

URBAN DESIGN BRIEF

712 BASE LINE ROAD EAST LONDON, ON

PROPOSED REZONING APPLICATION
TO PERMIT MIXED USE COMMERCIAL RESIDENTIAL REDEVELOPMENT



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Marsh Katsios Architect Inc **6**

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1 SECTION 1 – SITE CONTEXT

1.1 SUBJECT LANDS

Applicant/Proponent: Westdell Development Corporation
Agent: Strik, Baldinelli, Moniz Ltd. – SBM Planning
General Location: Located on the North Side of Base Line Road East approximately 50m East of the intersection of Base Line Road East and Wellington Road.
(See **Figure 1.** Site Location - Aerial Photo).

Municipal Address: 712 Base Line Road East, London, ON
Roll Number: 050520137000000
Legal description: REG COMP PLAN 1033 LOT 50 CON BF PT LOT 24 REG
Site area: ± 0.25 ha

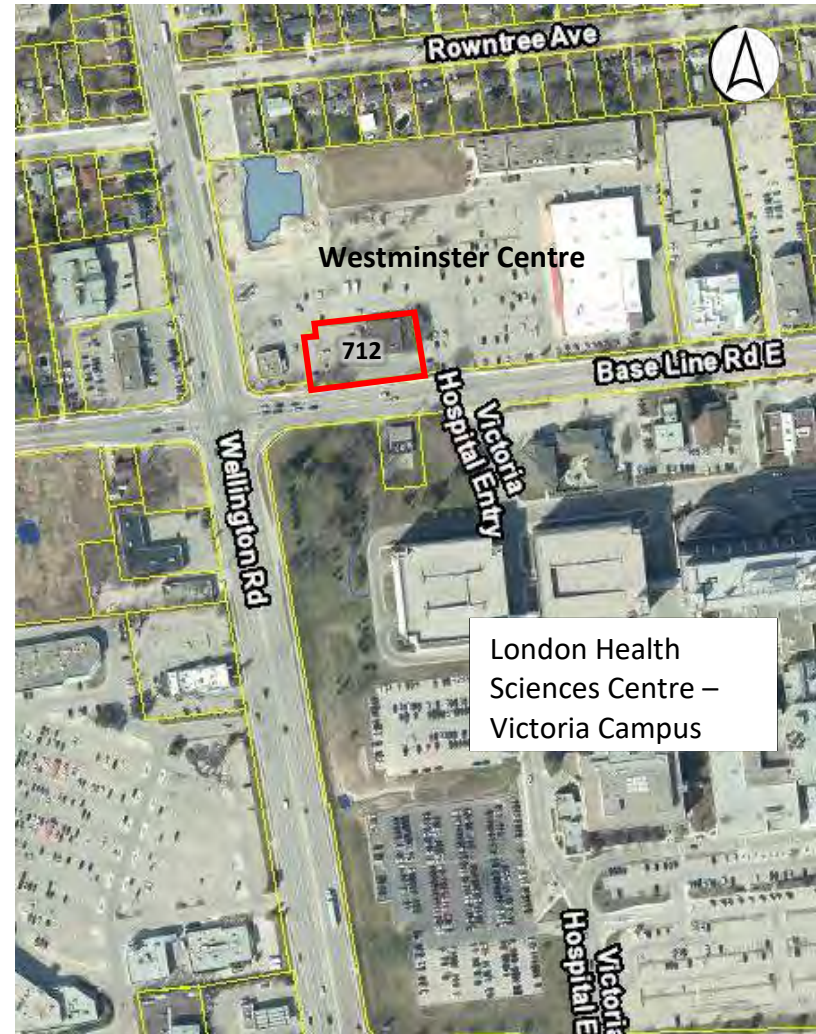


Figure 1. Site Location - Aerial Photo

1.1.1 EXISTING SITE IMAGES



Figure 2. 712 Base Line Rd E, looking north from Base Line Rd E (Google Streetview).

1.1.2 SURROUNDING LAND USES

The subject lands are immediately surrounded by a community shopping area and a regional facility. Abutting the Subject Site to the West is a restaurant (Tim Hortons) **(Photo 1)**. To the East is the existing Wellington Gate strip commercial plaza (Staples) **(Photo 2)**.



Photo 1. Commercial use (Restaurant) west of Subject Site.



Photo 2. To the east of Subject Site, there is a strip commercial plaza, at 332 Wellington Road.

To the South of the site is a Regional Facility (Victoria Hospital) **(Photos 3 & 4)**.

Base Line Road East is a east-west 4-lane primary collector road with high traffic volumes (20,500 vehicles per day) with a signalized intersection at Wellington Road. Wellington Road is a major north-south 6-lane arterial road with high volumes (32,000 vehicles per day). Base Line Road East is designated a “Neighbourhood Connector” and Wellington Road is designated “Rapid Transit Boulevards”, per Map 3, of the London Plan. The subject site (712 Base Line Rd. E) is located northeast of the signalized intersection of these two prominent roads.



Photo 3. To the south of the Subject Site, there is a small hydro building and a large regional facility.



Photo 4. Regional Facility Victoria Hospital, located south of Subject Site.

1.2 PROPOSED DEVELOPMENT

The proposed application is seeking Rezoning and Site Plan Approval (SPA) for the subject site at 712 Base Line Rd E. The purpose of the application is to re-develop and intensify the site with a mixed-use commercial and residential 16 storey, 150-unit apartment complex under a special provision R9-7(*) Residential Zone.

The proposed development would develop a 16-storey mixed commercial residential building with approximately 7000 square feet (650m²) of commercial opportunity and 133,913 square feet (12,441m²) in residential area. The site is provided with high visibility and frontage along Base Line Road East and would have shared vehicle access to Wellington Rd. The proposed building takes up much of the site, placed along the Base Line Road E frontage to enhance the pedestrian landscape. There would be surface parking located beside the building and behind the building, while most of the proposed parking is located inside the building on four levels of parking areas. Vehicle access would be through shared access with the larger Community Shopping Area strip mall plaza and connects primarily to Base Line Road East (west of the proposed building) as well as access to Wellington Road (west of building). There are also walkway linkages to the public sidewalk along Base Line Road East.

More specifically, the proposed development will be comprised of:

712 Base Line Road East:

- A new 150-unit building fronting onto Baseline Road East:
 - Building footprint of 1436.7 m² (15465.3 ft²) in area;
 - Landscape Open Space: 19.5%
 - Height: 16-storey, approx. 46.9 m
- Mixed-use Commercial Residential building
- Parking spaces: 149 (Ratio 1unit : 0.993spaces)
- Minimum 1.5m – 3m pedestrian walkways to public sidewalks

1.3 GOALS + OBJECTIVES

The Planning and Design Goals and Objectives are as follows:

- To re-vitalize the prominent node and intersection with new commercial and residential uses.
- To visually enhance the streetscape along Base Line Road East.
- To address both vehicular and pedestrian access, creating a permeable site for pedestrian travel.
- To set a positive precedent for redevelopment along the Wellington Road Bus Rapid Transit corridor.

1.4 DESIGN RESPONSE TO REFERENCE DOCUMENTS

1.4.1 CITY OF LONDON OFFICIAL PLAN (1989)

The subject lands are designated “Community Commercial Node” as per Schedule A, Map 8 – Land Use of the City of London Official Plan and located on the “Primary Collector” with access to an “Arterial” per Schedule “C”, which are designed to accommodate higher volumes of traffic.

Section 4.2.2. lists **Urban Design Objectives for all Commercial Designations**, including:

i) Promote an aesthetically pleasing form of commercial development that conforms to the City's Commercial Urban Design Guidelines and any area specific guidelines;

iii) Encourage commercial development located along arterial roads, which serve as major entryways into the City, to meet a higher design standard through the site plan approval process and through the application of the Commercial Urban Design Guidelines; and,

iv) Discourage large, front yard surface parking areas; encourage street-oriented development; introduce a higher standard of landscaping; incorporate accessible pedestrian connections to transit facilities, to adjacent neighbouring residential areas and within large commercial developments; require joint access and the co-ordination of internal and external traffic movements.

The proposed development demonstrates a strong initiative to enliven the pedestrian environment along Base Line Road E. The podium -based building has been brought forward to the street edge with commercial, framing the street edge introducing a more human scale streetscape and architectural facades. Surface parking has been limited by use of internal parking, remaining

limited surface parking is located to the side and rear of the building.

Section 4.3.2. lists additional **Urban Design Objectives for Commercial Nodes**, including:

ii) Street setbacks should be minimized by placing smaller, single or multi-tenant buildings near the sidewalk and along arterial roads and by increasing, as much as possible, the street frontage of nodal developments. This will assist in framing prominent nodal corners;

iii) Improve the design of the street edge by including enhanced landscaping, encouraging buildings at or close to the street line and discouraging the inclusion of blank walls along major roads;

The proposed development demonstrates a strong effort to enliven the presently auto-centric intersection and corridors. The building has been brought forward to the street edge, introducing a more human scale streetscape and architecturally influenced facades.

v) Parking should be provided in rear or side yards and/or structured parking areas. Street edge parking should be provided where conditions are suitable. Parking courts and larger parking areas which are broken up with landscaped pedestrian walkways and crossings should be developed;

x) Improve pedestrian connections from transit stops, from adjacent residential neighbourhoods and within commercial nodes;

xi) Linkages and access to public transit within each node should be established and maintained;

The proposed development incorporates internal parking and limited surface parking. Proposed landscaping provides visual relief from the pedestrian realm, and remaining surface parking is located to the rear of the building. The intersection of Base Line Road and Wellington Road is proposed as a Transit Station along the Rapid Transit Corridor. Pedestrian Linkages, reduced parking and higher density are proposed to maintain and enhance public transit.

Section 4.3.7 gives direction for Community Commercial Nodes:

4.3.7.1 Intended to provide for a wide range of goods and services which are needed on a regular basis. A larger emphasis on community specialized services primarily serving multiple neighbourhoods within convenient driving or walking distance.

Specific commercial uses are not yet known however, are intended to service the local population and residential neighbourhoods. Proposed small format commercial units contribute to more

localized specialty services and aids in increasing the quality of the proposed streetscape.

The form of Community Commercial Nodes are discussed in section 4.3.7.4. Either an enclosed shopping centre or strip plaza, a food store or supermarket generally as an integral part. Free-standing structures are to be along the street frontage to improve the design of the street edge, provide access to transit stops and reduce the visual impact of large open parking lots. Well defined streetscape and landscaping features are encouraged.

The commercial uses will be stylized like a small strip plaza, and the entire building is free-standing and has been proposed along the street frontage with landscaping to block the minimal surface parking area.

The Preliminary Site Plans responds to the urban design objectives of the “Main Street Commercial Corridor” designation in Section 4.4.1.2 of the Official Plan, as follows:

Trees: The site has been previously developed and paved, there are minimal existing trees. These trees will not be retained, however there is proposed landscaping and a Landscape Plan has been appended to this brief in the Appendix.

High Design Standards: A high standard of design would be used along the Base Line Rd frontage. This will include

considerations for using a variety of high-quality materials, glazing, lighting, and landscaping elements, and emphasis on building entrances.

Architectural Continuity: Presently, there is no existing architectural assemblance or distinct style in the area. However, the site has been designed to compliment the adjacent shopping area, to contribute to a sense of place and identity.

Redevelopment: The proposed development would redevelop a commercial site within the Bus Rapid Transit Corridor and be a starting step in creating the high density public oriented neighbourhood envisioned in the London Plan.

Streetscape: The proposed development would contribute to the enhancement of the Base Line Road East streetscape through a high-quality building façade treatment, provision of commercial use opportunities that could provide activity to the street, and enhancements to the landscaping along the abutting frontage.

Pedestrian Traffic Areas: Building entrances for the commercial uses would be oriented to the street and accessed by pedestrian walkways from the public sidewalk. Canopies and overhangs would be provided to add articulation and visual interest, as well as some weather protection. The fourth level will be stepped back to create a relief to the pedestrian realm and will contain roof top terraces overlooking the street.

Landscaping: Opportunities for planting reside mainly to the frontage of Base Line Road and the commercial uses. There is also some potential to the periphery of the site, providing screening to the small surface parking on the site. Consideration has been given to reinforcing walkways and entrances. Parking islands also provide opportunities for impervious surfaces, where practical. A Landscape Plan has been appended to this Brief in **Error! Reference source not found.**

Parking and Loading: Vehicular access is shared with the Community Shopping area surrounding the subject site. The shared access provides connections to both Base Line Road E and Wellington Road. Garbage pick up is provided at the rear of the building also utilizing the shared access and vehicular movement of the surrounding community shopping area. A loading space is also provided to the rear of the building for service, handling and moving in/out.

Gateways: Although not a recognized “Gateway”, the building location contributes to framing the intersection and interrupts the barren streetscape dominated by surface parking.

1.4.2 THE LONDON PLAN

The London Plan was adopted by Council in June 2016 and is not fully approved or in effect. Map 1 of the London Plan designates the subject lands as “Rapid Transit Corridor” Place Type with

frontage onto “Civic Boulevards” (Wharncliffe Road South and Southdale Road East).

The City Design chapter of The London Plan (Policies 189 to 306) outline the urban design principles and policies that are intended to guide the built form of development in the city.

The proposed development considers the city-wide City Design Principles (Policy 194) of the London Plan, specifically providing comfortable pedestrian-oriented streetscapes and high-quality site layout and building design. The proposed development is consistent with these design policies as follows:

Character – The proposed commercial-residential building enhances the character of the commercial corridor by improving the range of building types in the area. High-quality design and materials will enhance the visual aesthetics of this location, and aids in filling in a underutilized space in the streetscape. Pedestrian linkages and glazing will add vibrancy to this site and will enhance the transit stop intersection of Base Line and Wellington Roads. The proposed pedestrian linkages will also encouraging foot traffic along the street edge and animating the otherwise auto-oriented corridor.

Street Network – The proposed development does not have its own proposed access to Base Line Road. The accesses for this site are located within Wellington Gate and are to be shared with the community shopping node. There will be two accesses along Base Line Road, with

one as a Right in and Right out only, and another regular access. There will also be a regular access to Wellington Road. Internal access to parking is located along the rear of the building, with a small surface parking lot beside the building along the proposed right in right out access.

Streetscape: The existing streetscape along Base Line Road will be enhanced by bringing buildings toward the street edge, orienting entrances to the public sidewalk, and providing landscaping and walkways to the street edges.

Public Space: The proposed development will promote an enhanced streetscape for the pedestrian realm. This will promote opportunities for seating areas and support active mobility.

Site Layout: The proposed site layout responds to the context of the surrounding area through a compatible and aesthetically pleasing development. The site design directly incorporates itself into the adjacent Wellington Gate and the two sites work together seamlessly. The building is situated with minimal setback from Base Line Road and looks to create an inviting, active and comfortable pedestrian environment and provide safe connections from the principal building entrance to the public realm. Waste and loading are located to the rear of the site/building reducing the negative visual impacts.

Parking: Most of the proposed parking is internalized in the proposed building. The remainder of surface parking is located primarily to the rear

of the site and there are four proposed parking spaces to the side of the building. These parking areas will be screened by proposed vegetation.

Buildings: The building design, including scale, massing, and materials, is respectful of the site's context within the Rapid Transit Corridor. The building enhances the street edge, activate the sidewalk/public realm, and will exhibit architectural features which are complimentary to the surroundings. The building will express three defined components: a base, middle and top, utilising a podium design.

Materials: The building design incorporates a variety of complimentary, high-quality materials and articulation, to visually break up the massing. Glazing not only allows light into the building but to provide eyes on the street and parking areas for added security.

1.5 REGIONAL SPATIAL ANALYSIS

The proposed development is located within the South London neighbourhood and East of the Highlands, West of Glen Cairn and north of the Westminster communities. The site location offers high visibility at the intersection of a major arterial and primary collector. The spatial analysis map below illustrates the community context within 400m - 800m radii, representing straight line walking distances of approximately 5- and 10-minutes, respectively (Section 1.5.2). Key features include:

Rapid Transit Corridor

Wellington Road is a high-volume arterial roadway that is designated as a Rapid Transit Corridor. Currently there are many commercial uses along the corridor providing a variety of services.

Wellington Gate Community Commercial Node

Wellington Gate is a shopping plaza that is also currently undergoing redevelopment in association with the proposed development. There are a variety of commercial uses proposed with a site design to enhance the surrounding pedestrian environment. The Wellington Gate Commercial Centre site plan being propose is included in the Appendix.

Bus Transit

Bus service is currently available along Base Line Road E. via routes 1 and 6. The site is also located approximately 90m away from Wellington Road, currently serviced by bus routes 1, 13, and 90. The intersection of Wellington Road and Base Line Road E is designated as a Rapid Transit Station through the London Plan, and the designation of the site is Rapid Transit Corridor. The future intention of the site is to support public transit.

Victoria Hospital

Directly south of the subject site is Victoria Hospital. This site is a regional facility and provides a large range of health care services.

Commercial Nodes

In addition to Wellington Gate, there are two other Commercial Nodes (Skyline Commercial London South and Wellington Corners) within 5- and 10-minute walking distances. These are primarily box store auto oriented developments, including a variety of retail stores, restaurants, and a grocery store.

Residential Neighbourhoods

There is a mainly low-density residential neighbourhood just north of the proposed development (part of South London). There is also more mainly low density residential within 800m of the subject site (Highland). This assists in providing a solid population base to be served by the proposed commercial uses, supporting economic growth.

1.5.1 SURROUNDING STREETScape CONTEXT



Figure 3. View looking east on Base Line Road East from Wellington Road.



Figure 4. View looking west on Base Line Road East toward Wellington Road.

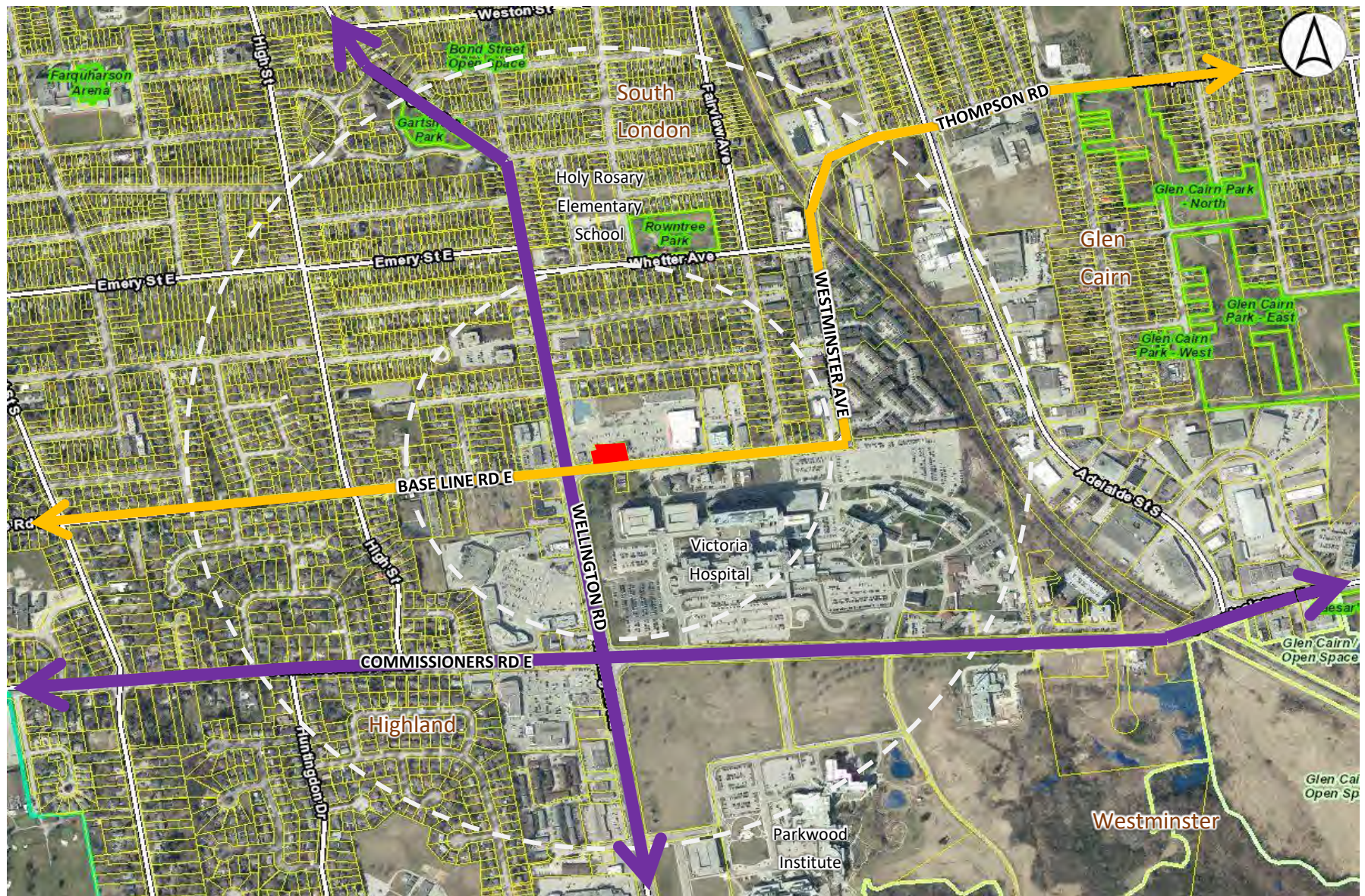


Figure 5. View looking north from a Victoria Hospital entry road.

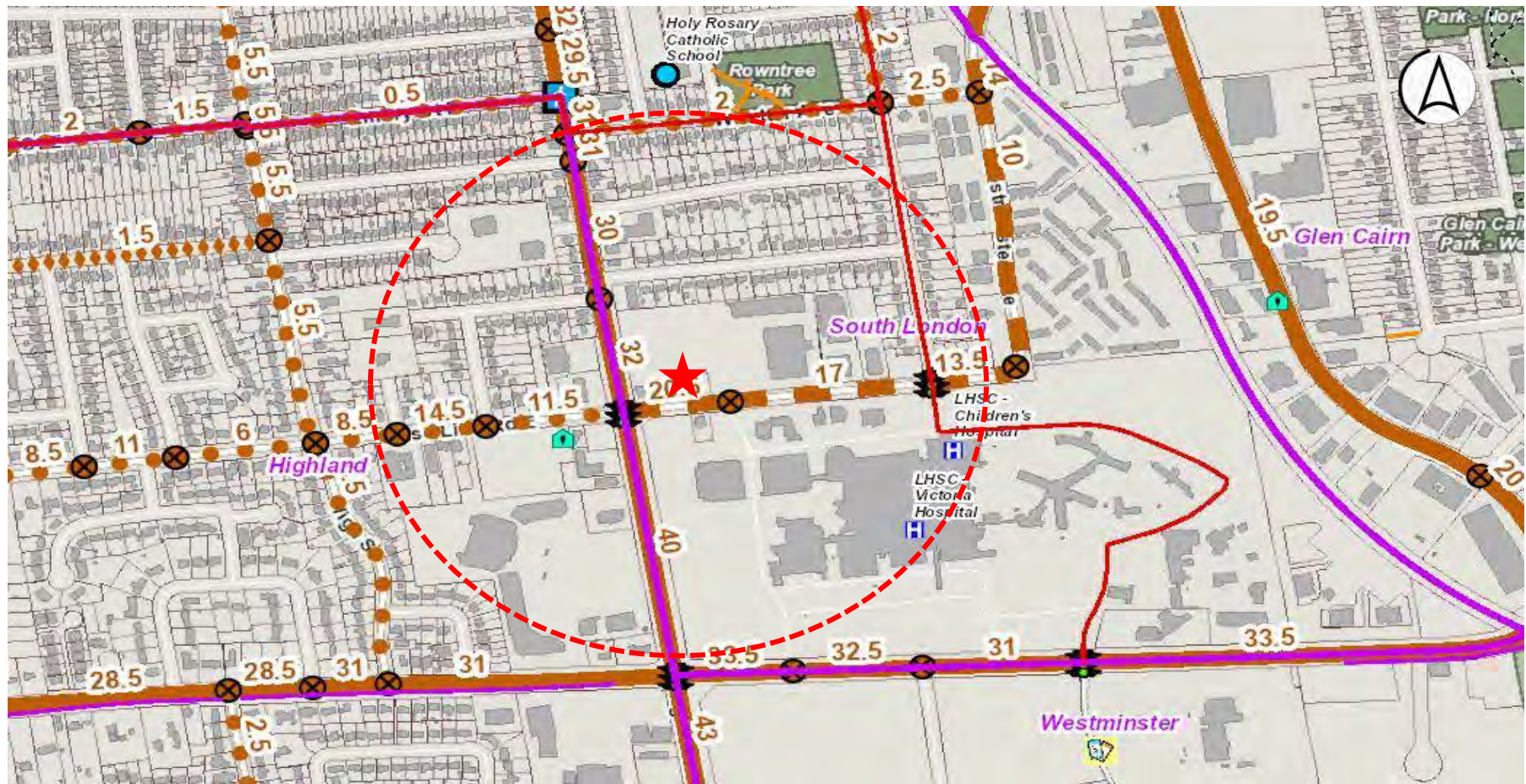


Figure 6. View looking south on Wellington Road from north of Baseline Road East.

1.5.2 AERIAL PHOTO (800M + 400M SITE RADII) AND SUBJECT SITE SHOWN IN RED



1.5.3 400M SITE RADIUS – AREA CONTEXT AND SUBJECT SITE SHOWN IN RED STAR



LEGEND			
	Bike Road Route - Signed		Listed Properties
	Thames Valley Parkway		Bike Lane and Shared Parking
	Other Multi-use Pathways		Bike Lane
	Sharrows		Thames Valley Parkway Markers
	Path Adjacent to Street		Heritage Conservation Districts
	Buffered Bike Lane		Planning Districts
	Designated Properties		Elementary / Secondary
	Heritage Properties		Secondary
	Elementary		Elementary

1.6 SITE SPECIFIC SPATIAL ANALYSIS

The following provides the spatial analysis for the Site and the context immediately surrounding the site.

1.6.1 EXISTING BUILDINGS

712 Base Line Rd E is presently a paved lot containing a Beer Store. The lot seamlessly connects with the existing Wellington Gate strip mall plaza Community Shopping Node. The Beer Store would be removed.

Refer to **Figure 7** Building Context.

1.6.2 TOPOGRAPHY

The site has been previously disturbed and is presently paved and contains a Beer Store. The site's topography is generally flat and would be designed to manage internal stormwater.

1.6.3 VIEW AND VISTAS

The Site sits near the major intersection of Base Line Rd E and Wellington Rd. The new building would be highly visible to the adjacent neighbourhoods and the travelling public. The proposed development would create opportunities for prominent views for a large portion of residents looking in all directions. It would not hinder or deter any prominent views or vistas of the Downtown skyline, landmarks, or heritage features in the vicinity.

