

Report to Planning and Environment Committee

To: Chair and Members
Planning and Environment Committee
From: Scott Mathers, MPA, P.Eng.
Deputy City Manager, Planning and Economic Development
Subject: 50 King Street London Limited (c/o York Developments)
50 King Street & 399 Ridout Street North
OZ-9622: Ward 13
Date: October 3, 2023

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of 50 King Street London Limited relating to the property located at 50 King Street & 399 Ridout Street North:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on October 17, 2023 to amend the Official Plan, The London Plan, to create a specific area policy in the Downtown Place Type at 50 King Street & 399 Ridout Street to permit increased height of fifty three (53) storeys and by **ADDING** the subject lands to Map 7 – Specific Policy Areas – of The London Plan;
- (b) the proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on October 17, 2023 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, The London Plan, as amended in part (a) above, to change the zoning of the subject property **FROM** a Community Facility/Downtown Area (CF1/DA2*D350*H15) Zone; and a holding Downtown Area Bonus (h-3*h-5*h-18*h-149*h-207*DA1*D350*H15*B-36) Zone, **TO** a holding Downtown Area Special Provision (h-5*h-18*h-103*h-149*h-207*h-()*DA2()*D1250*H186) Zone; an Open Space (OS4) Zone and an Open Space Special Provision (OS2()) Zone;
- (c) The Site Plan Approval Authority **BE REQUESTED** to consider the following matters through the site plan process:
 - i) Provide a publicly-accessible, barrier-free path of travel from Ridout Street North to the Thames Valley Parkway and Ivey Park;
 - ii) Provide building entrances from the residential lobbies to King Street;
 - iii) Provide a minimum transparent glazing on the ground floor of 25% on abutting King Street for Tower 2, a minimum of 40% abutting King Street for Tower 1, and a minimum of 60% abutting Ridout Street North for Tower 1;
 - iv) Utilize visual markers, etched or stained glass to provide bird-friendly glazing;
 - v) Implement mitigation measures recommended from the wind study to minimize the impacts of wind on outdoor amenity areas and pedestrian areas;
 - vi) Provide a minimum 1.0m stepback of the podium above the third floor for Tower 1: adjacent to the existing courthouse, along Ridout Street North, and

- along King Street;
- vii) Provide a Building Condition Assessment and Strategic Conservation Plan;
- viii) Implement construction monitoring for archaeological resources;
- ix) Provide and implement a Temporary Protection Plan prior to and during construction, to evaluate impacts on the existing heritage buildings;
- x) Provide a Commemoration Plan to recognize the historic significance of the site through cultural heritage interpretative signage, features, and other design elements.
- xi) Provide parking underground and ensure there are no blank walls associated with the parking structure;
- xii) Provide landscaped terracing towards and along Ivey Park that addresses the change in grade and provides for active uses;

IT BEING NOTED, that the above noted amendment is being recommended for the following reasons:

- i) The recommended amendment is consistent with the PPS 2020;
- ii) The recommended amendment conforms to The London Plan, including, but not limited to the Key Direction, Downtown Place Type and Criteria for Specific Policies; and
- iii) The recommended amendment facilitates the development of a prominent site within the Downtown, Built Area Boundary and Primary Transit Area

(d) Pursuant to Section 34(17) of the *Planning Act*, as determined by the Municipal Council, no further notice **BE GIVEN** in respect of the recommended by-law.

Executive Summary

Summary of Request

The applicant has requested an amendment to The London Plan to add a Specific Policy Area to the Downtown Place Type. The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from a Community Facility/Downtown Area (CF1/DA2*D350*H15) Zone; and a holding Downtown Area Bonus (h-3*h-5*h-18*h-149*h-207*DA1*D350*H15*B-36) Zone to a holding Downtown Area Special Provision (h-5*h-18*h-103*h-149*h-207*h-()*DA2()*D1250*H186) Zone; an Open Space (OS4) Zone and an Open Space Special Provision (OS2()) Zone.

Staff are recommending approval of the requested London Plan amendment and Zoning Bylaw amendment with special provisions which will facilitate the development of a mixed-use building with two towers. Holding provisions are recommended that will ensure the development will not occur until such time as matters are satisfied relating to: a public site plan meeting, archaeological potential, the implementation of site plan direction, servicing, and heritage. A portion of the City-owned lands to the west are currently within the Downtown Area zone and are proposed to be zoned as Open Space to reflect the use and municipal ownership.

Purpose and the Effect of Recommended Action

The recommended action will permit a mixed-use development with two apartment towers of 43 storeys and 53 storeys, with 13,875 square metres of gross floor area of

commercial, office and retail space.

Linkage to the Corporate Strategic Plan

This recommendation supports the following Strategic Areas of Focus:

All Development:

- **Housing and Homelessness**, by ensuring London's growth and development is well-planned and considers use, intensity, and form.
- **Wellbeing and Safety**, by improving wayfinding and walkability
- **Economic Growth, Culture, and Prosperity** by increasing residential occupancy and livability in the Core Area; increasing commercial occupancy in the Core Area; increasing and diversifying economic activity in London's Core Area.
- **Climate Action and Sustainable Growth** by ensuring infrastructure is built, maintained, and secured to support future growth and protect the environment.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

Z-8372: Zoning By-law Amendment to redevelop the subject site at 50 King Street with a 28-storey mixed-use development.

1.2 Planning History

The subject site was previously owned by the County of Middlesex (the County) and known historically as the 'Courthouse Block'. The site is comprised of the existing historic Courthouse and Gaol which were used for administrative offices and surface parking near Ivey Park. The Middlesex London Health unit building was previously located at 50 King and was demolished in 2022. A consent to sever the parcel at 50 King Street was approved through application B.012/14.

An application was received in June of 2014 as Z-8372 to allow for a maximum density of 900 units per hectare and a maximum building height of 110 metres. On October 14, 2014, Council considered a report from Planning Staff that recommended approval of a Zoning By-law amendment which would provide for a maximum density of 750 units per hectare and a maximum height of 95 metres and referred the matter back to staff for additional consideration. An additional report and public participation meeting was held on December 14, 2015 to permit a 28 storey building with 750 units per hectare. Municipal Council approved the amendment in December, 2015 which included a bonus zone. An appeal was made to the Ontario Municipal Board (now Ontario Land Tribunal) followed, which was subsequently withdrawn before a hearing took place.



Image 1: Proposed Development Approved through Z-8372 in 2015

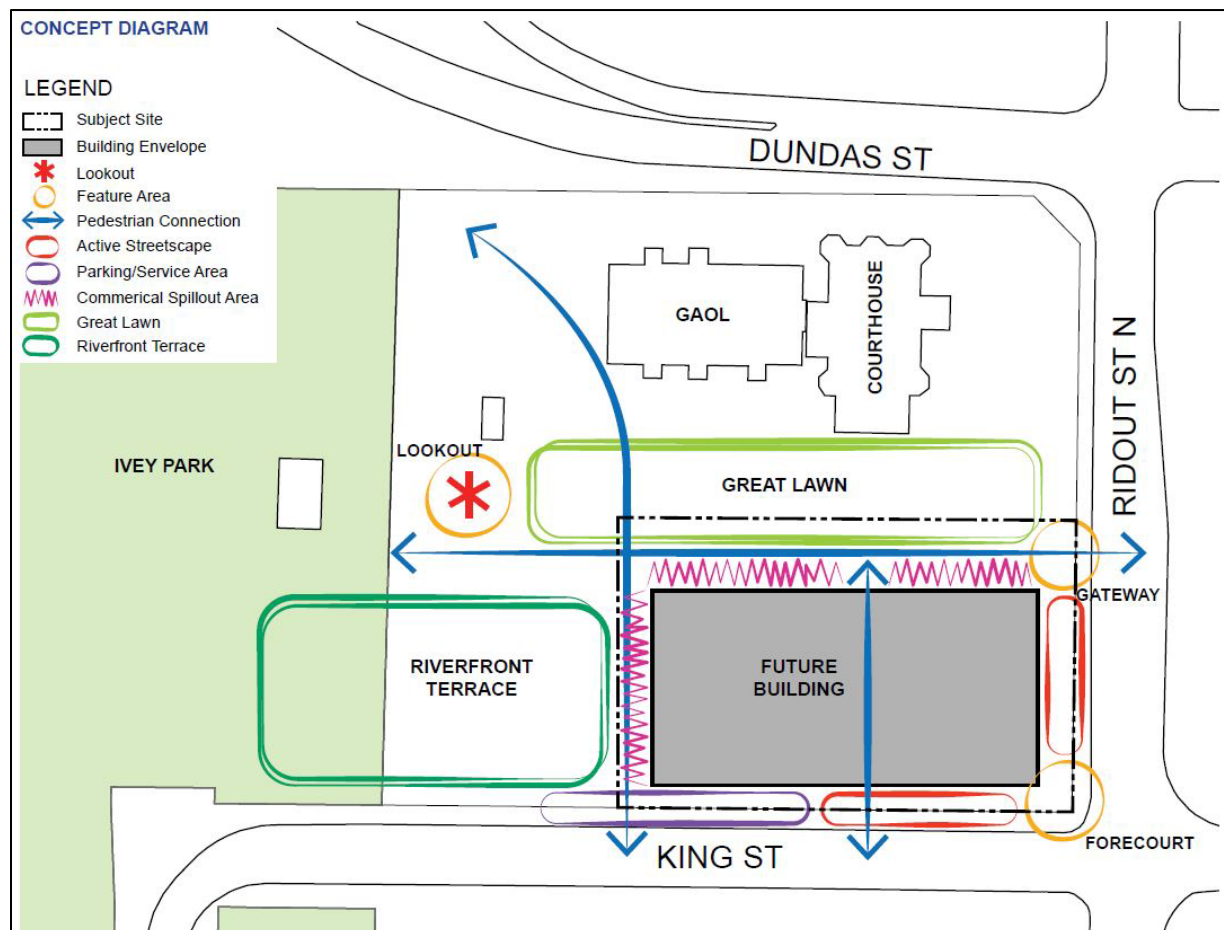


Image 2: Conceptual Plan of Proposed Features Approved through Z-8372 in 2015

The County of Middlesex sold the property in 2019 to a private developer, York Developments, following a public procurement process that included an unsuccessful bid from the City of London.

1.3 Property Description and Location

The subject lands are located at the northwest corner of King Street and Ridout Street North, bounded by Dundas Street to the north and the Thames River to the west. The extent of the proposed amendment is comprised of the entirety of 50 King Street and the southwestern portion of 399 Ridout Street North. There are a mix of uses within the surrounding area including: residential, commercial, office, retail, service, government, recreational, parks, entertainment and cultural facilities. The lands slope downward toward the Thames River along the western boundary of the proposed development site.

The subject lands are designated under Part V of the Ontario Heritage Act as part of the Downtown Heritage Conservation District. The Middlesex County Courthouse and Gaol located along Dundas Street are a National Historic Site, individually designated under Part IV of the Ontario Heritage Act and have a heritage easement.

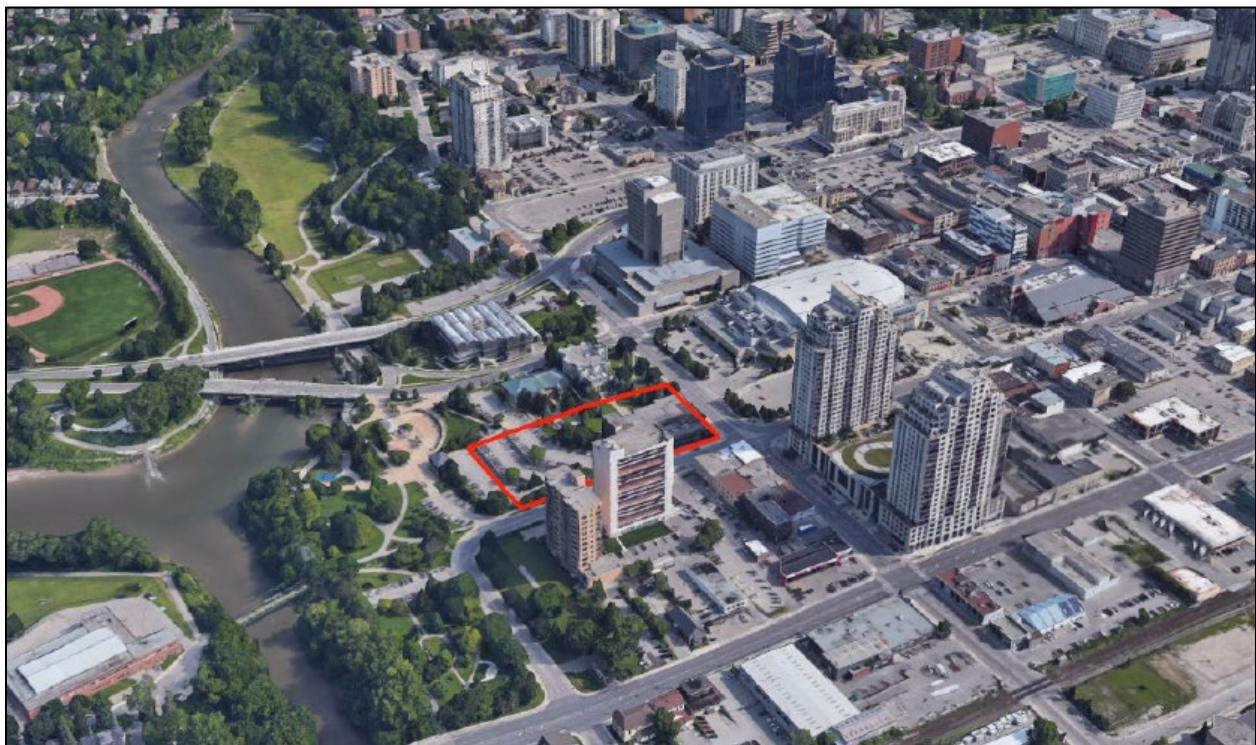


Image 3: Subject Site and Surrounding Area

Site Statistics:

- Current Land Use: Public Use & Offices
- Frontage: 61.8m (202 ft) Ridout Street North
- Depth: 132.6m (435 ft)
- Area: 8,015 square metres (0.8ha)
- Shape: Rectangular
- Located within the Built Area Boundary: Yes
- Located within the Primary Transit Area: Yes

Surrounding Land Uses:

- North: Middlesex County Courthouse and Gaol
- East: Arena – Budweiser Gardens
- South: Office and high-rise residential
- West: Ivey Park and the Thames Valley Park

Existing Planning Information:

- Existing London Plan Place Type: Downtown
- Existing Special Policies: None
- Existing Zoning: Community Facility/Downtown Area (CF1/DA2*D350*H15) Zone; and a holding Downtown Area Bonus (h-3*h-5*h-18*h-149*h-207*DA1*D350*H15*B-36) Zone

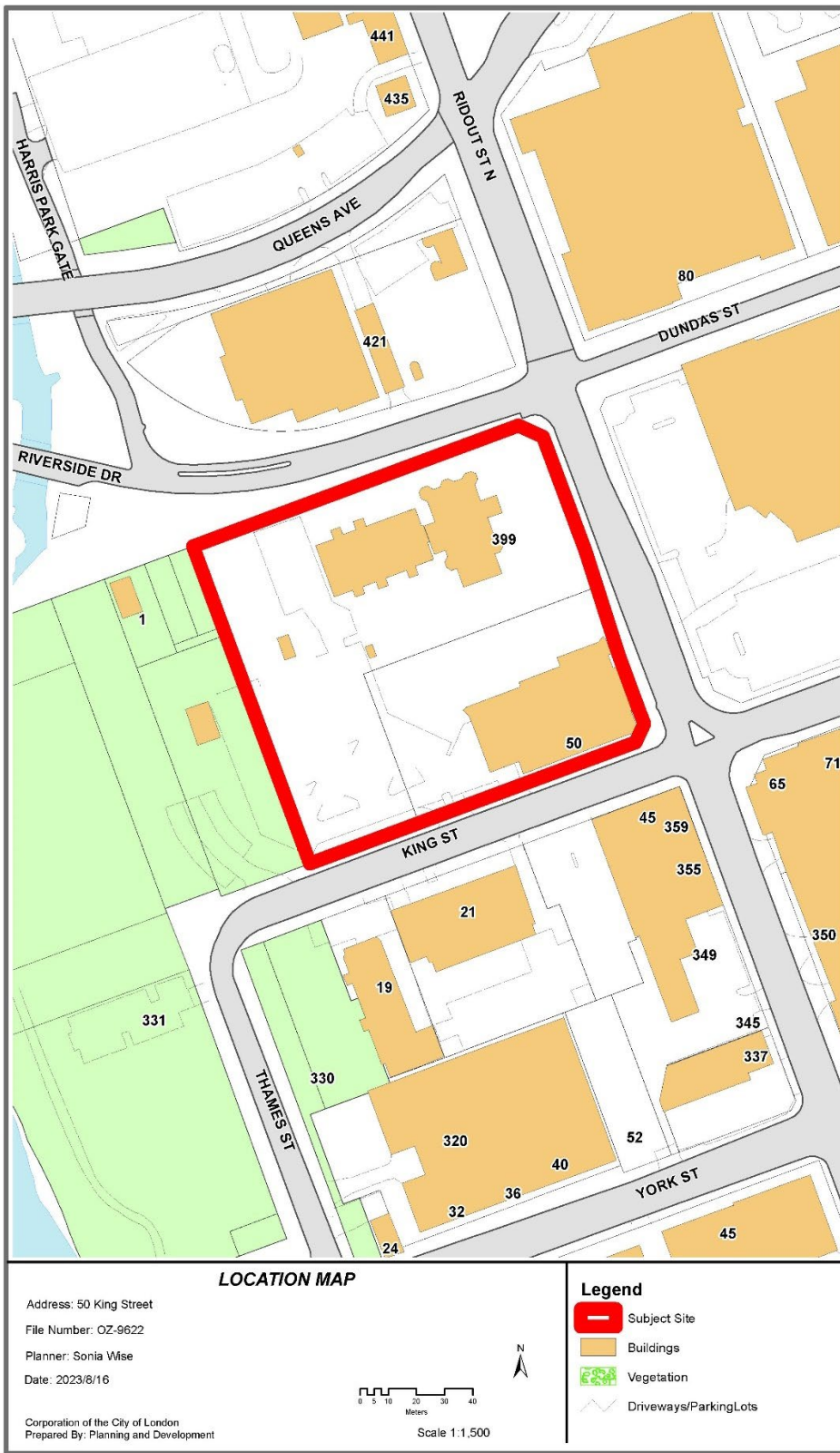


Image 4: Left: View from Dundas & Ridout; Right: View from King and Ridout



Image 5: Left: View from Dundas Ivey Park; Right: View from Ivey Park

Location Map:



Additional site information and context is provided in Appendix “C”.

2.0 Discussion and Considerations

2.1 Development Proposal

The proposal is for a mixed-use building with residential and commercial uses, while retaining the existing courthouse and gaol. Two high-rise towers containing 800 units include heights of 53 storeys (Tower 1) located at King Street and Ridout Street North and 43 storeys (Tower 2) located along King Street towards Ivey Park. A shared podium connects the two towers which is 3-4 storeys in height and contains 2,865 square metres of retail space at grade, and 10,920 square metres of office space on levels 2-4.

Structured parking containing 550 vehicle stalls is proposed beneath the podium and plaza area and accessed from King Street. A loading area and paratransit vehicle drop-off area is proposed from Ridout Street North exiting to King Street.

Outdoor amenity space includes a plaza with landscape areas and a lookout feature to the north of the building, and rooftop terraces proposed for both towers. Indoor amenity space would also be provided within the building for the residents.



Image 6: Conceptual Site Plan

The proposed development includes the following features:

- Land use: residential, retail, office, commercial
- Form: Mixed-use
- Height: 53 storeys (186m)
- Residential units: 800
- Density: 1250 units / hectare
- Gross floor area: 13,785 square metres of commercial, retail and office gross floor area
- Building coverage: 39%
- Parking spaces: 550 parking spaces
- Bicycle parking spaces: 300 long-term spaces, 50 short-term spaces

- Landscape open space: 48%
- Functional amenity space: 7,600m²



Image 7: Conceptual Rendering

2.2 Requested Amendments

The applicant has requested to add a Specific Policy to the Downtown Place Type in The London Plan, and to Map 7: Specific Policy Areas, to facilitate the increased height in the above noted development proposal.

The applicant has requested an amendment to the Zoning Bylaw Z.-1 to rezone the property from a Community Facility/Downtown Area (CF1/DA2*D350*H15) Zone; and a holding Downtown Area Bonus (h-3*h-5*h-18*h-149*h-207*DA1*D350*H15*B-36) Zone to a holding Downtown Area Special Provision (h-5*h-18*h-103*h-149*h-207*h-()*DA2()*D1250*H186) Zone.

The following table summarizes the special provisions that have been proposed by the applicant and those that are being recommended by staff.

Regulation (DA2) Zone	Required	Proposed
Height	90m	53 storeys (186m)
Density	Determined through a ZBA	1250 units per hectare
Retail GFA	Lesser of 20% GFA or 5,000sqm	5,000 sqm
Tower Floorplate GFA	NA	1,000sqm maximum
Setback for Residential Component	1.2m per 3m of main building height or a fraction thereof above 15m	0m

Regulation (DA2) Zone	Required	Proposed
Front and Exterior Yard Depth for Ground Floor	0m	1.0m
Ground Floor Height	NA	4.5m minimum for tower 1
Podium Height	NA	20.5m maximum for tower 1
Stepback for Tower from Podium	NA	5m minimum for 75% of tower along King, Ridout and for tower 1 adjacent to courthouse
Distance between towers	NA	25.0m minimum
Distance from existing buildings	NA	12.0m minimum
Location of Vehicle Parking	NA	Prohibited on ground floor or above
Location of retail space	Restricted to 1 st or 2 nd floor	No restriction on location

2.3 Internal and Agency Comments

The application and associated materials were circulated for internal comments and public agencies to review. Comments received were considered in the review of this application and are addressed in Section 4.0 of this report.

Key issues identified by staff and agencies included:

- Urban Design: Holding provision to implement desirable design outcomes as identified in the direction to the Site Plan Approval Authority. Various zoning regulations will implement the development as proposed.
- Heritage: Holding provisions will address archaeological, heritage and design matters. Additional details will be provided through the site plan review and Heritage Alteration Permit review processes.
- Parks: Interface with Ivey Park supported in principle subject to detailed design, agreements and plans at a future development review phase
- Engineering: Holding provisions to address servicing constraints in the downtown and ensure the Core Area Servicing Strategy is complete.
- Ecology: No further comments
- Landscape Architect: No further comments for OPA/ZBA, additional review will occur at the time of site plan
- UTRCA: rezone floodplain lands as OS4 to reflect hazard lands.

Detailed internal and agency comments are included in Appendix “D” of this report.

2.4 Public Engagement

On June 14, 2023, Notice of Application was sent to 654 property owners and residents in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on June 15, 2023. Three ‘Planning Application’ signs were also placed on the site. There were 37 responses received during the public consultation period in response to the circulation.

A Neighbourhood Open House was held by the applicant on July 31, 2023 at the subject site to provide information and receive comments from the public. Approximately 13 comments cards were provided from members of the public that attended.

Comments received were considered in the review of this application and are addressed in Section 4.0 of this report.

A Summary of comments that were received throughout the application review from the public relate to:

Concerns for:

Affordable Housing: Provide affordable housing x3

Heritage: Negative impacts on heritage buildings x3, does not conform to heritage district x1, violates designation x1, heritage site is crown jewel of London x1, consider reconciliation for indigenous communities x1,

Intensity, Height and Form: No more than 42 storeys x1; Locate tower elsewhere x1; Loss of views x5; Loss of sunlight/impact of shadows x8; Wind Shear x2; Provide greater than 0m setback x1; Insufficient Market Demand for units x2; Development proposal could change x1, not aligned with architectural character x1, out of proportion x2, density is too great x1, increase housing styles x1, provide family-sized units x1,

Land Use: Should be a public park instead x1; Not enough demand for existing retail x2; Need a grocery store downtown x4; What will be open to the public x1, develop on parking lots instead x1, preference for retail in lower levels x1,

Policy: Does not conform to current policies x5; Build what was approved in 2015 x3

Servicing: Stormwater and high groundwater x3; Inadequate sewage x2; Negative impacts on servicing x4

Thames River: Impacts to achieving Back to the River x3; Reduced access to river x5, development should vitalize the Forks x1, too close to the river x2,

Transportation and Parking: Provide minimum bicycle parking x2; Increased traffic congestion x7; Insufficient vehicle parking x5; Provide wider sidewalks x1

Other: Construction nuisance x2; Build on vacant lots instead x2, negative impacts on wildlife x1, impacts views of bud gardens x1, fire fighting in tall buildings x1, landscape style of triangles is not favourable x1, design with walkability, x1,

Support For:

Investment in the downtown x2, economic opportunity for London x1

Detailed public comments are included in Appendix "E" of this report.

