated by the UTRCA and a portion of the site is located in the floodplain.
- The applicant has worked with the UTRCA since 2010 to establish a development proposal for these lands that aligns or closely aligns with UTRCA policy.
- To accommodate the extent of the proposed development, a portion of the proposed building foundation and parking structure encroach into the floodplain.
- On May 3, 2018, the UTRCA Hearings Committee approved the development concept subject to a series of conditions.
- Approximately 0.49 hectares of land would be dedicated to the City of London and integrated into Harris Park.
- The applicant would be required to work with City staff and the UTRCA through a future Site Plan Application with regards to naturalization and compensation restoration.
- It is also recommended the applicant incorporate bird friendly design features into the final building design at a future Site Plan Approval stage.



Transportation

- A Transportation Impact Assessment (TIA) was submitted as part of the complete application.
- An addendum memo was subsequently submitted in response to Transportation staff's comments.
- Further revisions to the TIA are required prior to Site Plan Approval.
- An h-55 holding provision is recommended to ensure these revisions are made.

Recommendation