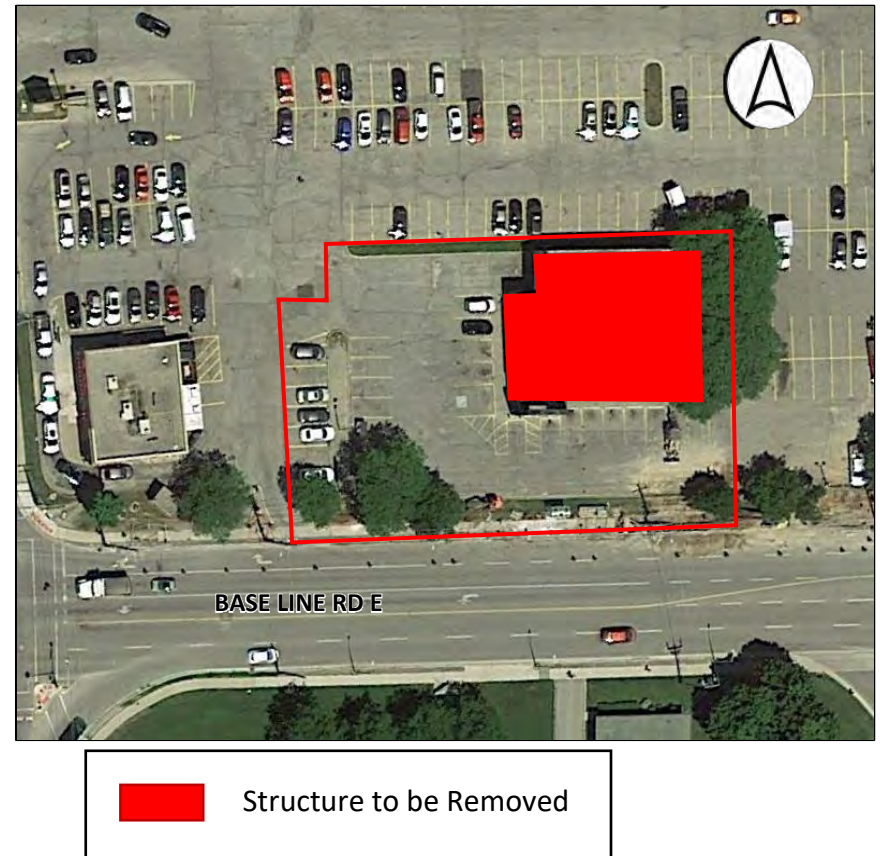


Figure 7. Building Context

1.6.4 LANDSCAPING

The site currently has some trees. The proposed redevelopment will remove the existing trees, however comprehensive landscaping is proposed for the site and especially the pedestrian landscape. A landscaping plan has been appended to this Brief.

1.6.5 NEIGHBOURHOOD COMPOSITION AND URBAN FORM

The subject site is suitably located near the Rapid Transit Corridor along Wellington Road for intense development, and next to the commercial, institutional, office and low and medium density residential uses along Base Line Road East and Westminster Avenue. This area is comprised of a mixture of larger Regional Facility buildings, commercial shopping and Institutional office buildings and 1-2 storey residential dwellings. Some larger 2-storey to 3-storey medium-density residential Townhouses and apartment buildings that are interspersed, creating a random and wide variety of built form within the community.



Figure 8. Figure-Ground with subject site shown in RED

1.6.6 ACCESSIBILITY AND CONNECTIVITY PATTERNS

Base Line Road E is a 4-lane primary collector and Wellington Road is to be a 6-lane arterial road. Both roads are afforded with transit service, and Wellington Road is the basis for a Rapid Transit Corridor within the London Plan. There are existing sidewalks on both sides of both Base Line Rd E and Wellington Rd, forming an extensive network for pedestrian circulation.

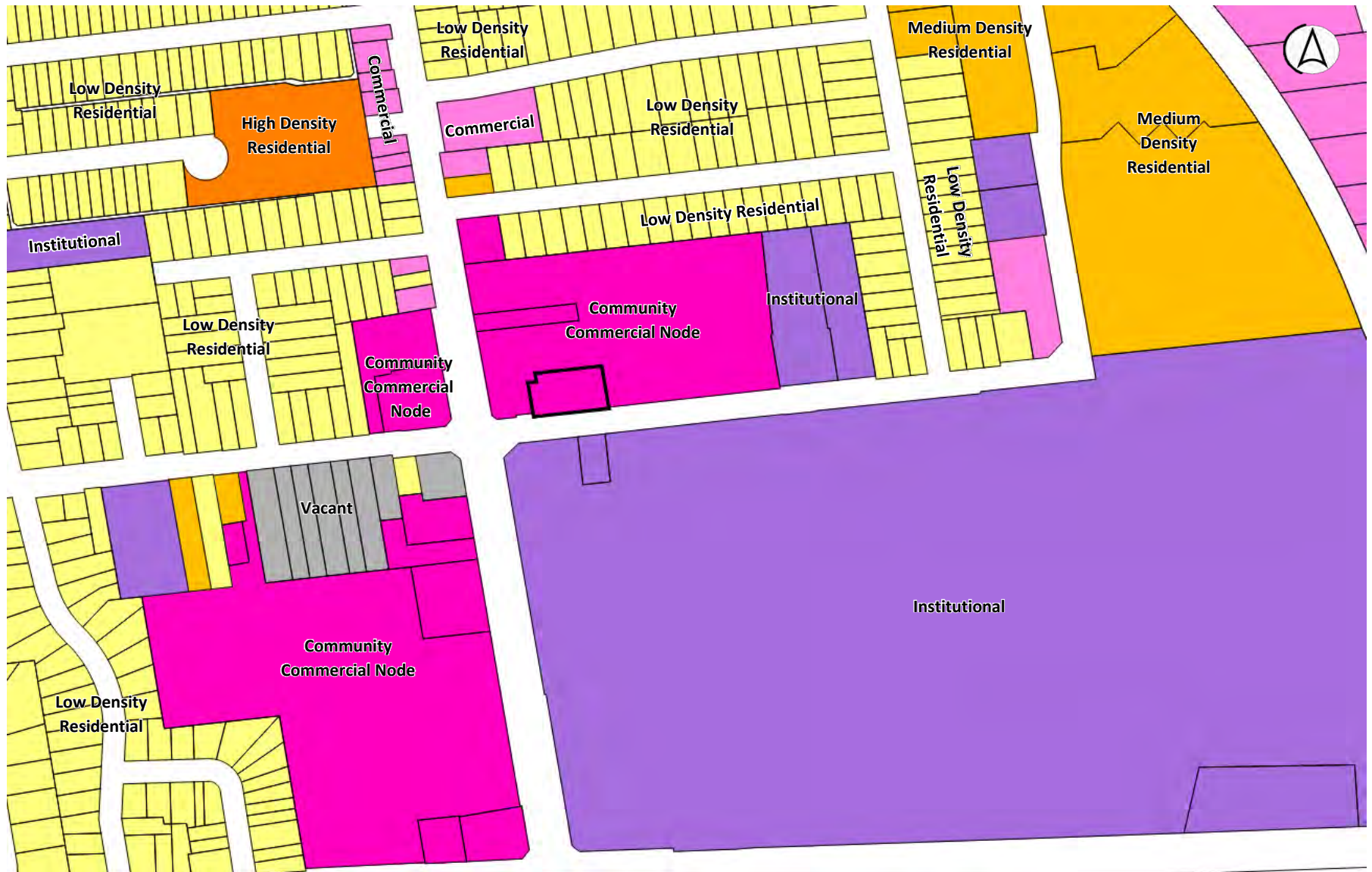
The proposed development ties into the pedestrian network. This pedestrian network will become more important as the Rapid Transit Corridor develops to the vision of the London Plan.

Vehicle access is shared with the surrounding Wellington Gate shopping area and will be primarily oriented to Base Line Road E, with one Right in-Right out access as well as another regular access on Base Line Road E. There will also be one shared regular access to Wellington Road from Wellington Gate.

1.6.7 SURROUNDING LAND USES

Figure 8 (Figure-Ground Study) illustrates the expansive road and surface parking that impacts the built pattern of this area. The relationship between built areas and open space is indicative of the auto-oriented commercial shopping development at the intersection requiring large surface parking and paved arterial roadways. The proposed development will assist in reducing the surface parking and provide a screen from the pedestrian and vehicular road to the vast surface parking area.

1.6.8 LAND USE COMPOSITION



1.6.9 CITY OF LONDON ZONING BYLAW

The Site is presently zoned under the Community Shopping Area (CSA3) Zone. The purpose of the CSA3 Zone is to permit a range of “community-scale retail and personal service uses, as well as some office, commercial recreation, community facilities and commercial school uses, which serve the needs of the community or a number of neighbourhoods located within convenient walking and/or driving distance...”. The proposed development complies with the permitted uses of this Zone as high-density residential uses may be permitted by applying for a R8 or R9 Residential zone. This application proposes a zoning bylaw amendment seeking special provisions for allowing commercial and residential uses and all site requirements based on site constraints.

Internal to the neighbourhood are several low density and medium density residential zones permitting various residential dwelling unit types varying from single detached to townhouses. As well as Victoria Hospital (a regional facility).

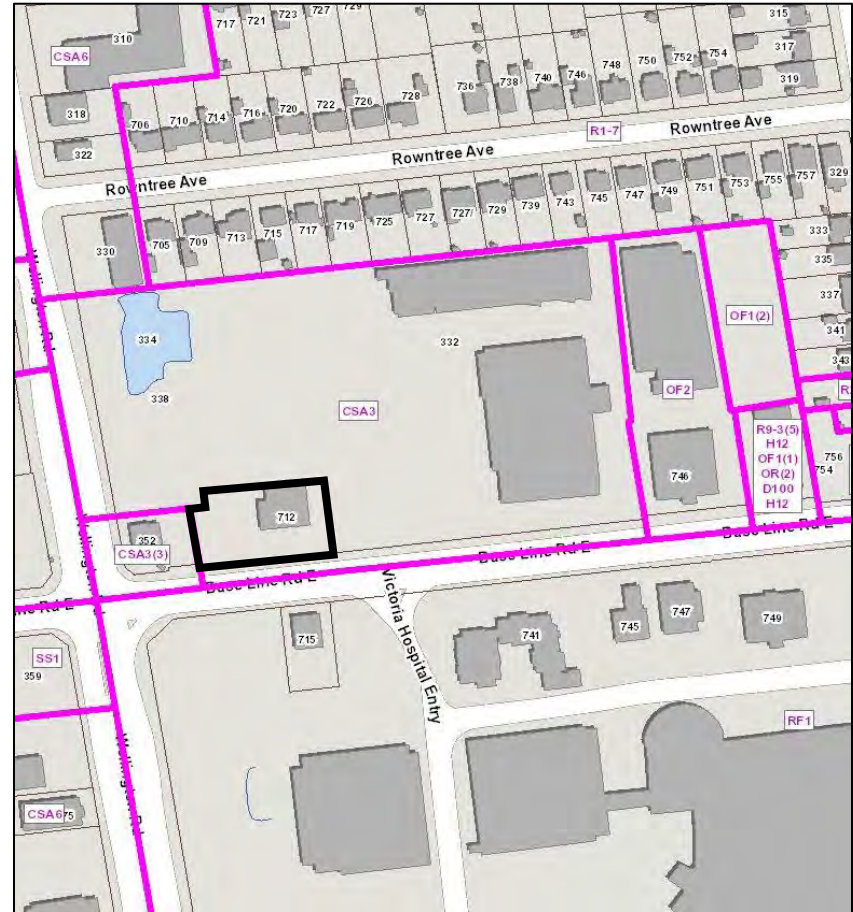


Figure 9. Surrounding Zoning Regulations

2 SECTION 2 DESIGN PRINCIPLES + DESIGN RESPONSES

2.1 SITE DESIGN

The development is located along the North side of Base Line Road approximately 90m East of Wellington Road. adjacent to the Wharnccliffe Road South and Southdale Road East intersection, utilizing two vacant lots. The principal façade would be along the Baseline Rad arterial street frontage, but secondarily Wellington Road with the north and west elevations being so close and low height buildings and parking lots all around.

The site is situated within a major commercial service corridor and provided with bus transit facilities within walking distance. Pedestrian linkages and enhanced landscaping connect the public sidewalks and transit facilities to the proposed building entrances and parking areas for safety and convenience. Additionally, enhanced landscaping features and furniture would provide comfort, permeability and visual interest along the arterial streetscape.

2.2 BUILT FORM

The built form is largely dictated by the site constraints. The proposed development occupies almost all of the entire site, which is appropriate given the land use policy vision.

The project is classified as a high-rise building with care taken to articulate the base, middle and top.

2.3 MASSING, ARTICULATION AND ARCHITECTURAL TREATMENT

As mentioned, overall building massing and design are largely reflective of the limited site area constraint. There is little in the area by way of existing development by which to reflect on in terms of design parameters. Therefore, the overall design of the building is based on parameters of efficiency, and a balance of simplicity with diversity, utilizing elements, materials and colours.

Building Finishes:

Manmade limestone masonry at grade.

- Brick masonry at second floor.
- Precast or poured-in-place concrete at middle and top with colour variation and contrast.
- Aluminium composite panel at entrance canopy.
- Tinted window, spandrel and balcony glazing.

2.4 LANDSCAPING

The Landscape Plan seeks to define pedestrian walkways and enhance views to the building from the public realm.

Wherever possible, hardscapes will be softened and the connection to the shared public streetscape strengthened.

Limited landscape areas will be heavy on quantity and quality of plantings.

2.5 LIGHTING AND SIGNAGE

A lighting plan/photometrics diagram will be submitted at the more advanced stage being the Site Plan Approval process.

Lighting will be night-sky friendly and care will be taken to

minimize light trespass on public streets. Continuous, recessed lighting will be provided within the entrance canopy.

Surface mounted safety/visibility lighting will be located along the right-of-way, vehicle entrance and pathway

Signage will be limited to wall mounted project identification and graphics at the principal entrance and above commercial space.

Way finding signage will be placed where required.

2.6 SUSTAINABILITY

Several initiatives will be addressed during the design and engineering phases of Site Plan Approval and Building Permit.

Energy modelling evaluation will guide the choice of design features and help promote energy conservation.

The use of white membrane roofing will reduce the urban heat island effect. Regard will be given to ensure a controlled environment, air tightness and adequate insulation to all exterior walls.

Use of ventilation and heat recovery to optimize performance. All units will have individual controls for heating and cooling.

The use of higher quality windows and doors to reduce solar gain

and heat loss and maximize natural light. All units are provided with operable windows.

Reduce water consumption and energy requirements through the use of low-flow faucets, showerheads and toilets.

Low VOC finishes will be specified wherever possible.

Incorporate waste reduction facilities to encourage recycling per City guidelines.

Specify renewable technologies and use green and sustainable materials where possible.

Use of public transit will be strongly encouraged as parking is limited and a Bus Rapid Transit station is planned near the proposed development site.

Secure on-site bicycle storage has been provided within the building.

2.7 SHADOW STUDY

Shadowing impacts are minimal due to footprint of building and non-sensitive proximal surrounding land uses. See Appendix.

Appendix –Site Plan Approval Pre-consultation Record



Record of Site Plan Consultation

The Corporation of the City of London
Development & Compliance Services • Development Services

File reference number

SPC21-112

Please note: While every effort has been made to identify the requirements for this site, additional information or studies may be identified through the formal application process.

Date July 27, 2021	Description of project Proposed apartment building		
Meeting date	Site address 712 Base Line Road East		
Meeting participants			
Applicant Wetdell Development Corp.		Agent/Owner 712 Base Line Road East Inc.	
Type of application Site Plan	Location		
File manager Michael Pease	Engineering reviewer Brent Lambert		
File handler Meg Sundercock	Planner Meg Sundercock		
Application stream <input checked="" type="checkbox"/> Standard <input type="checkbox"/> Administrative	Urban design <input checked="" type="checkbox"/> Brief <input checked="" type="checkbox"/> Panel <input type="checkbox"/> N/A	Site plan public meeting required <input type="radio"/> Yes <input checked="" type="radio"/> No	

Site Plan Application Submission Requirements

Is site plan approval required?

Provide the following documents with the application in pdf to LondonSPSubmit@london.ca:

- Site Plans
- Engineering Plans
- Traffic Management Plans
- Landscape Plans
- Elevations
- Photometric Plans
- Cover Letter
- Reports (Tree Preservation, Noise, Servicing etc.)
- Completed application form
- Application Fee (Estimated based on consultation proposal)
- Response to Comments below

Zoning Considerations

Existing Zone: CS3
Proposed Zone: R9-7

The following zoning deficiencies have been identified based on the regulations of the R9-7 Zone:

- Density - 633 UPH
- Parking Area Setback - 0.0m
- Parking - 149 spaces (188 required for residential portion, commercial use not to defined to determine parking rate)
- Landscape Open Space - 19.5%
- Lot Coverage - 60.5%
- Interior Side Yard Setback - 5.5m
- Rear Yard Setback - 0.5m
- Front Yard Setback - 0.5m
- Commercial GFA - 650.6m² (not permitted in R9-7 Zone)

Part 1a: Commentary

GENERAL COMMENTS:

- The applicant is commended for providing a site and building design that incorporates the following design features: provides a continuous built frontage that establishes an urban street-wall and strong built edge condition along Baseline Road East; active uses at grade with direct walkway connections to city sidewalk and locating majority of parking underground/structured parking internal to the site.
- As this proposal requires a Zoning By-law Amendment, further discussions relating to the design of the building, its massing, form, and relationship to neighbouring properties may occur through that process;
- Submit a full set of dimensioned elevations for all sides of the proposed building(s) with materials and colours labelled. Further urban design comments may follow upon receipt of the elevations.
- This application will attend the Urban Design Peer Review Panel (UDPRP) through the rezoning process.
- This application would be eligible under rental housing to defer DCs over 6 annual installments or an Alternative Payment Agreement to pay the full DC at building permit issuance.
- Parkland dedication is required in the form of cash in lieu, pursuant to By-law CP-9.

SITE DESIGN COMMENTS:

- o Revise at-grade parking area, the 4 spaces on the east side of the building are difficult to maneuver - consider keeping the barrier-free space and creating additional landscaped open space. Ensure the other at-grade spaces have a safe and convenient pedestrian connection to the main building entrance.

- o Screen loading and parking areas exposed to Baseline Road E with enhanced landscaping and/or low landscape walls (max. 1m high).
- o Ensure clearly defined and separated pedestrian connections are included throughout the site in order to provide for safe, direct and convenient pedestrian connectivity between sidewalks, building entrances and parking and amenity areas.
- o Provide for pedestrian, cycling and transit-oriented amenities including benches and bike racks close to the principal entrance.
- o Based on the number of units, approximately 15-20 recycling carts will need to be managed at the waste collection pick up point. All garbage and recycling facilities are to be stored internal to the building. Consider locating the internal garbage room closer to the pickup point for ease of access.
- o Provide an appropriately sized and centrally located amenity space for the number of units proposed.
- o Locate barrier-free parking close to the elevators in the underground parking levels.
- o Ensure visitor parking is provided at a rate of 1 space per 10 units, consistent with the Site Plan Control By-law.

LANDSCAPE COMMENTS:

The City Landscape Architect has reviewed the Proposal Summary for the above noted address and provides the following comments consistent with the Official Plan, applicable by-laws, City design requirements and specifications:

1. A tree preservation plan is required as part of a complete application to:

- Identify canopy spread of existing trees, tree symbols to reflect canopy extents
- Identify City Owned trees that require consent to injure or remove
- Detail tree removals, tree retention, tree fence alignment and construction mitigation measures.
- Calculate number of replacement trees to be included on Landscape Plan. London Plan Policy 399 requires 1 replacement tree to be planted for every 10cm dbh removed for development.

The tree preservation plan must be completed in accordance with the City of London Design Specifications and Requirements Manual Section 12.1.2.1.

Tree protection measures shall be in accordance with Section 12 of the City of London Design Specifications & Requirements Manual and implemented prior to any tree removals, land clearing, demolition, excavation, construction or grading operations.

2. A landscape plan is required as part of a complete application. The plan must be completed in accordance with the City of London Site Plan Control Bylaw Section 1.6.1, Section 9. The base plan should be the same scale as the site plan, superimposed on top of servicing plan. Include:

- the location by symbol of proposed trees and shrubs (the symbol should reflect the canopy of the proposed trees and shrubs at maturity),
- a list of all species, including common name, botanical name, quantity, size and condition at planting,
- planting specifications including sodding
- cross-sections to show detailed tree and potted shrub planting methods. Planting details and specifications should be in accordance with the City of London Supplemental Standards for Tree Planting and Protection Guidelines <https://www.roadauthority.com/Standards>.
- Provide vegetative screening along westside of building between drive-thru lanes and building side.
- Required tree planting along Baseline is provided offsite in city Road Allowance. Clause will need to be included in DA for the long-term maintenance of landscape design on City Lands.
- (stamp) of a landscape architect or equivalent where warranted.
- plantings that support pollinators to fulfill London Plan Policy 239 and 649
- Replace 9 parking stalls north of building with a landscaped amenity space

* The London Plan Key Direction 4 provides strategies to establish London as the Greenest City in Canada and as the key pollinator sanctuary within our region [Policy 16]. To become a sanctuary, the City will need the cooperation of private homeowners and developers to plant species that support a range of native pollinators on their properties. Individual sites will become integrated into a biologically diverse urban patchwork of floral resources and nesting sites.

3. The development poses some risk of injury to CoL boulevard trees. All trees located on City of London Boulevards (including their root zones) are protected by the City of London Boulevard Tree Protection By-law - CP-22 <https://london.ca/by-laws/boulevard-tree-protection-law-cp-22>. To remove or to cause injury to a City boulevard tree, contact Forestry Dispatcher at trees@london.ca with details of your request.

4. Include in landscape notes:

All work in the road allowance shall meet the minimum specifications of the City of London Standard drawing SR-1.0. Ensure a minimum of 100 mm topsoil is laid in boulevard and protect the City Owned Road Allowance from compaction or soil contamination.

BUILDING DESIGN COMMENTS:

- o Remove the parking located on the podium floors of the building along the street frontage. Locate all parking behind active uses, underground or elsewhere on the site.
- Consider moving some parking to another basement level or explore opportunities for access and parking agreements with the neighbouring property to reduce the number of parking spaces required onsite.
- o Provide a wider front yard setback (3-4m) for a more urban streetscape treatment with landscaping and trees (large planter beds with edge curb) along Baseline road. Identify locations of the commercial unit entrances and provide an appropriately sized hardscape forecourt for the expected pedestrian volumes
- o Design the building as a 3-4 storey podium with a slender (max 1000 sqm) tower above in order to provide for a more human-scale environment along the street.
- o Ensure the proposed building clearly delineates the three defined components: base, middle and top
- Provide for a step-back or terraces of minimum 5m above the 3rd or 4th storey along the street frontages in order

to provide for a more human-scale environment along the street

- Design the mid-rise portion of the building to include a high degree of articulation and fenestration in order to add interest and break-up the massing of the buildings. Increase the size & scale of proposed windows and use material change and articulation to break up the facades.
- Include a high proportion of glazing in order to break up the massing of the tower.
- o Include active ground-floor uses such as the principal building entrance, lobbies, common amenity areas, and street oriented residential and/or commercial units, with direct access to the sidewalk along Baseline Road E in order to activate the street edge. Wrap any above-ground parking in the podium floors with active uses along street-facing facades, as much as possible.
- Alternatively design the above ground parking floors of the podium as an active use with articulated façades including windows and lighting to allow views into and out of the parking garage to provide a moderate degree of animation and passive surveillance.
- o Locate the principal residential building entrance (lobby) on the Baseline Road E-facing elevation and explore opportunities to direct it closer to Wellington Road for convenient access to the transit corridor. Differentiate the residential lobby entrance from the commercial unit entrances with architectural features such as canopies, signage, lighting, increase in glazing, double doors, framing, materials, etc.
- o Provide for a store-front design for any commercial units proposed along the street frontage. This should include a higher proportion of vision glass, signage, double doors, an increase in ground floor height, and the potential for canopies and lighting to frame the entrance;
- o Articulate facades by including recesses and projections to break up the length of the building. Include balconies or terraces along the street frontages to have 'eyes on street' and to provide depth and variation in the built form to enhance the pedestrian environment.
- o Incorporate a variety of materials and textures to highlight different architectural elements and provide interest and rhythm, along the building (i.e., trim, framing, decorative masonry details, fenestration rhythm).
- o Design and distinguish the top of the building through an articulated roof form, step-backs, cornices, material change and/or other architectural details and explore opportunities to screen/integrate the mechanical and elevator penthouses into an architecture of the building.

HERITAGE COMMENTS:

Archaeological potential at the above property – 712 Base Line Rd E – is identified on the City's Archaeological Mapping. The proposed scope of work will result in soil disturbance due to development on the property.

Heritage planning – complete application requirements

- Archaeological Assessment Stage 1-2 – entire property

If an archaeological assessment has already been completed and received a compliance letter from the Ministry, the compliance letter along with the assessment report may be submitted for review to ensure they meet municipal requirements.

Notes:

- The proponent shall retain a consultant archaeologist, licensed by the Ministry of Heritage, Sport, Tourism, and Culture Industries under the provisions of the Ontario Heritage Act (R.S.O. 1990 as amended) to carry out a minimum of a Stage 1-2 archaeological assessment and follow through on recommendations to mitigate, through preservation or resource removal and documentation, adverse impacts to any significant archaeological resources found (Stages 3-4).
- The archaeological assessment must be completed in accordance with the most current Standards and Guidelines for Consulting Archaeologists, Ministry of Tourism, Culture and Sport.
- All archaeological assessment reports will to be submitted to the City of London once the Ministry of Heritage, Sport, Tourism and Culture Industries has accepted them into the Public Registry; both a hard copy and PDF format of archaeological reports should be submitted to Development Services.
- No soil disturbance arising from demolition, construction, or any other activity shall take place on the property prior to Development Services receiving the Ministry of Heritage, Sport, Tourism, and Culture Industries compliance letter indicating that all archaeological licensing and technical review requirements have been satisfied.
- It is an offence under Section 48 and 69 of the Ontario Heritage Act for any party other than a consultant archaeologist to make alterations to a known archaeological site or to remove any artifact or other physical evidence of past human use or activity from an archaeological site.
- Should previously undocumented (i.e. unknown or deeply buried) archaeological resources be discovered, they may be a new archaeological site and therefore be subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a consultant archaeologist to carry out archaeological fieldwork, in compliance with Section 48(1) of the Ontario Heritage Act. Archaeological sites recommended for further archaeological fieldwork or protection remain subject to Section 48(1) of the Ontario Heritage Act and may not be altered, or have artifacts removed from them, except by a person holding an archaeological license.
- If human remains/or a grave site is discovered, the proponent or person discovering the human remains and/or grave site must cease alteration of the site immediately. The Funerals, Burials and Cremation Services Act requires that any person discovering human remains must immediately notify the police or coroner and the Registrar of Burial Sites, War Graves, Abandoned Cemeteries and Cemetery Closures, Ontario Ministry of Government and Consumer Services.

ENGINEERING COMMENTS:

A Servicing and Lot Grading Plan will be required for the subject property. Attached are notes and commentary to

assist the applicant in providing the necessary Site Servicing and Grading Plan and engineering reports to progress this development.

- The site servicing and grading plans are to show current conditions on the adjacent streets and properties such as existing roads, accesses, sidewalks, sewers, watermains, utilities, etc.
- Should a private drain connection(s), or other works be installed on a City street to service this site, then details of these works including restoration of the City street are to be shown on the site servicing plan or a separate drawing to City standards.
- The Owner is required to obtain all other necessary and relevant permits and approvals such as MECP Approvals, Permits for Approved Works (PAWS) etc.

TRANSPORTATION:

- Road widening dedication 13.0m from centerline along Base Line Road East, 1.722m required, to be confirmed via survey;
- A TMP will be required for any work in the City ROW, as part of the PAW process;
- Provide Engineering Plans showing existing infrastructure, including utility poles/boxes, fire hydrants, light standards, etc.;
- TIA is now being scoped with Transportation staff, and shall be included as part of a complete application;
- Access agreement is required between 712 Base Line Road East and 332-352 Wellington Street:
- As a result of the TIA for 332-352 Wellington Street external works are required to restrict turning movements to and from the site to Base Line Road East, by way of a center line median extending East from Wellington Street. Co-ordination with 332-352 Wellington Street may be required;
- Additional work may be required to accommodate recommendations based on the forthcoming TIA, which will be communicated through a future submission;
- Internal Left turn lane may be required;
- Concern that "drop-off" area may not be equipped to handle turning movements, Transportation would not support vehicles backing into main parking exit to turn around, consider "drop-off"/layby at rear (North side) of building.