2.5 Policy Context

The Planning Act and the Provincial Policy Statement, 2020

The Provincial planning policy framework is established through the *Planning Act* (Section 3) and the *Provincial Policy Statement, 2020 (PPS)*. The *Planning Act* requires that all municipal land use decisions affecting planning matters shall be consistent with the *PPS*. The proposed development is consistent with the PPS, 2020 as it enhances the vitality and viability of the downtown for long-term economic prosperity (1.7.1). The proposed development will contribute to revitalization efforts in the downtown by introducing new residents and employees on an under-utilized site.

The PPS promotes well-designed built form and cultural planning by conserving built heritage resources (1.7.1.e). The proposed development has a refined design that responds to the site context and conserves the important heritage resources of the gaol and courthouse. Integrating land use planning, growth management and transit-supportive development is supported to optimize transit investments and provide cost-effective development patterns (1.1.1.e). The site is located within the Downtown Area which has the highest service of transit as well as being located directly on the rapid transit route along Ridout Street and King Street.

The London Plan, 2016

The London Plan contains key directions to provide a foundation of the plan and a clear path forward. The development achieves a number of key directions including *#1-Plan Strategically for a Prosperous City* by improving the Downtown, *#3 – Celebrate London as a Culturally Rich, Creative and Diverse City* by protecting built and cultural heritage; *#5 Build a Mixed-use Compact City* by looking inward and upward to achieve a compact pattern of growth; and *#6 Place a New Emphasis on Creating Attractive Mobility Choices* by linking land use and transportation planning.

The site is within the Downtown Area Place Type which is envisioned as the highest-order, mixed-use centre for the City. A broad range of uses are permitted with heights contemplated up to 35 storeys. A specific policy is requested to permit greater heights up to 53 storeys.

Additional Applicable Documents

The following applicable documents have been reviewed in their entirety and it is staff's opinion that the proposed Official Plan and Zoning Bylaw amendments are consistent with them. The following are key policies that relate to this proposal.

Core Area Action Plan, 2019: Includes the Business Improvement Areas (BIAs) of the Downtown, Richmond Row and Old East Village. The Core Area Action Plan was developed to address challenges common in the inner core.

Our Move Forward – London's Downtown Plan, 2015: Establishes a vision for the Downtown and charts a path forward to continue revitalization through strategic projects.

Draft Downtown Design Manual, 2015: guides development of both public and private development projects in the Downtown. The manual provides design guidance to implements Our Move Forward: London's Downtown Plan.

Downtown Community Improvement Plan (CIP): Provides the context for coordinated municipal efforts to improve the physical, economic and social climates of the Downtown.

Downtown London Heritage Conservation District: recognizes and supports the strong desire to protect and manage the historical and heritage resources within the Downtown. The site is within the Institutional and Public Realm Landscape that recognizes the Middlesex County Courthouse as the most historic open space in the Downtown.

Thames Valley Corridor Plan: The Thames Valley Corridor Plan serves as a guideline document to inform the Official Plan and other regulatory documents in the management of the valley lands. Key strategies for Urban Nodes include: create a positive relationship with the Thames River; promote design excellence and promote visual and physical access to the Thames River.

3.0 Financial Impact/Considerations

None

4.0 Key Issues and Considerations

4.1 Land Use

The Downtown Place Type is intended to be the most diverse part of the City, with the widest variety of residential, commercial, retail, office, recreational and institutional uses. The proposed development provides a range of residential, office, commercial and retail uses that increases the downtown housing stock, provides employment space and creates vibrancy.

The DA2 zone variation allows for flexibility of the ground floor for either residential or commercial uses which will minimize vacancies and promote efficient use of land that can be converted from one land use to another. The proposed land use conforms to the policies of The London Plan that encourage the downtown to be the highest-order, mixed-use activity centre in the City (800).

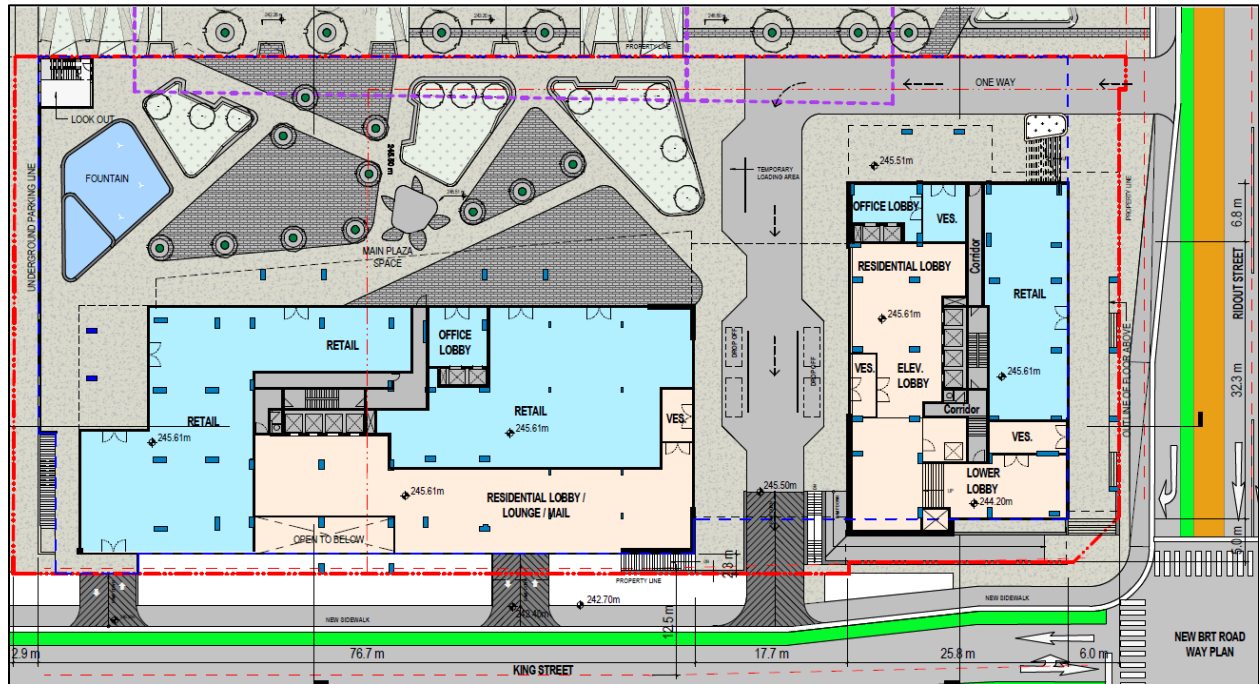


Image 8: Ground floor uses

4.2 Intensity

The Downtown Place Type is where the tallest buildings and the highest densities are permitted in the City. The Downtown is a Protected Major Transit Station Area which has a minimum target of 280 residents and jobs combined per hectare (803B). The proposed development locates intensity within an area of the City where there is the best connection to transit, a high concentration of employment opportunities, direct access to recreation and open spaces, and is in a highly walkable environment to services and shopping. The initial request was for a density of 1,175 units per hectare for 800 residential units and heights of 53 storeys and 43 storeys. The details of the proposal have not changed, though it was noted that there was a change in the overall lot area due to previous road widening dedication that increased the density to 1,250 units per hectare. This change is considered to be a minor technical adjustment that does not impact any elements of the proposed development.

The evaluation of height and built form will consider access to sunlight by adjacent properties, wind impacts, view corridors, visual impacts on the Thames valley Corridor, and potential impacts on public spaces and heritage properties located in close proximity to the proposed development (802_3).

Shadows and Sunlight

Providing a balance of sunlight and shade is an important consideration for sidewalks, parks and other public spaces. Tall buildings that cast shadows can have the greatest impacts on sunlight penetration. Shadow impacts are considered during the spring and fall equinoxes (March 21 & September 21), and the summer and winter solstices (June 21 & December 21). Shadows from the proposed development migrate throughout the day, and will be cast towards the north, east and west of the site. The analysis below focuses on the impacts of shadows on the adjacent heritage Courthouse Building.

During the equinoxes, there will be shadows cast on the courthouse building in the

morning (9:00am) with intermittent shadows in the afternoon (12:00pm) and then no shadows after 3:00pm.



Image 9: Shadowing during Spring and Fall Equinoxes

At the summer solstice, there will be no shadows cast on the courthouse in the morning (9:00am) and minimal intermittent shadows cast in the afternoon (12:00pm) with no shadows cast after 3:00pm. Shadows cast during the summer solstice are the least impactful in a year.



Image 10: Shadowing during Summer Solstice

In the winter solstice, there will be shadows cast on the courthouse in the morning (9:00am) and afternoon (12:00pm) with no shadows cast after 3:00pm. It is noted that during the winter solstice, the courthouse building is currently shadowed by existing development in the morning (9:00am) under current conditions. The winter solstice is when the greatest shadows will be cast, and the proposed development introduces new shadowing during the noon hour at the winter solstice.



Image 11: Shadowing during Winter Solstice

The proposed building will cast shadows on the surrounding area, though mitigates the impacts to the greatest extent possible through building placement and design. The proposed building is oriented to Ridout and King Street away from the courthouse building and setback 12m from the heritage buildings to create separation distance. The provision

of a podium feature and splitting the massing up between two slim towers also increases the amount of daylight experienced by the surrounding area and the existing heritage buildings on site and minimizes shadowing. Larger scale shadow plans are found in Appendix F of this report.

Views

The Downtown is a dynamic part of the City that encourages intensification and a compact development form. The skyline has changed significantly over the past few decades with the construction of new buildings and will continue to evolve as new development and infill occurs. Views and vistas are similarly not static, and are subject to change and evolution as new building and development occurs.

Tall buildings that are well-designed with smaller tower floorplates visually reduce the overall scale of the building and minimize loss of views. The proposed development will enhance views of the Downtown with a landmark building and entry feature when accessing the core from the west, and contribute positively to the Downtown skyline. The existing heritage buildings on site are being retained in situ, and the important view of the Middlesex County Courthouse from Dundas Street and Ridout Street North will be protected as identified in the Draft Downtown Design Manual, 2015 (1.9).

Servicing

There are existing capacity constraints within the downtown area related to sanitary servicing, though it is acknowledged that engineering is engaged to find ways to enhance the capacity of the downtown through development of a comprehensive Downtown Growth Management Strategy to address Downtown London's growing needs. A holding provision is recommended until sufficient sanitary capacity can be demonstrated. Similarly, based on the outcome of the Core Area Water Servicing Study, water engineering recommends a holding provision until adequate water servicing capacity can be demonstrated. A stormwater functional report will be required at the time of Site Plan Approval to indicate how the stormwater will be managed, which could include on-site controls and Low Impact Development.

The preliminary review of servicing requirements at the Zoning Amendment stage is satisfactory for the orderly development of lands. Further studies and more detailed engineering review will occur at the time of Site Plan Approval to confirm there is sufficient capacity.

Parking, Traffic and Mobility

The subject site's location within the downtown enjoys a very high level of connectivity and mode choice. There are transit options along Ridout Street North, King Street and Dundas Street, including direct access to a Rapid Transit station and the downtown loop. Regional connections at the VIA train station are available within a 10 minute (600m) pedestrian trip.

There are separated cycle lanes along Dundas Street and King Street, as well as the off-road cycling infrastructure along the Thames Valley Parkway to the west of the site which provides a variety of active transportation options. The central courtyard generally aligns with the existing pedestrian access from the Covent Garden market and the Golden Jubilee Square through the Bud Gardens arena, and provides a linear continuation of the

mid-block connections shown in London's Downtown Plan, down to the river. Pedestrians are well-served on the site and off through municipal sidewalks, the Dundas Place flex street and recreational trails along the river.

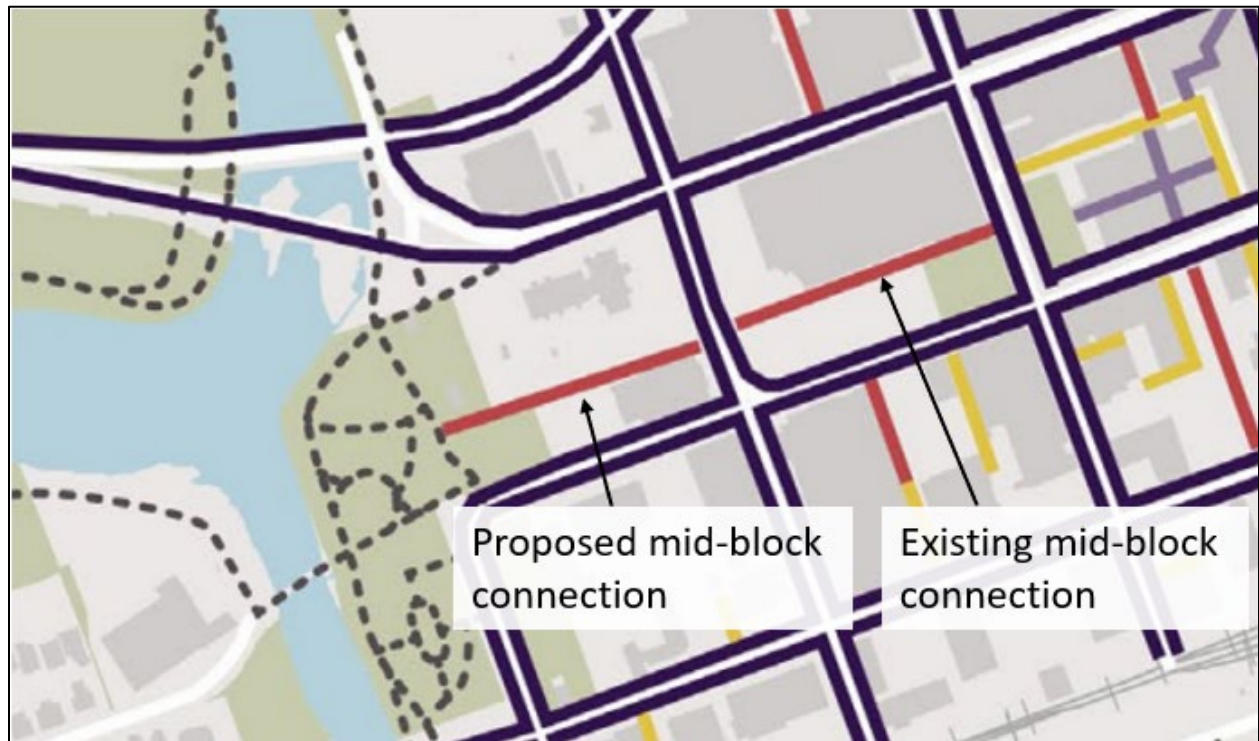


Image 12: Map 7 from Our Move Forward: London's Downtown Plan

A Transportation Impact Assessment was prepared to analyze existing traffic conditions and assess the anticipated impacts of the proposed development. The report concluded that under the existing traffic conditions, the study area intersections are generally operating with acceptable levels of service with the exception of a few critical movements, and that the forecast with the addition of the new development will operate with similar levels of service and critical movements. The traffic generated by the development can be accommodated by the study area roads and intersections, with potential for traffic distribution between intersections to avoid potential peak hour delays. Additionally, the access arrangement is the same as at present and is compatible with the BRT network changes. Transportation staff have reviewed and accepted the TIA with no concerns.

4.3 Built Form and Design

The Downtown will permit the tallest buildings and the highest densities in the City (802). Tall buildings will be permitted only where they achieve a high level of design excellence in conformity with the City Design policies (802_2). The proposed development requires an Official Plan amendment to allow the greater height of 53 storeys and conforms to the new Specific Area Policies criteria in policy 1729 as it is a unique proposal that does not have an adverse impact on the place type and meets all other policies of the Plan.

The proposed development was reviewed by the Urban Design Peer Review Panel in February of 2023 prior to the submission of the planning application. The panel commented that they were excited to see the vibrant development and that the applicant should continue to refine, study and develop the public realm on all four sides of the development.

Base

The base of the building consists of the podium which includes the ground floor and at grade and lower floors. The podium at the corner of King Street and Ridout is four storeys in height, which steps down to a three-storey podium toward the river. There is a floating two-level bridge above the ground floor which breaks up the podium, fragments the massing, and allows views and movements through the site. The Downtown Place Type policies require that the design of new development will provide for continuity and harmony in architectural style with adjacent uses that are of historical significance (803_6). The podium along King Street and Ridout Street is in keeping with the massing of the heritage Courthouse building and relates to the podium of the residential development diagonally opposite the site (Renaissance).



Image 13: Relationship of proposed podium to adjacent heritage building

The ground floor is setback with the podium cantilevered above to provide overhang for weather protection. The ground floor is proposed to have active commercial and retail uses, as well as the lobby access for the residential towers. The upper floors of the podium include office space.

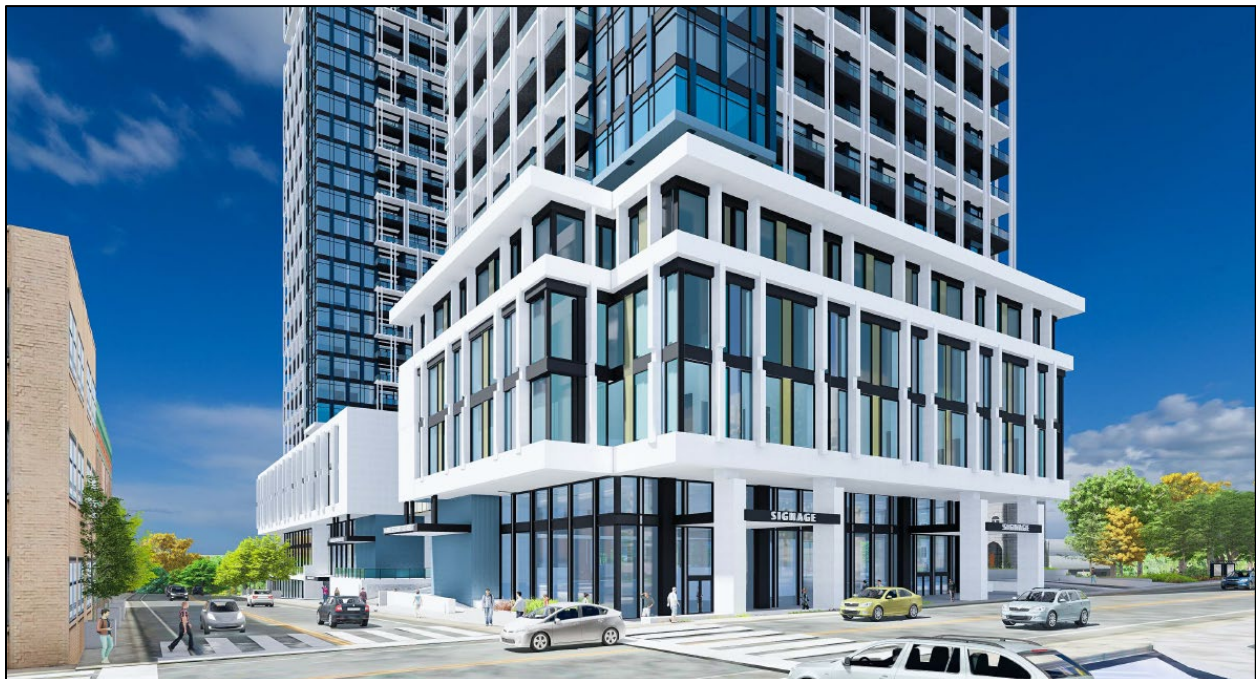


Image 14: Podium Base at intersection of King Street and Ridout Street North

Structured parking is proposed below the ground floor as underground parking built into the slope to the west. There is a publicly accessible plaza on top of the structure along the river and has partially visible north and west elevations of approximately one storey which is glazed to create an engaging pedestrian environment.



Image 15: Podium Base along King St showing parking access and change in grade

Middle

The residential towers above the podium form the middle of the building. There are a total of 800 residential units proposed within the two towers. The towers are rectangular in shape with the 53 storey tower aligned to the north-south and the 43 storey tower aligned east-west to minimize overlook and create interest. Residential units incorporate individual balconies for private amenity areas. The towers incorporate a contemporary design with a high degree of glazing.



Image 16: View showing the middle of the towers

As per the direction in the Downtown Design Guidelines, there should be sufficient separation between towers to ensure adequate sunlight, breezes and privacy. The minimum recommended distance is 25m and there is 38m provided.

Top

The two towers have a difference in height of 10 storeys which creates variation and contributes positively to the City's skyline. The top of the buildings integrate mechanical equipment into the architecture and also provide outdoor amenity space for residents. The treatment of the top of the towers provides an attractive and distinctive architectural style from the rest of the building and utilizes stepbacks to create interest and break up massing.

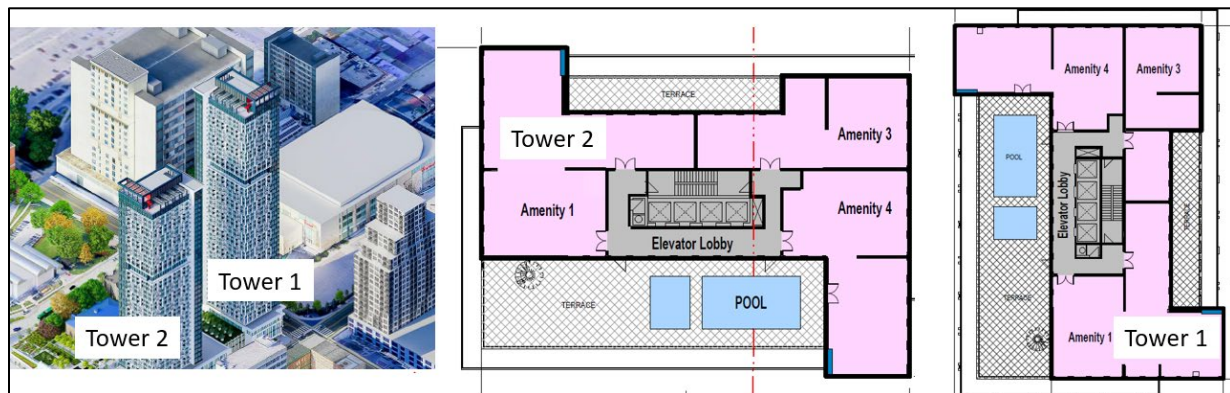


Image 17: Tower 1 & Tower 2 Rooftop Design

Amenity area

A number of indoor and outdoor amenity areas are proposed that will cater to the future residents of the buildings as well as the public. Private amenity spaces for units will be provided through individual unit balconies. Indoor common amenity spaces are proposed along the 27th floor for Tower 2 and 33rd floor for Tower 1. Outdoor common amenity areas, including pools and terraces are proposed on the rooftops of both the towers. An outdoor amenity area is also proposed on the rooftop of the connected podium roof. At grade there are amenity areas provided between the proposed and existing buildings that meander down to the river and connect to Ivey Park. The west of the site provides an uninterrupted integration from the privately owned spaces to the public realm along Ivey Park.

Additional public open spaces are located within convenient walking distance from the site, including Harris Park and Victoria Park. Bridges across the Thames River provide easy access to a number of nearby open spaces such as: Blackfriars Park, Cavendish Park, River Forks Park, and Springbank Park via the Thames Valley Parkway.

Wind

A wind Study was undertaken by RWDI to evaluate the potential wind impacts on the surrounding area as buildings that are taller than their surroundings tend to intercept and redirect wind around them. The study considered the long-term wind data that depicts the directional distributions of wind frequencies and speeds. The target conditions for wind speeds for pedestrian areas are wind speeds that are comfortable for walking or strolling,

and lower wind speeds for entrances or areas where people would be standing. Calm wind speeds are desired for areas where there are outdoor amenity areas and seating where there would be prolonged periods of passive activities. The proposed project is not expected to significantly alter wind conditions due to the stepped podium massing at the base and the orientation of the towers which moderate the impact of downwashing.

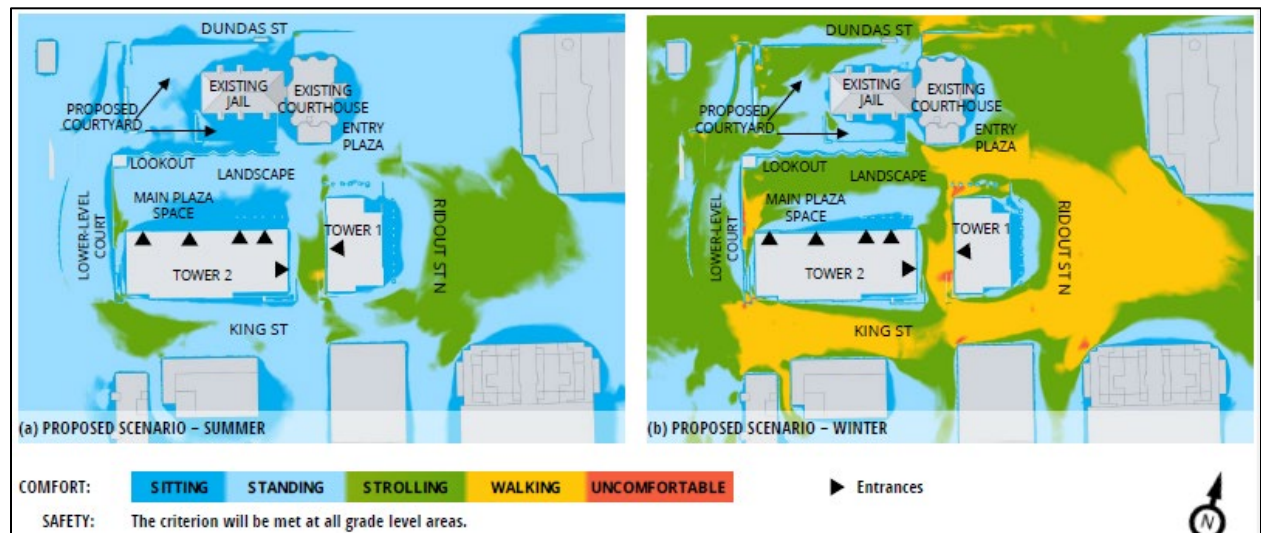


Image 18: Predicted Wind Conditions at Ground Level

The wind-responsive design features moderate the impacts and the resulting conditions in the parks and public grounds to the north and west are not expected to be impacted negatively as wind speeds will continue to be similar to existing conditions. Wind speeds on most sidewalks and off-site areas are expected to be comfortable for standing or strolling in the summer, and for strolling or walking in the winter. Potentially uncomfortable wind speeds are expected: around the northwest corner of Tower 1; in a localized area under the building undercut along the western façade of Tower 1; the level 4 podium terrace; and the pool deck terraces at the top of Towers 1 & 2. Wind control strategies and design modifications such as tall planters, vertical screens or overhead trellises will be explored further to mitigate wind impacts through the future site plan approval process.

Interface with the River

The building design provides a direct interface to Ivey Park and is oriented towards the river. The proposed site design removes much of the existing surface parking between the downtown and the Forks of the Thames and introduces active uses and amenity areas to capitalize on the importance of the feature.

The site incorporates enhanced indoor and outdoor amenity space for residents and improved pedestrian connectivity to local streets, adjacent parkland and nearby pathway systems. A plaza with landscaped areas and a lookout feature is proposed to the north of the building. Staff will be seeking a public access easement over the connection from Ridout Street North to Ivey Park to ensure there is uninterrupted access over the site. The pathway between the proposed new building and the existing courthouse also provides a separation distance to mitigate construction and vibration impacts on the heritage buildings and reduce overshadowing and loss of views.

One of the strategic directions from the Downtown Plan was to 'Reconnect with the Thames River'. A design competition arranged by the London Community Foundation

(LCF) was to redevelop London's riverfront at the Forks of the Thames known as 'Back to the River'. The winning design was the 'Ribbon of the Thames' and included a boomerang-shaped bridge, an amphitheater and terraced landscaping to improve access to the river. The project is currently unfunded though provides direction for future investment opportunities to reconnect with the Thames. The proposed development will create a landscaped terracing feature from Ridout Street North to Ivey Park along the river and provide for commercial uses with direct river access to provide for integration on private lands in addition to the existing access from the public parkland on the river.



Image 19: Interface with River Corridor

4.4 Heritage

The subject property at 50 King Street is designated pursuant to Part V of the *Ontario Heritage Act* as it is included within the Downtown Heritage Conservation District. The adjacent property at 399 Ridout Street North includes the Court House and Gaol, designated pursuant to Part IV of the *Ontario Heritage Act* and Part V of the *Ontario Heritage Act* as a part of the Downtown Heritage Conservation District. The Court House is also subject to provincial and federal heritage status and recognition, as the Ontario Heritage Trust holds a Heritage Easement on the property, and the property is recognized as a National Historic Site of Canada. Lastly, the property at 399 Ridout Street North includes the HER Zone, which should remain on the property.

A Heritage Impact Assessment was submitted with the application and the Community Advisory Committee on Planning (CACP) formed a working group to review the application and provide comments. One of the comments provided related to a commemoration plan will be implemented through the future site plan approval process.

The podium base along Ridout Street North is a consistent height to the historic Courthouse building and provides further stepbacks above the third storey for a sympathetic interface (see image 13 above). The majority of the tower provides the

minimum 5m stepback from the edge of the podium to minimize the massing. Special provisions in the zoning regulations will ensure there is a maximum podium height and tower stepback to ensure a sensitive interface with the adjacent heritage buildings.



Image 20: Heritage Courthouse Building

Through the site plan review process, construction monitoring will be required for any archaeological significance, a building condition assessment and strategic conservation plan will also be required. Commemoration of the historic significance of the site will also be developed at that time through heritage interpretive signage, features and other design elements. Holding provisions for archaeological assessments and for an accepted Heritage Impact Assessment will be required at future planning application review.

Further, a separate heritage review through the Heritage Alteration Permit will be required for future site works and alteration. A portion of the site is also within a heritage easement which will require review and approval through the Ontario Heritage Trust for any proposed works.

4.5 Holding Provisions

A number of holding provisions are proposed to apply to the site as follows:

h-5: Purpose: To ensure that development takes a form compatible with adjacent land uses, agreements shall be entered into following public site plan review specifying the issues allowed for under Section 41 of the Planning Act, R.S.O. 1990, c. P.13, prior to the

removal of the "h-5" symbol. Notwithstanding this, residential developments of 10 or fewer units are exempt from Public Site Plan Meetings, as per Bill 23, More Homes Built Faster Act, 2022. Permitted Interim Uses: Residential Developments of 10 units or fewer.

h-18: Purpose: The proponent shall retain a consultant archaeologist, licensed by the Ministry of Tourism, Culture and Sport (MTCS) under the provisions of the Ontario Heritage Act (R.S.O. 1990 as amended) to carry out a Stage 1 (or Stage 1-2) archaeological assessment of the entire property. Development or property alteration shall only be permitted on the subject property containing archaeological resources or areas of archaeological potential if the archaeological resources have been conserved by removal and documentation, or by site preservation (Stages 3 and 4). The archaeological assessment must be completed in accordance with the most current Standards and Guidelines for Consulting Archaeologists. Engagement with the appropriate First Nations shall be completed consistent with the policies of the London Plan.

All archaeological assessment reports, in both hard copy format and digitally in Portable Document Format (PDF), will be submitted to the City of London once MTCS has accepted them into the Public Registry.

Significant archaeological resources will be incorporated into the proposed development through either in situ preservation or interpretation where feasible, or may be commemorated and interpreted on site.

No demolition, new exterior construction, grading, or any other activity where soil disturbance will occur or might be reasonably anticipated shall take place on the subject property prior to the City of London receiving the MTCS compliance letter indicating that all archaeological licensing and reporting requirements have been satisfied.

h-103: Purpose: To ensure that urban design is addressed at site plan, a site plan will be approved and a development agreement will be entered into which, to the satisfaction of the General Manager of Planning and Development, incorporates the design objectives as identified in the Council resolution. A requirement of the site plan submission will include an urban design brief and building elevations which detail how the objectives have been achieved.

h-149: Purpose: To ensure the orderly development of the lands the symbol shall not be deleted until sanitary and stormwater servicing reports have been prepared and confirmation that sanitary and stormwater management systems are implemented to the satisfaction of the City Engineer.

h-207: Purpose: To ensure that no development occurs on lands adjacent to a protected heritage property except where the proposed development has been evaluated and it is demonstrated that the heritage attributes of the protected property will be conserved, the removal of the h-207 shall not occur until such time as a Heritage Impact Assessment has been prepared and accepted to the satisfaction of the Managing Director, Planning and City Planner. Permitted Interim Uses: existing uses.

h-(): Purpose: To ensure the adequate provision of municipal services, the holding provision shall not be removed until such time as there is an accepted water strategy and adequate capacity available.

Staff are of the opinion that the proposed holding provisions, and zoning regulations

sufficiently mitigate the impacts of the proposed development, that will be addressed through the review of the Site Plan application process.

Conclusion

The applicant has requested an amendment to the Official Plan and Zoning By-law Z.-1 to permit a greater height of 53 storeys and rezone the property from a Community Facility/Downtown Area (CF1/DA2*D350*H15) Zone; and a holding Downtown Area Bonus (h-3*h-5*h-18*h-149*h-207*DA1*D350*H15*B-36) Zone to a holding Community Facility/Downtown Area (h-18*CF1/DA2*D350*H15) Zone; a holding Downtown Area Special Provision (h-5*h-18*h-103*h-149*h-207*h-()*DA2()*D1250*H186) Zone; an Open Space (OS4) Zone and an Open Space Special Provision (OS2()) Zone. Staff are recommending approval of the requested Zoning Bylaw amendment with special provisions to implement the design, and holding provisions for public participation, servicing, archaeological, heritage and urban design.

The proposal is consistent with the PPS 2020, conforms with the policies of The London Plan and will contribute to revitalization efforts within the core area. The recommended amendment will facilitate a mixed-use building on a prime development site within the Downtown. The proposal retains the existing onsite heritage buildings, achieves positive urban design objectives, enhances the interface with the Thames River and has direct access to future rapid transit.

Prepared by:	Sonia Wise, MCIP, RPP Senior Planner, Site Plans
Reviewed by:	Michael Corby, MCIP, RPP Manager, Planning Implementation
Recommended by:	Heather McNeely, MCIP, RPP Director, Planning and Development
Submitted by:	Scott Mathers, MPA, P.Eng. Deputy City Manager, Planning and Economic Development

Appendix A – Official Plan Amendment

Bill No. (number to be inserted by Clerk's Office)
2023

By-law No. C.P.-XXXX-

A by-law to amend the Official Plan, The London Plan for the City of London, 2016 relating to 50 King Street & 399 Ridout Street North

The Municipal Council of The Corporation of the City of London enacts as follows:

1. Amendment No. (to be inserted by Clerk's Office) to the Official Plan, The London Plan for the City of London Planning Area – 2016, as contained in the text attached hereto and forming part of this by-law, is adopted.
2. This Amendment shall come into effect in accordance with subsection 17(27) of the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on October 17, 2023

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – October 17, 2023
Second Reading – October 17, 2023
Third Reading – October 17, 2023

AMENDMENT NO.
to the
OFFICIAL PLAN, THE LONDON PLAN, FOR THE CITY OF LONDON

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to add a policy to the Specific Policies for the Downtown Place Type and add the subject lands to Map 7 – Specific Policy Areas - of the City of London to permit an increased building height.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 50 King Street & 399 Ridout Street North in the City of London.

C. BASIS OF THE AMENDMENT

The site-specific amendment would allow for an increase to the building height of 53 storeys.

D. THE AMENDMENT

The London Plan for the City of London is hereby amended as follows:

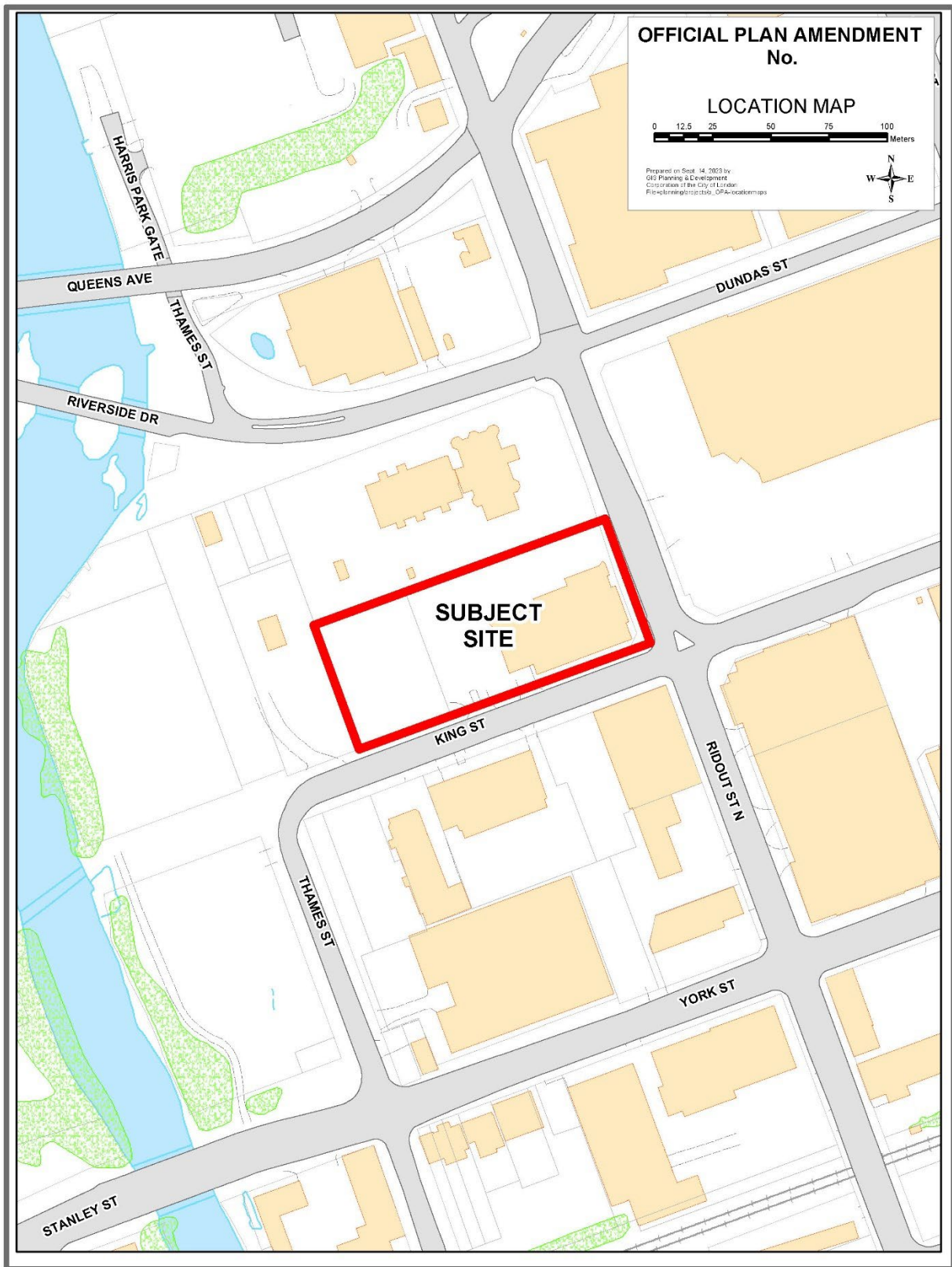
1. Specific Policies for the Downtown Place Type of Official Plan, The London Plan, for the City of London is amended by adding the following:

(___) 50 King Street & 399 Ridout Street North

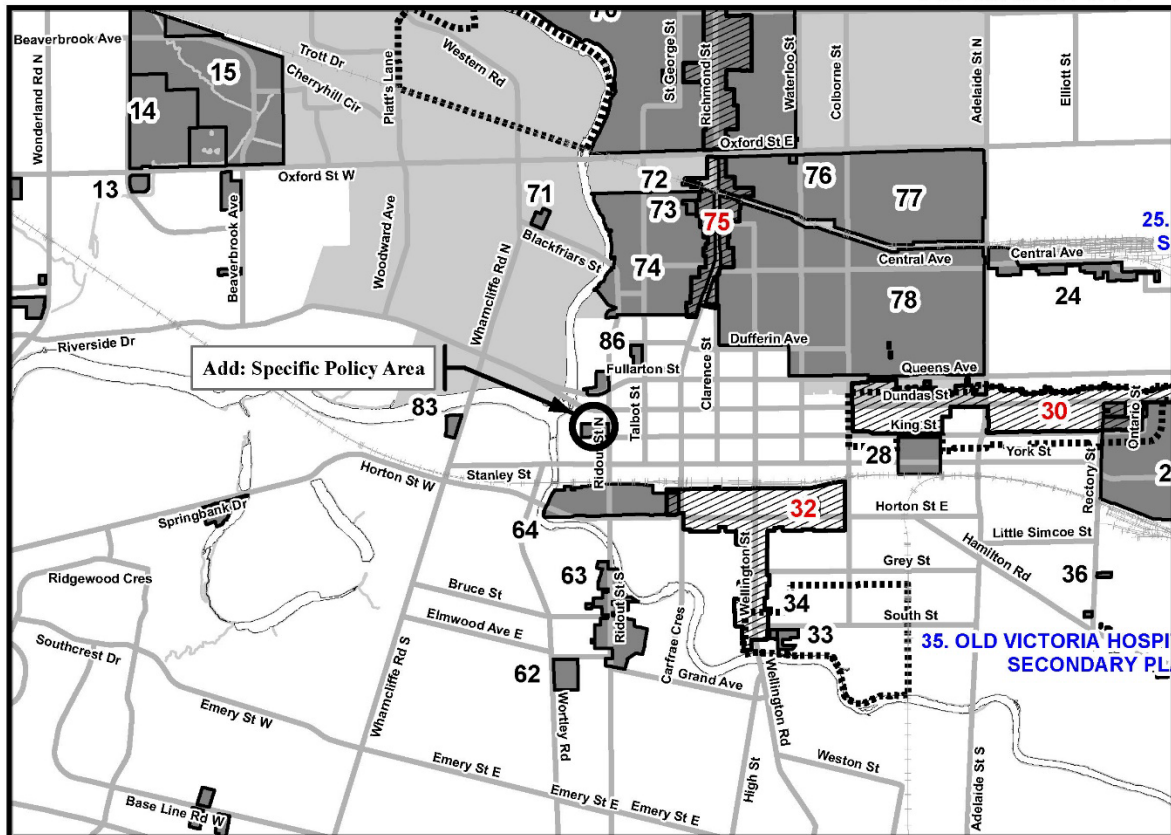
In the Downtown Place Type at 50 King Street & 399 Ridout Street North a maximum height of 186 metres or up to 53 storeys may be permitted.

2. Map 7 - Specific Policy Areas, to the Official Plan, The London Plan, for the City of London Planning Area is amended by adding a Specific Policy Area for the lands located at 50 King Street & 399 Ridout Street North in the City of London, as indicated on “Schedule 1” attached hereto.

“Schedule 1”



AMENDMENT NO:



LEGEND

- Specific Policies
- Rapid Transit and Urban Corridor Specific-Segment Policies
- Near Campus Neighbourhood
- Secondary Plans

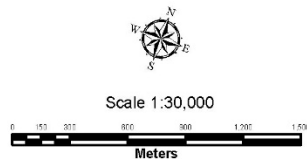
BASE MAP FEATURES

- Streets (See Map 3)
- Railways
- Urban Growth Boundary
- Water Courses/Ponds

This is an excerpt from the Planning Division's working consolidation of Map 7 - Special Policy Areas of the London Plan, with added notations.

SCHEDULE #
TO
OFFICIAL AMENDMENT NO. _____

PREPARED BY: Planning & Development



FILE NUMBER: OZ-9622

PLANNER: SW

TECHNICIAN: RC

DATE: 8/31/2023

Document Path: E:\Planning\Projects\p_officialplan\workconsolid\amendments_LondonPlan\OZ-9622\Projects\AMENDMENT_Map7_SpecialPolicyAreas_b&w_8x11.mxd

Appendix B – Zoning Bylaw Amendment

Bill No. (number to be inserted by Clerk's Office)
2023

By-law No. Z.-1-

A by-law to amend By-law No. Z.-1 to
rezone an area of land located at 50 King
Street & 399 Ridout Street North

WHEREAS upon approval of Official Plan Amendment Number (number to be inserted by Clerk's Office) this rezoning will conform to the Official Plan;

THEREFORE the Municipal Council of The Corporation of the City of London enacts as follows:

1. Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 50 King Street & 399 Ridout Street North, as shown on the attached map comprising part of Key Map No. A107, **FROM** a Community Facility/Downtown Area (CF1/DA2*D350*H15) Zone; and a holding Downtown Area Bonus (h-3*h-5*h-18*h-149*h-207*DA1*D350*H15*B-36) Zone **TO** a holding Community Facility/Downtown Area (h-18*CF1/DA2*D350*H15) Zone; a holding Downtown Area Special Provision (h-5*h-18*h-103*h-149*h-207*h-()*DA2()*D1250*H186) Zone; an Open Space (OS4) Zone and an Open Space Special Provision (OS2()) Zone.
2. Section Number 3.8 2) of the Holding "h" Zones is amended by adding the following new holding zone:

h-() Purpose: To ensure the adequate provision of municipal services, the holding provision shall not be removed until such time as there is an accepted water strategy and adequate capacity available.
3. Section Number 20.4 of the Downtown Area (DA) Zone is amended by adding the following Special Provisions:

DA2() 50 King Street & 399 Ridout Street North

a) Regulations

- | | |
|---|--------------------------|
| i) Height
(Maximum) | 53 storeys 186m (610 ft) |
| ii) Density
(Maximum) | 1,250 Units Per Hectare |
| iii) Retail Gross Floor Area
(Maximum) | 5,000 square metres |
| iv) Tower Floorplate
Gross Floor Area | 1,000 square metres |

(Maximum)	
v) Setback for residential component (Minimum)	0m
vi) Front and exterior yard depth for ground floor (Minimum)	1.0m
vii) Ground Floor Height Tower 1 (Minimum)	4.5m
viii) Podium Height for Tower 1 (Maximum)	20.5m
ix) Stepback for 75% of Tower 1 east façade along Ridout Street North (Minimum)	5.0m
x) Stepback for 75% of Tower 1 north façade along interior courtyard (Minimum)	5.0m
xi) Stepback for 75% of Tower 1 south façade along King Street (Minimum)	5.0m
xii) Stepback for 75% of Tower 2 south façade along King Street (Minimum)	5.0m
xiii) Distance between Tower 1 and Tower 2 (Minimum)	25.0m
xiv) Main building, accessory structure and underground parking setback from courthouse building and gaol (Minimum)	12.0m
xv) Vehicle parking prohibited on ground floor or above	
xvi) Retail space permitted on all floors	

4. Section Number 36.4 of the Open Space (OS) Zone is amended by adding the following Special Provisions:

OS2()

- a) Additional Permitted Uses:

- i) All permitted uses in the DA2() zone variation

b) Regulations

- i) No minimum lot frontage, lot area, lot coverage, landscaped open space or setback requirements

The inclusion in this By-law of imperial measure along with metric measure is for the purpose of convenience only and the metric measure governs in case of any discrepancy between the two measures.

This By-law shall come into force and be deemed to come into force in accordance with Section 34 of the *Planning Act, R.S.O. 1990, c. P13*, either upon the date of the passage of this by-law or as otherwise provided by the said section.