Rapid Transit Comments:

- RT does not have any impacts on 712 Baseline Rd E, however there is potential for cycling infrastructure to be implemented during the Wellington Gateway construction;
- This is dependent on Transportation's needs, which could affect the dedication required. Otherwise, no comments from RT.
- Wellington Road is a Bus Rapid Transit (BRT) Corridor. Construction of South Corridor of the BRT system is tentatively planned for 2023-2026.

SANITARY

- As part of AECOM's 2017 drawings for the Baseline Road E IRP, the outlet for the subject lands is the existing 250mm diameter sanitary sewer on Baseline Road E. The .28ha site was only allocated a population of 28 people as part of this IRP and the requested population is now approximately 240 people (150unitsx1.6ppl/unit). There are significant sanitary constraints downstream of the recent upgraded sewer on Baseline Road E and throughout Old South along High St. and Emery St.

WATER

- Water is available to the site via the municipal 300mm CI watermain on Base Line Road East.
- A water servicing report will be required addressing domestic water demands, fire flows and water quality.
- Confirm that the water service to the site has been decommissioned to City Standards (cut and capped at the main).
- Water servicing to the site will be to City Standard 7.9.4.
- Should the building exceed 84 m in height, a looped water service will be required. These 2 connections shall be isolated from one another by a valve in the municipal water distribution system.
- The water service pipe must be installed at right angles to the watermain and in a straight line from the watermain to the water meter.
- Water servicing shall be configured in a way to avoid the creation of a regulated drinking water system.
- Further comments to be provided during site plan application.

STORMWATER MANAGEMENT:

1. As per as-constructed 11955, the site at C=0.40 is tributary to the existing 450mm storm sewer on Base Line Road. The applicant should be aware that any future changes to the C-value will require the applicant to demonstrate sufficient capacity in this pipe and downstream systems to service the proposed development as well as provide on-site SWM controls. On-site SWM controls design should include, but not be limited to required storage volume calculations, flow restrictor sizing, bioswales, etc.
2. However, as per as-con 12040, the City cannot confirm a storm pdc exists to service the property.
3. As per the City of London's Design Requirements for Permanent Private Systems, the proposed application falls within the Central Subwatershed (case 4), therefore the following design criteria should be implemented:
 - the flow from the site must be discharged at a rate equal to or less than the existing condition flow;
 - the discharge flow from the site must not exceed the capacity of the stormwater conveyance system;
 - the design must account the sites unique discharge conditions (velocities and fluvial geomorphological

requirements);

- “normal” level water quality is required as per the MECP guidelines and/or as per the EIS field information; and
- shall comply with riparian right (common) law.

The consultant shall update the servicing report and drawings to provide calculations, recommendations and details to address these requirements.

4. Any proposed LID solutions should be supported by a Geotechnical Report and/or a Hydrogeological Assessment report prepared with a focus on the type(s) of soil present at the Site, measured infiltration rate, hydraulic conductivity (under field saturated conditions), and seasonal high groundwater elevation. Please note that the installation of monitoring wells and data loggers may be required to properly evaluate seasonal groundwater fluctuations. The report(s) should include geotechnical and hydrogeological recommendations of any preferred/suitable LID solution. All LID proposals are to be in accordance with Section 6 Stormwater Management of the Design Specifications & Requirements manual.

5. The subject lands are located within a subwatershed without established targets. City of London Standards require the Owner to provide a Storm/Drainage Servicing Report demonstrating compliance with SWM criteria and environmental targets identified in the Design Specifications & Requirements Manual. This may include but not be limited to, quantity control, quality control (70% TSS), erosion, stream morphology, etc.

Part 1b: Response to Commentary

Part 2: List of submission requirements for a complete Site Plan Application

Please note : Formal Applications must be submitted electronically (PDF) in addition to the format specified in the by-law.

Additional site-specific requirements (Additional site-specific requirements may include specific studies, information or drawings necessary to respond to identified issues. Applications missing additional site-specific submission materials may jeopardize the schedule for processing, or the likelihood of a positive decision when staff have insufficient information to support the approval of the plan.)

Elevations

- | | | |
|---|--------------------------------------|-------------------------------------|
| Tree preservation study | <input checked="" type="radio"/> Yes | <input type="radio"/> No |
| See Landscape Comments above. | | |
| Transportation impact study/access management | <input checked="" type="radio"/> Yes | <input type="radio"/> No |
| Required for works in the right of way. | | |
| Traffic management plan | <input checked="" type="radio"/> Yes | <input type="radio"/> No |
| See Engineering Comments above. | | |
| Sanitary servicing study | <input checked="" type="radio"/> Yes | <input type="radio"/> No |
| See Engineering Comments above. | | |
| Stormwater management study | <input checked="" type="radio"/> Yes | <input type="radio"/> No |
| See Engineering Comments above. | | |
| Landscape plans/ details | <input checked="" type="radio"/> Yes | <input type="radio"/> No |
| See Landscape Comments above. | | |
| Noise study | <input checked="" type="radio"/> Yes | <input type="radio"/> No |
| Required where residential uses are proposed adjacent to arterial roads. | | |
| Vibration study | <input type="radio"/> Yes | <input checked="" type="radio"/> No |
| Lighting study and plans | <input checked="" type="radio"/> Yes | <input type="radio"/> No |
| If new light standards are proposed, a photometric plan will be required. | | |
| Shadow study | <input checked="" type="radio"/> Yes | <input type="radio"/> No |
| Required as part of urban design brief submission to the UDPRP. | | |
| Geotechnical/Soil study | <input type="radio"/> Yes | <input checked="" type="radio"/> No |
| Record of site condition | <input type="radio"/> Yes | <input checked="" type="radio"/> No |
| EIS | <input checked="" type="radio"/> Yes | <input type="radio"/> No |
| See Engineering Comments above - required where water quality does not meet "normal" level MECP guidelines. | | |
| Water services study/ water quality | <input checked="" type="radio"/> Yes | <input type="radio"/> No |

Other approvals/requirements

Demolition Yes No

Listed on inventory of Heritage Resources Yes No

Holding provision Yes No

Conservation Authority Act Yes No

Permit for approved works Yes No

Ministry of Transportation Yes No

Rezoning/Official Plan Amendment Yes No

See Zoning Comments above.

Minor variance Yes No

Building permits Yes No

Ministry of the Environment Yes No

Public consultation Yes No

Building elevations (new buildings): Yes No

Licensing Agreement Yes No

Consent Yes No

Accessibility checklist Yes No

Please see the Site Plan page on the City website for the required form

Vacant Land Condo Yes No

Archeological Clearance Yes No

See Heritage Comments above.

Eligible For Dev. Charges Alternative Payment Agreement Yes No

Contact Development Finance at GMIS@london.ca prior to making a site plan application

Other Yes No

Site Plan Requirements

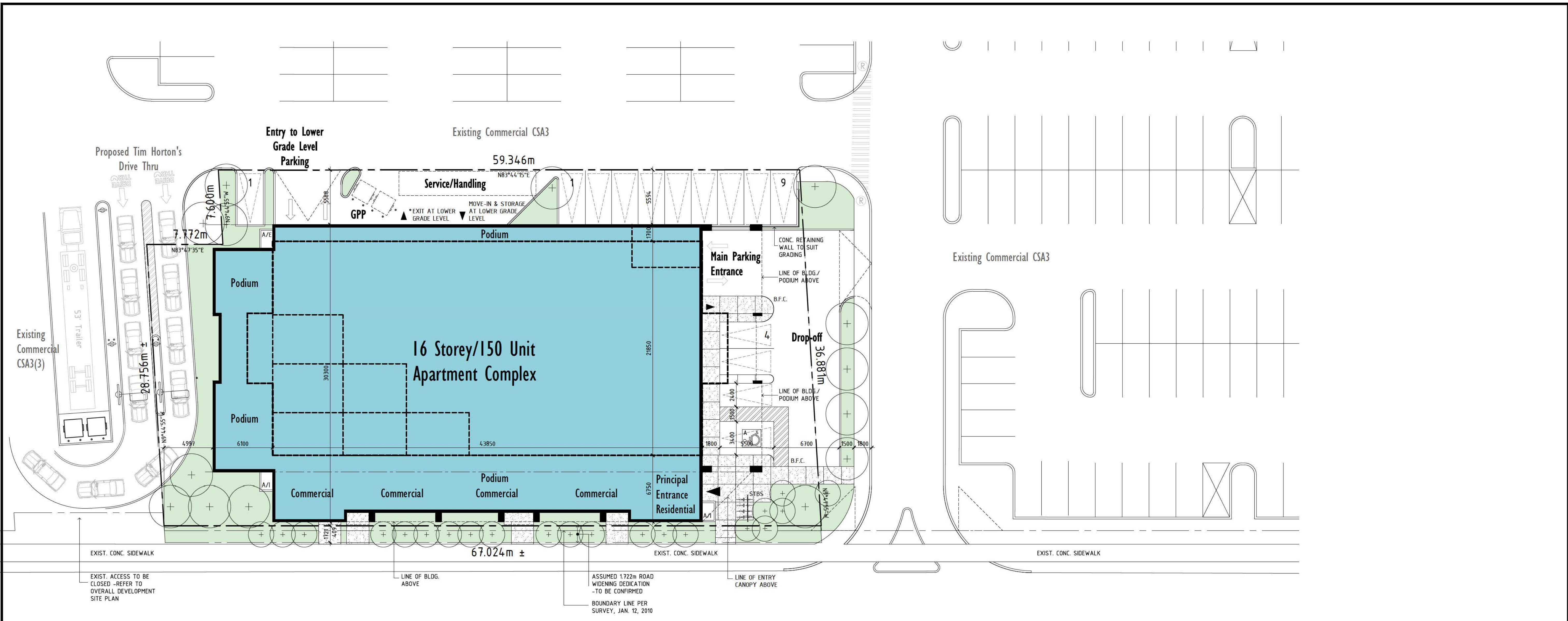
- Is site plan approval required?
- Site data provided / all dimensions, etc.
- Building Code Matrix / Data – signed and sealed by architect / BCIN (as required)
- Road widening required / shown
- Fire routes and signs (with detail)
- Fire hydrants / private property / road allowance
- Fire flow calculations
- Existing conditions identified on site plan or separate plan
- Location map/key plan
- Adjacent uses and building locations
- Plan of Survey (tied to UTM coordinates)
- Walkways, barrier free paths, BF ramps / detail
- Principal entrance and all exits and other entrances
- Barrier free entrance / barrier free parking spaces
- Fire fighters entrance / annunciator panels, etc.
- Limit of floodway / or lands regulated under the Conservation Authorities Act
- Existing street, curbs, sidewalks, hydro poles, fire hydrants, bus stops, etc.

Completed by (City of London)

Meg Sundercock

Questions regarding the information on this form should be directed to Development Services Michael Pease - 519-930-3500.

Appendix – Site Plan and Elevations



Baseline Road East

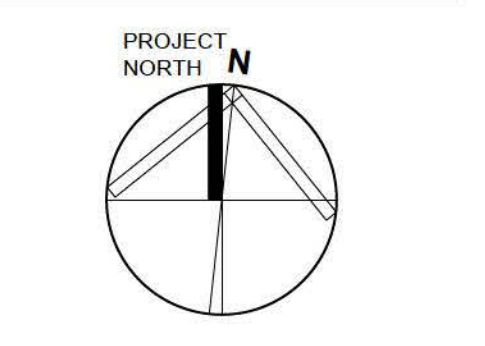
Site Plan Proposal

SCALE 1 : 200

SURVEY/BOUNDARY INFORMATION TAKEN FROM PLAN PREPARED BY AGM SURVEYING ENGINEERING LTD., FILE No. LC-1712-5, PREPARED JAN. 14, 2010. THIS PLAN TO READ IN CONJUNCTION WITH THE GRADING AND SITE SERVICES PLANS. REFER TO LANDSCAPING PLAN FOR ALL LANDSCAPE FEATURES

Site Data

Lot Area	2376.56m ² ± (0.237 ha) (After Presumed Dedication)	
Zoning	Existing: CSA3	Proposed: TBD
Proposed Development Footprint	1436.73m ² (15465.34ft ²)	
Coverage Ratio	60.45%	
Landscaped Open Space	19.54% (464.45m ²)	
Height	46.85m ±	
Accommodation Data	1 Bedrooms	74 Suites
	2 Bedrooms	73 Suites
	3 Bedrooms	3 Suites
	Total	150 Suites
Proposed Density	632 UNITS/ha	
Proposed Parking	Surface	14 Spaces
	P2 Level	37 Spaces
	Lower Grade	26 Spaces
	Second Floor	35 Spaces
	Third Floor	37 Spaces
	Total	149 Spaces (Parking Ratio 1 : 0.993)



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No.	DATE	REVISION
1	MAR. 15/21	REVISE PER DRIVE THRU I.M./D.T. REVIEW
2	MAY 12/21	REVISE PER CITY REVIEW COMMENTS

MARSH KATSIOS Architect Inc.
 100-200 QUEBEC AVENUE, LONDON, ONTARIO N6A 1A3
 TEL: 519-433-2020 marshk@mgm.com FAX: 519-433-2863



R.Tomé & Associate Inc.
 51 Wimbledon Court
 London ON N6C 5C9
 t. 519.672.6622
 r_tome@bellnet.ca

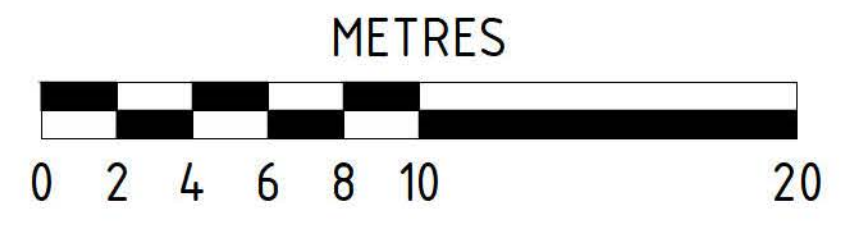


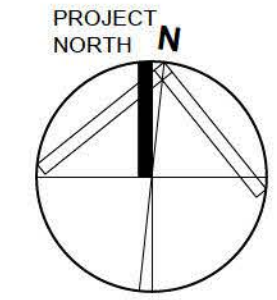
Westdell
 Development Corp.
 782 RICHMOND ST., LONDON, ON

Project Name
712 Baseline Rd. E. /Wellington Gate
16 Storeys Residential Tower
 London, Ontario

Drawing Title
Preliminary Site Plan Proposal

DATE: MAR. 4, 2021
 SCALE: AS NOTED
 DRAWN: C.T.
 REVIEWED: C.T.
 FILE No: 2021-2980A1.1.DWG
 PROJECT No: 2021-2980





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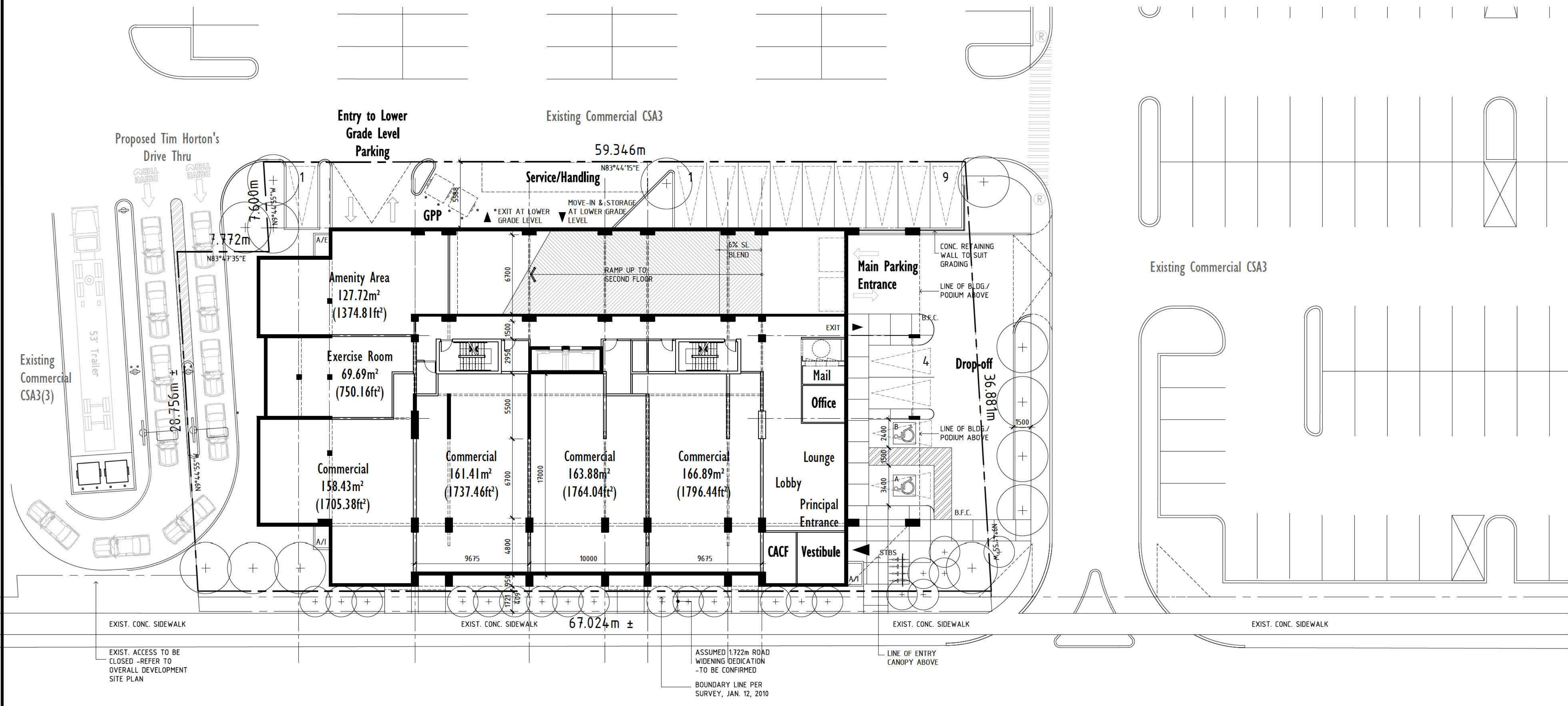
Westdell Development Corp.
 782 RICHMOND ST., LONDON, ON

Project Name
712 Baseline Rd. E. /Wellington Gate
 16 Storeys Residential Tower
 London, Ontario

Drawing Title
Preliminary Ground Floor Plan Proposal

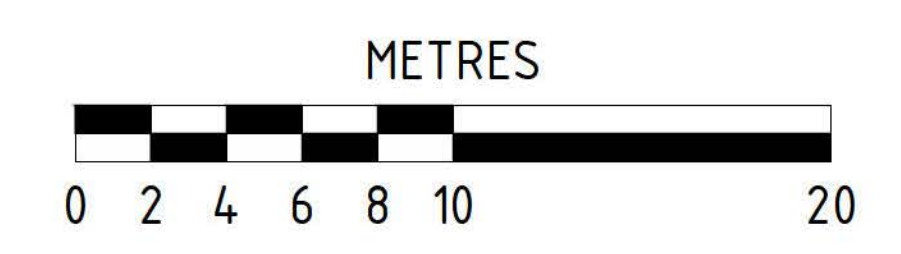
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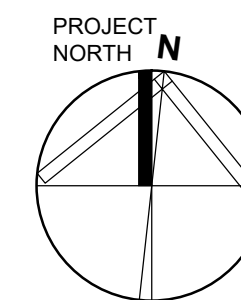
A1.2 SPA



Baseline Road East

Ground Floor Plan Floor Plate 1436.73m² (15465.34ft²)
 SCALE 1 : 200





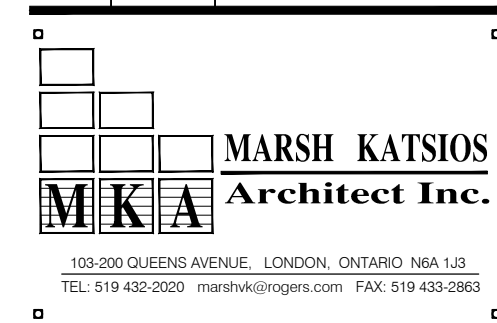
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Westdell
Development Corp.

782 RICHMOND ST., LONDON, ON

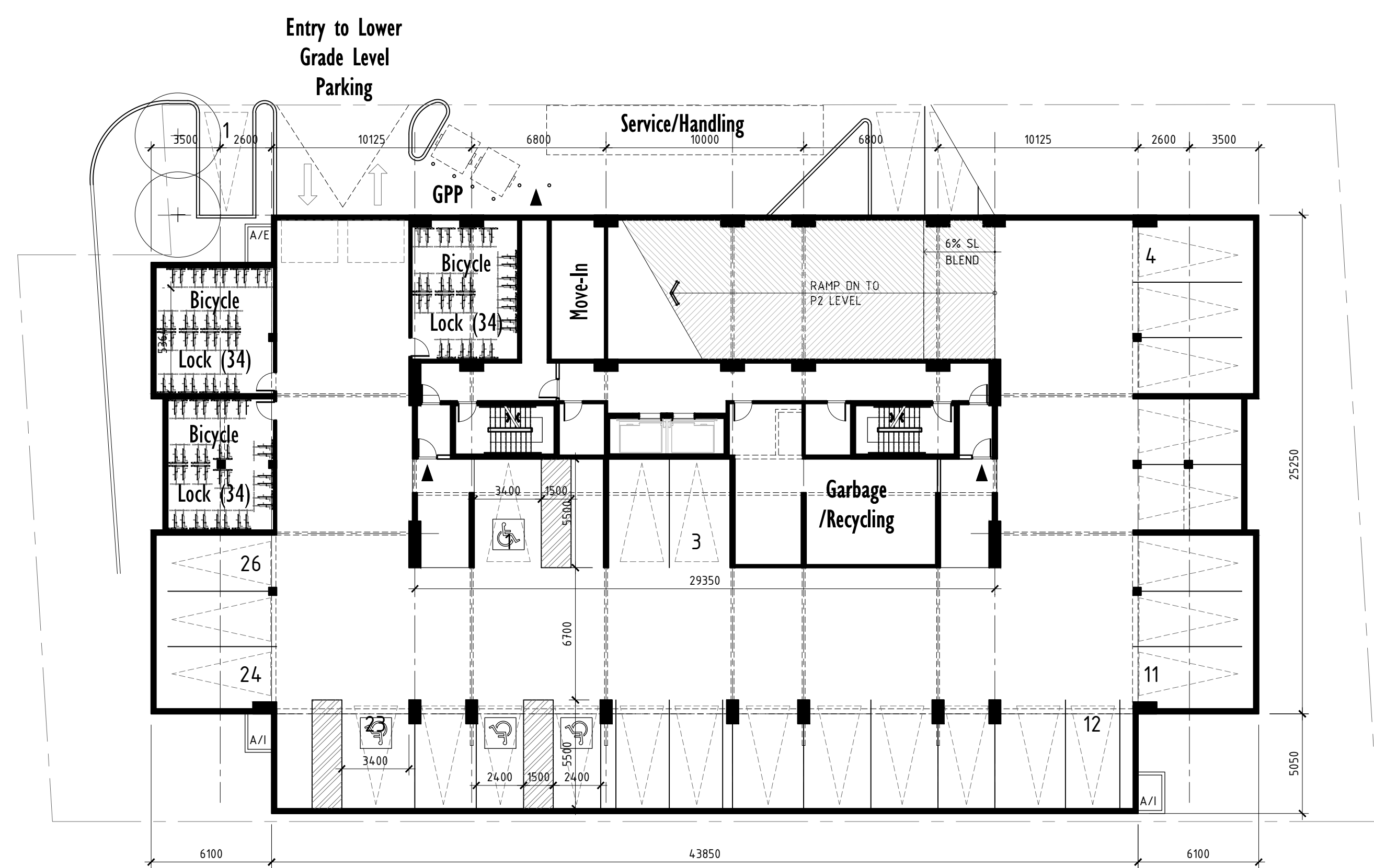
Project Name
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16 Storeys
Residential Tower**

London, Ontario

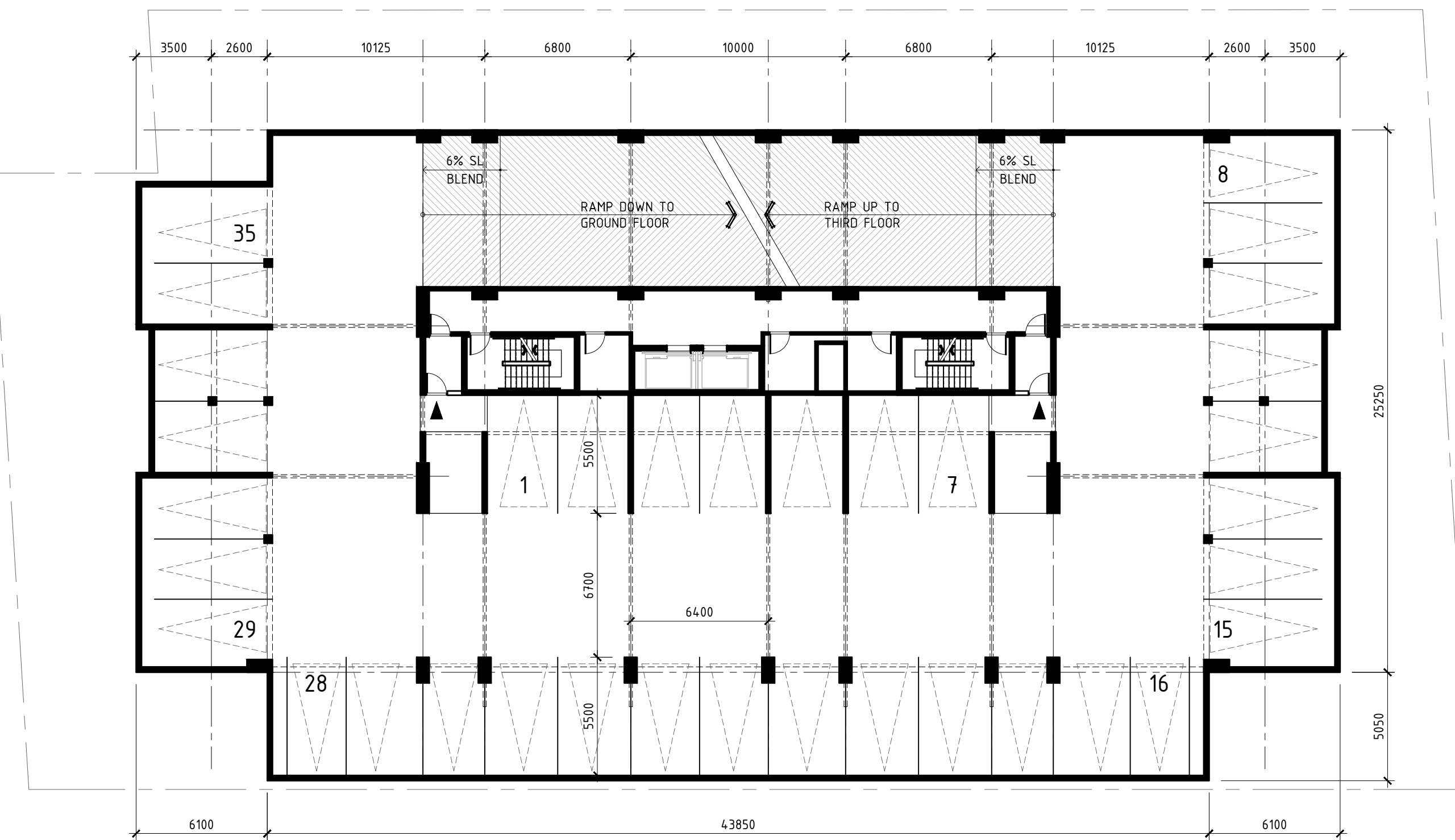
Drawing Title
**Preliminary P2,
Lower, 2nd, 3rd
Floor Proposals**