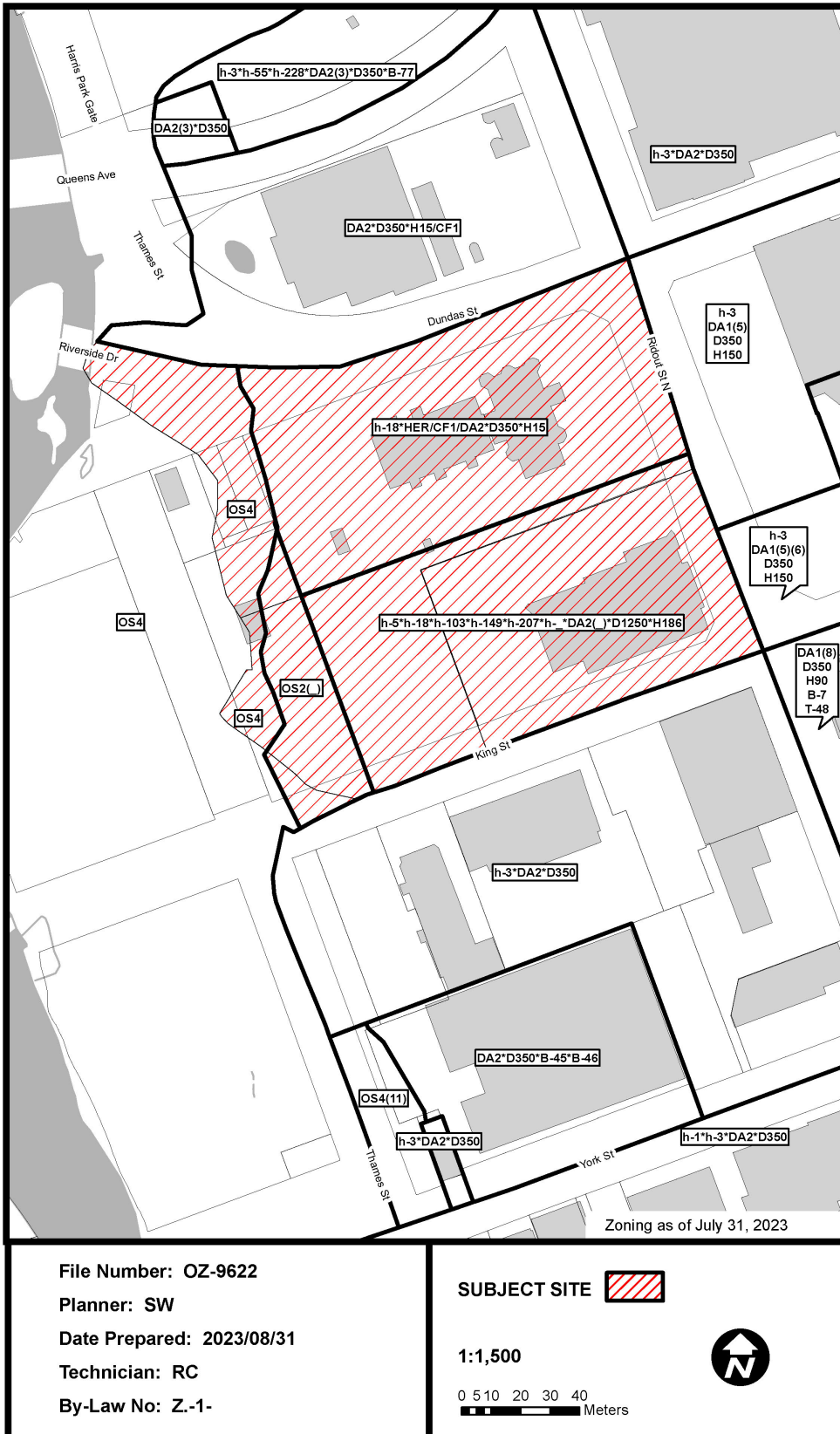
PASSED in Open Council on October 17, 2023

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – October 17, 2023
Second Reading – October 17, 2023
Third Reading – October 17, 2023

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



Appendix C - Site and Development Summary

A. Site Information and Context

Site Statistics

Current Land Use	Public Use & Offices
Frontage	61.8m (202 ft) Ridout Street North
Depth	132.6m (435 ft)
Area	8,015 square metres (0.8ha)
Shape	Rectangular
Within Built Area Boundary	Yes
Within Primary Transit Area	Yes

Surrounding Land Uses

North	Middlesex County Courthouse and Gaol
East	Budweiser Gardens
South	Office and high-rise residential
West	Ivey Park and the Thames Valley Park

Proximity to Nearest Amenities

Major Intersection	King St & Ridout St N and Dundas St & Ridout St N
Dedicated cycling infrastructure	King Street & Dundas Street – direct
London Transit stop	Dundas Street (existing) Ridout St N (future) (50m)
Public open space	Ivey Park – direct to west
Commercial area/use	Downtown – direct
Food store	Vallu Mart 650m
Primary school	Victoria Public School (1,100m)
Community/recreation amenity	Kiwanis Seniors Centre (600m); Downtown Library (800m)

B. Planning Information and Request

Current Planning Information

Current Place Type	Downtown
Current Special Policies	NA
Current Zoning	CF1/DA2*D350*H15; h-3*h-5*h-18*h-149*h-207*DA1*D350*H15*B-36

Requested Designation and Zone

Requested Place Type	NA
Requested Special Policies	To allow for increased height of 53 storeys
Requested Zoning	h-18*CF1/DA2*D350*H15; h-5*h-18*h-103*h-149*h-207*h-()*DA2()*D1250*H186

Requested Special Provisions

Regulation (DA2(_))	Required	Proposed
Height	90m	53 storeys (186m)
Density	Determined through a ZBA	1250 units per hectare
Retail GFA	Lesser of 20% GFA or 5,000sqm	5,000 sqm
Tower Floorplate GFA	NA	1,000sqm maximum
Setback for Residential Component	1.2m per 3m of main building height or a fraction thereof above 15m	0m
Front and Exterior Yard Depth for Ground Floor	0m	1.0m
Ground Floor Height	NA	4.5m minimum for tower 1
Podium Height	NA	20.5m maximum for tower 1
Stepback for Tower from Podium	NA	5m minimum for 75% of tower along King, Ridout and for tower 1 adjacent to courthouse
Distance between towers	NA	25.0m minimum
Distance from existing buildings	NA	12.0m minimum
Location of Vehicle Parking	NA	Prohibited on ground floor or above
Location of retail space	Restricted to 1 st or 2 nd floor	No restriction on location

C. Development Proposal Summary

Development Overview

A mixed-use building with two high-rise towers containing 800 units include heights of 53 storeys (Tower 1) located at King Street and Ridout Street North and 43 storeys (Tower 2) located along King Street towards Ivey Park. A shared podium connects the two towers which is 3-4 storeys in height and contains 2,865 square metres of retail space at grade, and 10,920 square metres of office space on levels 2-4. There are 550 vehicle stalls is proposed beneath the podium and plaza area and accessed from King Street.

Proposal Statistics

Land use	residential, retail, office, commercial
Form	Mixed-use
Height	53 storeys (186m)
Residential units	800

Density	1250 units per hectare
Gross floor area	13,875m ²
Building coverage	39%
Landscape open space	48%
Functional amenity space	7,600m ²
New use being added to the local community	Yes

Mobility

Parking spaces	550 underground
Vehicle parking ratio	0.68 : 1
New electric vehicles charging stations	TBD
Secured bike parking spaces	800f for residential units
Secured bike parking ratio	1 space per unit
Completes gaps in the public sidewalk	Sidewalk exists
Connection from the site to a public sidewalk	Yes
Connection from the site to a multi-use path	Yes

Environmental Impact

Tree removals	62 total including 3 City trees on King St boulevard and 4 City trees along Ivey Park)
Tree plantings	76 proposed on Landscape Plan
Tree Protection Area	Yes
Loss of natural heritage features	NA
Species at Risk Habitat loss	NA
Minimum Environmental Management Guideline buffer met	NA
Existing structures repurposed or reused	Yes – heritage buildings
Green building features	TBD

Appendix D – Internal and Agency Comments

Upper Thames River Conservation Authority – September 19, 2023

Re: UTRCA

Comments

Application to Amend the Official Plan and Zoning By-law - File No. OZ-9622 Applicant: 50 King Street Limited c/o York Developments Agent: MHBC Planning Ltd. c/o Scott Allen 50 King Street and 399 Ridout Street North, London, ON

The Upper Thames River Conservation Authority (UTRCA) has reviewed this application with regard for the policies within the Environmental Planning Policy Manual for the Upper Thames River Conservation Authority (June 2006), Section 28 of the *Conservation Authorities Act*, the *Planning Act*, the Provincial Policy Statement (PPS, 2020), and the Upper Thames River Source Protection Area Assessment Report.

BACKGROUND AND PROPOSAL

The subject lands are approximately 1.55 ha (3.83 ac) in size and are located on the west side of Ridout Street North and north of King Street. The lands are currently occupied by the Middlesex County Courthouse and Jail and existing surface parking. The south east portion of the subject lands previously housed the Middlesex London Health Unit, which has recently been demolished. The subject lands are located within the *Downtown Place Type* of the London Plan, and are zoned for an extensive range of uses.

The applicant is proposing to construct two (2) high-rise towers, containing 800 units, on the southern portion of the subject lands, retaining the existing historic structures associated with the courthouse and the jail. Tower 1 would be positioned adjacent to the Ridout Street North/King Street intersection and would have a maximum height of 53 storeys. Tower 2 would be positioned adjacent to King Street, near the southern limit of the lands and would have a maximum height of 43 storeys. The podium would contain retail space at grade, office space on levels two through four with lobby/amenity areas provided on the main floor. The proposal includes an underground parking structure for 550 spaces. The structured parking facility would be serviced by two (2) accesses via King Street.

The application seeks to amend the Official Plan to permit high-rise buildings having a maximum height of 53 storeys and to amend the Zoning By-law to permit high-rise buildings with a maximum height of 176 m and a maximum residential density of 1,175 units per hectare.

The UTRCA has participated in pre-consultation with the applicant since 2021. The UTRCA has also been involved in previous discussions with the applicant related to development requirements on these lands through Site Plan Consultation (SPC22-217). Comments were provided to both the applicant and the municipality through this process in January 2023.

DELEGATED RESPONSIBILITY AND STATUTORY ROLE

Provincial Policy Statement 2020

The UTRCA has the provincially delegated responsibility for the natural hazard policies of the PPS, as established under the “Provincial One Window Planning System for Natural Hazards” Memorandum of Understanding between Conservation Ontario, the Ministry of Natural Resources and Forestry (MNRF) and the Ministry of Municipal Affairs and Housing. Accordingly, the Conservation Authority represents the provincial interest in commenting on development applications with respect to natural hazards and ensures that applications are consistent with the PPS.

The UTRCA’s role in the development process is comprehensive and coordinates our planning and permitting interests. Through the plan review process, we ensure that development applications meet the tests of the *Planning Act*, are consistent with the PPS, conform to municipal planning documents, and with the policies in the UTRCA’s Environmental Planning Policy Manual (2006). Permit applications must meet the requirements of Section 28 of the *Conservation Authorities Act* and the policies of the UTRCA’s Environmental Planning Policy Manual (2006). This approach ensures that the principle of development is established through the *Planning Act* approval process and that a permit application can be issued under Section 28 of the *Conservation Authorities Act* once all of the planning matters have been addressed.

CONSERVATION AUTHORITIES ACT – SECTION 28 REGULATIONS

The subject lands **are** regulated by the UTRCA in accordance with Ontario Regulation 157/06, made pursuant to Section 28 of the *Conservation Authorities Act*. The regulation limit is comprised of:

- A riverine flooding hazard associated with the North Thames River.

Please refer to the attached mapping for the location of the regulated features. In cases where a discrepancy in the mapping occurs, the text of the regulation prevails and a feature determined to be present on the landscape may be regulated by the UTRCA.

The UTRCA has jurisdiction over lands within the regulated area and requires that landowners obtain written approval from the Authority prior to undertaking any site alteration or development within this area including filling, grading, construction, alteration to a watercourse and/or interference with a wetland.

UTRCA ENVIRONMENTAL PLANNING POLICY MANUAL (2006)

The UTRCA’s Environmental Planning Policy Manual is available online at: <http://thamesriver.on.ca/planning-permits-maps/utrca-environmental-policy-manual/>

NATURAL HAZARDS

As indicated, the UTRCA represents the provincial interest in commenting on *Planning Act* applications with respect to natural hazards. The PPS directs new development to locate and avoid natural hazards. In Ontario, prevention is the preferred approach for managing hazards in order to reduce or minimize the risk to life and property. This is achieved through land use planning and the Conservation Authority’s regulations with respect to site alteration and development activities.

The UTRCA’s natural hazard policies are consistent with the PPS and those which are applicable to the subject lands include:

3.2.2 General Natural Hazard Policies

These policies direct new development and site alteration away from hazard lands. No new hazards are to be created and existing hazards should not be aggravated. The

Authority also does not support the fragmentation of hazard lands through lot creation which is consistent with the PPS.

3.2.3 Riverine Flooding Hazard Policies

These policies address matters such as the provision of detailed flood plain mapping, flood plain planning approach and uses that may be allowed in the flood plain subject to satisfying the UTRCA's Section 28 permit requirements.

The UTRCA has undertaken revised modeling along the Thames River. The findings of this modeling has resulted in a revised floodline for this area, which has been enclosed.

DRINKING WATER SOURCE PROTECTION: Clean Water Act

For policies, mapping and further information pertaining to drinking water source protection; please refer to the approved Source Protection Plan at:

<https://www.sourcewaterprotection.on.ca/approved-source-protection-plan/>

MUNICIPAL PLAN REVIEW FEES

Consistent with UTRCA Board of Directors approved policy, Authority Staff are authorized to collect fees for the review of *Planning Act* applications and the peer review of technical studies. The applicant will be invoiced, under separate cover, as follows:

Official Plan Amendment (minor)	\$580
Zoning By-law Amendment (minor)	\$580
TOTAL:	\$1,160

The aforementioned fees are based on our 2023 fee schedule. Additional *Planning Act* application submissions will be subject to additional review fees.

We remind the applicant that an additional Section 28 permit application will be required for any development within the regulation limit. The fee associated with the required Section 28 Permit application will be determined upon review of the submissions.

SUMMARY AND RECOMMENDATIONS

As indicated, the subject lands **are** regulated by the UTRCA due to the presence of a riverine flooding hazard associated with the North Thames River. UTRCA staff has had previous discussions with the applicant to review the requirements for development on these lands including a pre-consultation discussion and Site Plan Consultation.

At the time of Site Plan Consultation (January 2023), the UTRCA requested that through the zoning amendment process, the applicant ensure that the Open Space OS4 zone is revised to reflect the updated floodplain of the North Thames River. The updated floodplain information was provided at this time. The applicant was advised to undertake a site specific topographic survey to delineate the extent of the floodplain (237.6 masl) and implement the appropriate Open Space zoning to reflect this. Further to the above, the UTRCA also requested the applicant ensure the regulatory flood elevation was delineated on all future plans/drawings. The above items are outstanding and have not been provided in the documentation submitted alongside this application.

Prior to providing a recommendation on this application, the UTRCA will require the applicant to provide the outstanding information to the satisfaction of the UTRCA, to ensure the Open Space OS4 zone accurately reflects the topography of the lands and the site specific hazard.

We remind the applicant that as the proposed development is located adjacent to the North Thames River, further information may be required to support the proposed underground parking garage. This information may include site specific structural

engineering to confirm that the underground parking garage can withstand the lateral hydrostatic pressures of the floodplain to an elevation of 237.6 masl.

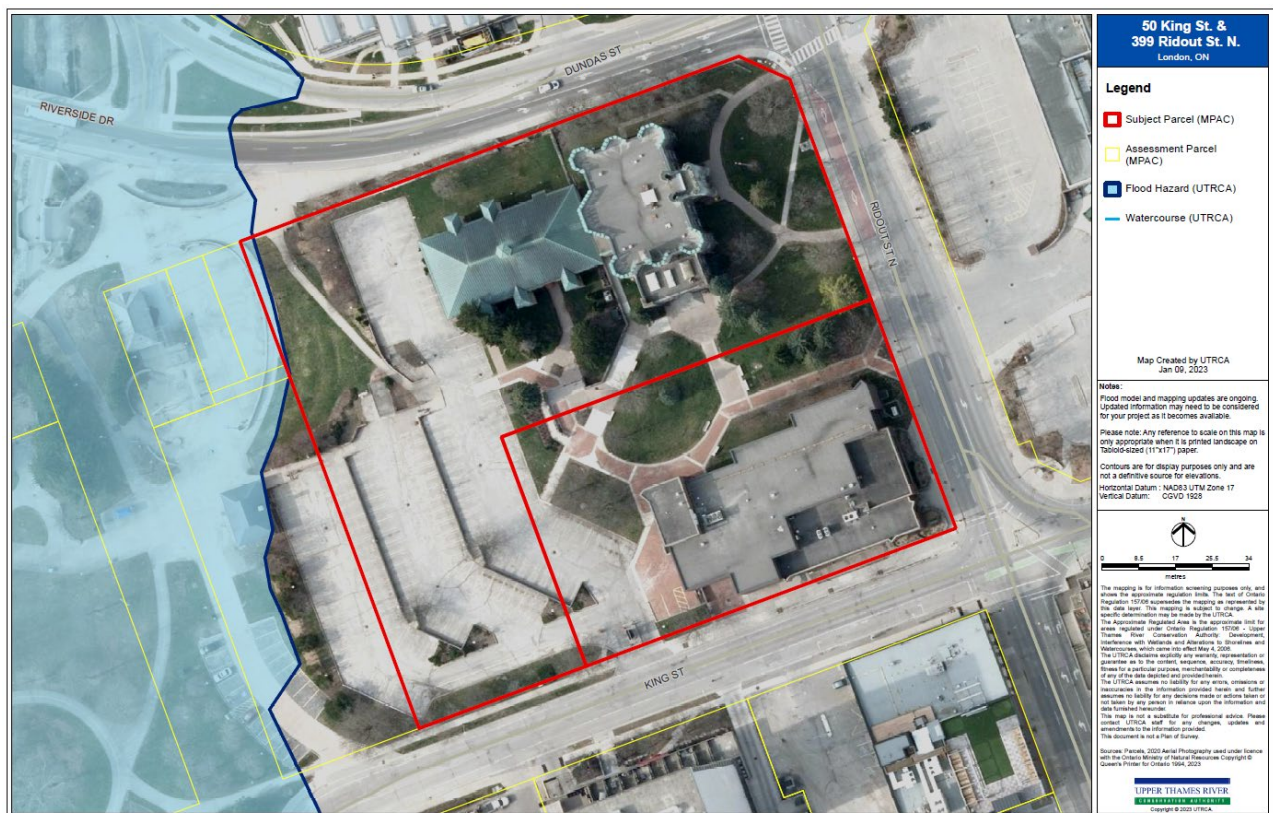
Please refer to the Site Plan Consultation comments provided in January 2023 for UTRCA's requirements for a formal Site Plan Application package.

We would like to remind the applicant that written approval from the UTRCA is required prior to undertaking any works within the regulated area, including but not limited to site alteration, grading or development.

Thank you for the opportunity to comment.

Yours truly,

UPPER THAMES RIVER CONSERVATION AUTHORITY



Ecology – September 13, 2023

No further comments from Ecology on this file.

Urban Design – August 30, 2023

Urban Design staff are generally supportive of the proposal, but have concerns regarding the interface with King Street. Urban Design staff also note that there were several inconsistencies between the materials provided (the elevations, renderings, landscape plan and site plan do not match) as well as missing information on several of the drawings which caused some difficulty and confusion in our review of the proposal. If the proposed height and intensity are deemed appropriate, Urban Design staff recommend the following comments be addressed before approval of the OPA/ZBA and/or before the submission of a Site Plan Application:

Matters for OPA/ZBA:

- This application is located within the Downtown Place Type in The London Plan [TLP] and is within the Our Move Forward: London's Downtown Plan [OMF] as well as the Downtown Heritage Conservation District Plan [DHCDP], and as such, the policies and guidelines set out in these documents apply.
- The applicant is commended for providing a site and building design that incorporates all of the parking underground, well-articulated massing on all sides of the tower portions of the proposed buildings, built form along both street frontages, plaza spaces connecting between the buildings and public areas, a mixed-use form with commercial at-grade and for incorporating the rooftop mechanical equipment into the design of the top of the buildings. Urban Design staff encourage the applicant to continue to incorporate these design features as the proposal moves through the development process.
- The following Special Provisions are recommended to be applied to the zoning for this proposal:
 - Maximum height;
 - Maximum podium height;
 - Minimum 5.0m step-back above the podium;
 - Minimum building setback of 1.0m along the street frontages;
 - Minimum separation distance between the two towers of 25.0m;
 - Minimum ground floor height of 4.5m;
 - Maximum tower floorplate size of 1000m² for each of the towers (portion of the building above the podium).
- Urban Design staff acknowledge the tower floor plate size, the separation distance between the two towers, the step-back above the podium and the ground floor height are all within the recommended minimums and maximums with the current building and site design. The applicant is recommended to continue to implement these attributes as the proposal moves forward.
- Urban Design staff are concerned with the proposed interface with the built form along a majority of the King Street frontage. A large portion of the at-grade use for this frontage appears to be dedicated to parking facilities and servicing, which may result in an automobile-oriented public realm with blank walls and an overall uninviting and inactive streetscape. The applicant is requested to revisit the at-grade façade along King Street and incorporate pedestrian-scaled site and building design elements such as active uses (commercial, lobby, amenity rooms, etc.), a high degree of transparent glazing, human-scale building elements and principal building entrances along this façade [OMF 5.9, 5.12 / TLP 285, 289.1, 291]:
 - Urban Design staff recognize the applicant has provided an at-grade commercial unit along the west façade, which wraps this portion of the parking garage in active uses. We encourage the applicant to continue to incorporate this as the proposal moves through the development process.
 - It is recommended that the applicant also wrap the at-grade structured parking areas in active uses along King Street, similar to what is provided on the west façade;
 - Transparent glazing should be provided along the entirety of the street-facing façade at-grade;
 - Unit entrances for commercial and residential uses should be provided on the King Street façade;

- Pedestrian, cyclist and transit-oriented building and site elements should be provided such as canopies, signage, landscaping, trees, human-scale lighting, etc. along this façade.

Matters for Site Plan:

- Principal building entrances to the residential lobbies are shown facing internal to the site, with no entrances facing the public streets. Provide a through-lobby to allow for residential access along Ridout Street N and/or King Street [TLP 291];
- Provide a minimum of 80% transparent glazing at-grade along the public street frontages and 50% transparent glazing for the portion of the podium above the first storey to provide for a safe and active public realm along the street frontages [DHCDP 6.1.4.1 / TLP 289.1, 291];
 - Urban Design staff encourage the applicant to provide a high degree of transparent glazing along the frontage onto the proposed plaza space as well.
- The site and building design should consider its location along the future Downtown Loop Rapid Transit route and provide a high-degree of pedestrian and transit-oriented amenities:
 - Provide pedestrian, cyclist and transit-oriented amenities and human-scale building design features along the Ridout Street and King Street frontages such as benches, planters, landscaping, temporary bicycle parking, canopies, signage, human-scale lighting, public art, etc. [OMF 4.13, 5.9 / TLP 286].
- Ensure the main vehicular access into the site, through the site and between the two buildings (under the overpass), is designed to reduce any potential vehicular-pedestrian conflicts by prioritizing the pedestrian. As this space is likely to become frequented by pedestrians accessing the retail units and residential lobby accesses from the street and between the two buildings, consider using alternate paving materials (such as brick pavers, stamped concrete, etc.), decorative bollards, signage, street furniture/landscaping, and other methods of traffic-calming to delineate this area as a shared pedestrian/vehicle access [TLP 255];
- Consider reducing the amount of vehicular access points along King Street to prioritize pedestrian and cyclist movements along the street [OMF 5.16 / TLP 255];
- Confirm the location(s) of any outdoor storage of garbage/recycling facilities, if applicable. Ensure these areas are located away from view from public street frontages and do not detract from pedestrian walkways [TLP 266];
- Confirm the location(s) of any storage, loading and servicing areas and ensure these are screened from view and are located away from the public street frontages [TLP 266];
- Consider incorporating patio or forecourt spaces between the building and the public right-of-way to further activate the streetscape and to provide an amenity for the commercial spaces [OMF 5.9];
- Urban Design staff highly encourage the applicant to explore opportunities to incorporate spaces for public art as a part of this proposal [OMF 6.4];
- Confirm whether street trees / landscaped areas are being provided along Ridout Street N and/or King Street. Trees are shown in the Landscape Plan along Ridout

Street N, but not on the Main Floor Plan where they are shown on King Street instead;

- Provide a full-set of dimensioned elevations for all sides of the proposed buildings with materials labelled as well as a fully dimensioned and labelled site plan. Further urban design comments may follow upon receipt of the updated drawings.

The elevations provided did not include any labels or dimensions. Ensure these are provided at the site plan stage.

Engineering – August 2, 2023

The City of London's Environmental and Engineering Services Department offers the following comments with respect to the aforementioned re-zoning application:

1. In general, Engineering is supportive of the proposed re-zoning however, please note the following:

Sanitary Servicing

- I. The applicant is advised that the downtown area is currently experiencing significant sanitary capacity issues. Despite this, Sewer Engineering recognizes the importance of higher densities that align with the City's growth and housing requirements and is actively engaged in discussions on ways to enhance the density of the downtown area and improve the existing sewer system. The Sewer Engineering Division will be exploring opportunities to develop a comprehensive Downtown growth management strategy to identify capacity improvements to address Downtown London's growth needs.
- II. Sewer engineering supports the proposed re-zoning request however a holding provision shall be put in place until sufficient sanitary capacity can be demonstrated.

Water Servicing:

- III. Based on the outcome of the Core Area Water Servicing Study, Water Engineering recommends a holding provision until adequate water servicing capacity can be demonstrated.

2. Items to be addressed as a part of a complete site plan application:

Storm Servicing:

- As per City of London drawing 1153 and 16772, the site is not tributary to the existing storm sewers on King St or Ridout St North. Therefore, the consultant is to provide a SWM functional report indicating how the site is proposed to be serviced (e.g. on-site controls, LID, etc.).
- Should the consultant consider the use of any possible surplus capacity in the existing storm sewers near the site, hydraulic calculations (e.g. storm sewer capacity analysis based on upstream/downstream tributary areas and run-off coefficients) must be provided to demonstrate the expected surplus capacity along with any proposed on-site SWM controls design and calculations (e.g. on-site runoff storage calculations, flow restrictors calculations, etc.). In addition, If the consultant engineer is to connect the storm PDCs to the existing 900X1350 Storm BRICK ELLIPTICAL , the construction methodology details of the connection and all other specifics shall be provided as part of the SWM report.
- The number of proposed/existing parking spaces exceeds 29, the owner shall be required to have a consulting Professional Engineer confirming how the water quality

will be addressed to the standards of the Ministry of the Environment, Conservation and Parks (MECP) with a minimum of 70% TSS removal to the satisfaction of the City Engineer. Applicable options could include, but not be limited to the use of oil/grit separators or any LID filtration/infiltration devices.

- To manage stormwater runoff quantity and quality, the applicant's consulting engineer may consider implementing infiltration devices in the parking area in the form of "Green Parking" zones as part of the landscaping design.
- The proposed land use of a high density residential will trigger(s) the application of design requirements of Permanent Private Storm System (PPS) as approved by Council resolution on January 18, 2010. A standalone Operation and Maintenance manual document for the proposed SWM system is to be included as part of the system design and submitted to the City for review.
- 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 MOE guidelines and/or as per the EIS field information; and
 - shall comply with riparian right (common) law.
- The consultant shall submit a servicing report and drawings which should include calculations, recommendations, and details to address these requirements.
- 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.
- The Developer shall be required to provide a Storm/drainage Servicing Report demonstrating that the proper SWM practices will be applied to ensure the maximum permissible storm run-off discharge from the subject site will not exceed the peak discharge of storm run-off under pre-development conditions up to and including 100-year storm events.
- The Owner agrees to promote the implementation of SWM Best Management Practices (BMP's) within the plan, including Low Impact Development (LID) where possible, to the satisfaction of the City Engineer. It shall include water balance.
- The owner is required to provide a lot grading plan for stormwater flows and major overland flows on site and ensure that stormwater flows are self-contained on site, up to the 100 year event and safely conveys up to the 250 year storm event, all to be designed by a Professional Engineer for review.
- The Owner shall allow for conveyance of overland flows from external drainage areas that naturally drain by topography through the subject lands.
- Stormwater run-off from the subject lands shall not cause any adverse effects to adjacent or downstream lands.
- An erosion/sediment control plan that will identify all erosion and sediment control measures for the subject site and that will be in accordance with City of London and MECP (formerly MOECC) standards and requirements, all to the specification and satisfaction of the City Engineer. This plan is to include measures to be used during all phases of construction. These measures shall be identified in the Storm/Drainage Servicing Report.

Water Servicing:

- The Core Area Water Servicing Study identified that an intensified development at this location would require the existing 150mm watermain on Thames St (south of King St, north of York St) to be upsized to a 200mm. As part of the site plan the owner will be required to upgrade the watermain on Thames St to a 200mm watermain as identified in the Core Area Servicing Study.
- As part of the site plan application, engineering drawings for the watermain upgrade on Thames St are to be prepared by the owner.
- Water is available to the subject site via the municipal 300mm PVC watermain on Ridout Street North or the municipal 200mm PVCO watermain on King Street.
- Looped water service shall be installed as per City Standard 7.9.5. For capacity reasons one service must connect to the 200mm watermain on King Street and the other to the 300mm watermain on Ridout Street.
- The servicing strategy for the site shall not create a regulated drinking water system.
- The site is in the City's low-level service area, which has a hydraulic grade line of 301.8m.

Transportation / Bus Rapid Transit

- Road widening dedication of 10.0m from centre line required on King Street and 13m from centre line for Ridout Street as per the Zoning By-law Transportation should review as this is by the intersection and 24m may be applicable.
- Ridout Street has been identified as a Rapid Transit corridor and will be restricted to right in/right out.
- The East curb lane on Ridout Street is a RT/bus-only lane just North of the proposed access; all other vehicles will be prohibited from using this lane, with the exception of ingress and egress turning movements at driveways. Any vehicular stopping, loading or pick-up/drop-offs will be strictly prohibited in this RT lane in the area of this property. SBR at Ridout at King Street is prohibited.
- The Applicant should consider installing a right turn lane on Ridout, reviewed, and supported through a TIA.
- The Applicant should ensure that there will be no vehicle queuing accessing the parking garage off King Street at any time, as blocking the RT lane would compromise the operation of the RT and Local Transit.

Landscape Architect – July 4, 2023

1. Major Issues

- No potential grounds for refusal, or issues that could require significant changes to the proposal.

2. Matters for OPA/ZBA

- No matters that will influence the OP/ZBL mapping, designation/zone, regulations, special provisions, holding provisions, etc.

3. Matters for Site Plan

- Three City of London trees are proposed for removal from the King St boulevard. These trees are protected by the City's Tree Protection Bylaw. To request the removal of a city tree or to request consent to damage the root system of a City tree, contact Forestry Dispatcher at trees@london.ca. Proof of payment issued by Forestry Operations requirement of Site Plan approval. A recommendation for proof of payment will be forwarded for Site Plan review.
- Four City of London trees, growing in Ivey Park are proposed for removal. City of London's Park Department to provide consent to remove. A recommendation for proof of consent will be forwarded for Site Plan review.

- One thousand, eight hundred and one cm dbh proposed for removal. In accordance with LP Policy 399.4, 180 replacement trees are required within site. Seventy-six are proposed on the LP. Replacement trees to be recommendation to Site Plan Review

4. Complete Application Requirements

- No further reports required.

Parks – July 6, 2023

Parks Long Range Planning and Design staff have reviewed the submitted notice of application and offer the following comments:

1. Major Issues

- a) Parks is concerned with the proposal as presented because of how the integration into adjacent parkland is presented. The previous “Back to the River” design for the Ivey Park area is not expected to progress and needs to be removed from the proposal. Further, discussions are required with the applicant to better understand plans for the detailed design, construction, maintenance, and programming of the public plaza proposed on City parkland. This should all be determined prior to the ZBA moving forward in order to accurately present the project expectations to Council and the public. It would also help to avoid possible future issues with budgets, approvals, and construction coordination.

2. Matters for OPA/ZBA

- b) Clearly delineate City owned parkland from privately owned land and identify if any agreements (easements) to maintain and operate are required.
- c) Design to integrate with existing park infrastructure. Costs and responsibilities associated with any proposed infrastructure on City owned lands needs to be established.
- d) Please confirm setbacks from City owned parkland for all structures including parking structures, retaining walls, lookout feature, etc. Table 4.0 in the Planning Justification Report notes a provided rear yard setback of 6.9m, however based on the drawings it appears to be 2.8m. Parks is supportive of a minimum of 2.8m.
- e) The reduced number of required long-term and short-term bicycle parking space is not supported by Parks. The site's proximity to downtown London, parkland, and the broader recreational pathway network should encourage cycling.

3. Matters for Site Plan

- f) Parkland dedication for this development is required and will be taken in form of cash-in-lieu in accordance with By-law CP-25. Easements are to be determined and may also be required.
- g) Considerations of the final park plaza design will include, but not be limited to: CPTED / safety considerations, use / maintenance / operations, building setbacks, retaining walls, pedestrian connections, views, grading / servicing, drainage, tree protection, surface materials, facades, and plantings.

Heritage – July 7, 2023

Introduction

Heritage staff are generally supportive of a redevelopment at 50 King Street, but have concerns related to the design of the proposed development, including the podium and two towers, and its relation to the Court House and Gaol (399 Ridout Street North) and the Downtown Heritage Conservation District. The importance of the context for this application cannot be understated as the Forks of the Thames and the Court House and Gaol are some of the most significant cultural heritage resources within the City of London.

The subject property at 50 King Street is designated pursuant to Part V of the *Ontario Heritage Act* as it is included within the Downtown Heritage Conservation District. The adjacent property at 399 Ridout Street North includes the Court House and Gaol, designated pursuant to Part IV of the *Ontario Heritage Act* and Part V of the *Ontario Heritage Act* as a part of the Downtown Heritage Conservation District. The Court House is also subject to provincial and federal heritage status and recognition, as the Ontario Heritage Trust holds a Heritage Easement on the property, and the property is recognized as a National Historic Site of Canada. Lastly, the property at 399 Ridout Street North includes the HER Zone, which should remain on the property.

The proposed development limits related to the Court House and Gaol are unclear. Additional clarity on what the proposed development limits are and which properties are being proposed for development is required. Several of the drawings show development within City-owned lands (Ivey Park) and the riverfront. The applicant and/or Parks Planning & Design should confirm if development is to occur on City-owned parkland, and if so, provide details on what development is to occur in which location(s). Further, the applicant should confirm if development is to occur on the adjacent property at 399 Ridout Street North. Heritage staff may have further comments once these details are received.

As a part of the review of this application, Heritage staff have reviewed the application submission as well as the following report: MHBC Planning Limited, *Heritage Impact Assessment Phase II, 50 King Street, London, Ontario*, March 10, 2023 (HIA).

Heritage staff are generally satisfied with the recommendations included within the HIA, but note various items for clarification between the proposal as described within the HIA, and the proposal submission. In addition, the recommendations of the HIA identify a number of items and requirements that should be deferred to the Site Plan Approval process, however, many of these items must be addressed through the Official Plan Amendment and Zoning By-Law Amendment process. Lastly, Heritage staff have concerns that the impacts that are identified within the HIA understate the potential impacts that the proposal will have on the Court House and Gaol, and the context of the Downtown Heritage Conservation District.

Heritage staff have identified three key areas for commenting in reviewing this application – Matters for Clarification, Matters for OPA/ZBA, and matters for Site Plan.

Matters for Clarification

Heritage staff have identified several inconsistencies included within the renderings, drawings, and textual descriptions included with the HIA and note the following matters for clarification:

- The proposed heights for the two towers are not consistent between the “50 King Street Schematic Design v5.0 Jan. 23, 2023” drawings prepared by Zedd Architecture and the HIA. The drawings and proposal indicate that the application

consists of two towers at heights of 43 and 53 storeys. The HIA describes the towers as consisting of two towers at heights of 40 and 50 storeys. Heritage staff seek clarification that this does not affect the impact assessment or recommendations of the HIA.

- The conceptual landscape plans included within the application appear to be significantly different from the renderings. Clear details on the proposed landscaping, on site at 50 King Street or on the adjacent property at 399 Ridout Street North, is required.
- It is unclear whether the conceptual landscape plans shown will result in work outside of the existing property boundaries. Various renderings appear to show portions of Ivey Park included within the concepts, as well as extensive site alterations on the Court House property at 399 Ridout Street North. Additional consolidation of surrounding lands may also require further assessment of potential impacts to the Downtown Heritage Conservation District including but not limited to archaeological assessments.
- The height of the podium in relation to the Court House is inconsistent between drawings A2.1, A2.3, A4.1, A.4.2., A4.4, and A3.1. The main tower of the Court House is shown in A3.1 as being taller than the podium, however, the remainder of the drawing demonstrate the inverse. The main tower of the Court House should be taller than the upper limit of the podium, as shown in Figure 51 of the HIA, as well as Drawing A3.1 of the drawing package.
- The drawings and renderings included within the application do not accurately reflect the existing built environment, including the Ivey Park pavilion and washrooms, the municipally-owned heritage property at 1 Dundas Street, and the Gaol walls. It is unclear whether these adjacent and nearby resources were considered.

Matters Pertaining to Official Plan Amendment and Zoning By-Law Amendment

Heritage staff have identified several matters within the application that should be addressed through the OPA/ZBA process:

- Details related to the heights, setbacks, and step-backs, particularly of the podium, are identified within the HIA as a matter to be considered through a final design to be re-assessed at the Site Plan stage. Heritage staff recommend that these matters be addressed as a part of the OPA/ZBA process to ensure that the development framework is compatible with the existing adjacent cultural heritage resources.
- Podium– As noted above, the podium height is not clearly defined between the drawings and the HIA. The HIA note that the podium height is “minimally taller” than the Court House, yet the drawings suggest that the tower of the Court House is taller. The tower of the Court House should be taller than the upper limit of the podium in order to respect and celebrate the significance of the adjacent property. Heritage staff also recommend that when considering the surrounding environment to determine an appropriate podium height, the Court House be considered as a benchmark as opposed to the building at 355-359 Ridout Street/45 King Street. Further, the design of the podium as described within the HIA is noted as reflecting the “crenellations used along the towers of the adjacent building which is contemporarily interpreted around the podium of the window spandrels proud of the roofline podium”. It is unclear on the drawings and renderings on where this design element has been incorporated. Further clarification is required.
- In assessing the proposed development within the context of the policies and guidelines of the *Downtown Heritage Conservation District Plan*, the HIA suggests that the horizontal rhythm and floor to ceiling heights of the ground floor façade should be addressed through an Addendum to the HIA at the Site Plan stage. The floor to ceiling height of the ground floor, as a part of the podium should be addressed at the OPA/ZBA stage. In the absence of consistent floor to ceiling heights within the surrounding context, Heritage staff encourage the applicant to incorporate pedestrian-scaled building elements, transparent glazing, and human-scale building elements on the ground floor in particular, noting the 360-degree visibility of the proposed development.
- Setbacks – The HIA notes that the setback of the proposed development is consistent with the adjacent buildings at 52 King Street and 355-359 Ridout Street North. It is noted that the setback is not consistent with the setback of the adjacent Court House, as historically adjacent buildings have not had the same setback as the Court House. Heritage staff agree with the assessment of the setbacks in the HIA. The detailed landscape plan that is required as a part of the Site Plan process must identify opportunities to emphasize the significance of the Court House.
- Step-back – As the proposed development will exceed the 18m height identified in Section 6.1.4 of the *Downtown Heritage Conservation District Plan*, appropriate step-backs are required. Heritage recommends a minimum of 5.0m step-back above the podium for all street-facing facades.

- As the adjacent property at 399 Ridout Street North is protected by a Heritage Conservation Easement Agreement with the Ontario Heritage Trust, ensure that the Ontario Heritage Trust is appropriately consulted. Additional approvals for landscaping or alterations occurring within the lands protected by the Ontario Heritage Trust will be required.

Matters Pertaining to Site Plan

Heritage staff note that a number of additional reporting requirements and mitigation measures are recommended through the HIA to be completed as a part of the Site Plan process. Staff note the following matters to be addressed at Site Plan:

- In general, the HIA recommends that the final design of the proposed development be re-assessed through an Addendum to the HIA. Heritage staff agree that an updated HIA, to the satisfaction of the City, be completed at the Site Plan stage.
- As noted within the HIA, “The podium that supports the two towers serves as an important and integral piece to the overall compatibility of the development particularly due to its interrelationship with pedestrians and the overall streetscape.” Heritage staff agree with the following recommendations that should be utilized to refine the design of the development. The following design refinements should be included in the Site Plan submission:
 - *Incorporating materials and colours similar to the courthouse and/or gaol within the first three storeys (i.e. brick, stone-like material);*
 - *Reduce height of podium overhang/structural canopy, particularly on the north elevation immediately adjacent to the courthouse to be more consistent with the horizontal rhythms of the adjacent architecture;*
 - *Triangular motifs should have more design cues from the lancet or semi arches of the courthouse or develop an alternative design (i.e. a modern arcade).*
- The following additional reports and studies are required as part of a complete Site Plan Application, as per the recommendations of the HIA:
 - *Complete a detailed landscape plan for 399 Ridout Street North as it relates to the Middlesex County Court House and Gaol.*
 - The landscape plan must include the “Commemoration Plan” for the National Historic Site of Canada plaque and boulder that is to be re-installed.
 - In addition to the requirements listed above, efforts to commemorate the former Middlesex Municipal Building and the Court House Block were identified as part of the Terms and Conditions for the demolition of the former building on the property at 50 King Street. Commemoration efforts must be included for the site, and integrated into any landscape plans for the site.
 - *Complete a visual assessment/view shed analysis once the landscape plan is confirmed to ensure there is no obstruction of views as a result of landscaping for identified significant views of the HCD.*
 - *Complete a Temporary Protection Plan which will include:*

- *A Vibration Monitoring Plan to be completed by an acoustic engineer to determine the Zone of Influence (ZOI) for the adjacent cultural heritage resources located at 399 Ridout Street North including the Middlesex County Court House and Gaol and subsequently implement vibration monitoring through the installation of monitors, if deemed necessary (requires a detailed shoring plan which will not be available until the building permit stage);*
- *Certification by a structural engineer that the proposed development will be constructed in a way that will avoid damage to the Middlesex County Court House structure;*
- *A Risk Management Plan that will outline pro-active steps if risk is detected during construction or if partial or full damage occurs.*
 - *The Risk Management Plan should also identify and account for the potential risks of overhead construction of the towers, as well as construction of the underground parking structures.*
- *To ensure that the Middlesex County Courthouse and Gaol are conserved appropriately it is recommended that a Strategic Conservation Plan be completed as per the Ministry's standards which shall be consistent with Park's Canada Standards and Guidelines for the Conservation of Historic Places in Canada. Furthermore, conservation work must be completed by a member of the Canadian Association of Heritage Professionals (CAHP) and have experience with heritage buildings. This Plan should be implemented as part of the Site Plan Approval process.*
 - *The scope of the Strategic Conservation Plan to be confirmed prior to the commencement of work on the Strategic Conservation Plan, to the satisfaction of the City, and Ontario Heritage Trust*
- *In order to determine the existing condition of the building it is recommended that a Building Condition Assessment be completed by a heritage engineer and masonry conservator, preferably a member of CAHP, to supplement Section 4.0 of this report [HIA]. This assessment will inform the conservation measures required for the adjacent cultural heritage resource to inform the Strategic Conservation Plan.*
- *Lastly, it is recommended that consultation with indigenous community groups should be required through the site plan process to ensure that any relevant commemorative text, visuals or landscape features appropriately represent the interests of related First Nations communities (Chippewas of the Thames First Nation, Oneida Nation of the Thames, Munsee-Delaware Nation, Chippewas of Kettle, Stony Point First Nation and Walpole Island First Nation.*
 - *It is the proponents responsibility to ensure that appropriate consultation with the indigenous communities noted above is completed.*

- A Heritage Alteration Permit must be obtained prior to the issuance of a Building Permit. Heritage Alteration Permit Approval should be required as a condition of Site Plan Approval.

Archaeology

As a part of the application Heritage staff have received and reviewed the following archaeological assessments:

- Lincoln Environmental Consulting Corp., *Stage 1-2 Archaeological Assessment and Test Trenching of 50 King Street and 399 Ridout Street, in part of Lot 16, Concession C, former Geographic Township of London, Now City of London, Middlesex County, Ontario, PIF P1289-0337-2022*, March 2023.
- Lincoln Environmental Consulting Corp., *Stage 2 Archaeological Test Trenching of 50 King Street and 399 Ridout Street, PIF1289-0337-2022, Supplementary Documentation*, March 2023.

Please note, the City is not yet in receipt of the Ministry of Citizenship and Multiculturalism's review and acceptance of this archaeological assessment. In addition, as part of the Terms and Conditions for the demolition of the former building at 50 King Street, the property owner committed to the completion of construction monitoring by a licensed archaeologist during the demolition of the building. The City is not in receipt of a monitoring report for this commitment. Until all archaeological conditions have been completed to the City's satisfaction, Heritage staff recommend the h-18 holding provision continue to be applied to the property at 50 King Street.

Lastly, as noted above, the proposed development limits are unclear, but appear to include construction and landscaping on the adjacent property at 399 Ridout Street North. Any construction or soil disturbance on the property at 399 Ridout Street North requires completion of a Stage 2 Archaeological Assessment. The following conditions apply to the archaeological requirements for 399 Ridout Street North:

- The proponent shall retain a consultant archaeologist, licensed by the Ministry of Citizenship and Multiculturalism (MCM) 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*, set by the ministry.
- All archaeological assessment reports will to be submitted to the City of London once the Ministry of Citizenship and Multiculturalism (MCM) has accepted them into the Public Registry.
- The proponent must submit the archaeological assessment reports to the City of London as well as the MCM review/compliance letter.
- No soil disturbance arising from demolition, construction, or any other activity shall take place on the property prior to Planning & Development receiving the Ministry of Citizenship and Multiculturalism (MCM) 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.

In consideration of the potential risks for the recovery of archaeological resources, and the anticipated construction on the property at 399 Ridout Street North, the City will require an archaeological strategy to be confirmed prior to any construction or soil disturbance.

Please let me know if you have any questions.

Sincerely

Michael Greguol

Planning and Development

Appendix E – Public Engagement

Summary of All Comments from Circulation

Concerns for:

Affordable Housing: Provide affordable housing x3

Heritage: Negative impacts on heritage buildings x3, does not conform to heritage district x1, violates designation x1, heritage site is crown jewel of London x1, consider reconciliation for indigenous communities x1,

Intensity, Height and Form: No more than 42 storeys x1; Locate tower elsewhere x1; Loss of views x5; Loss of sunlight/impact of shadows x8; Wind Shear x2; Provide greater than 0m setback x1; Insufficient Market Demand for units x2; Development proposal could change x1, not aligned with architectural character x1, out of proportion x2, density is too great x1, increase housing styles x1, provide family-sized units x1,

Land Use: Should be a public park instead x1; Not enough demand for existing retail x2; Need a grocery store downtown x4; What will be open to the public x1, develop on parking lots instead x1, preference for retail in lower levels x1,

Policy: Does not conform to current policies x5; Build what was approved in 2015 x3

Servicing: Stormwater and high groundwater x3; Inadequate sewage x2; Negative impacts on servicing x4

Thames River: Impacts to achieving Back to the River x3; Reduced access to river x5, development should vitalize the Forks x1, too close to the river x2,

Transportation and Parking: Provide minimum bicycle parking x2; Increased traffic congestion x7; Insufficient vehicle parking x5; Provide wider sidewalks x1

Other: Construction nuisance x2; Build on vacant lots instead x2, negative impacts on wildlife x1, impacts views of bud gardens x1, fire fighting in tall buildings x1, landscape style of triangles is not favourable x1, design with walkability, x1,

Support For:

Investment in the downtown x2, economic opportunity for London x1

Summary of Comments – Received from Open House July 31, 2023

Traffic

- 800 dwelling units will equate to 800 cars which will cause added congestion in the area
- Congestion for the existing population

Parking

- More vehicle parking and bicycle parking needed
- Minimum 800 vehicle spaces equivalent to number of units and 60 for overflow and retail

Building Height

- Does not align with London's current architectural character
- Impact on character of London along the river and park
- Out of proportion to the site and adjacent buildings
- Towering over heritage buildings and park space
- Negative impact to views of surrounding buildings towards river, park and heritage buildings
- Negative impacts on wildlife

Policy & Zoning

- Current zoning restrictions on height are not being enforced
 - How was the building height permitted to increase from 30 to 53 storeys
- Does not align with the intent of the London Plan, the Downtown Community Improvement Area Plan, or the Downtown Heritage Conservation District Plan
- Violates a designation under the Ontario Heritage Act meant to preserve, maintain, reconstruct, restore, and manage property of historical, architectural, archaeological, recreational, natural and scenic significance
- The developer and City Staff should consider the significance of what development should occur at the Forks of the Thames in the interest of the community
- Development could be used to contribute to London's UNESCO Music Heritage designation

Location

- The development should have more consideration for being a landmark that defines London and contributes to a strong sense of belonging and of place
- Any development at this location should preserve and vitalize the historic, natural and culturally significant river front Forks of the Thames
- Swap property with a municipal parking lot or other "dead" space where the two or even three towers could be constructed
- Too close to the Thames River
- Development reduces openness and accessibility to park and riverfront pathways
- Development should be relocated away from the river and closer to downtown where there is open space
- Development lands are the crown jewel of the City of London and its downtown rich in nature, connecting 3 tributaries, and home to two of London's most significant heritage buildings
- Visibility of Budweiser Gardens when travelling from the East will be impacted

Heritage

- Area surrounding the Thames River, Dundas, Rideout, and King Street are designated as heritage under Part V of the Ontario Heritage Act to preserve cultural heritage
- Should consider reconciliation for Indigenous communities
- Does not reserve the right of present and future Londoners to take pride in the City's rich cultural heritage

Shadow

- Shadow over Blackfriars
- Shadow over downtown
- Shadow over adjacent heritage buildings
- Morning Shadow
- Shadow over park – Impact to terrestrial and aquatic wildlife

Density

- Density is too great, and needs to be balanced with other factors of quality of life
- Out of proportion with adjacent buildings
- Could the density be lower? (less floors)
- Consider moving this level of density closer to the heart of the downtown core (vacant sites, parking areas, areas in decline, SOHO neighbourhood)

Wind

- Wind patterns from the building are a concern

Safety

- How will the fire department fight a fire in a 53 storey building

Uses

- Love to have retail in lower levels
- Request for public survey to determine whether the building should hold condos, rental properties, or a hybrid between the two
- Grocery store is needed in this area

Landscaping

- The “triangles” layout in the courtyard is not favourable
- A design with easier walkability and/or more seating may provide more function to go along with the form
- Development does not meet expectations of a downtown green space

Cost and Affordability

- Associated tax increase
- More employment opportunities needed
- Great economic opportunity for London

Housing

- Who will be able to afford to live in such a large building and/or downtown
- More affordable housing is needed
- Greater diversity of housing styles needed

Other

- Will there be a public hearing to share public thoughts on this?
- The resulting development will change the course of London’s history forever, the lands at the Forks of the Thames are significant to our communities heritage. Let’s ensure that we don’t give away our City’s soul.