DATE: MAR. 4, 2021
SCALE: AS NOTED
DRAWN: C.T.
REVIEWED: C.T.
FILE No: 2021-2980A1.2.DWG
PROJECT No: 2021-2980

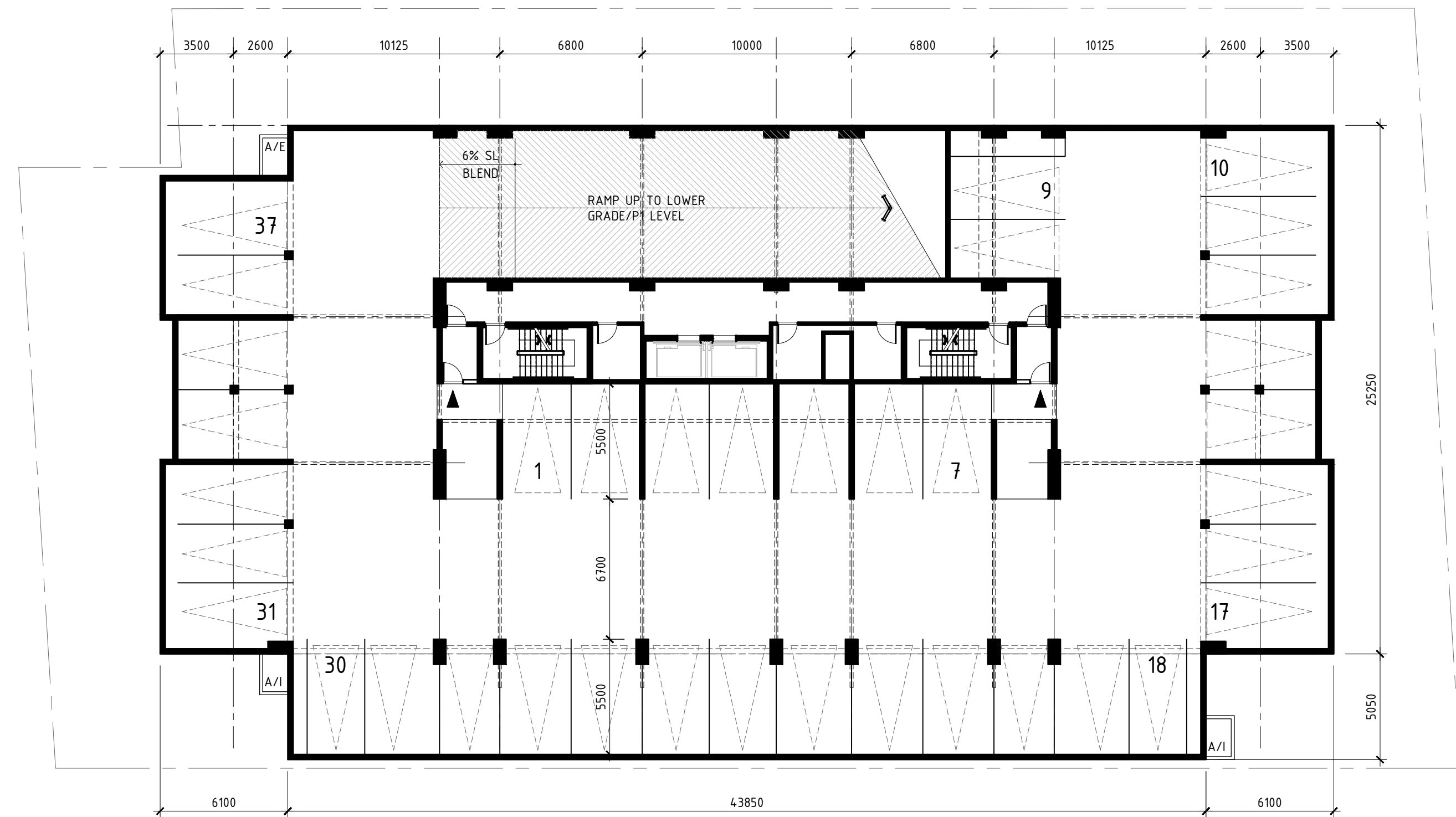
A1.3 SPA



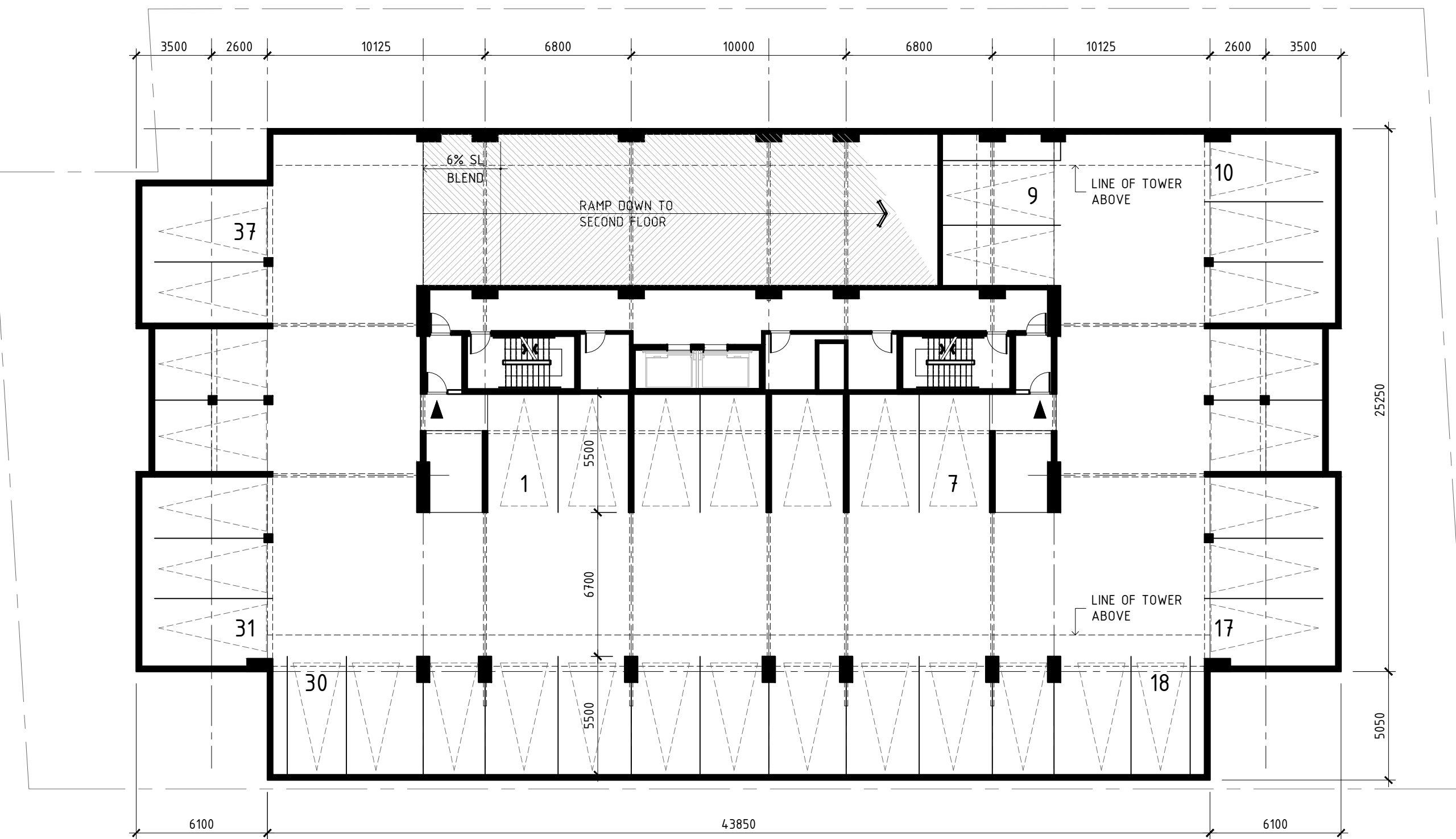
Lower Grade Plan Floor Plate 1614.08m² (17374.38ft²)
SCALE 1 : 200



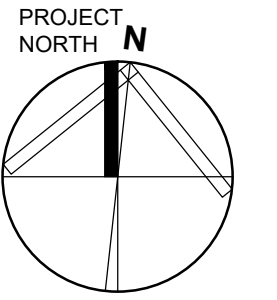
2nd Floor Plan Floor Plate 1614.08m² (17374.38ft²)
SCALE 1 : 200



P2 Level Plan Floor Plate 1614.08m² (17374.38ft²)
SCALE 1 : 200



3rd Floor Plan Floor Plate 1614.08m² (17374.38ft²)
SCALE 1 : 200



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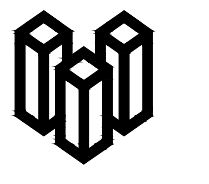
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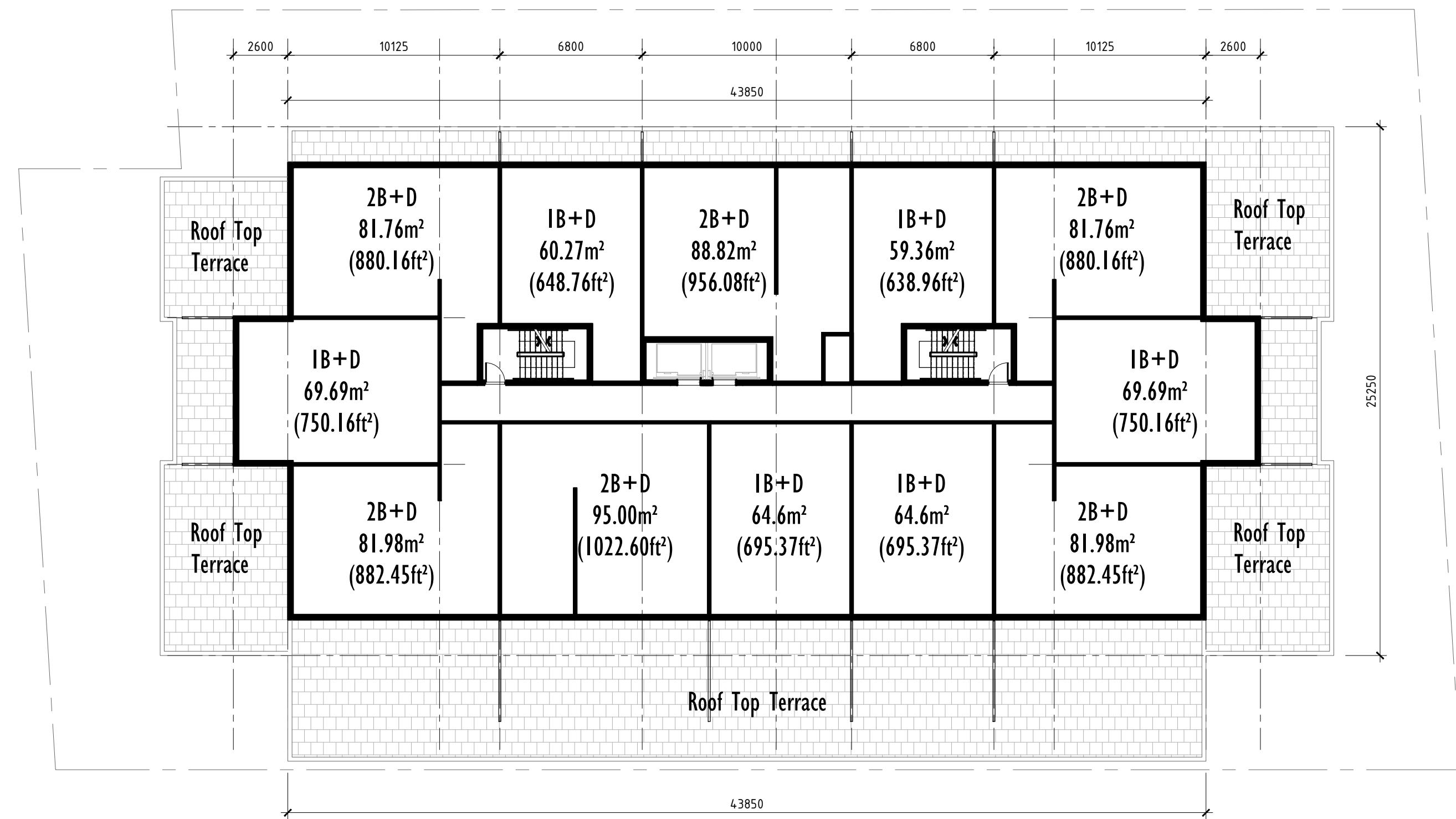
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Project Name
712 Baseline Rd. E. /Wellington Gate
16 Storeys Residential Tower

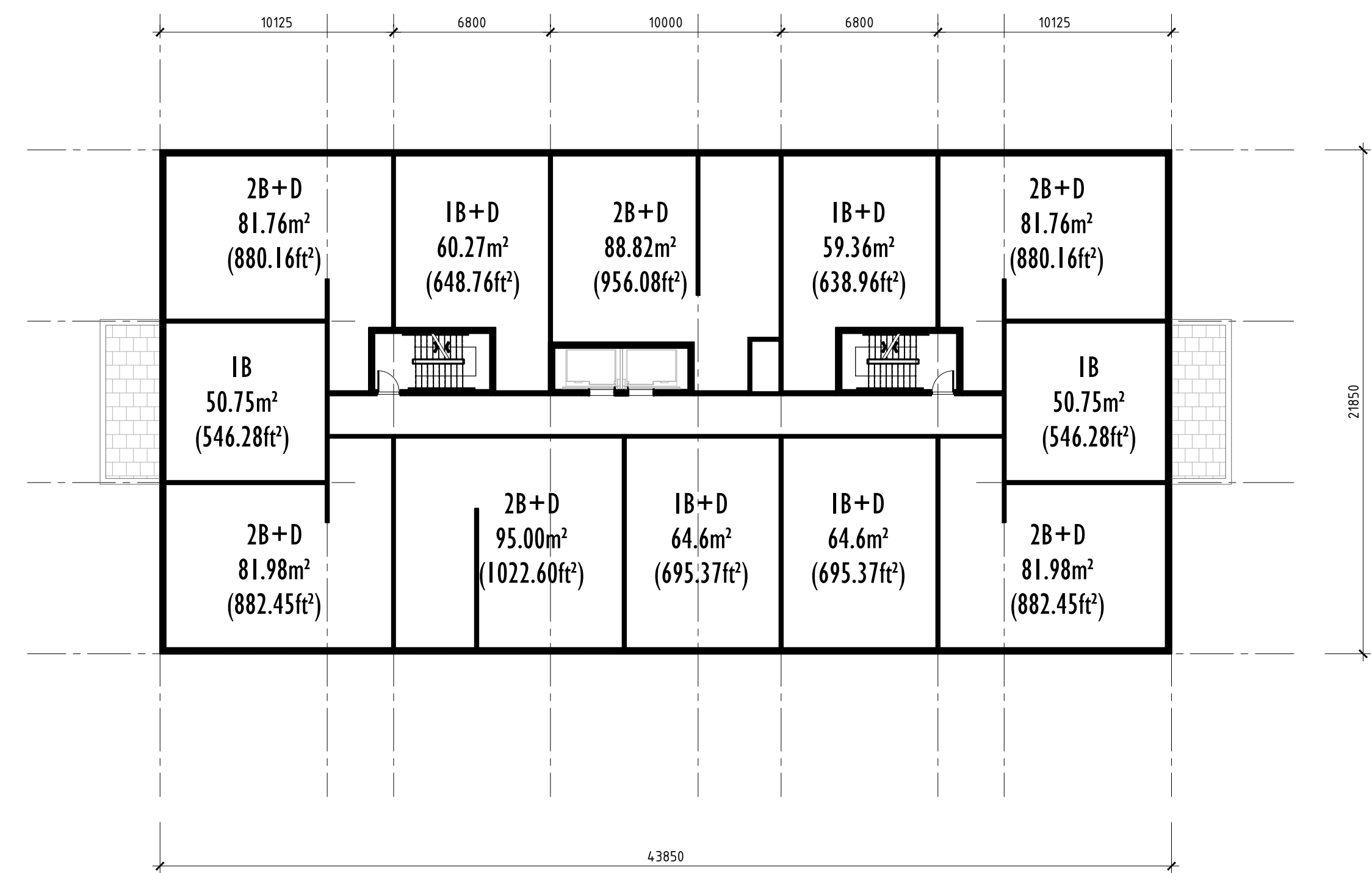
Drawing Title
Preliminary 4th - 14th Floor Plate Proposals

DATE: MAR. 4, 2021
 SCALE: AS NOTED
 DRAWN: C.T.
 REVIEWED: C.T.
 FILE No: 2021-2980A1.2.DWG
 PROJECT No: 2021-2980

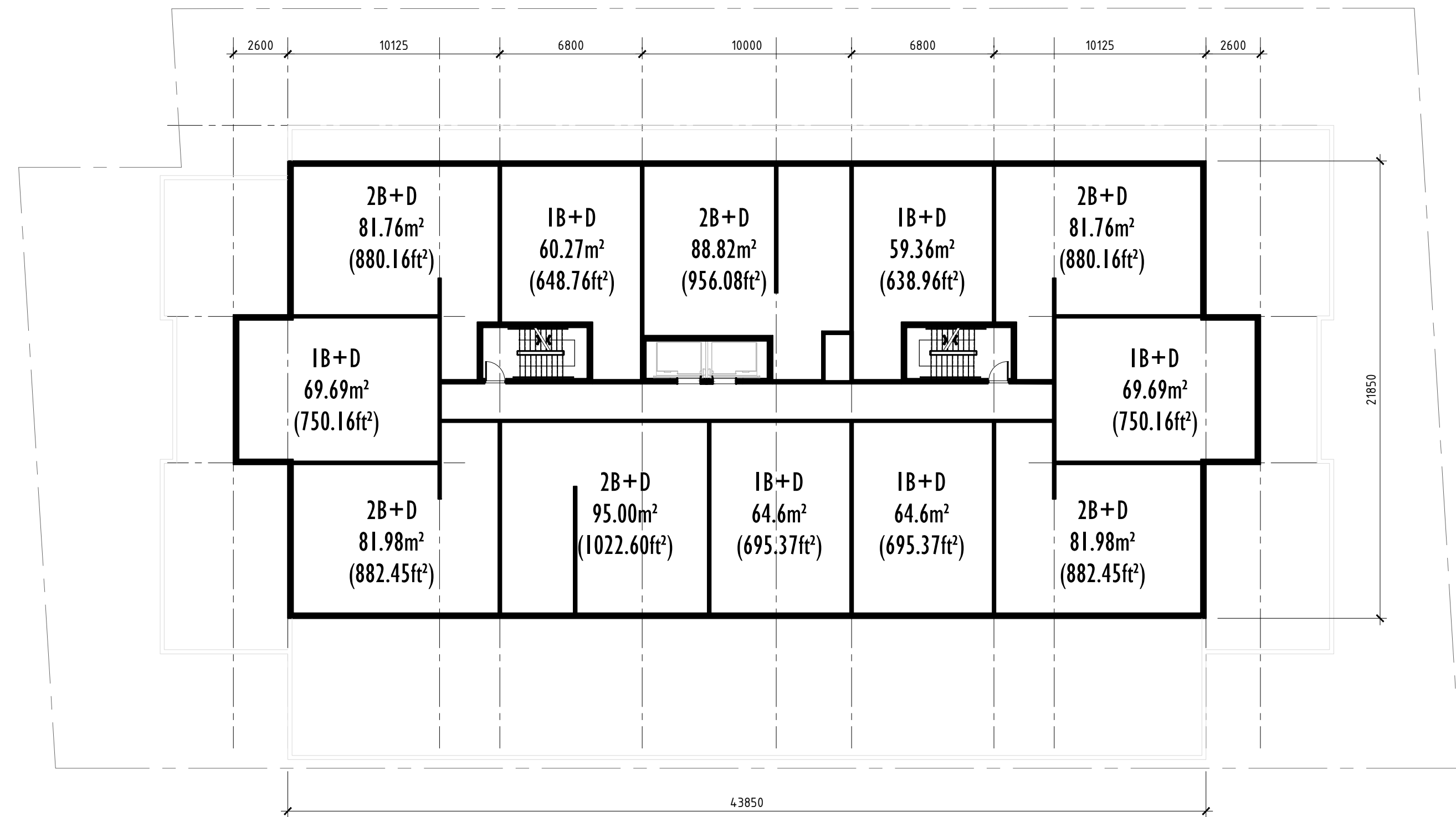
A1.4 SPA



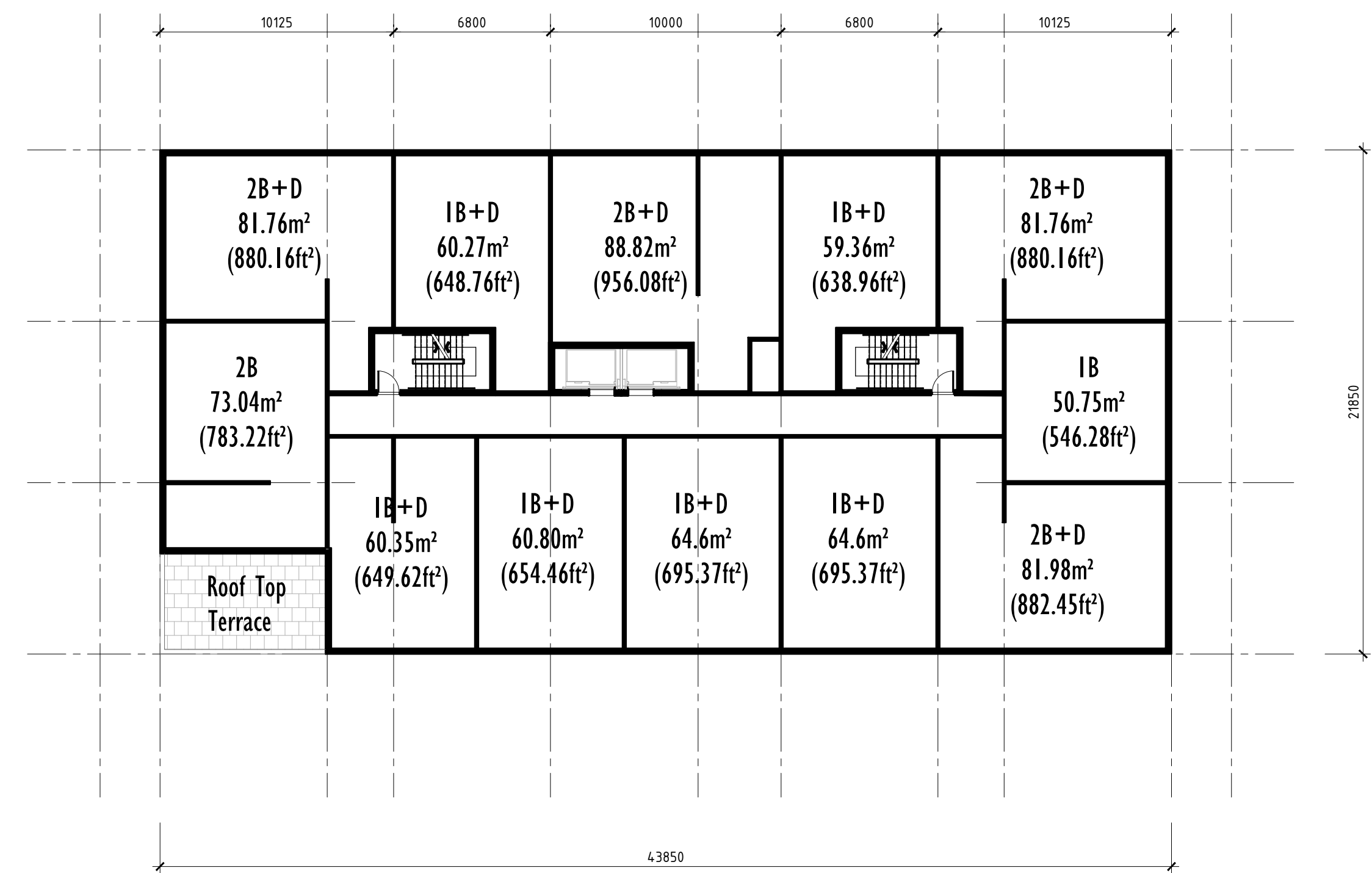
4th Floor Plan Floor Plate 995.30m² (10713.67ft²)
 SCALE 1 : 200



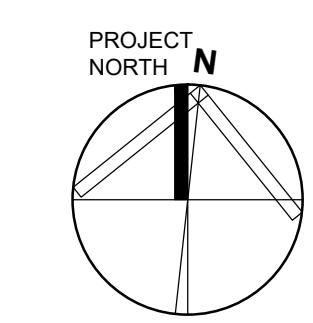
13th Floor Plan Floor Plate 958.12m² (10313.45ft²)
 SCALE 1 : 200



5th-12th Floor Plan Floor Plate 995.30m² (10713.67ft²)
 SCALE 1 : 200



14th Floor Plan Floor Plate 926.91m² (9977.50ft²)
 SCALE 1 : 200



DO NOT SCALE DRAWINGS.

CONTRACTOR AND SUBCONTRACTORS SHALL CHECK ALL DIMENSIONS AND REPORT TO THE OWNERS ANY DISCREPANCIES PRIOR TO PROCEEDING WITH WORK.

ALL WORKMANSHIP AND MATERIALS MUST CONFORM WITH O.B.C. AND C.M.H.C. STANDARDS AND BE APPROVED BY OWNER.

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No.	DATE	REVISION
1	MAR. 15/21	REVISE PER DRIVE THRU I.M.O.T. REVIEW
2	MAY 12/21	REVISE PER CITY REVIEW COMMENTS



R.Tomè & Associate Inc.
 51 Wimbledon Court
 London ON N6C 5C9
 t. 519.672.6622
 r_tome@bellnet.ca

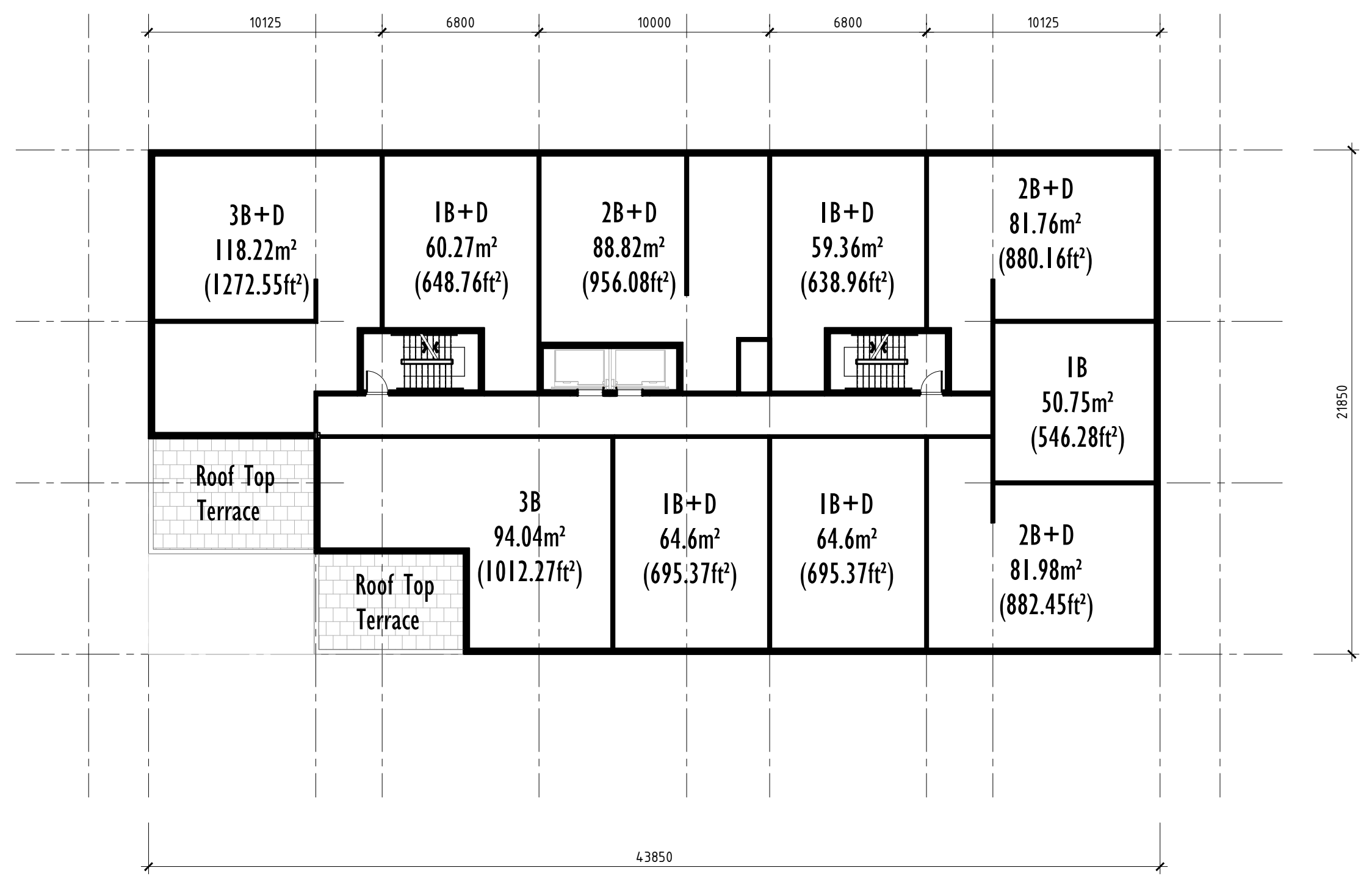


Project Name
**712 Baseline Rd. E.
 /Wellington Gate
 16 Storeys
 Residential Tower**
 London, Ontario

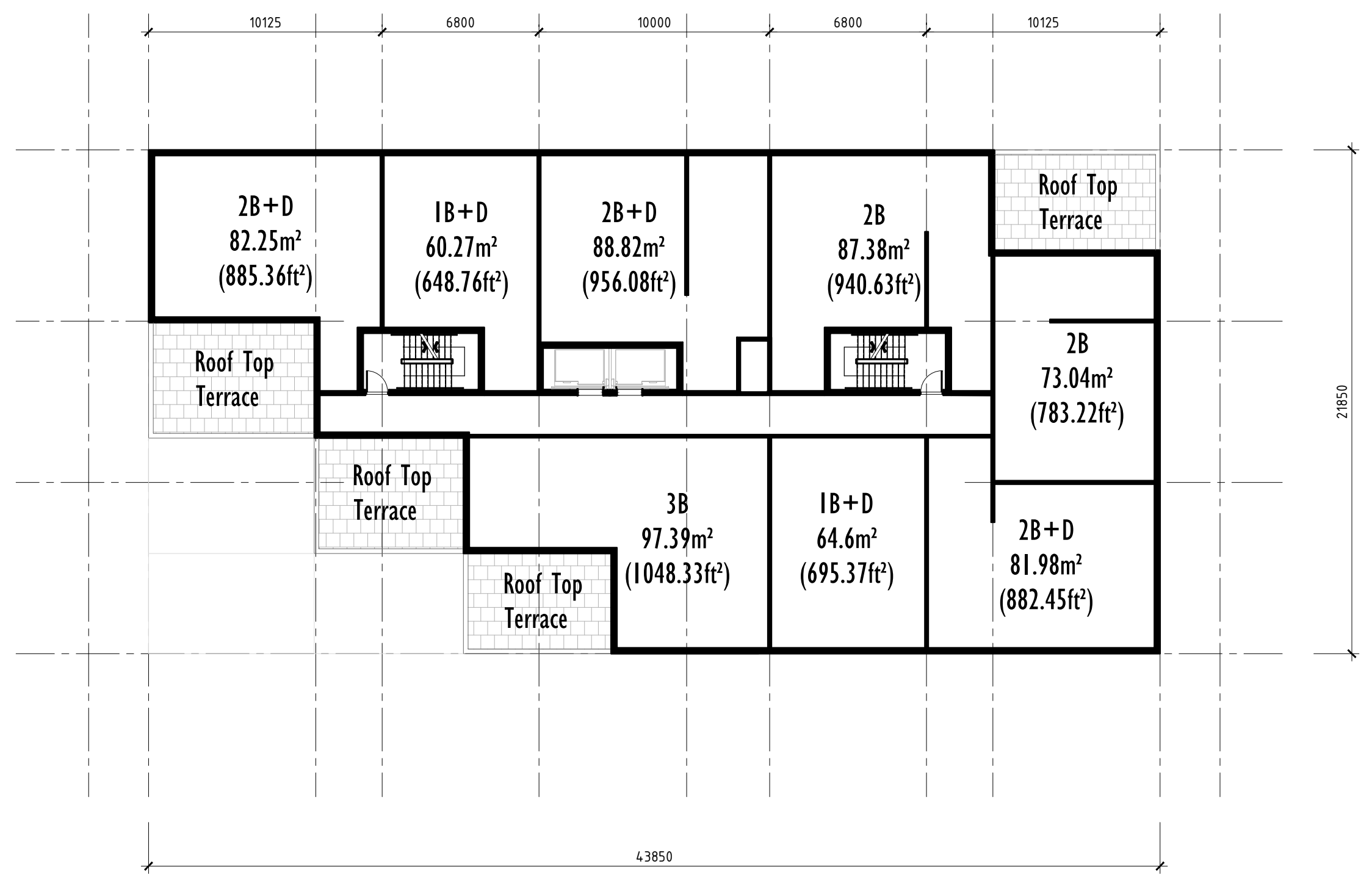
Drawing Title
**Preliminary 15th,
 16th Floor Plate
 Proposals**

DATE: MAR. 4, 2021
 SCALE: AS NOTED
 DRAWN: C.T.
 REVIEWED: C.T.
 FILE No: 2021-2980A1.2.DWG
 PROJECT No: 2021-2980

A1.5 SPA



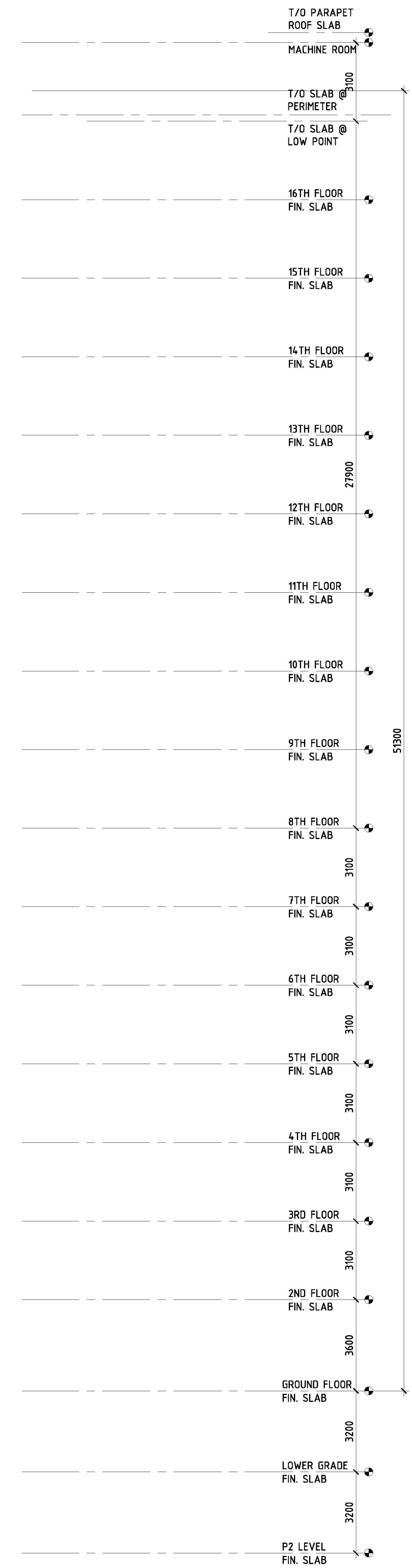
15th Floor Plan Floor Plate 862.87m² (9288.16ft²)
 SCALE 1 : 200



16th Floor Plan Floor Plate 735.57m² (7917.87ft²)
 SCALE 1 : 200



North Elevation Proposal



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No.	DATE	REVISION
1	NOV. 15/21	ALT. COLOUR PATTERN

MARSH KATSIOS Architect Inc.
 MKIA
 100-200 QUEENS AVENUE, LONDON, ONTARIO N6A 1A5
 TEL: 519-433-2020 marvk@mkias.com Fax: 519-433-2883

R.Tomé & Associate
 R.Tomé & Associate Inc.
 51 Wimbledon Court
 London ON N6C 5C9
 t. 519.672.6622
 r_tome@bellnet.ca

Westdell Development Corp.
 782 RICHMOND ST., LONDON, ON

Project Name
 712 Baseline Rd. E. /Wellington Gate
 16 Storeys Residential Tower
 London, Ontario

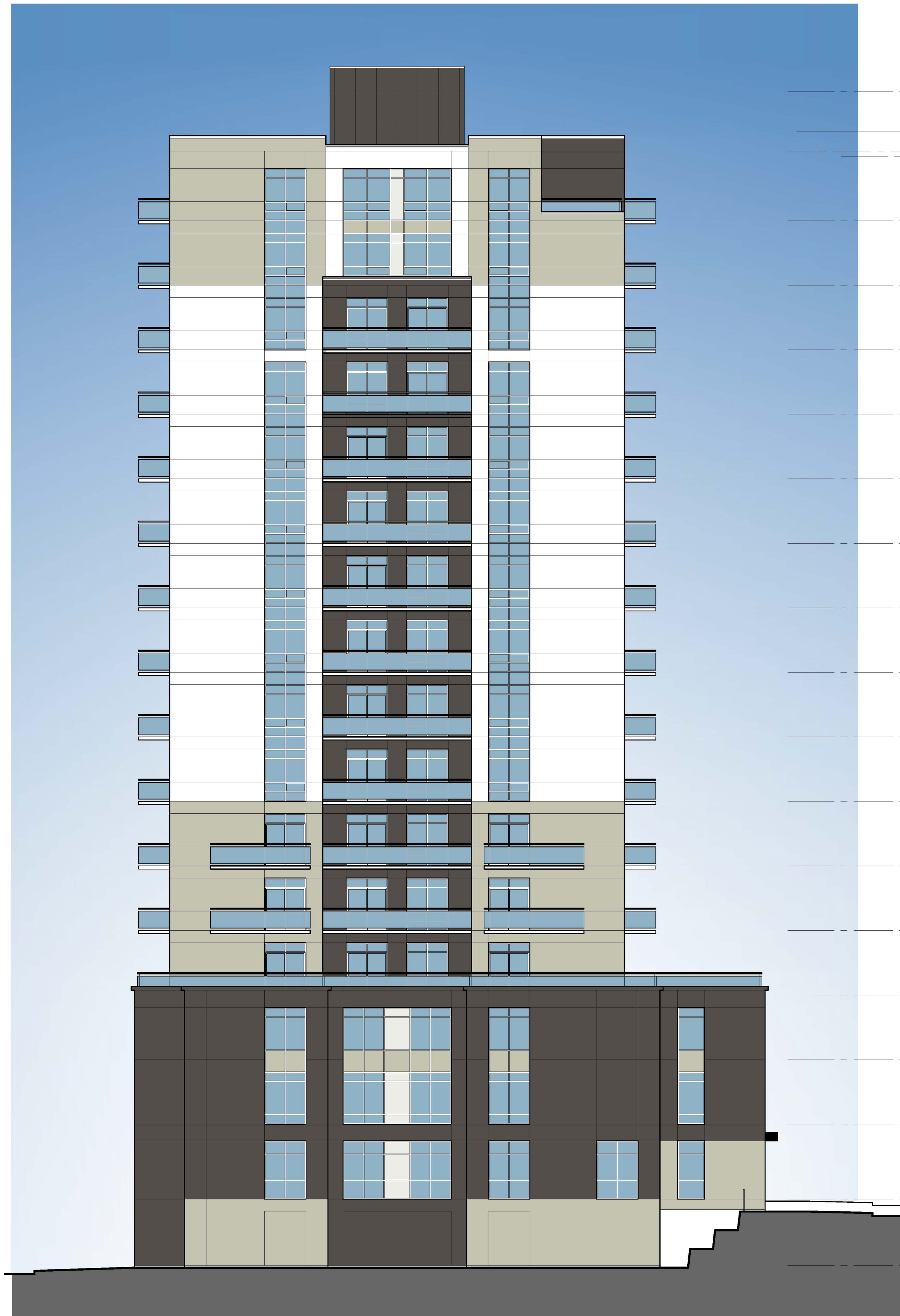
Drawing Title
 Preliminary North Elevation

DATE: OCT. 4, 2021
 SCALE: AS NOTED
 DRAWN: C.T.
 REVIEWED: C.T.
 FILE No: 2021-2980A1.2.DWG
 PROJECT No: 2021-2980

A2.2b SPA



East Elevation Proposal



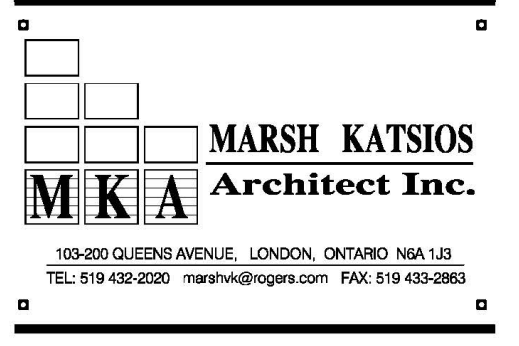
West Elevation Proposal

T/O PARAPET ROOF SLAB
 MACHINE ROOM
 T/O SLAB @ 3100 PERIMETER
 T/O SLAB @ LOW POINT
 16TH FLOOR FIN. SLAB
 15TH FLOOR FIN. SLAB
 14TH FLOOR FIN. SLAB
 13TH FLOOR FIN. SLAB
 12TH FLOOR FIN. SLAB
 11TH FLOOR FIN. SLAB
 10TH FLOOR FIN. SLAB
 9TH FLOOR FIN. SLAB
 8TH FLOOR FIN. SLAB
 7TH FLOOR FIN. SLAB
 6TH FLOOR FIN. SLAB
 5TH FLOOR FIN. SLAB
 4TH FLOOR FIN. SLAB
 3RD FLOOR FIN. SLAB
 2ND FLOOR FIN. SLAB
 GROUND FLOOR FIN. SLAB
 LOWER GRADE FIN. SLAB
 P2 LEVEL FIN. SLAB

51300
 27900
 3100
 3100
 3100
 3100
 3100
 3100
 3600
 3200

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No.	DATE	REVISION
1	NOV. 15/21	ALT. COLOUR PATTERN



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Westdell
 Development Corp.
 782 RICHMOND ST., LONDON, ON

Project Name
 712 Baseline Rd. E.
 /Wellington Gate
 16 Storeys
 Residential Tower
 London, Ontario

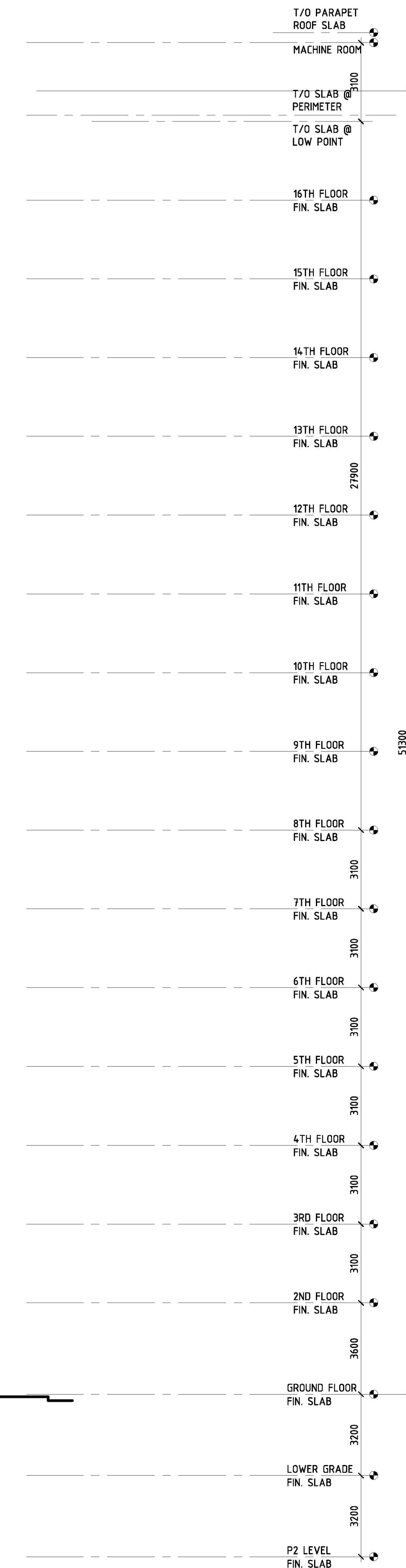
Drawing Title
 Preliminary East
 & West Elevations

DATE: OCT. 4, 2021
 SCALE: AS NOTED
 DRAWN: C.T.
 REVIEWED: C.T.
 FILE No: 2021-2980A1.2.DWG
 PROJECT No: 2021-2980

A2.3bSPA



South Elevation Proposal



DO NOT SCALE DRAWINGS.
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No.	DATE	REVISION
1	NOV. 15/21	ALT. COLOUR PATTERN

MARSH KATSIOS Architect Inc.
 MKA
 100-200 QUEENS AVENUE, LONDON, ONTARIO N6A 1A3
 TEL: 519-433-2020 marshkatsios.com Fax: 519-433-2883



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 r_tome@bellnet.ca

Westdell Development Corp.
 782 RICHMOND ST., LONDON, ON

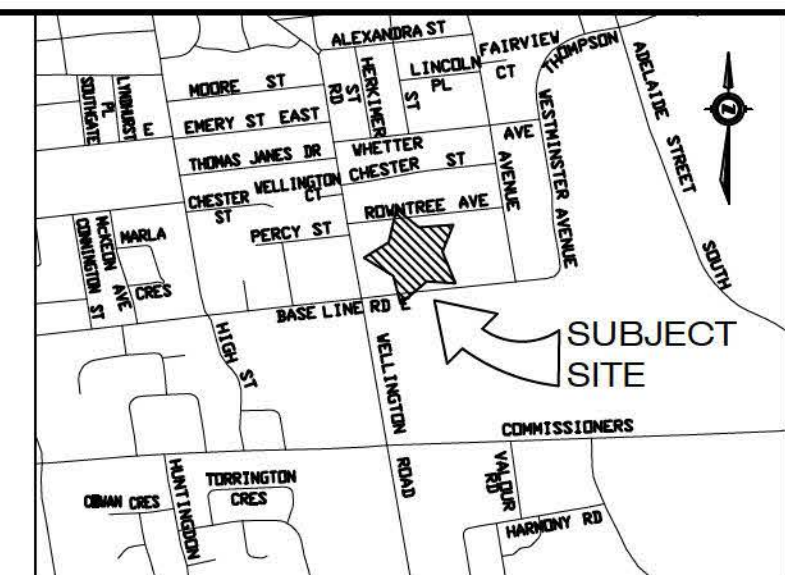
Project Name
712 Baseline Rd. E. /Wellington Gate
16 Storeys Residential Tower
 London, Ontario

Drawing Title
Preliminary South Elevation

DATE:	OCT. 4, 2021
SCALE:	AS NOTED
DRAWN:	C.T.
REVIEWED:	C.T.
FILE No:	2021-2980A1.2.DWG
PROJECT No:	2021-2980

A2.1b SPA

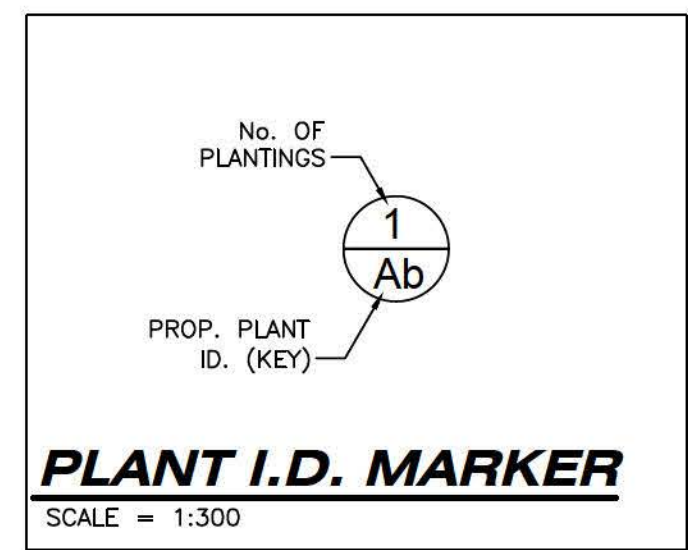
Appendix – Landscape Plan



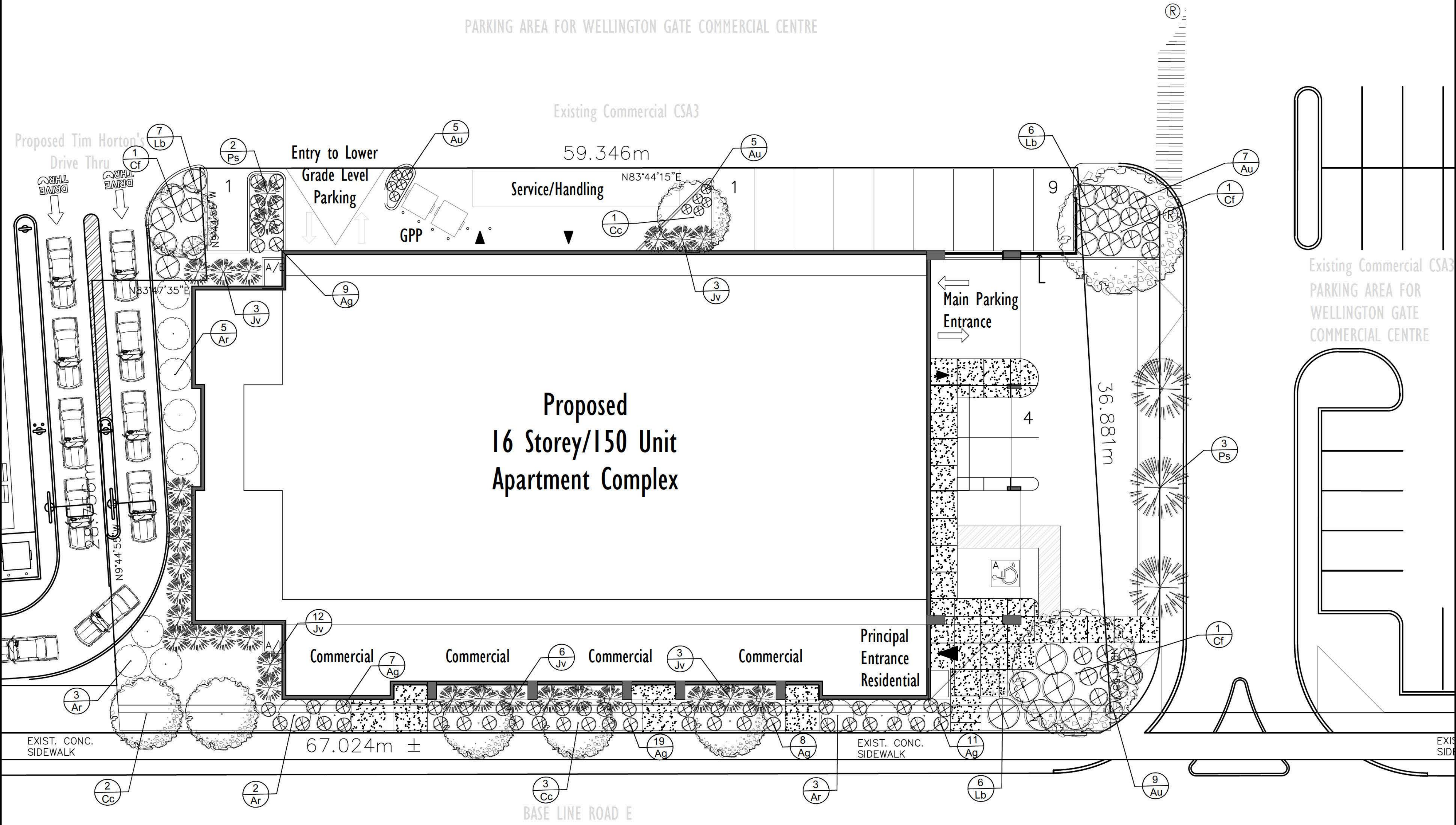
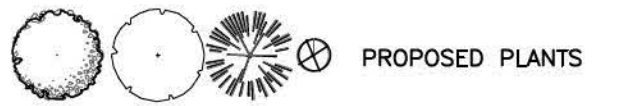
KEY PLAN
N.T.S.