Public Comments

From: Jennifer Jackson < >

Sent: Saturday, August 26, 2023 9:43 AM

To: Planning and Development <PlanDev@london.ca>

Subject: [EXTERNAL] 50/399 Ridout Proposed Development

To whom it may concern:

Not sure if this is the right email to express my thoughts on this development however if it is not could you please forward my comments to the appropriate department.

In general I am very concerned about the impact these towers will have not only to my building but the other 5 apartments in close proximity to this proposed development. I currently reside at the Renaissance towers at the corner of King and Ridout.

View:

When I moved into this apartment I selected it not only for the proximity to downtown/walking paths but also for the view of the trees/river. The previous building in this location did not inhibit this view. This development would eliminate the view for my building and would negatively impact other properties.

Structure:

Having 2 towers so significantly larger than the surrounding buildings would be an absolute eyesore as a good development should seek to blend into the area. London is not Toronto and that is one of the attractive features of living in London. I am asking that the view of the many residents who are paying high rent for the location be considered.

When there is a view of the Thames and green space I would hope that the requirements for a structure in this area require that the view is not blocked completely. The retail space is also a concern as there are numerous vacant store fronts just two blocks over. Furthermore, this structure does nothing for the city of

London but rather maximizes the profits of the developer. This appears to be a very greedy proposal.

Bringing people to downtown:

I also don't believe building this structure would bring more people to the downtown core. There is a housing crisis and the apartments/condos in this development would not address that issue due to the expense to rent/buy. I believe it would have the opposite affect. The traffic on this corner is very congested and when there are events at Budweiser and Harris Park it is very difficult for people exiting the parking areas. Adding that many more vehicles exiting those structures would only serve to push current residents out of the area. Speaking for myself, having lived through considerable construction the last two years, I will not be paying high rent to live through more construction for a building that will only serve to make my apartment less enjoyable once completed.

Historical Building:

I have looked at the proposed design incorporating this building and it diminishes the beauty of the old jail and current grounds. I also believe it would eliminate the desire for anyone wanting to get married here.

In closing, I feel it would be a detriment to London to build such a monstrous structure in that spot. It would look completely out of place and depreciate the surrounding buildings. It would negatively impact the quality of life for the current residents. I also feel strongly that building should respect the green space of this area of the city and this does not. Surely the developer can come up with a design that is more respectful of the city and I do not see that being considered in the proposed plans.

I visited Halifax recently and went on a tour of the city. It was brought to my attention that any new build in the city has to be built so that every current building still has a view of the water. I think this is a perfect way to honour the existing residents while still allowing for new developments. Please do not allow this developer to negatively impact the city and the local residents.

Respectfully,
Jennifer Jackson

From: Roe, Christopher < >

Sent: Tuesday, July 4, 2023 10:22 AM

Subject: [EXTERNAL] OBJECTION: File OZ-9622 (50 King St)

<https://london.ca/sites/default/files/2023-06/Notice%20of%20App%20OZ-9622.pdf>

I am an owner of a condominium at < >. and I am writing to strongly object to the proposed development at 50 King St, formerly Middlesex Health Unit. I believe this development will be too dense with the two towers proposed (53 & 43 storey's respectively).

In 2015 there was an approved development at 50 King St for a 22 storey tower, which at that time also had many objections. Moving forward with this latest proposal (4x the size) in my opinion is absolutely unacceptable. Thames St and King St are two single lane roadways which would be unable to support the increased traffic to this development. The services required by the city to provide would overwhelm the existing services; water and sewer. The roadway in question was completely renewed in 2021 with new sewers and water services that are still overwhelmed to this day. The area between Harris Park and Ivey Park was meant to be maintained and protected as a beautiful city green space but this development will degrade the historical founding site of the City of London. In addition, the Old Courthouse will be engulfed by the huge development and the views of the River Thames will be spoiled by the monstrosity of these towers.

I strongly urge you to reject this proposed development.

Sincerely,
Christopher Roe

Christopher Roe, CIM

From: William Poirier < >

Sent: Wednesday, July 5, 2023 5:17 PM

To: Wise, Sonia <swise@london.ca>

Subject: [EXTERNAL] Planning application comment

Hello,

Having just moved in and looked at my letter box at < >, I feel like I have not earned the right to comment the project of Amending the zoning by-law in order to construct 2 towers at 50 King street.

However, having looked at the plan and the position of the very tall towers and keeping in mind the presence of the Renaissance towers, I believe that this project cast huge shadows on the city center's main attraction, the public market. I also believe that the surroundings of the old court house is much better served by the present zoning laws limiting the height of the buildings to 3 stories. This makes for a much more coherent historical block.

In any case, I believe one of London's main attraction is the greenery, and that the city centre needs it. As such, making this lot a public park with public gardens will both aid in attracting people to the localised businesses and provide a purpose to the old court house.

Salutations,

William Poirier

From: Michelle Quintyn < >

Sent: Wednesday, July 5, 2023 9:22 PM

To: dferreria@london.ca; Wise, Sonia <swise@london.ca>

Subject: [EXTERNAL] comment on 50 King and vitalizing downtown

Dear David and Sonja,

This outreach is responding to the request to comment on the proposal made by York Development pertaining to 50 King Street. While I am a resident in the area, I have for 35 years lived and raised a family on Waterloo Street and have dedicated over 20 years of my career and volunteer work to moving our downtown forward – leading the redevelopment of Covent Garden Market, revitalizing SOHO with building the Goodwill Campus and serving across many other culture and community development initiatives. I am passionate about placemaking, architecture, art and culture, and how these essentials can transform cities.

Having just returned from three weeks of travel I am last minute and therefore not very ready with my comments; but I would like to address a few issues and opportunities. Ideally this consultation will extend longer and be more engaging of our broader citizens (a point elaborated on below).

Densifying Downtown London: Bravo to the City for the evolution of a number of downtown towers and the commitment to furthering the densification of the core, along with the transport corridors for pedestrians, bikers, and commuters. Twenty-two years ago, when the new Covent Garden Market was launched, the notion of people living downtown was considered absolutely critical to its success and to the broader success of commerce, culture and the vibrancy of downtown. We are now coming of age in this regard, and this is exciting.

There is ample further opportunity to 'tower up' the core. Neighborhoods like Soho, areas in the downtown that are vacant and in decline, and the pavement idling empty or as parking lots...all and more could/should be a priority for medium and high-density development. It would be great to see the Master Plan that maps this out along with

how the City might preserve spaces for greening, public, art, culture, and other uses contiguous with the densification strategy and a vibrant core.

The Consultation Process and City Master Plan: While 50 King lands are unfortunately owned by a developer (who I respect) and therefore subject to a particular process of comment and input, I believe wholeheartedly that every Londoner should have opportunity to engage and give voice about the direction of these lands. They are critical to the vitality, placemaking, heritage, recreation, and enjoyment of all who have a stake in this City. It is disappointing (maybe I am wrong) that we do not have or are not upholding a Master Plan for downtown, the river, the forks and other prime spaces in the core and the City. The riverfront and riverside parkland I assume is considered in our zoning, bylaws, and plan as critical for creating a vibrant and vital downtown and London as a whole. The lands unfortunately slipped out of the Cities control when they did the right thing and tried to buy it – but the zoning, bylaws and control of its uses did not. Do we have a Master Plan and are we adhering to it?

The single tower is already approved. The height adjustment to 53 stories is disappointing but not a gamechanger. Is there not a way to partner with York to preserve the prime riverfront and potential gathering spaces as common lands for the people? Could one of the nearby City owned parking lots be embraced or swapped to develop in a partnership? Grasping here...!

Clearly a big investment is hard to pass by but what long term return and impact are we sacrificing to not just preserve, but vitalize the prime river front and Forks of Thames area? Very few great Cities in the world don't seize such opportunity. It's been proven over and over... 'build it right and they will come'.

Is there an area Site Plan? Essential to being able to consult or understand as an owner, business in the area or a citizen stakeholder, would be a site map that featured both the placement of the buildings on the site which you shared but also those buildings and landmarks adjacent in the areas surrounding, such as the Museum, neighbouring buildings, and businesses. The artists renderings are not valid concepts and may change; and don't seem contiguous with the landmarks.

Build it right: It seems likely that something is going to get built at the Forks. This must be a space for fabulous design and architecture. It is hard to determine exactly how this will live up to such expectation or how a City can make such happen. The site plan is difficult to decipher (as per above). What will be open to the public and what is only for owners? There's a large empty space between the two towers and it's hard to understand why it would be preferable to encroach on the prime river facing lands and leave a space that large that doesn't seem to have a purpose. A lot more to say here but I am running low on jet lag fuel.

Leverage the asset: It is obvious that this area 'getting done right' will draw people to live and work downtown. Protecting and ensuring incredible gathering spaces including the river itself will ensure the towers fill and downtown will thrive. I must take this opportunity to mention that London needs a Performing Arts Centre – and an outstanding piece of architecture it should be. We have a music heritage designation! This ideally should be at the Forks of the Thames. Many people have ideas and a shared concept (not connected to 50 King) on how to do this consistent with revitalizing the downtown and by leveraging the river. This note is not the place, but I would be pleased to dialogue.

It is late and I am trying to recover from a four-hour time difference and so I hope that I will have time to rethink and correct some of the mistakes I've made... I just wanted to meet the July 5th deadline.

Thanks so much for the opportunity to share and for the work you're doing to make our City great!

Michelle

Michelle Quintyn

From: Brian Timney < >

Sent: Wednesday, July 5, 2023 12:33 PM

To: Wise, Sonia <swise@london.ca>

Cc: City of London, Mayor <mayor@london.ca>; Ferreira, David <dferreira@london.ca>; strowsow@london.ca; Franke, Skylar <sfranke@london.ca>

Subject: [EXTERNAL] Planning Application, 50 King St

Dear Ms Wise:

I have attached a letter expressing my views about the proposed Official Plan and Zoning By-Law amendments to allow for the construction of two residential towers at 50 King Street.

Sincerely,

Brian Timney

Brian Timney

< >

July 5th, 2023

Ms. Sonia Wise

Planning and Development, City of London

300, Dufferin Ave

London

PO Box 5035, N6A 4L9

Re: File OZ-9622 - 50 King Street

Dear Ms. Wise:

I am writing regarding the proposed zoning amendments to allow two apartment buildings on the lot at 50 King St/339 Ridout St. In its present form the proposal raises a number of significant issues about the impact on the surrounding area, and the use of the forks as a recreation area for the whole City of London. I have listed a number of these below:

- Downtown London has been designated as a heritage district and the area around the Forks was singled out in the *Back to the River* initiative a few years ago. At that time the city acknowledged that the Forks of the Thames, the birthplace of London, should reflect our culture, heritage and history. The *Back to the River* initiative reflected the need to protect and enhance this area. The current proposal would remove all of the above ground parking along King Street and would severely reduce access for those who come down to the Forks for their recreational activities.
- There is already an approved plan for a single 28 storey tower at the corner of King and Ridout. Here is link to that detailed brief: (<https://www.middlesex.ca/sites/default/files/documents/50%20King%20Street%20Urban%20Design%20Brief.pdf>). This brief specifically addressed issues related to the integration of the building into the surrounding area, including the preservation of the integrity of the Forks. The current proposal is for two towers, of 53 and 43 storeys, respectively, including commercial development, that would take over almost all the space around the Forks and the heritage buildings. The density would be increased almost fourfold.
- There are already issues related to stormwater runoff and sewage overflow in this area. The increased density from such a large development would place an enormous additional strain on the infrastructure

- Thames Street is used as a shortcut from the west of the city and is already very busy at times. The increased traffic flow from the additional units could cause serious problems, especially at the intersection of King and Ridout, which is part of the Bus Rapid Transit system.
- It appears from the proposed plan that the entrances to the parking garage would be on King Street. The recent changes to the traffic flow rules on Ridout, including the prohibition of right-hand turns from Ridout onto King, would mean that anyone wishing to get to the buildings would have to make a loop round York Street to Thames Street and then turn into the building from eastbound King. This does not seem to be very efficient.
- With respect to the buildings themselves, a total of 800 units is proposed, with an allocation of 550 parking spaces. It is quite possible that those without spots in the buildings would then be forced to use the limited spots that would still be available at the corner of King and Thames.

I am concerned that if this project is permitted to go ahead unmodified, it will restrict access and destroy the ambiance of what is arguably London's most attractive asset.

Sincerely,

Brian & Joanne Timney

From: Zbyszek Mogielnicki <>

Sent: Wednesday, July 5, 2023 7:00 AM

To: Ferreira, David <dferreira@london.ca>; Wise, Sonia <swise@london.ca>; City of London, Mayor <mayor@london.ca>

Subject: [EXTERNAL] 50 King amendments by York Developmentsmý

Hi planner Sonia, mayor Josh and councilor David,

I'm writing a separate email though I'm in agreement with my wife Anna on this important issues of planning two record high towers in our most precious heritage district.

Please disallow the greedy York Developments to ruin our greenspace and obstruct heritage in downtown core. Their plan to go from approved one 22 storey building to two record high towers totaling 96 storeys is purely for their greed. They overpaid for the land believing they could get away with this. Well no way will we let them have such a negative impact on the sewage, storm water infrastructure and our traffic.

Despite living in northeast London I visit the King and Thames St area where I can park and enjoy a walk by the Thames river. On rainy days the sewage and stormwater come up onto the street because our infrastructure can barely handle the recent new addition of Riverwalk building owned by Tricar at corner of Thsmes ans York.

The crazy over the top amendment and wish to rezone, if approved would put our sewage infrastructure in that area in jeopardy and much less pleasant area to visit. Yorks wish for 600 parking spots is ridiculous. So many new cars, more than all surrounding buildings will create super congestion from what already is a congested traffic area. There are much better locations to build like converting unused parking lots. Leave heritage and valuable little greenspace in our city alone so that

Please halt this crazy project completely or stick with one approved 22 storey.

Sincerely,

Zbigniew Mogielnicki

From: Anna < >

Sent: Wednesday, July 5, 2023 6:51 AM

To: Wise, Sonia <swise@london.ca>; City of London, Mayor <mayor@london.ca>; Ferreira, David <dferreira@london.ca>

Subject: [EXTERNAL] Zoning amendments at 50 King St

Hi planner Sonia, mayor Josh and councilor David,

Please disallow the greedy York Developments to ruin our greenspace and obstruct heritage in downtown core. Their plan to go from approved one 22 storey building to two record high towers totaling 96 storeys is purely for their greed. They overpaid for the land believing they could get away with this. Well no way will we let them have such a negative impact on the sewage, storm water infrastructure and our traffic.

Despite living in northeast London I visit the King and Thames St area where I can park and enjoy a walk by the Thames river. On rainy days the sewage and stormwater come up onto the street because our infrastructure can barely handle the recent new addition of Riverwalk building owned by Tricar at corner of Thsmes ans York.

The crazy over the top amendment and wish to rezone, if approved would put our sewage infrastructure in that area in jeopardy and much less pleasant area to visit. Yorks wish for 600 parking spots is ridiculous. So many new cars, more than all surrounding buildings will create super congestion from what already is a congested traffic area. There are much better locations to build like converting unused parking lots. Leave heritage and valuable little greenspace in our city alone so that

Please halt this crazy project completely or stick with one approved 22 storey.

Sincerely,

Anna Mogielnicka

From: Jen Bes < >

Sent: Tuesday, July 4, 2023 9:49 PM

To: Wise, Sonia <swise@london.ca>

Subject: [EXTERNAL] Opposition to 50 King St Official Plan and Zoning Amendments File OZ-9622

Hello Ms. Wise,

I am contacting you today to voice my opposition to the proposed two buildings (53 and 43 storeys) being considered for development at the corner of King st and Rideout St. at the forks of the Thames.

As a former resident of the Peter McGregor tower at 21 King St., I am familiar with the area and feel this would be a complete eyesore that will overshadow the river and the parks. I feel it is just too large for the location. Although I no longer live in the core, I still frequent the area and have friends that live in the immediate vicinity who also feel very strongly about this. They are concerned with the sewage and traffic issues this may create, and we are all greatly concerned about the effect this will have on our green space and heritage properties.

Yes, the city is in need of housing but I don't see this monstrosity as being the answer. The city doesn't need more "luxury" housing when there are dozens of people living out of tents along the TVP. It is not "affordable housing" when rent for a one-bedroom starts at \$1650/month (using the new building at 99 Pond Mills Rd as an example). Considering the location, I'm sure rent in these towers would be more than that and would only be affordable to the 1%, not the family struggling to make ends meet off of full-time minimum wage jobs.

In my eyes, this proposal is nothing more than developer greed with no consideration for the impact it will have on the area and the current residents. Please stand with the people of ward 13, and especially those who reside in the area of King and Rideout.

Thank you for your time and attention to this matter.

Jennifer Bes

From: Patti Carey < >
Sent: Wednesday, July 5, 2023 9:25 AM
To: Wise, Sonia <swise@london.ca>
Cc: Ferreira, David <dferreira@london.ca>
Subject: [EXTERNAL] File: OZ-9622 50 King St & 399 Ridout St N, London

We live at < > and face NORTHWEST. Currently, our view to the west has already been compromised by Riverwalk. If this building is allowed to be built, our views of the old courthouse, Harris Park area & Labatt Park will be non-existent! The loss of view will negatively impact the potential property value of our unit.

At one time, we were told no high rise would be built there because it was a migratory bird flyway. What happened to that study?

Currently, mallard ducks nest across from us on the outdoor common balcony across from us at Renaissance I (rental building). We love watching nature within the city. Please don't negatively affect our surroundings by allowing something higher than a few floors to be built there.

Just because York paid too much for the property, doesn't mean we have to allow them to recoup their losses by building a high rise.

Also, there are too many rental buildings already being built. I doubt they will fill to capacity once built. We don't even have a grocery store downtown to support the current residents, how can we support more?

Also, recently we were sitting at Covent Market during a beer festival. We commented that we were waiting for the sun to pass by an existing building so we could enjoy some sunshine there, but if that building is allowed to go forward, there will not be sunshine there for future festivals. Our balcony is on the north side of our building and we won't get sunshine for potted plants, nor for the enjoyment of warmth when outside.

I know you probably don't care about the loss of our views, but we do! Do not let York Development strong arm you into ignoring your tax payer's wishes. Show us you listen to us by not allowing a high rise to damage the skyline on that corner!

Patti & Rowland Carey

-----Original Message-----

From: David Pomerantz < >
Sent: Tuesday, July 4, 2023 5:27 PM
To: Wise, Sonia <swise@london.ca>
Subject: [EXTERNAL] Zoning amendments at 50 King St

We are owners of a unit in< >. here in London. We are writing in regard to an attempt by York Developments to obtain major changes to the Official Plan and Zoning By-Laws at 50 King St and 399 Ridout Street North.

This is a blatant attempt at violation of current planning protocols. If the developer truly intends to supply only 350 bicycle and 550 vehicle parking spaces, it follows that 2.5x fewer living units should be allowed, i.e. Only about 500 units. That is probably a reasonable number and would need only one tower. The proposed western tower would block access to this historic area of downtown the for the their own eastern tower, as well as established buildings in the area.. I think this underlines the lack of

understanding of urban design principles of the engineers for this project. Certainly seems like a gross abuse of planning by York developments.

The proposed size of this development could be more suited to another part of the city. Several sites in Ward 2 come to mind.

The argument that previous city plans are outdated is pure bunk. Taken to its conclusion, any developer who wants to build an inappropriate structure can simply propose the idea and claim any previous plans are irrelevant. This is outrageous and implies there needn't be plans.

It was argued by York that this will help London's housing crisis. This too is naive if not malicious. This will not provide affordable housing unless the city stipulates that these units be reserved for low to middle income tenants. Do you see that happening?

Whether due to arrogance or avarice, the York proposal only serves the developer, not this historically significant area of the city.

David Pomerantz

& Patricia McFee

From: Leanne White < >

Sent: Tuesday, July 4, 2023 1:27 PM

To: Wise, Sonia <swise@london.ca>

Subject: [EXTERNAL] Planning Application Comments

Hi Sonia,

Recently I received a notice of planning application for 50 King St and 399 Ridout St N (file OZ-9622). I'm writing this to you from a bit of a selfish position, as I live in a northwest-facing corner unit at 70 King St - a unit with a balcony that overlooks the Thames River, Ivey Park into part of Harris Park, as well as Labbatt Park. Although I live in the core of downtown, I've been privileged to have an amazing view of what makes London the Forest City - and frankly I'm appalled by the idea of looking outside and seeing two high rise apartment buildings blocking the green view that initially sold me on renting this apartment unit in the first place.

While I would agree that London needs more (affordable) housing and parking, but this ain't it - 43 storeys? 53 storeys!? I understand that the vacant land across the street from my building can't stay a dirt pit and swamp water forever, but why should Londoners be proud of their city if they can't even see it? Tangentially, zoning proposals like these make me believe that London is losing its humanity - the constant construction - a necessary evil or not - already makes people miserable, and watching giant buildings like the proposed spring up everywhere downtown feels very cold and demoralising in a time where more than half of Ontarians are already struggling to afford rent. Downtown could be so unique, but I wish we could nurture what's already here.

So, I'm against the planned buildings, and I'd like to believe I'm not alone. Thank you, though, for the opportunity to comment on the zoning proposal. I'll be keeping an eye on whatever happens over there across the street, as I won't have much of a choice.

Cheers,

Leanne White

From: Rick Lee < >

Sent: Tuesday, July 4, 2023 1:19 PM

To: Wise, Sonia <swise@london.ca>; Ferreira, David <dferreira@london.ca>

Subject: [EXTERNAL] 50 King St and 399 Ridout St. N

Dear City

I am writing to give my comments about the redevelopment of this long time public asset of the people of Ontario, This is not just another piece of land to build on. As a resident of London since 1968 and a long time resident of < > and now < >. this project affects me as a neighbour and as a stake holder in the City of London.

I have read the heritage and other documents made available on line.

Without a plan to preserve and use the Court House and Jail, any proposal is incomplete and MUST be rejected in it's entirety. We have seen far too many Heritage buildings lost to "Demolition by neglect" once a developer has control. We have lost the greater part of our character as a city to greed and expediency. The proposal I see has no plan for the preservation or use of the historic buildings. The site plan shows building far too close and the obvious danger to the heritage structure is completely ignored.

I am in favour of intensification of density downtown, but this site is special. It impacts what should have been and always was a public trust. This "gung ho ... tear everything down" proposal is a violation of all the generations of Londners and indeed all Ontarians. The answer from the planning department and city council should be just NO.

The proposal does not even state what type of housing (rental or Condominium) is included.

The height proposed is excessive and would take all sunlight from Ivy Park and the whole surrounding area.

Parking proposed is insufficient for what is a very hard area to find a parking spot and the operators of an adjacent city facility, Budweiser Gardens, also proposing to reduce both facility and public parking. This proposal also removes many existing parking spots. We invite over 9000 people to this area several times a week and provide less and less parking and no transit park and ride plan from remote lots. London transit seems to have no plan to actually move people to events they are attending. BRT was supposed to keep cars out of the core but it has definitely not done that at all. Event tickets and Knight seasons tickets should include bus passes from designated free parking lots.

The idea of reducing bicycle parking where all the bicycle infrastructure meets is just laughable and shows how out of touch this proposal is, SECURE ACCESSIBLE bicycle parking must be included. not just some afterthought unusable facility driven by greed and ignorance.