LEGAL INFORMATION

PART OF
REG COMP PLAN 1033 LOT 50
CON BF PT LOT 24
IN THE
CITY OF LONDON
COUNTY OF MIDDLESEX



LANDSCAPE LEGEND:

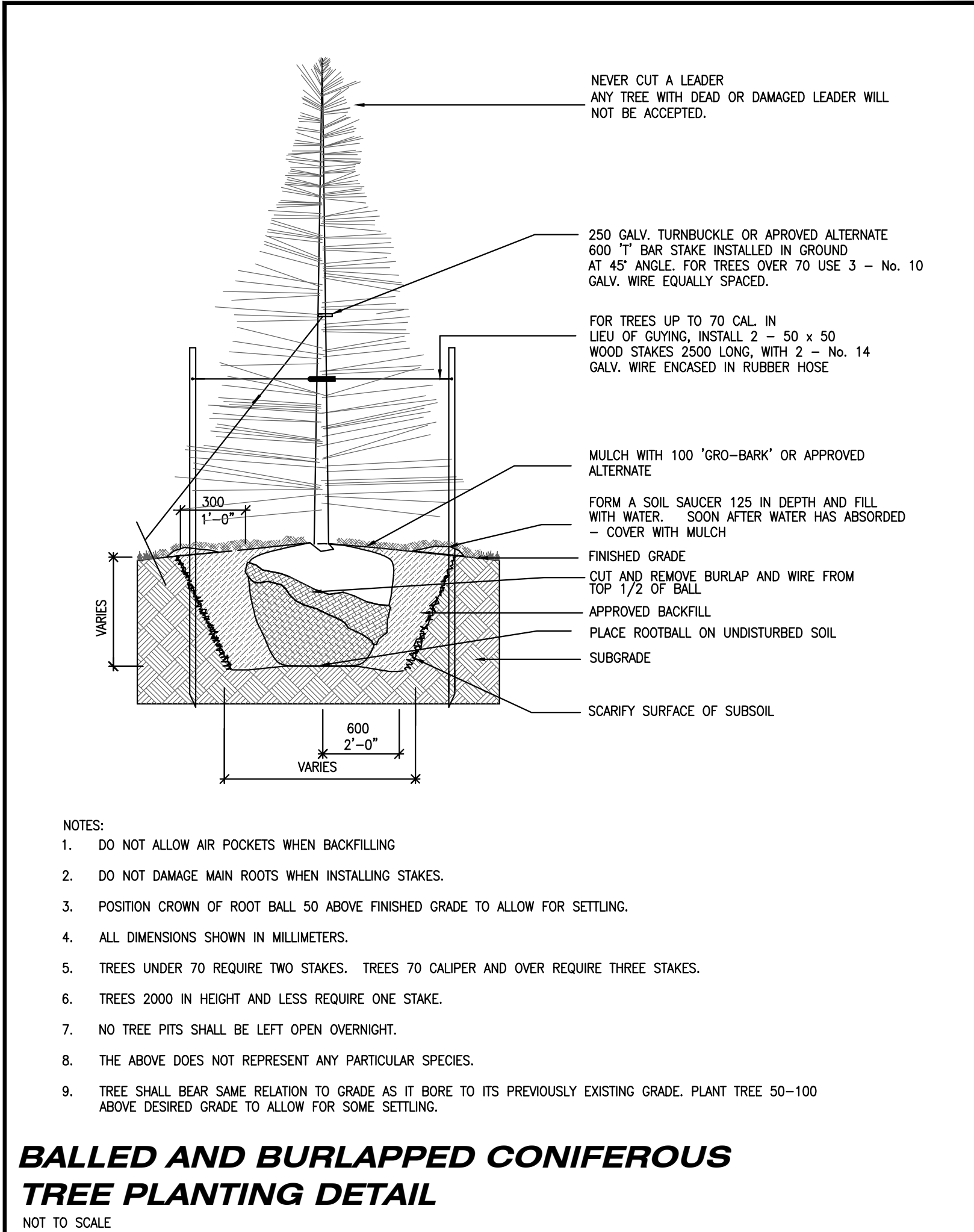


LIST OF DRAWINGS

SHEET L1	LANDSCAPE PLAN
SHEET L2	LANDSCAPE NOTES, PLANT LIST, AND STANDARD DETAILS

REFER TO NOTES, DETAILS, AND PLANT LIST ON SHEET L2

AS CONSTRUCTED SERVICES	COMPLETION	No.	REVISIONS	D/M/Y	BY	CONSULTANT	LA'S STAMP	LA'S STAMP	CLIENT	SCALE	TITLE	PROJECT No.
		01	INITIAL DESIGN FOR REVIEW / SUBMISSION	30/11/21	JR	DAN WEAGANT, OALA, CSLA, LANDSCAPE ARCHITECT 703 FORMAN AVENUE STRATFORD, ON N5A 0G2 PH 519-694-5470 danweagant@rogers.com	PRELIMINARY NOT FOR CONSTRUCTION		WESTDELL DEVELOPMENT 1701 RICHMOND ST. SUITE 3B LONDON, ON N5X 3Y2 P: 519.850.0000 E: dtraher@westdellcorp.com	1:150	LANDSCAPE PLAN 712 BASE LINE RD / WELLINGTON GATE 712 BASE LINE RD E LONDON, ON.	SBM-21-2235 SHEET No. L1 PLAN FILE No. -



NOTES:

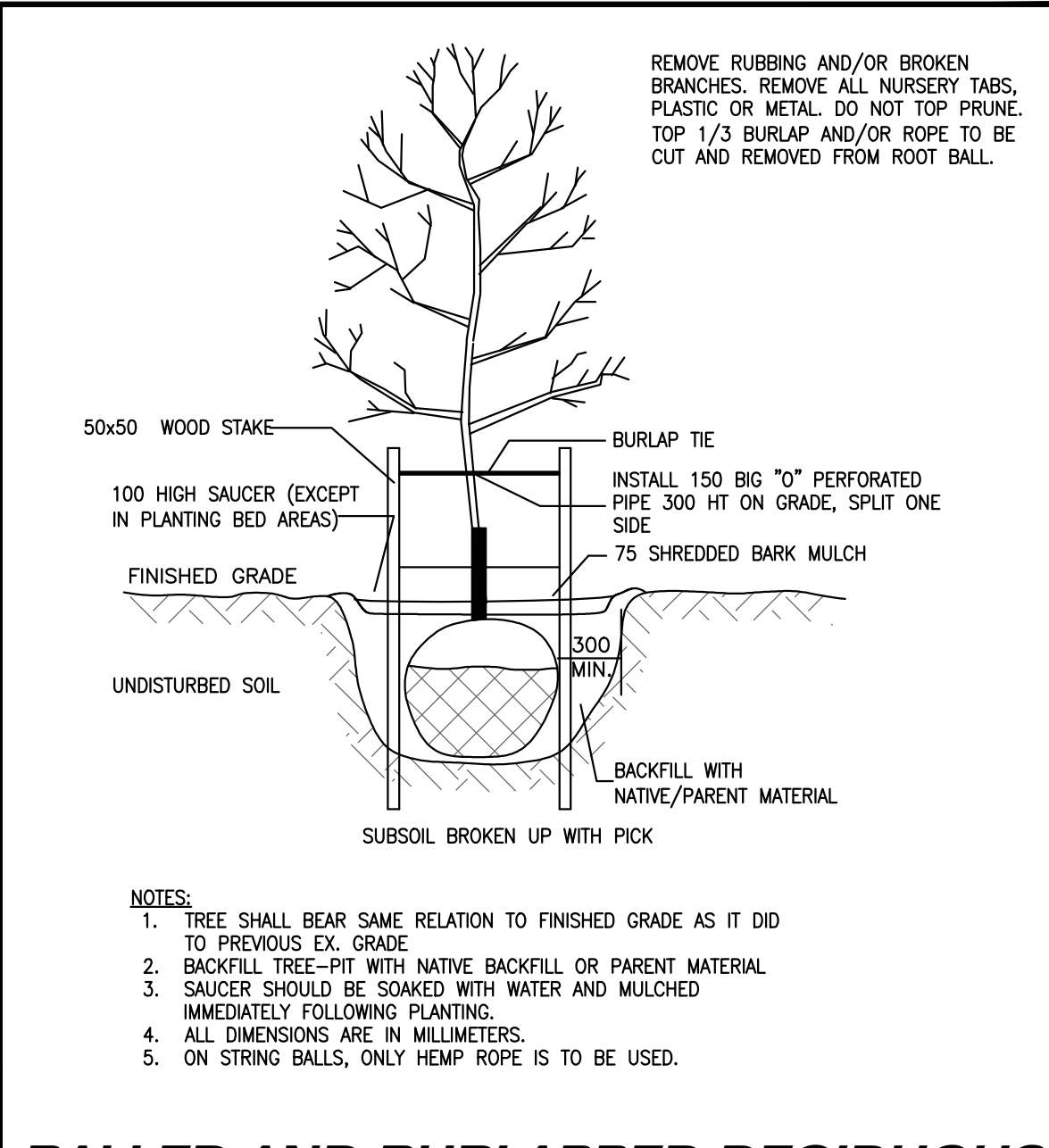
- DO NOT ALLOW AIR POCKETS WHEN BACKFILLING
- DO NOT DAMAGE MAIN ROOTS WHEN INSTALLING STAKES.
- POSITION CROWN OF ROOT BALL 50 ABOVE FINISHED GRADE TO ALLOW FOR SETTLING.
- ALL DIMENSIONS SHOWN IN MILLIMETERS.
- TREES UNDER 70 REQUIRE TWO STAKES. TREES 70 CALIPER AND OVER REQUIRE THREE STAKES.
- TREES 2000 IN HEIGHT AND LESS REQUIRE ONE STAKE.
- NO TREE PITS SHALL BE LEFT OPEN OVERNIGHT.
- THE ABOVE DOES NOT REPRESENT ANY PARTICULAR SPECIES.
- TREE SHALL BEAR SAME RELATION TO GRADE AS IT BORE TO ITS PREVIOUSLY EXISTING GRADE. PLANT TREE 50-100 ABOVE DESIRED GRADE TO ALLOW FOR SOME SETTLING.

BALLED AND BURLAPPED CONIFEROUS TREE PLANTING DETAIL

NOT TO SCALE

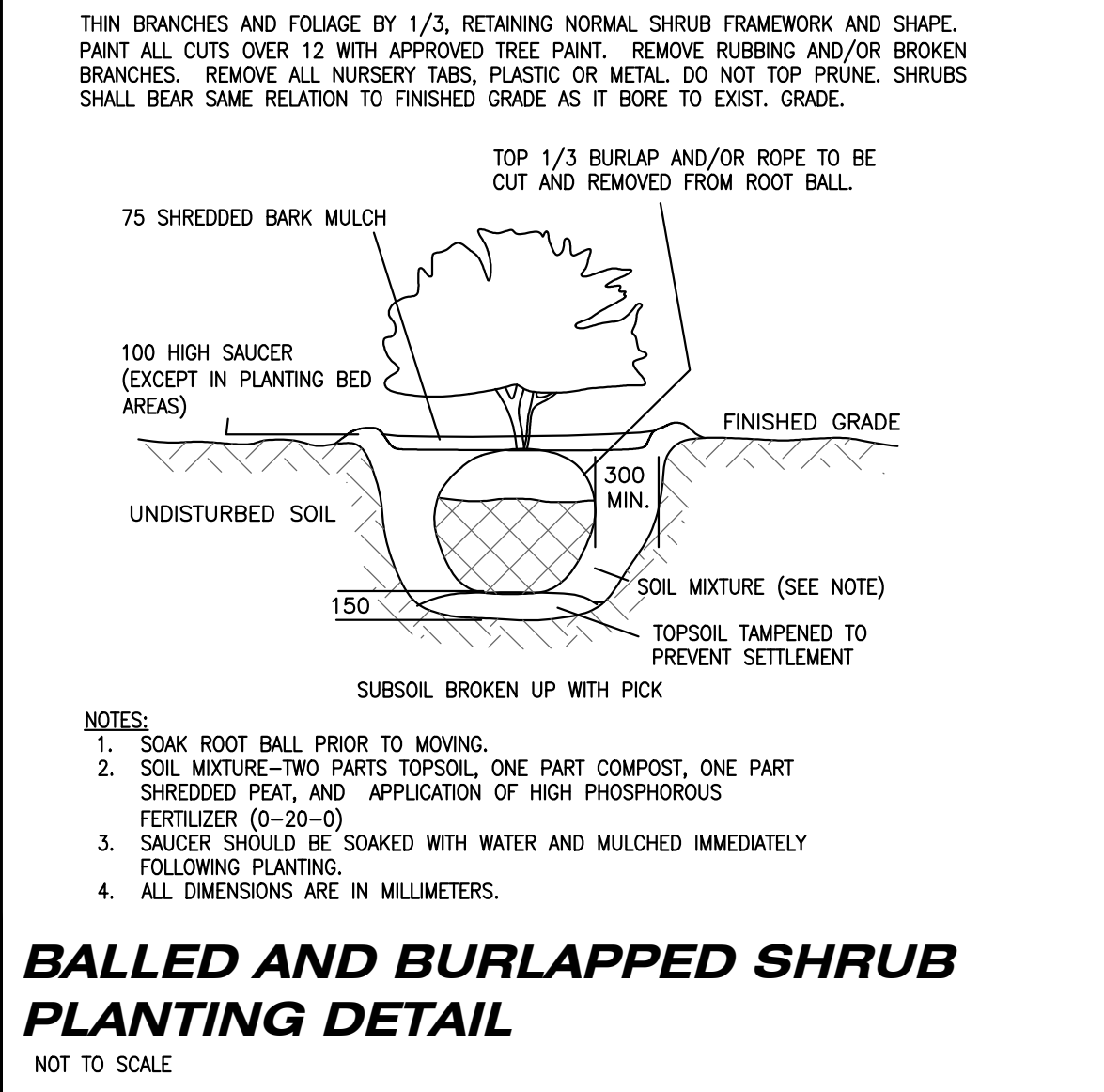
LANDSCAPE NOTES

- LANDSCAPE PLAN SHOULD BE READ IN CONJUNCTION WITH CURRENT SITE SERVICING AND SITE GRADING PLANS.
- LAYOUT OF ALL PLANT MATERIAL IS TO BE APPROVED IN THE FIELD BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
- CONTRACTOR IS RESPONSIBLE FOR UTILITY AND SERVICING LOCATES. ANY DAMAGE TO UTILITIES IS THE RESPONSIBILITY OF THE CONTRACTOR FOR REPAIR, TO THE SATISFACTION OF THE APPLICABLE UTILITY / AGENCY.
- CONTRACTOR IS REQUIRED TO CONFIRM ANY DISCREPANCIES, WITH RESPECT TO QUANTITIES OR LOCATION OF PLANT MATERIAL OR OTHER ELEMENTS INDICATED ON THE PLAN. DO NOT PROCEED IN UNCERTAINTY. OBTAIN DIRECTION AS REQUIRED FROM LANDSCAPE ARCHITECT.
- THE LANDSCAPE ARCHITECT RESERVES THE RIGHT TO SELECT / APPROVE PLANT MATERIALS AT SOURCE, WITHOUT LIMITING THE RIGHT TO REFUSE PLANT MATERIAL AT A FUTURE DATE WHERE THERE ARE CLEAR VIOLATIONS OF SPECIFIED CHARACTERISTICS.
- CONTRACTOR IS TO NOTIFY THE LANDSCAPE ARCHITECT UPON COMPLETION OF INSTALLATION FOR THE PURPOSES OF PREPARING A CERTIFICATION OF COMPLETION.
- CONTRACTOR IS RESPONSIBLE FOR ALL INSTALLATIONS UNTIL ACCEPTED BY THE OWNER.
- SUBSTITUTION OF ANY PLANT MATERIAL IS SUBJECT TO WRITTEN APPROVAL OF THE LANDSCAPE ARCHITECT.
- TREE PITS SHALL BE EXCAVATED TO A MINIMUM OF 750mm WIDER THAN THE ROOT BALL OF THE TREE BEING INSTALLED. TREES SHALL BE PLANTED SO THAT THE TOP OF THE ROOT BALL IS 100 - 150mm ABOVE THE ELEVATION OF THE TOP OF THE SURROUNDING CURB.
- SHRUBS AND ORNAMENTAL GRASSES SHALL BE PLANTED IN A MINIMUM 450mm DEPTH OF TOPSOIL / PLANTING MEDIUM.
- REMOVE WIRE BASKETS PRIOR TO INSTALLATION AND REMOVE FROM SITE. BURLAP IS TO BE CUT AWAY FROM THE STEM AND ROOT BALL TO A DEPTH OF 300mm FROM THE FINISHED PLANTING SURFACE.
- REMOVE GUY WIRES, STAKES AND OTHER STABILIZING MATERIALS FROM TREES UPON ACCEPTANCE BY THE OWNER OR UPON COMPLETION OF THE WARRANTY PERIOD, WHICHEVER IS LATER.
- ENSURE COMPLETED PLANTING SOIL SURFACE IS MOUNDING TO PROVIDE POSITIVE DRAINAGE TO ADJACENT TOP OF CURB ENCLOSURE.
- ALL TOPSOIL FOR PLANTING SHALL BE COMPRISED OF CLAY / SANDY LOAM WITH A 4 TO 12% ORGANIC MATTER, CAPABLE OF SUSTAINING APPROPRIATE GROWTH OF THE PLANTS. THE SOIL SHALL BE FREE OF CONTAMINANTS, ROOTS AND STONES LARGER THAN 25mm IN DIAMETER. REQUIRED PH FOR THIS INSTALLATION IS BETWEEN 6.0 AND 7.0. THE LANDSCAPE ARCHITECT / OWNER RESERVES THE RIGHT TO INSPECT AND ACCEPT / REJECT TOPSOIL PRIOR TO APPLICATION.
- MULCH SHALL BE PLACED AT A MINIMUM DEPTH OF 75mm THROUGHOUT THE PLANTING AREA. MULCH IS TO BE COMPOSED OF AGED CEDAR MULCH OR AN ALLOWABLE SUBSTITUTION UPON ACCEPTANCE BY THE LANDSCAPE ARCHITECT.



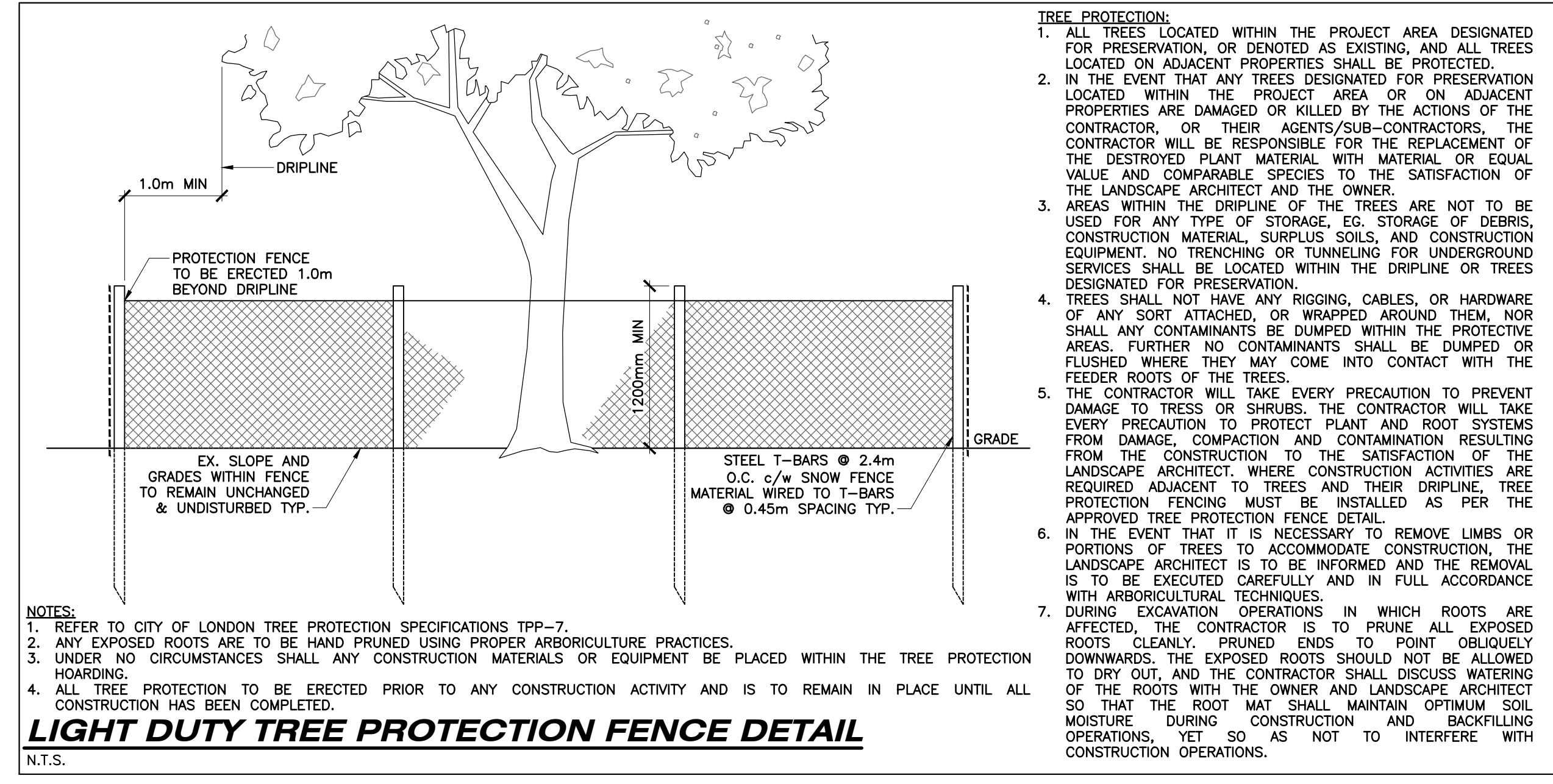
BALLED AND BURLAPPED DECIDUOUS TREE PLANTING DETAIL

NOT TO SCALE



BALLED AND BURLAPPED SHRUB PLANTING DETAIL

NOT TO SCALE



LIGHT DUTY TREE PROTECTION FENCE DETAIL

N.T.S.

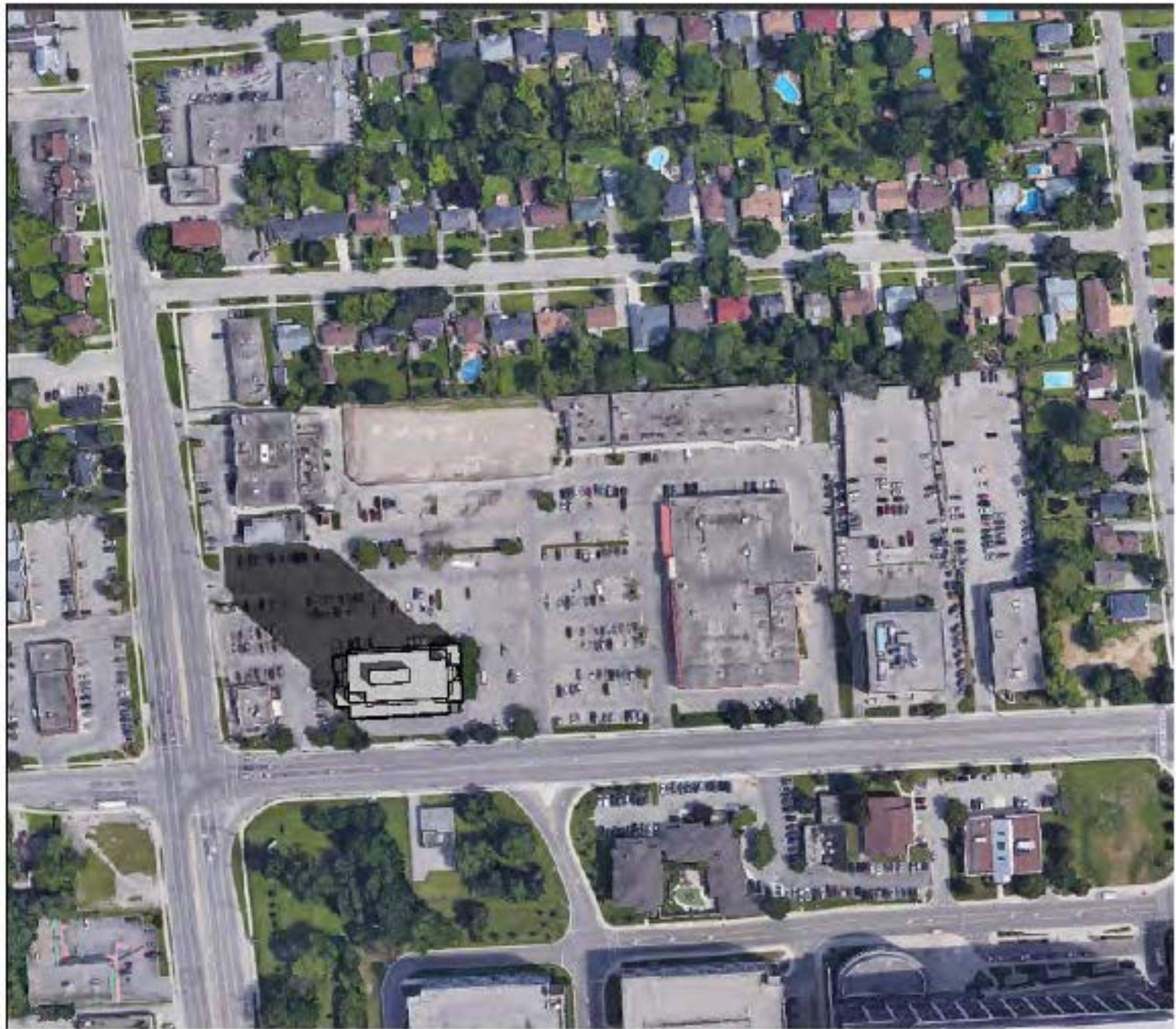
PLANT LIST

KEY	No.	BOTANICAL NAME - COMMON NAME	SIZE & CONDITION	NOTES
Jv	17	JUNIPERUS VIRGINIANA - EASTERN RED CEDAR	200cm HEIGHT, POTTED	
Pb	5	PINUS STROBUS FASITIGIATA - COLUMNAR EASTER WHITE PINE	200cm HEIGHT, POTTED	
Ar	13	ACER RUBRUM 'RED ROCKET' - RED ROCKET MAPLE	60mm CALIPER, WIRE BASKET	
CC	6	CARPINUS CAROLINIANA 'NATIVE FLAME' - NATIVE FLAME IRONWOOD	60mm CALIPER, WIRE BASKET	
Cf	3	CORNUS FLORIDA - FLOWERING DOGWOOD	60mm CALIPER, WIRE BASKET	
Au	26	ARCTOSTAPHYLUS UVA-URSI - BEARBERRY	30cm HEIGHT, POTTED	
Lb	16	LINDERA BENZOIN - SPICEBUSH	60cm HEIGHT, POTTED	
Ag	54	ANDROPOGON GERARDII - BIG BLUESTEM	5 GAL POT	PLANT @ 1.0M SPACING

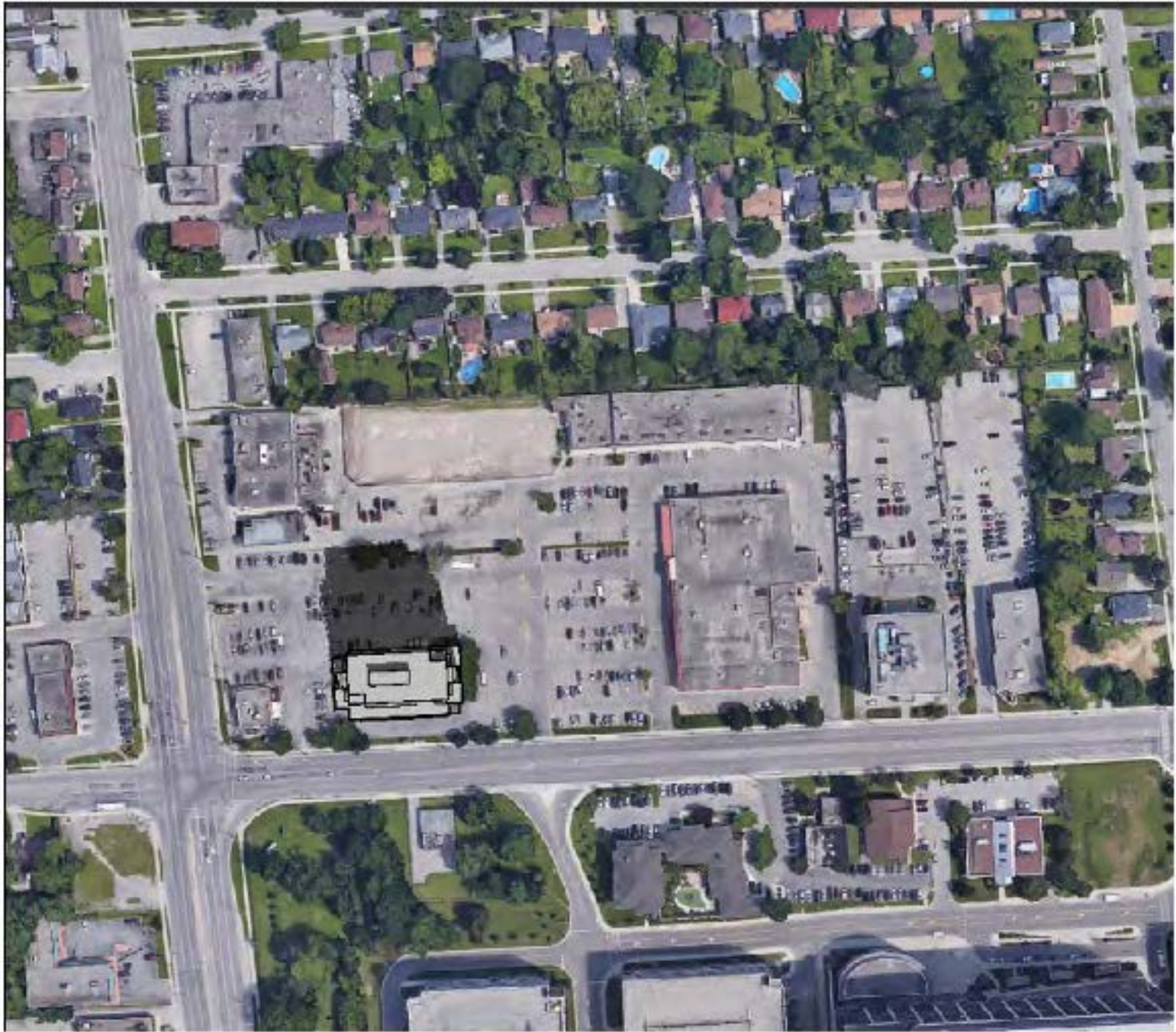
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AS CONSTRUCTED SERVICES	COMPLETION	No.	REVISIONS	D/M/Y	BY	CONSULTANT	LA'S STAMP	LA'S STAMP	CLIENT	SCALE	TITLE	PROJECT No.
						DAN WEAGANT, OALA, CSLA, LANDSCAPE ARCHITECT 703 FORMAN AVENUE STRATFORD, ON N5A 0G2 PH 519-694-5470 danweagant@rogers.com	PRELIMINARY NOT FOR CONSTRUCTION		WESTDELL DEVELOPMENT 1701 RICHMOND ST. SUITE 3B LONDON, ON N5X 3Y2 P: 519.850.0000 E: dtraher@westdellcorp.com	N/A	NOTES, PLANT LIST, AND STANDARD DETAILS 712 BASE LINE RD / WELLINGTON GATE 712 BASE LINE RD E LONDON, ON.	SBM-21-2235 L2 -

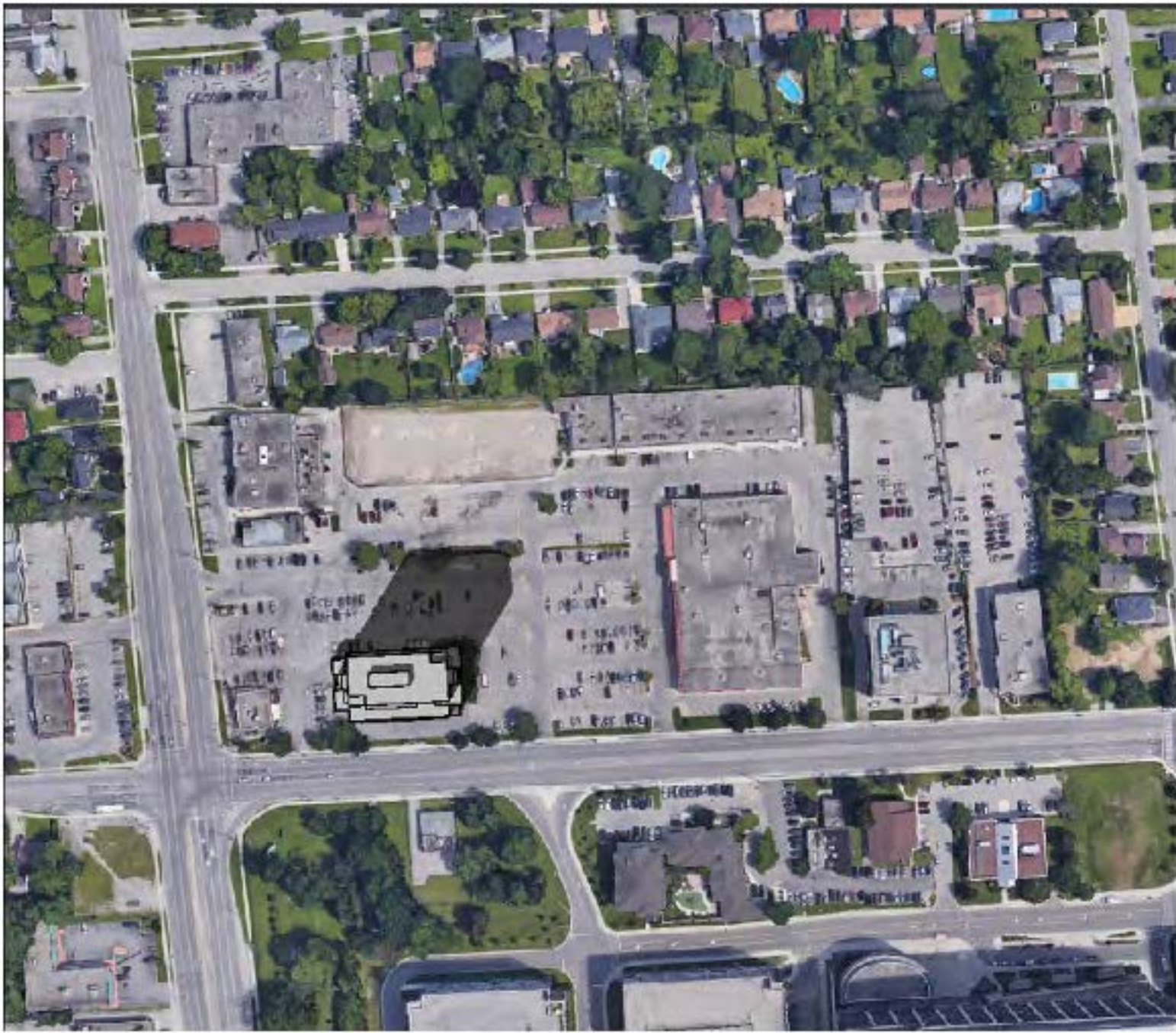
Appendix –Shadow Study



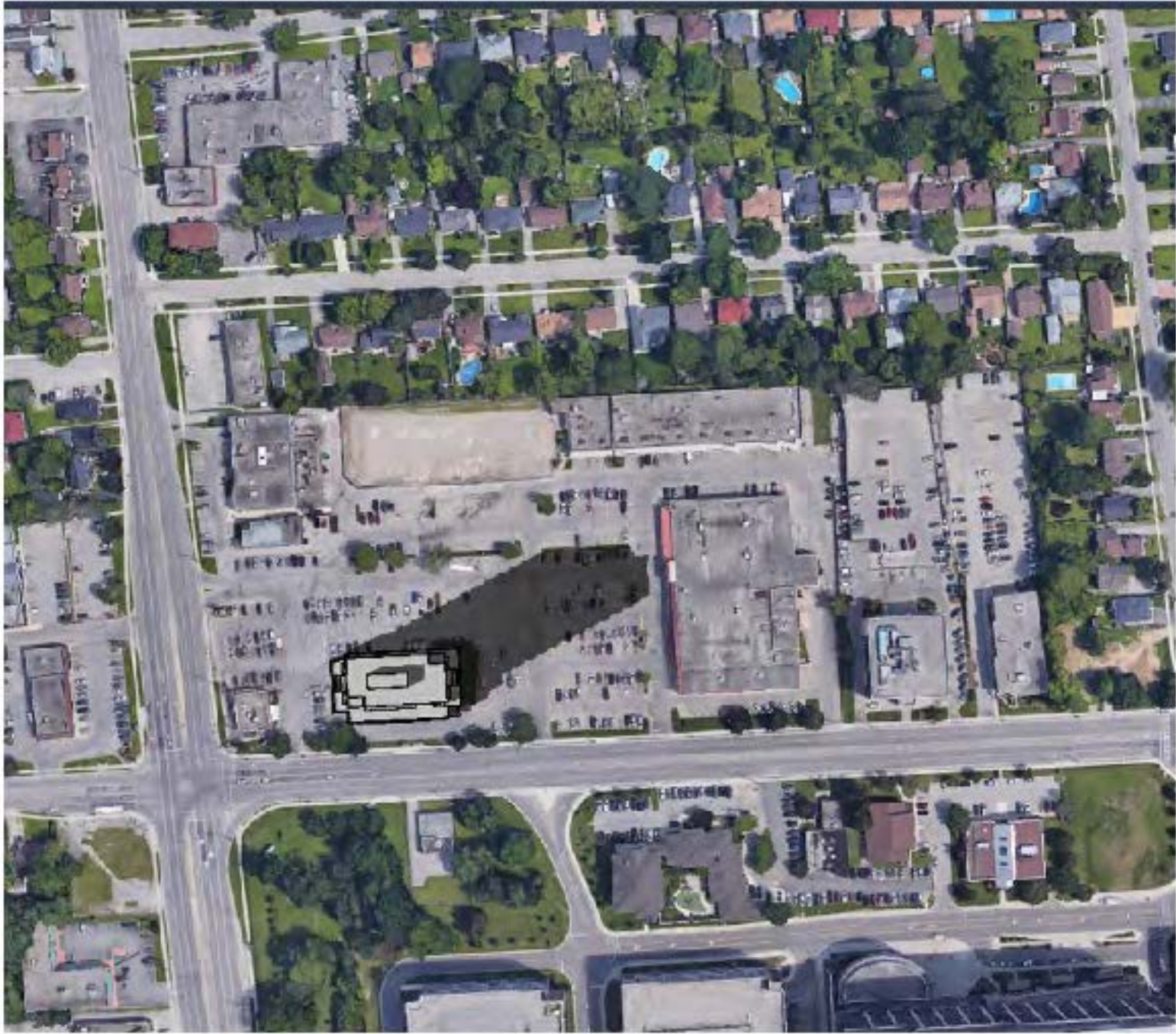
MARCH 21 - 10:00 AM



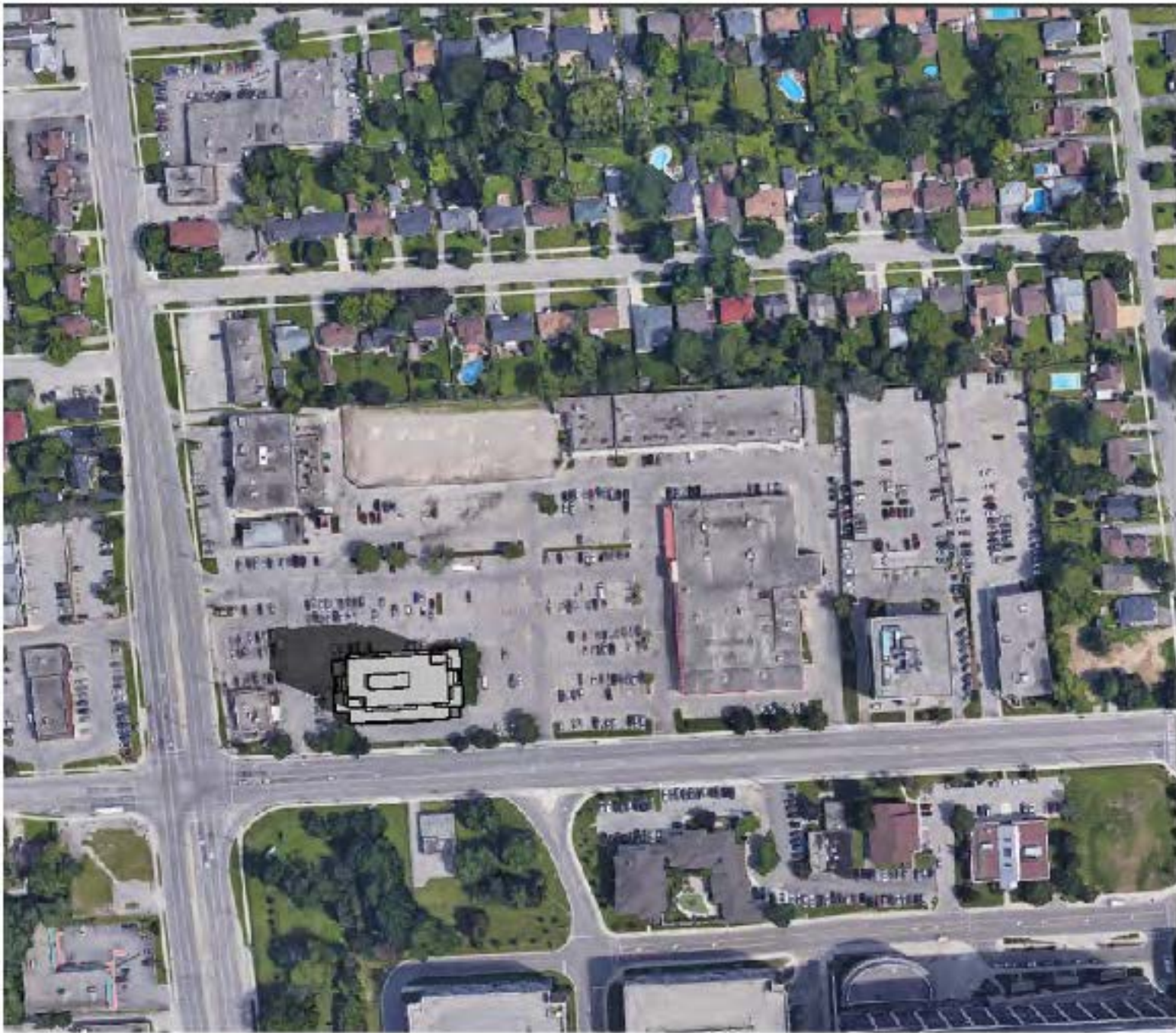
MARCH 21 - 12:00 PM



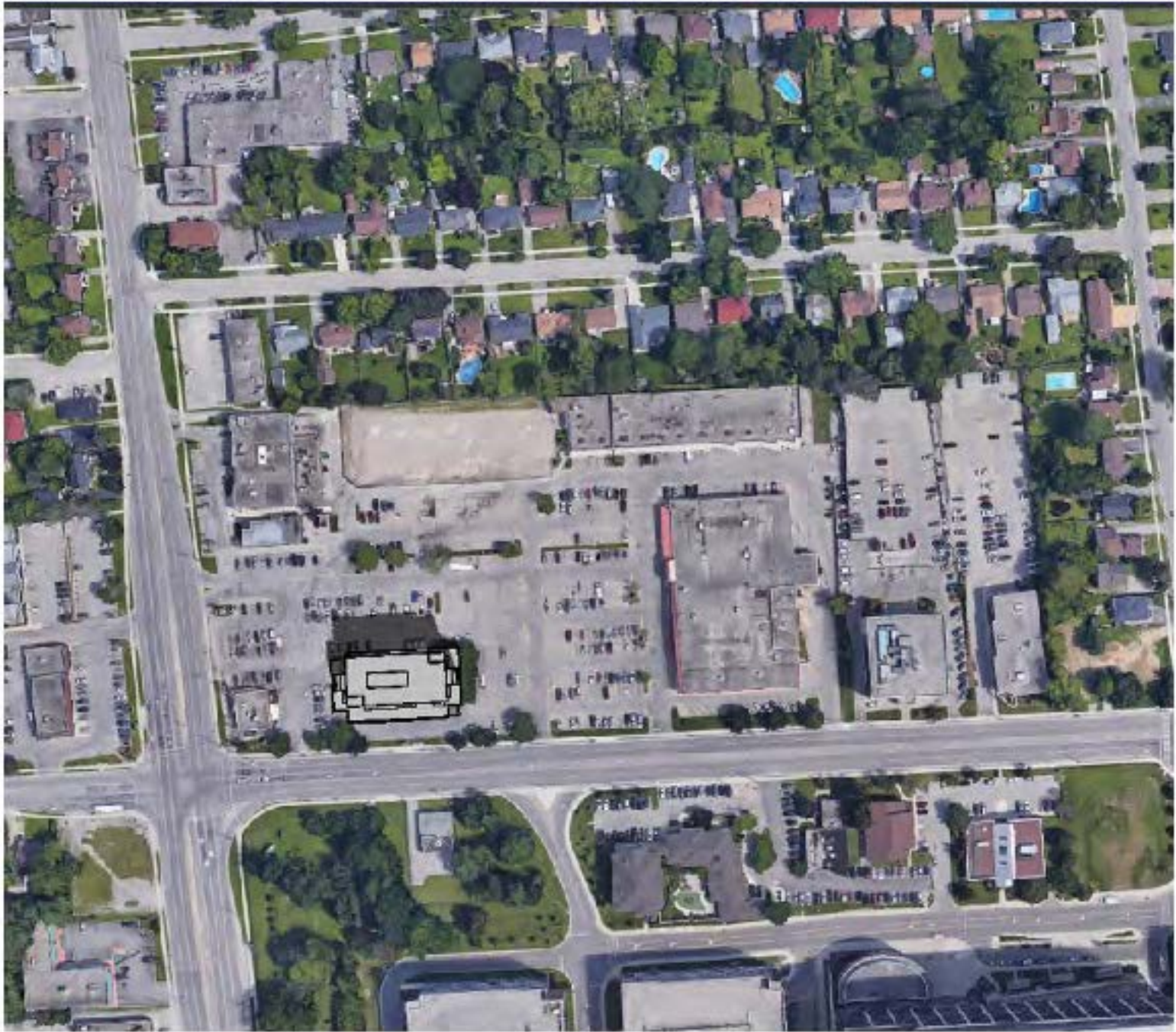
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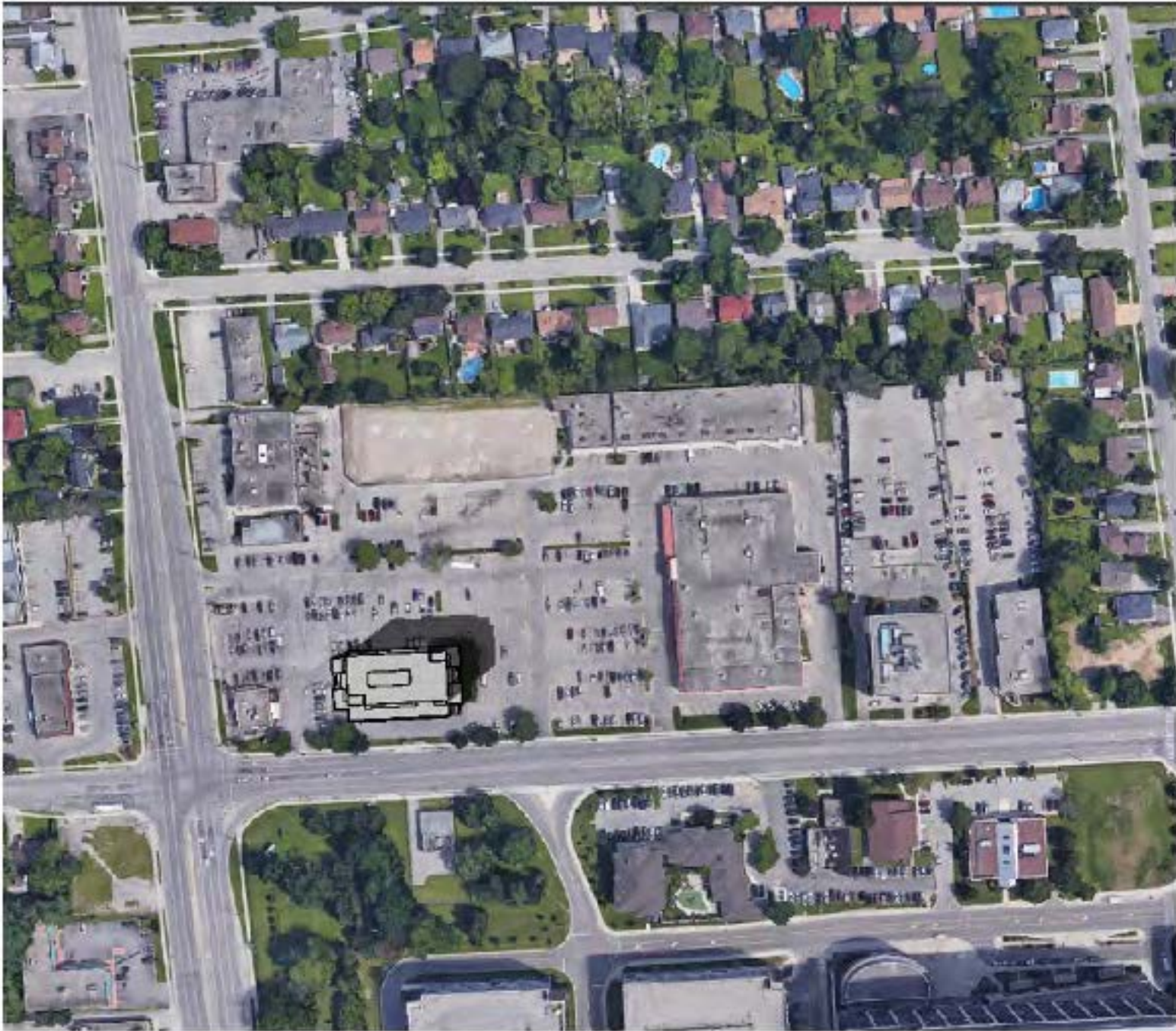
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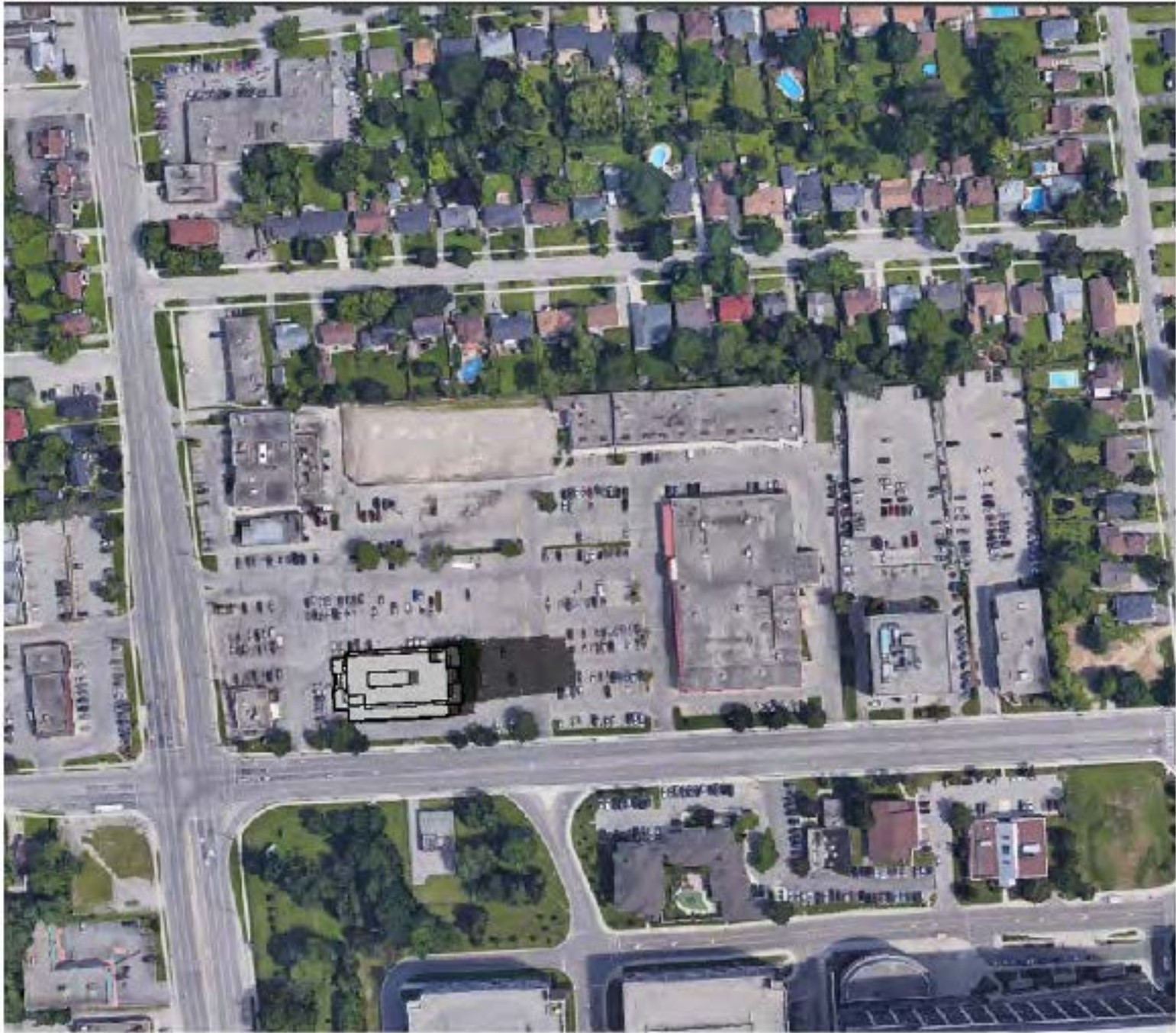
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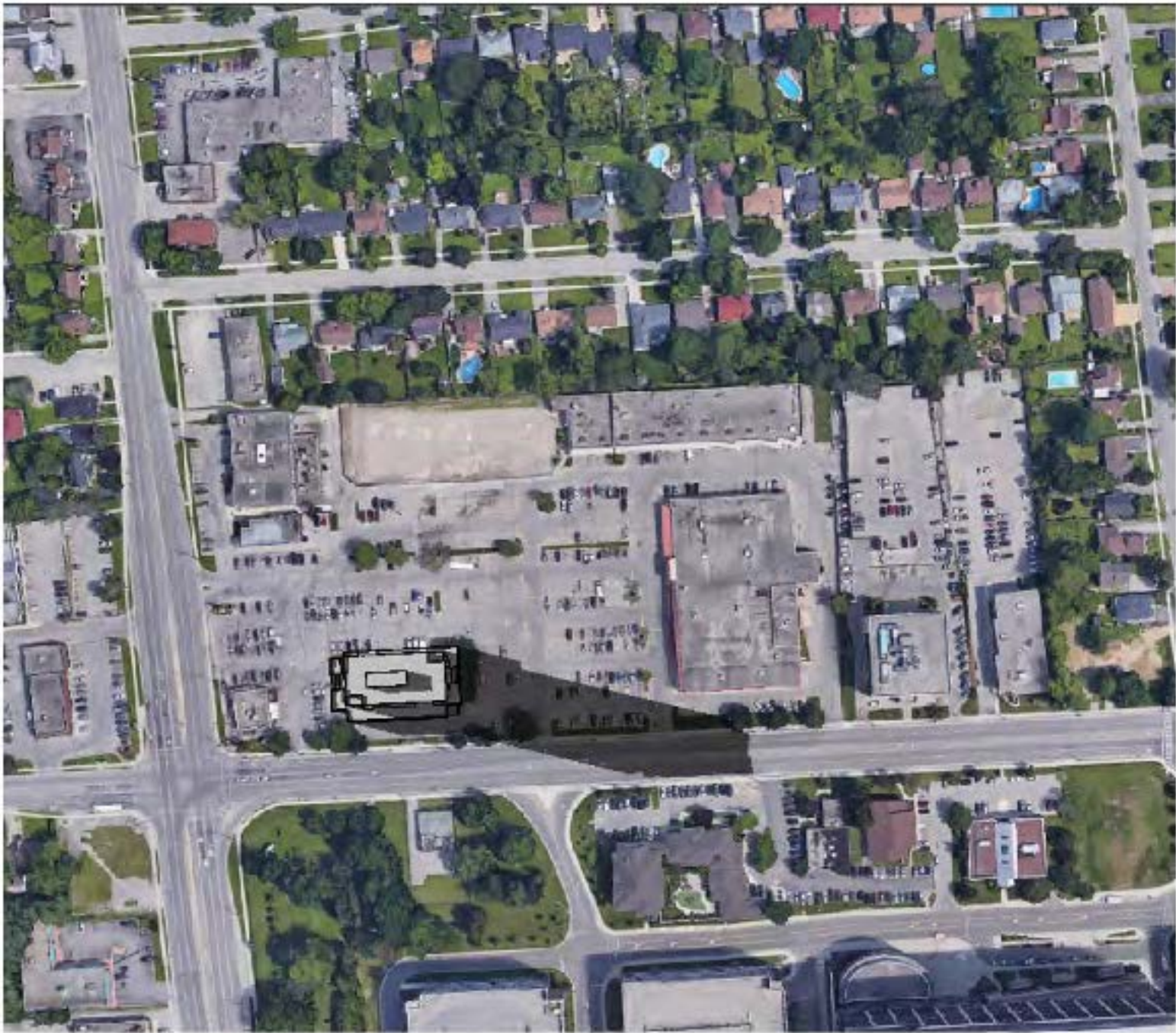
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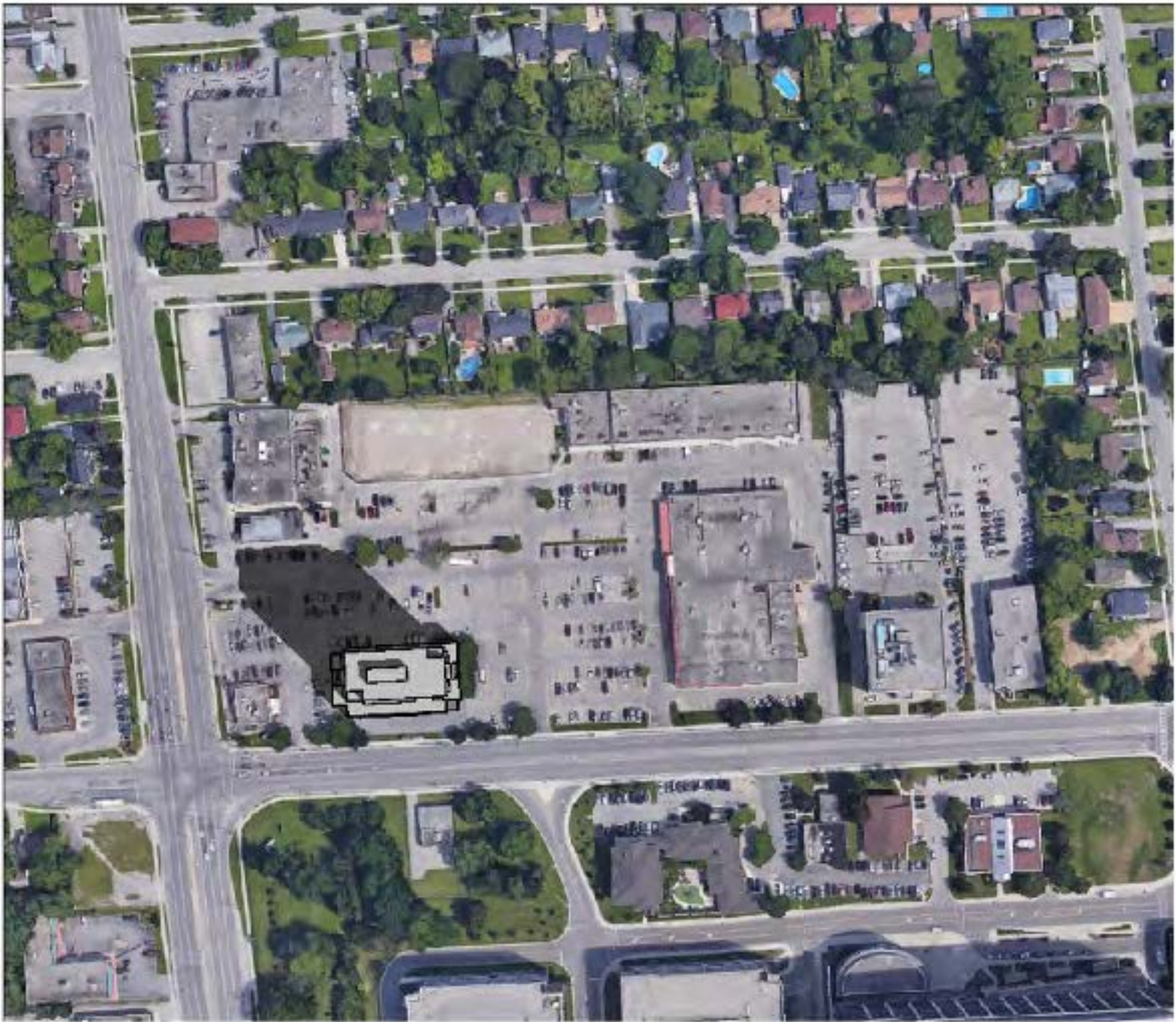