13,785 sq meters of commercial, retail and office space is proposed for this site? This shows that the developer knows nothing about the area or downtown. Vacant buildings and retail space are a problem not a solution. Lots of vacant commercial space at 71 King and at the other high rise buildings in the area. Lots of vacant space within a few blocks. Does the developer have tenants for this space?

Overall this proposal shows why this property should never have left public hands. "Greed is good" is the guiding principle of this proposal.

I have taken the time to write and would appreciate answers from my representative and from the City of London.

Rick Lee

< >

From: Mel Gray < >

Sent: Monday, July 3, 2023 9:30 PM

To: Ferreira, David <dferreira@london.ca>; Wise, Sonia <swise@london.ca>

Subject: [EXTERNAL] Downtown Development File# OZ-9622

Good morning,

I am writing concerning the recent notice we received about the development proposal OZ-9622 at Ridout and King. First, I would like to say that I am happy to see more development happening in the core of the city, rather than exclusively building out into valuable farmland. I want to support these core projects going forward, but as a resident of one of the existing buildings in the area, I have concerns about the accessibility of these properties to the average Londoner.

I live downtown with my partner and when we moved into our current building last year, we considered ourselves quite lucky to be able to afford our small 800 square foot space. In recent years, we have seen a shocking increase in the cost of living here in London, and while I am happy to see the downtown core being built up in some ways, I worry that these central areas of the city are only open to people who make significantly above the average income. Currently, average rent on a one bedroom in London is close to \$1700 before utilities or any other necessities, and a two bedroom is going for above \$2000. To put that into perspective, I have been working at my current, very stable job for nearly 7 years and my take home pay is just over \$1000 bi-weekly. As I have been at my job for so long, I make well above minimum wage and my partner makes about the same. If I were living alone, I would need to spend almost my entire month's pay on rent alone for a standard one bedroom - add on utilities, the cost of having a phone, and there is almost nothing left.

I am sure you are aware of the issue of unhoused individuals in London becoming a growing issue. If housing in London does not take a sharp turn towards the affordable, the issue of folks ending up on the street will continue to grow. When you cannot afford rent on a full-time, above minimum-wage job, there is a serious problem in your city. I paid less living in Toronto for school just 7 years ago than I do living in London now - and frankly, London has far less to offer.

Seeing the proposed plan for this new apartment block brings these issues to mind. I suggest that the city of London make a concerted effort to regulate affordable housing in the core, where it is so desperately needed, rather than pushing for more luxury buildings to be set up for a population that cannot afford to live there. I don't think it would be unreasonable to require new developments to keep a certain percentage of units open for affordable housing programs.

Thank you for your time,

Best,
Marnie Gray

From: The Litsters <>

Sent: Monday, July 3, 2023 8:13 PM

To: Wise, Sonia <swise@london.ca>

Subject: [EXTERNAL] 50 King St. and 399 Ridout St. N file:OZ-9622

To Sonia Wise

This letter is in regard to serious concerns we have for the building of these 2 highrises.

As homeowners at 330 Ridout St. we are opposed to buildings of that height. Did you know The TD Centre in Toronto is that height? With the 4 storey podium under the 43 storeys, it's pretty close to the 53 storey. It's twice as high as ours, the Renaissance II. I don't understand if they will be housing 1175 or 800 units. It's not clear in the application. Either way it's 4 times or 6 times more than ours. We have 200 units. Still if there is 550 parking spots and 800 units, where does the balance park? Is this in addition to parking in a garage and if so, how many there? Where does their 2nd vehicle park if there is one? Where does friends and family, office staff for the offices, staff and customers for the retail space? In the city parking lots? Azure, Riverside and people in our building have to do that.

PARKING

On event days the Budweiser for a Knights game has up to 9000 attending. The city parking lot south of the railroad is maxed out of parking forcing people to park illegally at surrounding retail establishments. We don't dare invite guests over on those days. We can't park them.

Residences in your 2 towers will be in the same predicament which will be a worse struggle for all the residences that already live here.

When Farhi builds his project down the street from this building site, it will be a total nightmare.

TRAFFIC

With that many more cars driving in this area, and the one-way streets they'll be leaving their building from, it will be impossible to get around. Trying to go North of downtown there is Talbot and Richmond streets. Very congested and slow. On a work day people coming from the South are lined up on York turning North on Ridout. Makes it difficult getting out of our parking garage.

Do you know there are 15 freight trains and 10 VIA that cross here on Ridout everyday. That brings traffic at a stand still in the intersection of Ridout/York.

It is so difficult getting from point A to point B with so much construction. There will always be the need for construction and road maintenance. Right now we are persevering with Victoria Bridge (over 1 year now), Sewer Replacement on Wellington Rd. and soon to be road widening at Stanley/ Wharncliffe. My point is for future maintenance how are we to deal with it when there will be more congestion living here?

These concerns are for everyday living downtown, and we manage because that's the way it is everywhere, but we can't accomodate buildings of this magnitude in this area. They will obstruct views and overshadow whats already here. Too bad for the homeowners who live for the beautiful sunsets or just the sun in general.

I'm trusting that our concerns will be heard and taken into consideration regarding this matter.

Sincerely,

Rod and Sherry Litster

From: Ellen B < >

Sent: Monday, July 3, 2023 7:30 PM

To: Wise, Sonia <swise@london.ca>; Ferreira, David <dferreira@london.ca>

Subject: [EXTERNAL] 50 King St & 399 Ridout St North

Good day.

My name is Ellen Baumgarten and I am a resident of < > which is kitty-corner from the proposed 53 storey tower by York Developments. I have several comments to make about this property. Firstly, I would like to tell you my location, which is the 15th floor, on the north west corner of the building, so you can see how this will impact our view of the city. This, however, is not my only concern. I am very concerned about the whole process of digging up that area based on the little Talbot Tot that was found on the Bud Gardens property. I hope that there will be a complete archaeological survey done before anything is approved. Incidentally, I am a direct descendant of the Darch family who were the builders and owners of the Darch Building, which stood on the property that is now Bud Gardens. The Darch name is on the plaque on the east side of the building. We couldn't help but wonder who that little tot belonged to when the story was revealed. I also have big concerns about the proposed building being SO close to the former jail/courthouse. This seems completely out of sync to me to have a huge monstrosity beside this heritage property. I understand the need for the city to do in-fill as much as possible and to build up, but the size of these buildings increased from the initial proposal I believe. I am not completely opposed to something going there

and from what I understand the bases of these towers will accommodate some possible bars and restaurants along the river front, which is an amazing idea.

So in closing, I would really like the city to reconsider this plan and keep the height really restricted, and ONLY let it pass if there is nothing of significance under the ground there. By the way, the big hole in the ground that is there now has NEVER emptied out from the water that has been there since wintertime. It goes down a little, then every rain it fills back up again. One would have to wonder if a drainage survey needs to be undertaken as well. It might be tricky to put a building of any size on a soggy piece of ground.

Thanks for listening

Sincerely
Ellen Baumgarten

-----Original Message-----

From: DIANE vanLeeuwen < >

Sent: Monday, July 3, 2023 4:50 PM

To: Wise, Sonia <swise@london.ca>

Cc: Ferreira, David <dferreira@london.ca>

Subject: [EXTERNAL] 50 King Street & 399 Ridout Street North

The Forks of the Thames is the cultural and historical centre for the City of London.

Much time and money was invested in the future of this area with the Beautification of the Forks Plan.

The Proposed Application for 50 King St. by York Development will probably negate the planned development of the Forks.

The proposed high-rise building with a density of 1175units will be detrimental to the area.

*traffic in and out of the three entries on to King Street will be overwhelming.

*dwarfing of our historical buildings.

*Over shading of an oasis used by the Downtown residents.

*increase of the dog population fouling the park area.

Respectfully,

Dianne van Leeuwen

From: < >

Sent: Monday, July 3, 2023 3:59 PM

To: Wise, Sonia <swise@london.ca>

Cc: Ferreira, David <dferreira@london.ca>

Subject: [EXTERNAL] OZ-9622 by Applicant 50 King Street London Ltd (c/o York Developments)

Dear Ms. Wise,

Thank you to the City of London for the opportunity to comment on the Application File OZ-9622. I am a new resident to London, having moved away from the Greater Toronto Area, and specifically sought the location for my new home (June 2022) at the Forks of the Thames River.

At the time of my home search and purchase, I was aware of a proposed development at 50 King Street. The information that was available was a modest development of a

scale (22 storeys) that would not compromise the infrastructure, historical significance, character, vista, etc. of the area.

The Planning Justification report dated May 2023, and the Heritage Impact Assessment dated March 2023, to support the Official Plan and Zoning amendments includes drawings that show the “Back to the River” proposal in plan view and in its 3D renderings (zedd Architecture). If I understand correctly, funding was withdrawn from Back to the River in 2020. Using the very attractive Back to the River proposal on the plans for the proposed development at 50 King is extremely misleading as it serves to enhance the look of the proposed development despite the fact that Back to the River has no hope of being funded, according to reports of 3 years ago. The plans used in the documents also show the “Extended Dundas Place Pedestrian Street”. If these elements are not in place, I feel it is misleading to show them on the application. Additionally, one drawing in the Planning Justification report indicated two-way traffic on Ridout between Queens and King Street – perhaps that was the case at one time.

While the prospect of new development is attractive to “intensify” and revitalize the downtown core, add needed retail (maybe a grocery store) and appears that it will positively enhance the ambience of the area, it seems to me that increasing the density (two towers being one of 53 storeys and one of 43 storeys) will have negative impacts, and other comments, as noted below:

- Traffic congestion on King Street and Thames Street, which already have trouble handling volume during certain times
- Strain on city sewer and stormwater systems
- Sightlines and vistas will be blocked
- Many trees are slated for removal (50 out of 100 in the study area)
- The Traffic Impact Assessment dated May 2023 states that the development is anticipated to be completed by 2025; this seems presumptuous.

Thank you for taking the time to read and consider these comments.

Regards,
Karen Rees

Karen Rees, P.Geo.

< >

From: ISTVAN CSEH < >

Sent: Sunday, July 2, 2023 2:38 PM

To: Wise, Sonia <swise@london.ca>; Ferreira, David <dferreira@london.ca>

Subject: [EXTERNAL] Proposed 50 King Street West development - concerns

Dear Sonia Wise and David Ferreira and whoever cares about our city's heritage and nature-oriented ethos.

I write to contest the latest proposal for this development.

The 2015 proposal was a far more reasonable design than the present quadrupling of the density and more than doubling of the tower heights, which will completely obscure any existing views of the forks of the Thames. Gone would be this idyllic vista of a river view the City of London has spent most of our lives preserving.

From an urban design perspective, we do not feel the towering towers reflect the ethos of the heritage and history of this ‘corner’ of the city's origins. The county building, jail house, art gallery, museum and river-adjacent parks and walking trails and play areas all invoke a character in unpleasing dis-harmony with the proposed design.

Is the impact to the city infrastructure worth the investment, in this area of town where flooding, storm water runoff and sewer back ups are already issues needing addressing? Not to mention the potential impacts on traffic in this congested part of the

downtown of our city. How will the chaos we already have in this area during any special events be managed. Our Visitor Parking is already frequently trespassed on.

Thank you for listening, and providing other incentives (such as tax breaks, concessions to decrease their costs or the like) to York so they can have a lucrative development. They are just after a tidy profit...help them with that and not at the expense of the city plan and respect for our ambient.

Ilse and MJ and Nadir Ansari

Owners in the neighbourhood

From: Adelaide Richter < >

Sent: Sunday, July 2, 2023 12:37 PM

To: Wise, Sonia <swise@london.ca>

Subject: [EXTERNAL] 50 King & 399 Ridout new development

Hello Sonia,

I am emailing you regarding 50 King & 399 Ridout. I would like to express my strong opposition to the new development on York. I am concerned of planning issues such as Heritage, Water and Sewer services, Traffic flow and Congestion, and increasing population density.

Yours truly,

M. Adelaide Richter

-----Original Message-----

From: Judith < >

Sent: Saturday, July 1, 2023 5:50 PM

To: Wise, Sonia <swise@london.ca>

Cc: Ferreira, David <dferreira@london.ca>

Subject: [EXTERNAL] Planning Application zoning amendment 50 King Street and 399 Ridout St N

Did City Council bother to ask ordinary citizens of London how they envision development of the Forks of the Thames, the birthplace of London? How it should reflect our culture, heritage and history?

I am not alone in feeling left out of the discussion. Only now is my input sought, after the fact, with this Notice of Planning Application. The City unilaterally decided where and when to build the house and then asked for my opinion on paint colour. This analogy reflects the tragedy of what is being proposed for this historic property at the Forks of the Thames.

Regretfully the city allowed a developer to buy up this priceless area encompassing two historic buildings on land overlooking the Thames River and parklands at the Forks. Council then approved the developer's application to build one 22 story building on the site. Subsequently and predictably York Developments brought this current application for a zoning change to allow for a greatly increased density of units, with the expectation of approval in keeping with council's customary practice and the downtown density plan.

I have no quarrel with the downtown density plan but nowhere does it say that high density towers should be built on land that is rich in London's history, bordering the Thames River and its impressive parklands and trails. Eldon House, Museum London, the former Labatt buildings, famous Labatt Park are all located within striking distance of one another and this historic property. This whole area is the city's "jewell in the crown" and should be a focal point for residents and tourists to visit and gather. The two buildings of 53 and 43 stories proposed for this site would be devastating to that goal.

Whatever happened to the idea of a "back to the river plan" proposed by a previous council? Much time, effort and taxpayer money went into developing a plan for the Forks of the Thames, its parklands and environs. Now instead the city is poised to allow

two massive high rises that would obliterate any site lines and views of the river and parklands. The concept of preserving the history, the heritage, the culture and the living legacy embodied in these interconnected areas at the Forks of the Thames would also be obliterated.

Other issues would arise if 800 additional apartment/condo units were built. Infrastructure challenges including sewers, storm water runoff and flooding as well as traffic issues on both King and Thames Streets would be in play.

Regretfully the city failed to buy the property at issue from the County. Perhaps it could now be purchased from York Developments. Failing that, if York's application is not approved they may be willing to sell the remainder of the property that surrounds the one building already approved.

Hopefully this new city council has a more comprehensive vision for our city than simply focusing on these towers as additional tax revenue.

It is not the city's problem that York needs to build these two huge towers in order to make any profit on what they paid for the land.

Please. Have the vision, the courage and the will to say NO to this application.

Judith Potter

< > PS Sonia Wise - Please circulate this letter to all City Council members. Mayor Josh Morgan's listed email address mayor@london.ca came up as invalid as did David Ferreira's dferreira@london.ca.
Sent from my iPad

-----Original Message-----

From: PAUL FINLAY < >
Sent: Saturday, July 1, 2023 11:43 AM
To: Wise, Sonia <swise@london.ca>
Subject: [EXTERNAL] 50 King St

Dear Sonia, we are dead against the planned project.
Anything more than 35 stories is not acceptable. The density of new people in the area will wreak havoc with an already abominable traffic situation.
The shadows created on surrounding buildings will have a dreary effect.
Please reconsider.
Not against the project if it is limited to 35 stories or less.
Paul and Ginette Finlay

Sent from my iPhone

From: Aga Griffith < >
Sent: Friday, June 30, 2023 1:56 PM
To: City of London, Mayor <mayor@london.ca>
Cc: Wise, Sonia <swise@london.ca>; Ferreira, David <dferreira@london.ca>
Subject: [EXTERNAL] Opposition to 50 King St Official Plan and Zoning Amendments File OZ-9622

Dear Mr. Morgan,

Please stand with me in opposing York Development's application due to my major concerns that the 4.5 times the approved limit of storey, from 22 to 96 (two buildings 53 and 43 storeys) are far too unreasonable and unrealistic. Our sewage and traffic infrastructure can barely handle what exists now. Sometimes the stench of sewage overflowing onto our streets during downpours destroys our river and gives us nausea. Our traffic and construction we deal with is already horrendous. Everyone I talk to in my neighborhood opposes this and ask me to write on their behalf because they don't want to flood your office with too many letters and think that their voices wouldn't matter anyway until election time.

Basically our sewage and traffic infrastructure cannot handle the new development, period. Too late for the approved one 22 storey building though that seems reasonable enough.

On top of the sewage and traffic issues we are greatly concerned about the destruction of green space and heritage property and blocked views of our city's birthplace, and Labatt Park being the oldest baseball park in all of North America, the courthouse and so on.

Please put a stop to this madness.

Thank you for your future effort in helping us avoid these disasters.

Sincerely,

Agnieszka Griffith

< >

1 of 2

From: Martin Mogielnicki < >

Sent: Friday, June 30, 2023 1:43 PM

To: City of London, Mayor <mayor@london.ca>

Cc: Wise, Sonia <swise@london.ca>; Ferreira, David <dferreira@london.ca>

Subject: [EXTERNAL] Opposition to 50 King St Official Plan and Zoning Amendments File OZ-9622

Dear Mr. Mayor Josh Morgan,

I strongly oppose York Development's application to rezone the new development at the Forks of the Thames. York's request to change from one approved 22 storey building to two unlawful buildings of 53 and 43 storeys, if approved it would severely and negatively impact all residents in our ward 13 as well as the rest of London and tourists visiting our heritage downtown core.

My and many others' concerns are sewage overflow into the street and to the river, excessive traffic, the destruction of heritage and greenspace, obstruction of views. Sometimes we already have sewage overflowing onto the King and Thames streets during above average rainfall given the existing amount of residential buildings. Believe me, I have witnessed people vomiting from the stench of sewage. Meaning the existing road and sewage infrastructure can barely handle the current population density.

I am an owner and resident of a condo unit at < >, a 13 storey building with only 39 units and 60 parking spots. With two high rises already surrounding us we do not want an additional two buildings of record height across the street with an additional 350 vehicle spots. We already have sewage and traffic infrastructure issues currently. What is being proposed by York Development is unreasonable and unrealistic.

Other more suitable downtown locations that are currently constructing major high rises will mean more people living in our downtown core and they will need and want more green space, not less. The two proposed 43 and 53 storey buildings would obstruct views including of heritage, the oldest park in North America, Labatt park. As well as destroying the precious little green space we have, they are doubling their footprint from the already approved.

York Developments outbid the city to buy the property from the Middlesex County by paying far in excess of what our city bid. I feel they knew their plan to build over 4.5 times more stories than what was first approved by the city. I view this as a sneaky, greedy and risky business move. The approval of the one 22 storey building seems like it was under false pretenses. They are trying to sneak in an application for 4.5 times that to 96 storeys total. This is all so they can massively profit despite overpaying for the land.

Unfortunately it is too late for our city to acquire the entire parcel of heritage land that was sold to York Developments by our county government. The one 22 storey building already approved

seems like a reasonable addition plus it is too late to stop that. If that is too much land for York Development for one 22 storey building, I and many would like to see the city purchase at least half the land closest to the river as a win-win deal. York would recoup some of what they overpaid for the land, while having the one 22 storey building economically viable for them.

York Development's application to rezone and build two of the tallest buildings in the city would be a disaster, sewage, traffic, infrastructure, eliminating scarce and valuable greenspace. There is no room to expand the narrow roads of King and Thames streets, no thought of the multiple negative, costly consequences to come.

Our condo property taxes are far too high per unit comparatively to big detached homes with a greater footprint. Plus our condo corporation pays separate extra municipal taxes meaning we pay that through our condo fees. We pay more taxes than most big detached homes and the intensification proposed across the street would bring in more taxes however the existing sewage and traffic infrastructure is insufficient to handle the new proposed excess developments. Please use foresight in thinking of these negative consequences. The extra new taxes from the new development risk being wasted on compensating for environmental and infrastructure damages caused by the new development.

Please stop York Development's recent application to amend and rezone for two record high 43 and 53 storey high rises. I also remind you that all of the downtown core is a designated heritage district, especially including the birthplace of London at the Forks of the Thames. That must remain so, please do not allow a developer to violate our heritage. One developer's money and influence must not defeat the many voices of reason in our small municipal democracy.

It is in our municipal government's interest to take our concerns seriously because to block York Development's major changes is the right thing to do while helping you avoid negative future political consequences. Because if York wins, we in Ward 13 as well as our city will be stuck with negative consequences indefinitely.

Sincerely and thank you for your consideration,

Martin Mogielnicki

< >

2 of 2

From: Martin Mogielnicki < >

Sent: Thursday, June 29, 2023 5:17 PM

To: Wise, Sonia <swise@london.ca>

Subject: [EXTERNAL] Opposition to 50 King St File OZ-9622

Hi Sonia,

I'm in strong opposition to York Development's application to rezone the new development at the Forks of the Thames. From one 22 storey building to two buildings of 53 and 43 storeys will severely and negatively impact all residents in our ward 13 as well as the rest of Londo and tourists visiting our heritage zone downtown core.

My and many others' concerns are sewage overflow into the street and to the river, traffic, the destruction of heritage and greenspace. Sometimes we already have sewage overflowing onto the King and Thames streets during above average rainfall given the existing amount of residential buildings. Believe me, I have witnessed people vomiting from the stench of sewage.

I am an owner and resident of a condo unit at < >, a 13 storey building with only 39 unit and about 60 parking spots. With two high rises already surrounding us we do not want an additional two record tall high rises across the street with an additional 350 vehicles plus visiting vehicles. We already have sewage and traffic infrastructure issues currently. What is being proposed by York Development is unreasonable and unrealistic.

Other more suitable downtown locations that are already building will mean more people living in our downtown core and they will need more green space, not less. The two proposed 43 and 53 storey buildings would obstruct views including of heritage, the oldest park in North America, Labatt park. As well as green space, they are doubling their footprint from the already approved.

They outbid the city to buy the property from the county by paying far in excess of what our city bid and I feel on purpose applying to have one 22 building approved under false pretenses knowing that they will sneak in an application for 4.5 times that to 96 storeys total. This is all do they can massively profit despite their overpayment for the land.

Unfortunately it is too late to get the whole parcel of land back to the city and the one 22 storey building already approved seems like a reasonable addition. If that is too much land for York Development, I and many would like to see the city purchase at least half the land closest to the river as a win win deal so that York could recoup some of their excessive land investment, while having the one 22 storey building economically viable for them.

York Development's application to rezone and build two of the tallest buildings in the city would be a disaster, sewage, traffic, infrastructure, eliminating scarce and valuable greenspace. There is no room to expand the narrow roads of King and Thames streets, no thought of the multiple negative, costly consequences to come.

The property taxes are far too high per unit comparatively to big detached homes with a greater footprint. We pay more taxes than most big detached homes and the intensification proposed across the street would bring in more taxes however the existing sewage and traffic infrastructure will not handle the new proposed excess developments. Please use foresight in thinking of these negative consequences. The excess in taxes risk being wasted on environmental and infrastructure damages caused by such developments.

Please stop York Development's recent application to amend and rezone for two record high 43 and 53 storey high rises. I also remind that all of the downtown core including especially the birthplace of London at the Forks of the Thames is designated heritage and must remain that way. One developer's money and influence must not defeat the many voices of reason in our democracy.

Sincerely and thank you for your consideration,

Martin Mogielnicki

< >

From: Jim Roe < >

Sent: Thursday, June 29, 2023 1:48 PM

To: McAlister, Hadleigh <hmcaster@london.ca>; Lewis, Shawn <slewis@london.ca>; Cuddy, Peter <pcuddy@london.ca>; Stevenson, Susan <sstevenson@london.ca>; Pribil, Jerry <jpribil@london.ca>; Trosow, Sam <strosow@london.ca>; Rahman, Corrine <crahman@london.ca>; Lehman, Steve <slehman@london.ca>; Hopkins, Anna <ahopkins@london.ca>; Van Meerbergen, Paul <pvanmeerbergen@london.ca>; Franke, Skylar <sfranke@london.ca>; Pelosa, Elizabeth <epelosa@london.ca>; Hillier, Steven <shillier@london.ca>

Cc: City of London, Mayor <mayor@london.ca>; Wise, Sonia <swise@london.ca>

Subject: [EXTERNAL] <https://london.ca/sites/default/files/2023-06/Notice%20of%20App%20OZ-9622.pdf>

I am writing this to object to the plans for the former site of the Middlesex Health Unit at 50 King St.

I live at < >, directly opposite the planned buildings. I believe the two towers proposed would be detrimental to the beauty and scenic views of the River Thames area. This area is an historic site, [Founding of London] and should not be blighted by two huge towers, 53 & 43 storeys tall. They would dwarf the existing historic courthouse and create too much traffic on the 2 single lane King Street.

The services required for such a build would overwhelm the existing water and sewer systems, which were updated in 2021.

The original planning for this area, in 2015, was approved to be only one 22 storeys high rise building. Even that was opposed by many residents but now these 53 & 43 storeys are absolutely unacceptable.