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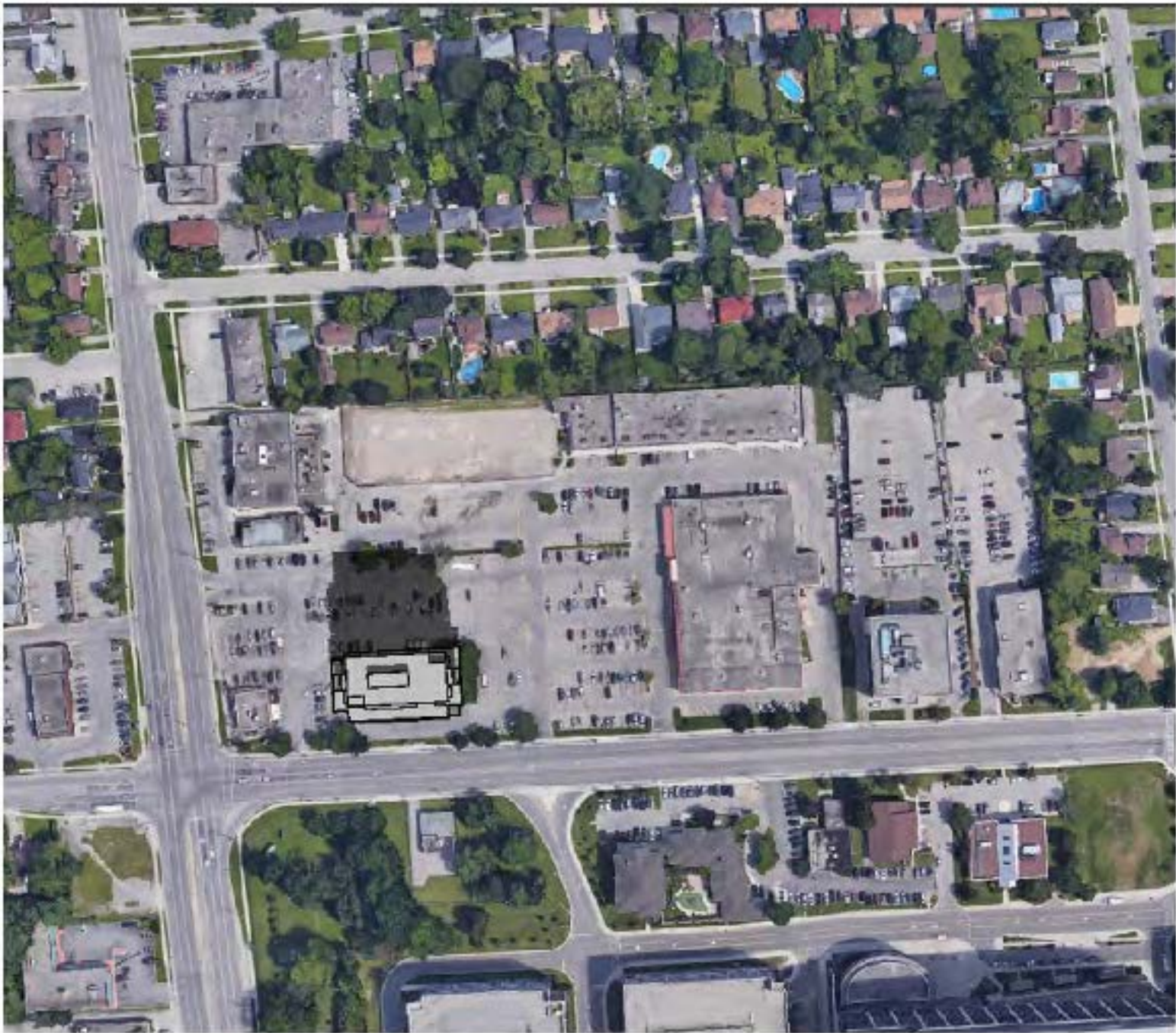
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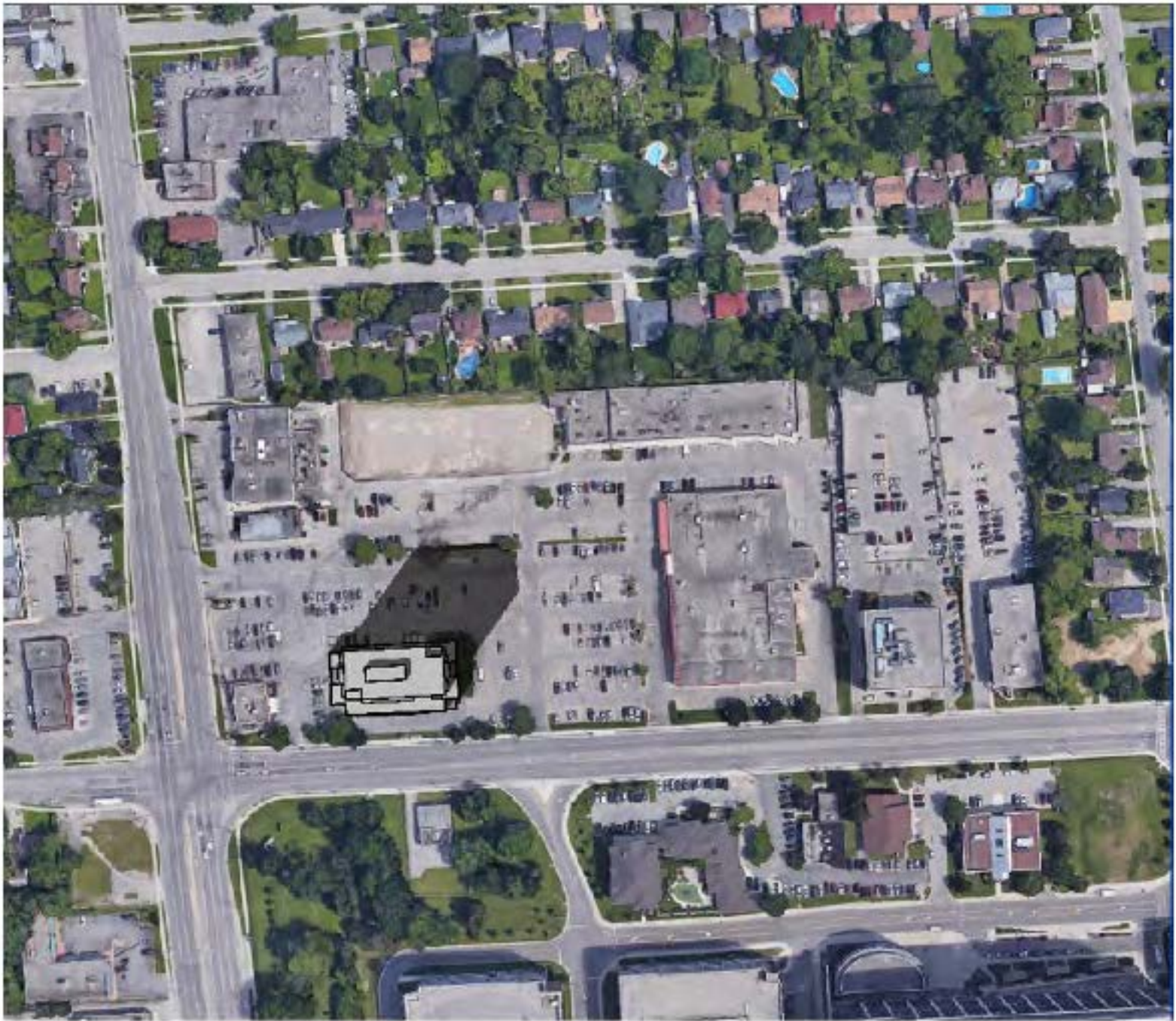
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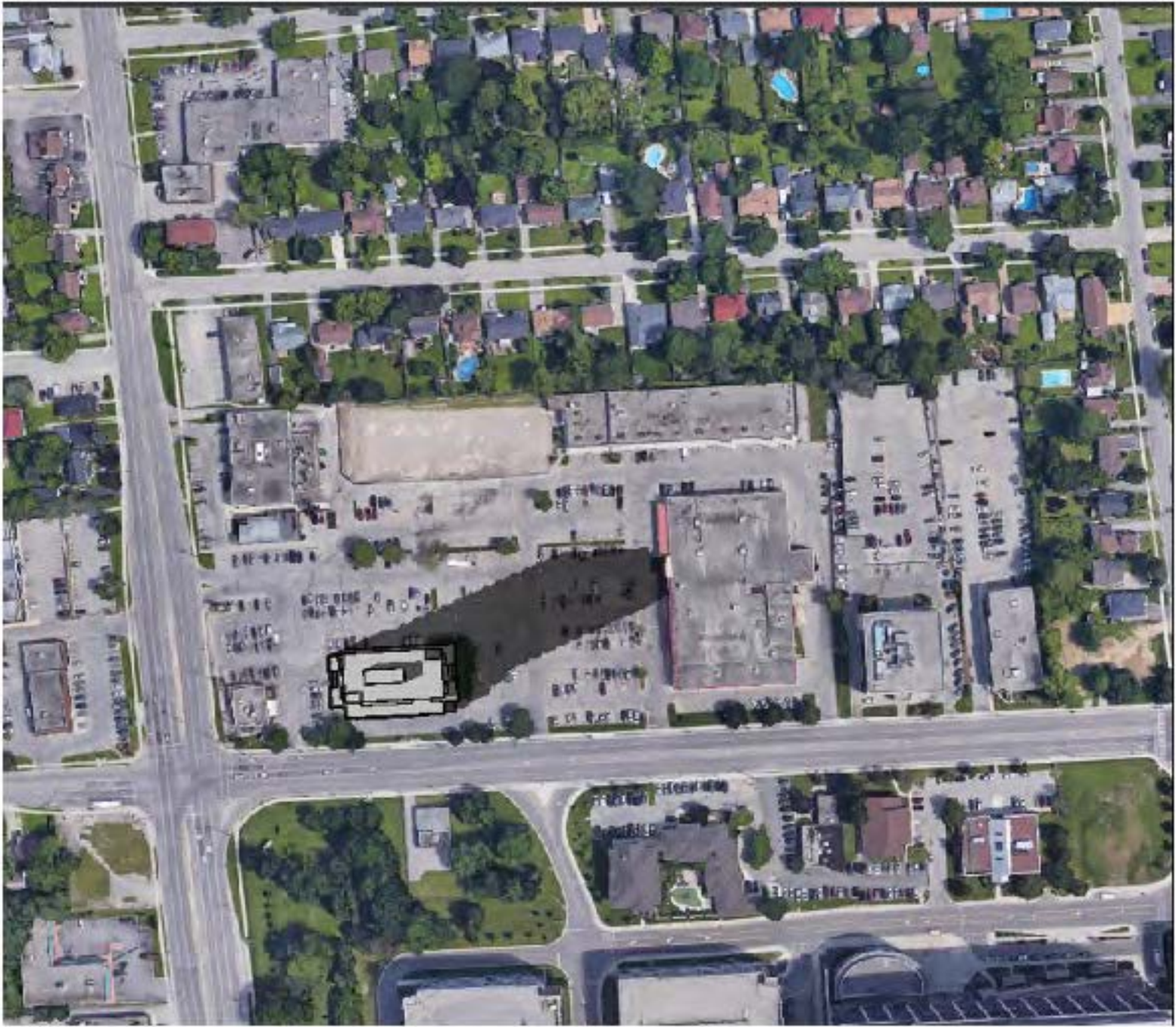
SEPTEMBER 21 – 10:00 AM



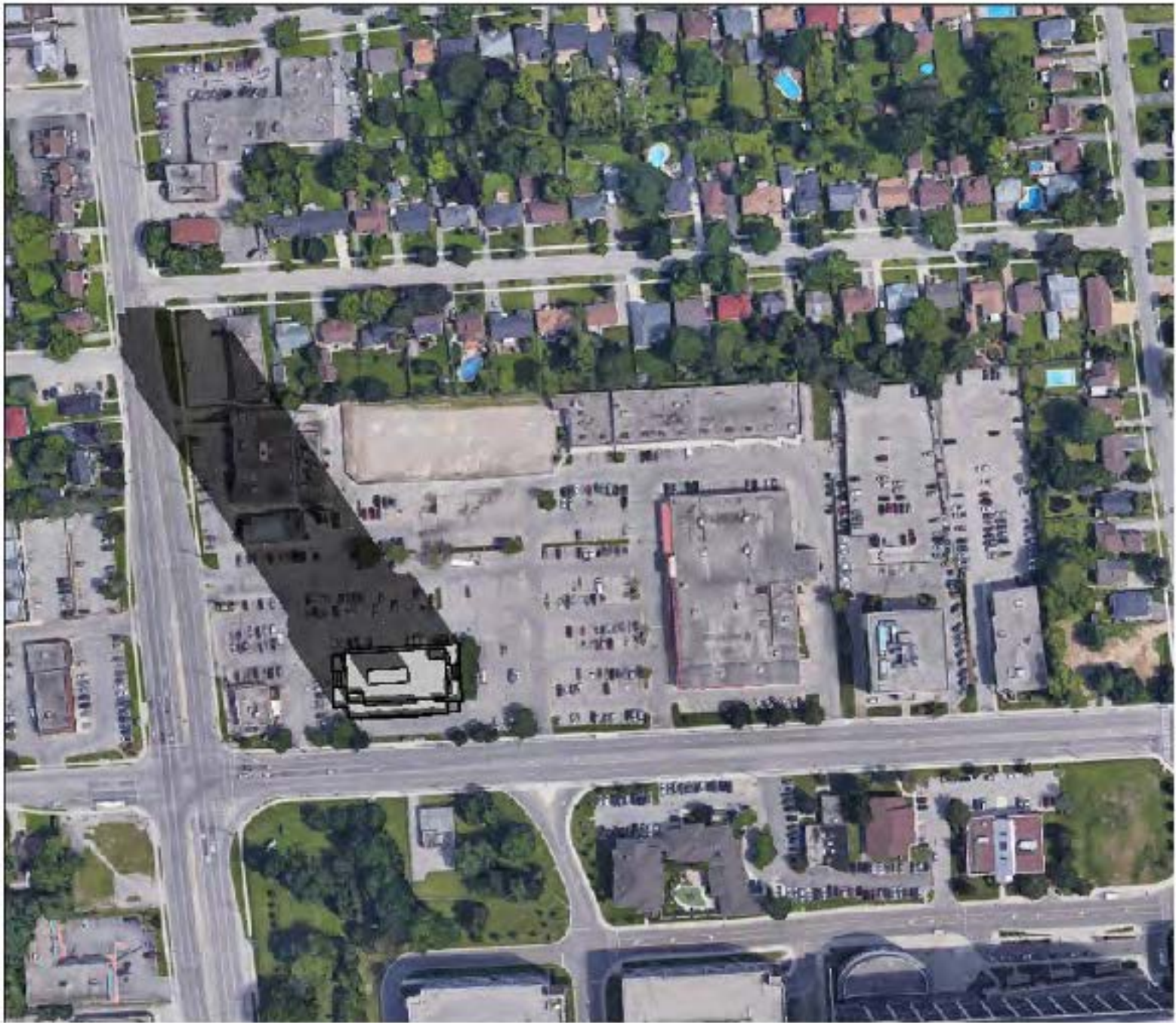
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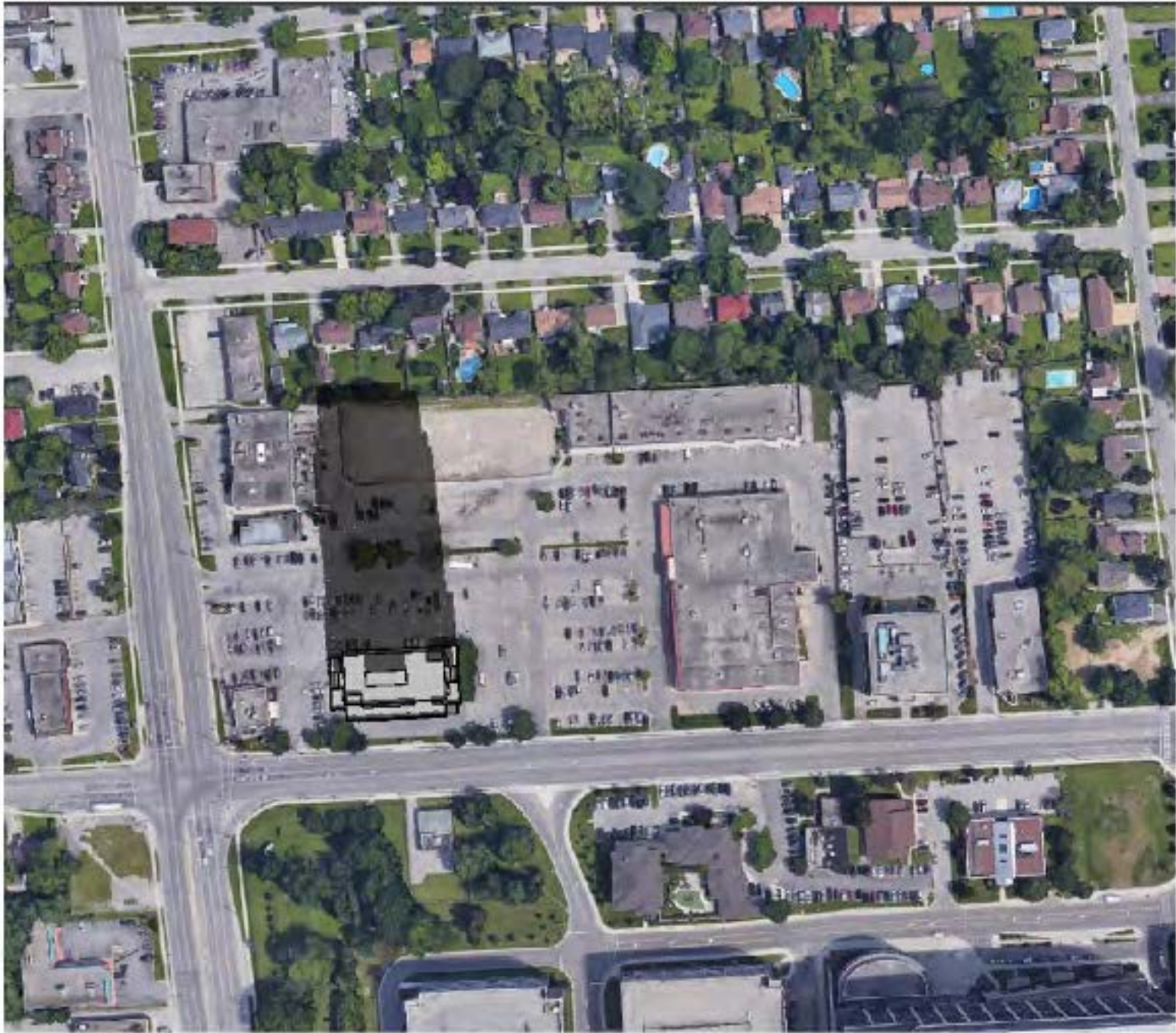
SEPTEMBER 21 – 2:00 PM



SEPTEMBER 21 – 4:00 PM



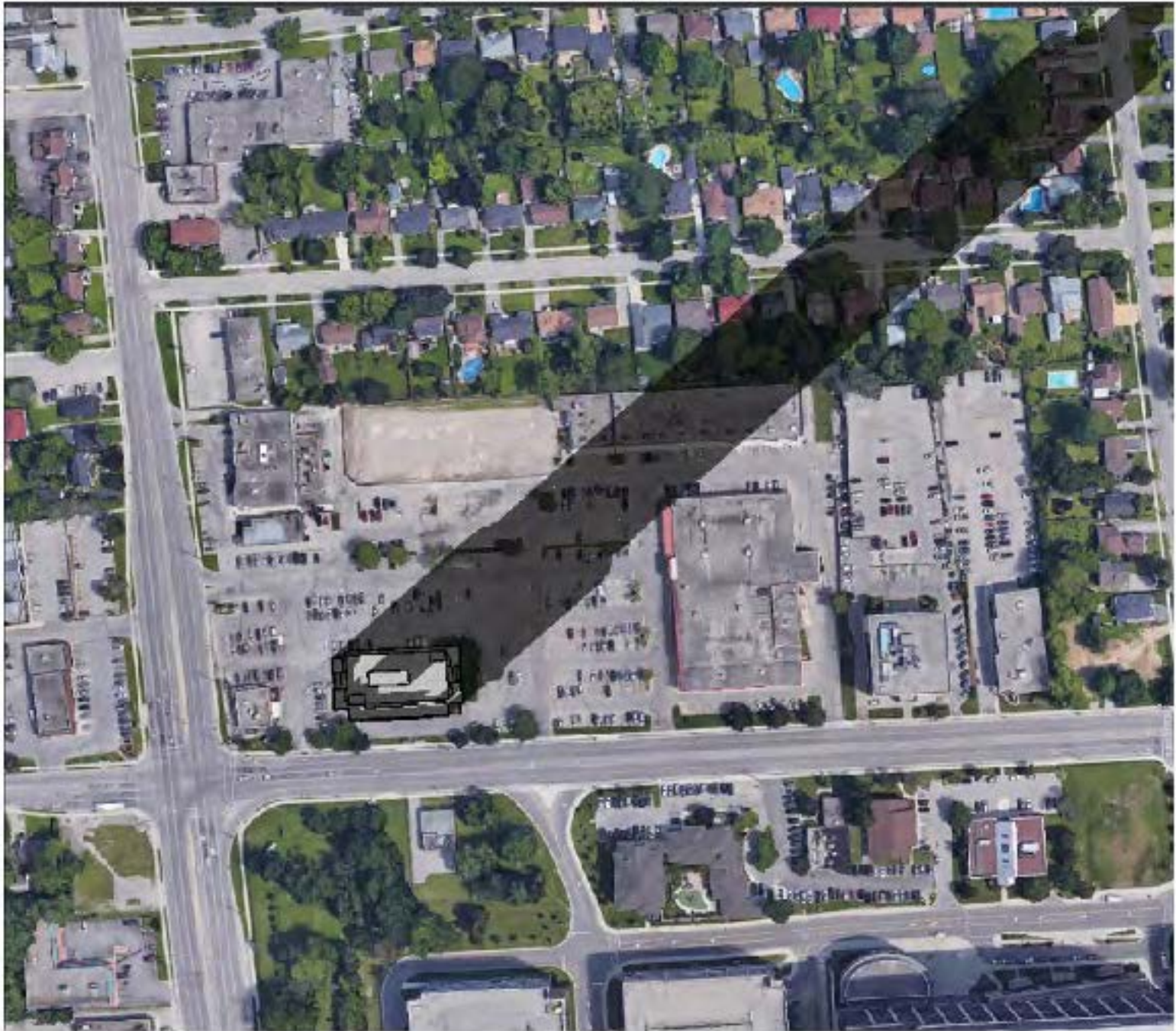
DECEMBER 21 – 10:00 AM



DECEMBER 21 - 12:00 PM



DECEMBER 21 – 2:00 PM



DECEMBER 21 - 4:00 PM