I hope you will not allow this development to proceed without considerable reductions to the height of these proposed towers. The proposed towers opposite Victoria Park were disputed because of their detrimental look in the existing area. This development is even more so as it fronts onto the Rivers beauty.

Sincerely,

Jim Roe

< > London

From: Nancy Knight < >

Sent: Thursday, June 29, 2023 10:25 AM

To: dherreira@london.ca; Wise, Sonia <swise@london.ca>

Subject: [EXTERNAL] 50 King Street & 399 Ridout Street North

Attention: Sonia Wise

Regarding: File OZ-9622

My husband and I have owned a condo at < > since 1990 and we are very concerned about the future plans for 50 King.

I believe the proposed plan from 2015 was for a 22 storey building and the development of Back to the River plan. If I'm not mistaken there was going to be bridge out over the river, a Sandy beach, and a very touristy area developed. What happened to all those existing plans?

The new proposal will certainly destroy all the natural beauty and surrounding landscape. With all the new downtown residents it is essential that we retain all the existing green space and park land. The existing parks are constantly in use with large numbers of people making use of them daily.

As of now we have to make plans for visitors at our building to come when there is parking available, what will happen when that parking is gone?

Also will the infrastructure support all this high density population? Thames Street is only two lanes and we have flooding every time there is a storm, it seems to us this will only get worse.

Thanks for your attention in this matter.

Nancy Knight

< >

From: < >

Sent: Thursday, June 29, 2023 11:30 AM

To: Wise, Sonia <swise@london.ca>

Cc: Ferreira, David <dferreira@london.ca>

Subject: [EXTERNAL] 50 King and 399 Ridout Planning Application

To all concerned.

I wish to object (strongly) to the planning amendments being requested by York Developments.

It's unfathomable that the property ended up in the hands of a developer in the first place. It should have been green space, the crown jewel of downtown and London as a whole, retaining history and heritage and creating culture and class. In one stroke, it would have made London into the world class city that we all envision.

Instead, in a sadly short sighted and predictable way, we are absolutely obliterating the Forks of the Thames with this behemoth development and with it any chance of London having an identity. I have nothing against downtown intensification. I'm all for it and the positive impacts it would bring. But this is not the right location and the scale of the plan will cause more damage than good. 800 residential units is equivalent to every building around it combined. And there are already numerous developments in their finishing stages, including another York building. Who is going to live in thousands of new high end units? There is already a glut of office and commercial space including brand new space in the River Walk building sitting empty. Identical to what is being proposed here.

So what now? Ideally, the city makes a deal and buys the land. Second to that, let them build what is currently approved and even throw them a bone and let the single tower on Ridout be much taller. But to encroach on the riverfront to that extent is ridiculous. Sightlines of the river will be lost in all directions. Traffic will overwhelm the tiny streets around here. You know damn well, they'll destroy the court house and neighbouring building. Please don't sell out.

Steve Hogg

< > (a building that complements it's surroundings, not destroys them)

- [The castle-like structure was built in 1827 to 1829 in the likeness of Malahide Castle, near Dublin Ireland, the birthplace of Col. Thomas Talbot](#)

From: BEV EARLEY < >

Sent: Tuesday, June 27, 2023 4:34 PM

To: Wise, Sonia <swise@london.ca>

Subject: [EXTERNAL] Proposal for 50 King St & 399 Ridout St North

Re : File OZ -9622

We as landowners at 19 King strongly object to York's request for rezoning at the above location. When they purchased the property from the county they would be aware of the property zoning and to come in with the new proposal is completely unacceptable.

1. The Urban Design Brief of September 2015 for the property was classy and acceptable to many nearby residents. The building design was unique to London and very eye catching.

2. The Back to the River project will be revisited at some time in the future so please don't dismiss it at this time. Bev and Janet Earley. < >

From: Joe Fontana < >

Sent: Tuesday, June 27, 2023 3:53 PM

To: Ferreira, David <dferreira@london.ca>; Wise, Sonia <swise@london.ca>

Subject: [EXTERNAL] 150 king st

Ms wise

I just wanted to let you know that I seriously object to the proposed zoning and development as proposed .

I live at < >

I believe the majority of owners at condo

Corporation are also not in favour .

I have spoke to my councillor dan Ferreira

Joe fontana

From: margeaux collyer < >

Sent: Tuesday, June 20, 2023 7:07 PM

To: Wise, Sonia <swise@london.ca>

Cc: Ferreira, David <dferreira@london.ca>

Subject: [EXTERNAL] OZ-9622. 50 King Street (YORK developments)

I am writing in response to the notice of the planning application. Listed below are my concerns.

London.ca/planapps as indicated on the notice is not working.

1). Request Amendment to "new official plan" requesting policy to allow for an additional 13 storeys to the previously requested 40.

This is in addition to a second building which is being planned at 40 storeys. Please note that according to the zoning by-law policy, maximum height is currently listed at 35 storeys. York is aiming at 53 storeys. Both buildings would be in violation of the current by-law.

I reside at < >, and am quite shocked the city would contemplate allowing towers of such magnitude to be built so close to heritage properties (Malahide Castle and the old Gaol). From a heritage stand point this does not sit well with me.

Two towers situated on the same property as heritage designates is more than offensive.

The **wind sheer** effect is quite severe on the corner of King and Ridout without the additional buildings. In fact, a **dog actually lost his tail due to a door slamming prematurely** due to wind tunnel effect.

Being built so close to the floodplain is another factor. Over the course of one season the build up of excess water in the hole left by YORK after removing the middlesex health unit was a health danger on many levels. To date, water remains in the gaping hole (despite draining for two days). Please note that York did not drain the cesspool until it received numerous complaints. York promised to fill in the hole and to landscape the area prior to developing. They have failed on **all** counts.

2). Current Zoning

"Community Facility/Downtown Area" to "Downtown Area Special Provision".

Parking is at a premium downtown. There simply is not enough available parking surface to contemplate allowing **420 fewer long term spaces from the recommended 720, and 67 fewer short term spaces from the recommended 117!!!**

As a growing city we are encouraged to take public transport or seek alternative transportation. Regarding alternative transportation - bicycling - a reduced number of bike parking spaces by **67 from 117 to 50.**

The city has been attempting to bring people downtown, not discourage due to construction, lack of parking, or safety.

Residential Density - from 750 units per hectare, approx height of 30 storeys to,
1175 units per hectare, approx height of 53 storeys.

0m setback for the residential component.

The 0m setback does not take into consideration extra space required for stopped vehicles, loading or unloading, nor does it consider extra space required for individuals who depend on wheelchairs, strollers or bicycles...

I am opposed to the plan.

Looking forward to hearing from you, M

From: Becky Loerts <>
Sent: Monday, June 19, 2023 12:12 PM
To: Wise, Sonia <swise@london.ca>
Subject: [EXTERNAL] RE: 50 King Street and 399 Ridout Street North

Hello, Sonia

I am writing as a resident of <> in regards to the Notice of Planning Application submitted for 50 King Street and 399 Ridout Street North.

I want to express in no uncertain terms that the requested change would be a detriment to the city as well as the residents of the surrounding area.

First, the request to reduce long-term and short-term bicycle spaces goes against all of the improvements the City of London has been making to make it easier for cyclists in the city. What is the point of improving the entire downtown core for cyclists if new buildings are being built that don't have the required amount of bicycle spaces? Additionally the proposed buildings are right beside the Thames Valley Parkway which only increases the necessity of bicycle parking spaces.

Secondly, the increase of maximum density of up to 1175 units per hectare, an increase of 118%. This area already struggles to accommodate the amount of foot, bicycle and vehicle traffic it produces, to increase that amount by 118% will completely overwhelm it. This is before taking into account the increased activity when an event is happening at the Budweiser Gardens. The addition of 118% more traffic to the area will have a ripple effect to the surrounding neighborhoods and will not only make traversing the area by any means more difficult, but also more dangerous.

Finally, the proposal for an increase to 53 storeys. These buildings would tower over every other structure in London by at least 67 meters. Not only would this create an eyesore among the skyline of the city, but they would also completely block the view and natural sunlight enjoyed by the residents of other buildings, the visitors to Ivey Park and the surrounding areas.

For the reasons I have outlined above I highly suggest that the proposed amendments be revised to be within the current zoning requirements.

Thank you,

Rebecca

From: Paul J Smith <>
Sent: Sunday, June 18, 2023 11:42 AM
To: Wise, Sonia <swise@london.ca>
Subject: [EXTERNAL] Planning Application 50 King Street

I am a resident downtown near this development and I have a few concerns:

- What is the plan for traffic control, I can imagine a terrible scenario with all the upcoming completed projects at Queen and Talbot with two large buildings adding to existing ones just how and where are all these cars going to move in this area?
- There are no food stores downtown and the Covent Garden market is no solution so this means more autos moving in and out of the area.
- Where will all the homeless go? they have not been dealt with properly so we are adding more elite value housing?
- What will be the traffic interruptions during construction this city has been a traffic chaos situation for years I think the planners for allowing all the construction are missing in action so how will all this work? More road blockages? We are not finishing current projects.
- Is there really the population to support all these high end rentals? All I see is more condos and most if not all for rent so where are the people coming from for all these new units?

- I believe there are more pressing issues in the city than another giant rental hosing project.

-----Original Message-----

From: FRED ISRAELS < >

Sent: Friday, June 16, 2023 2:48 PM

To: Wise, Sonia <swise@london.ca>

Subject: [EXTERNAL] 50 King St

What fantastic news! London finally will have the opportunity to present itself as a major Canadian city. A huge investment for our downtown and the city. It should be fast tracked and politics free. I live at Renaissance 2 and have no problem being a neighbour to such a development down the street, .
Fred Israel's

From: Brandon Heidinger < >

Sent: Friday, June 16, 2023 3:29 PM

To: Wise, Sonia <swise@london.ca>

Cc: Ferreira, David <dferreira@london.ca>

Subject: [EXTERNAL] Concern: Proposed Reduction in Bicycle Parking Spaces at 50 King Street

Dear Sonia Wise and Councillor David Ferreira,

I hope all is well. My name is Brandon Heidinger, and I am a resident of Councilor Ferreiras downtown riding. David, I supported you in the municipal election.

Today, I am reaching out to express concern regarding a planning application for by-law amendments for 50 King Street / 399 Ridout Street, specifically in relation to the proposed reduction in the number of bicycle parking spaces, "...a reduced number of bicycle parking spaces of 350 whereas 837 are required".

Given the city's focus on improving bicycle transport, especially downtown, I'm very surprised by this proposed amendment. It appears counterintuitive to reduce the availability of bicycle parking spaces, especially when the city has been vocal about its emphasis on improving bicycle infrastructure, particularly in the downtown area.

By providing secure and ample bicycle storage within apartment buildings, we can encourage residents to embrace cycling as a viable means of commuting and transportation. It is evident that without this essential amenity, residents may be deterred from purchasing bicycles altogether or resort to storing them in their already limited living spaces, which may not be practical or desirable for many individuals.

Allowing a **58% reduction** in bicycle parking spaces would raise questions about the city's commitment to its own active transportation goals. At a time when we are witnessing investments in new bike lanes across downtown London, including on King and Ridout Street, this proposed amendment appears to undermine the very progress we have been striving for.

Given the limited information and lack of justification present in the proposal, **I strongly oppose this amendment and urge you to oppose it as well.** If there is information that justified this proposal that I am missing, I would be happy to reconsider.

Thank you for your attention to this matter, and I look forward to hearing your thoughts on this issue.

Brandon Heidinger

< >

From: Amanda Green < >

Sent: Friday, June 16, 2023 1:30 PM

To: Wise, Sonia <swise@london.ca>

Subject: [EXTERNAL] File OZ-9266 Feedback

Hello Sonia,

I recently reviewed the planning application for 50 King Street & 399 Ridout (file OZ-9266).

Firstly, I'd like to say that I wholeheartedly support density in the downtown. I have lived in the core for over ten years now, and I have seen many hopeful changes despite our serious challenges and recognize that the positive changes come from more people living in the core.

I have three immediate concerns related to the application:

1. The density of 1,175 units per hectare seems to suggest that the units will be on the smaller side and typically one- or two-bedroom units. These types of units are not family-friendly and deprive people with children of the opportunity to live downtown. Downtowns are not solely intended for young professionals or retirees. To help London's downtown recover, thrive, and grow, opportunities for families to live here should be encouraged and taken into consideration with new high-density developments. Cities such as Toronto, Mississauga, and Montreal already encourage developers to include a minimum percentage of 3-bedroom units in new developments.
2. I am somewhat surprised that the images in the application did not include a view from King Street, or south of the development, while the LFP article did include images of that view. While the image is only a rendering, it is clear that the sidewalks remain quite narrow and are installed along a rather tall blank wall with only a few trees scattered around. This is a highly unappealing streetscape, and rather surprising given how much effort the designer went to with the remaining surrounding area. Given that this is a direct path from downtown to the Forks, the sidewalks should be much wider and actually a pleasing environment for pedestrians, cyclists, and other users outside of a car. Widening of the sidewalks should in no way adversely affect cycling infrastructure in the immediate vicinity.
3. Lastly, the justification that the development must be 43 and 53 storeys to ensure that it is financially feasible is rather suspect. Given that numerous developers downtown over the last decade have been able to construct high-rises around 30 to 40 storeys seems to indicate that it is not a real reason. I think that two towers at no more than 42 storeys is reasonable. A height of 42 storeys has precedent downtown and provides a significant increase in housing in the core.

Thank you for your time,

Amanda

Appendix F – Additional Plans and Drawings

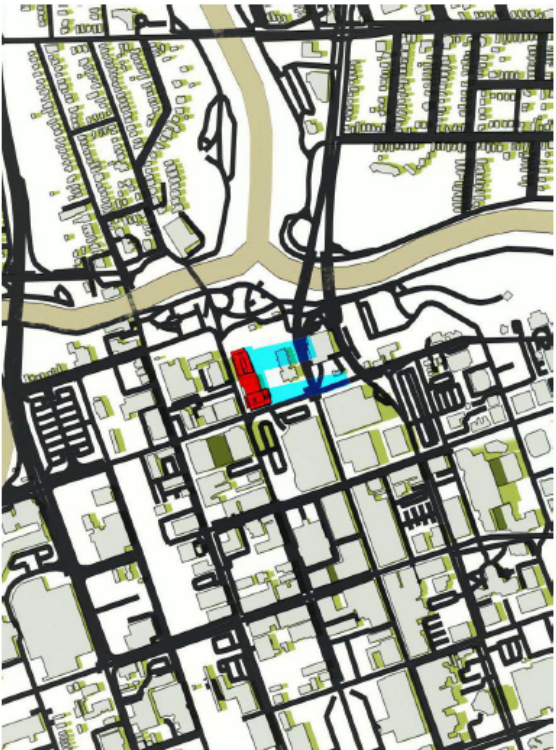
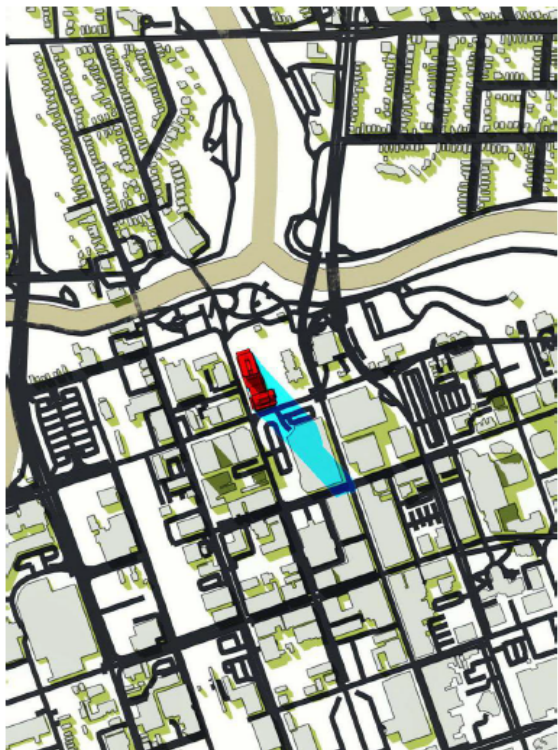
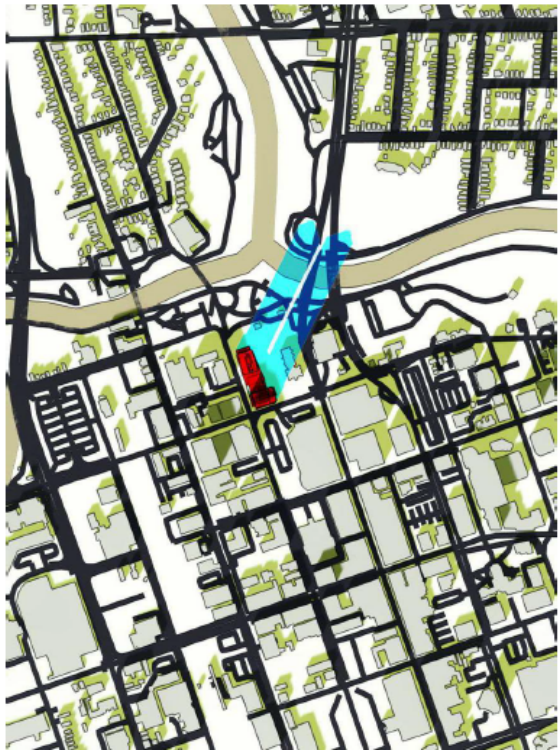
19-045





50 King

SHADOW STUDY - MARCH

W6 - 23.05.17
A7.01

Zedd
ARCHITECTURE
3601 Northern Blvd., Suite 114, New York, NY 10018
Tel: 212.693.1100
www.zeddarch.com info@zeddarch.com

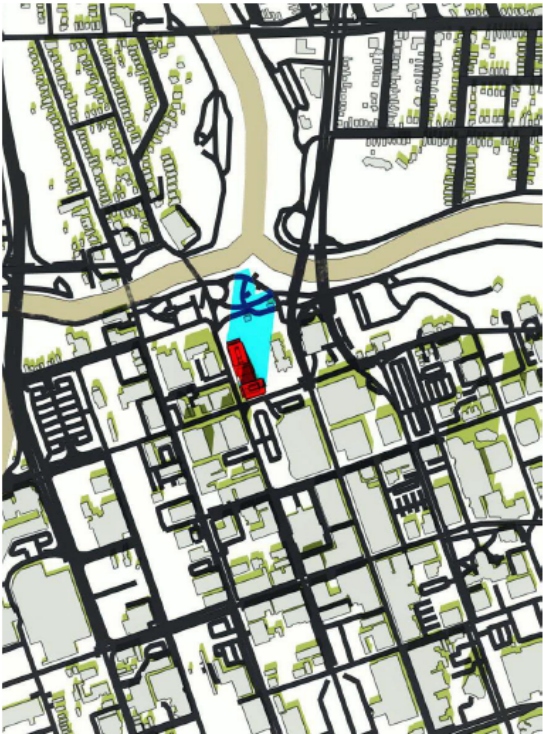


LEGEND	
	EXISTING BUILDINGS
	EXISTING ROADS
	SHADOWS PROJECTED BY EXISTING BUILDINGS
	PROPOSED BUILDING
	SHADOWS PROJECTED BY PROPOSED BUILDING

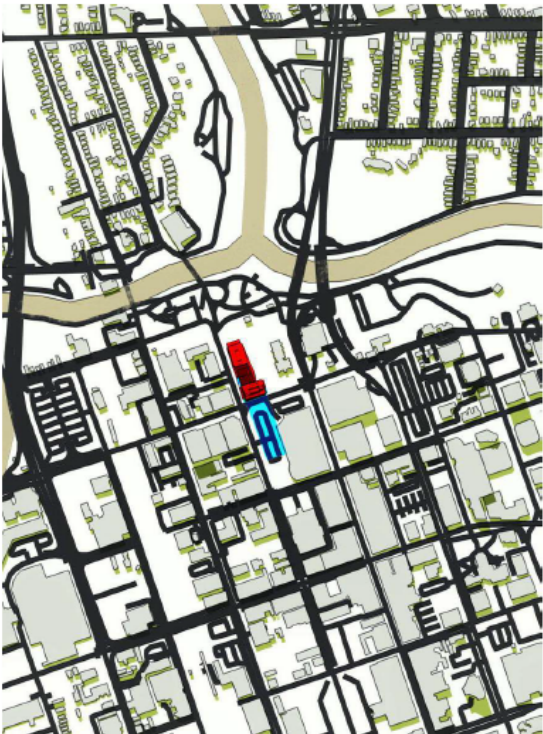
MARCH 21 1200 PM

MARCH 21 900 AM

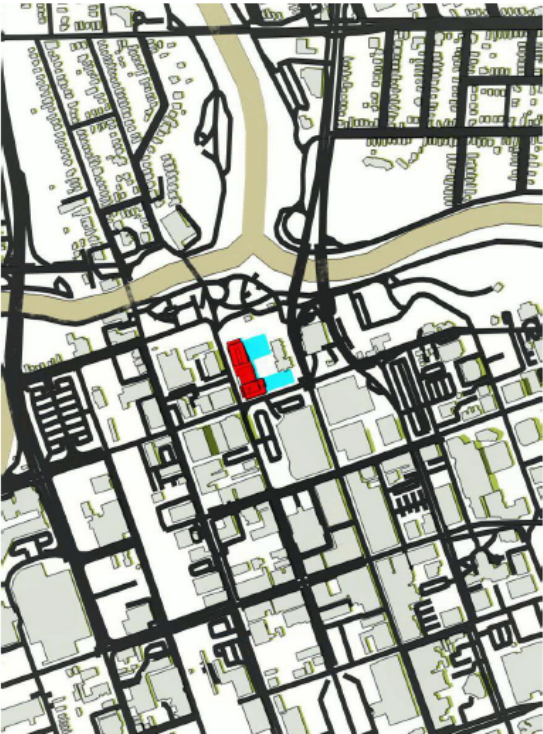
MARCH 21 300 PM








JUNE 21 9:00 AM

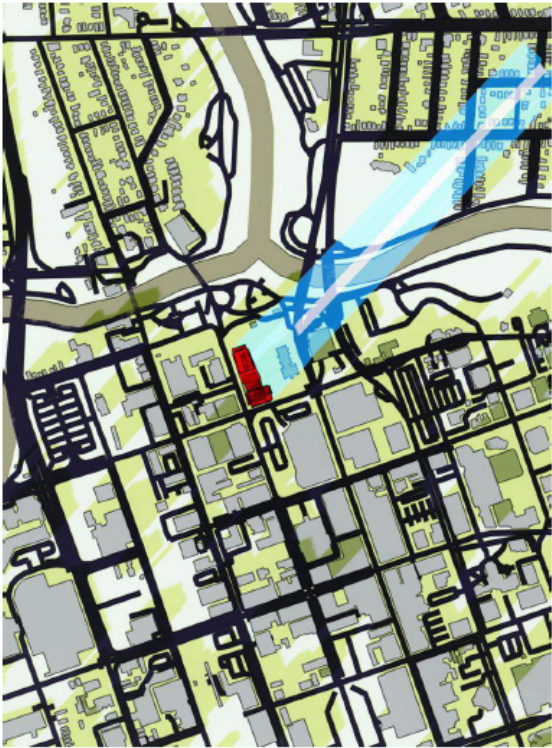


JUNE 21 3:00 PM

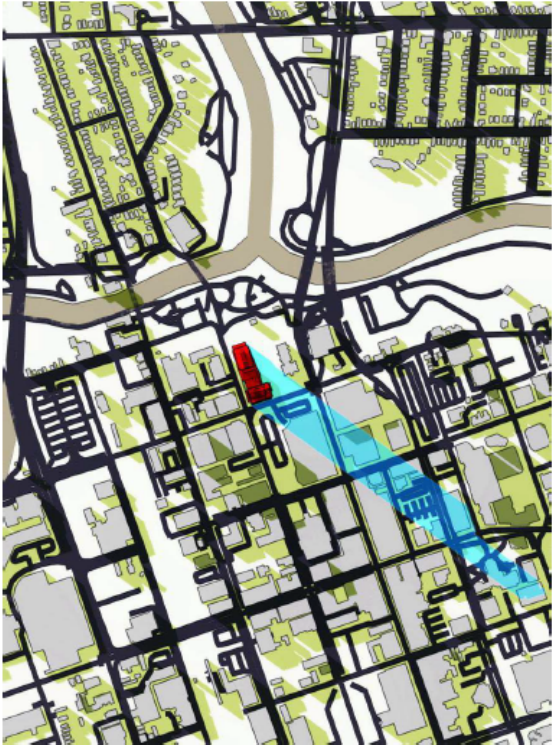


JUNE 21 12:00 PM

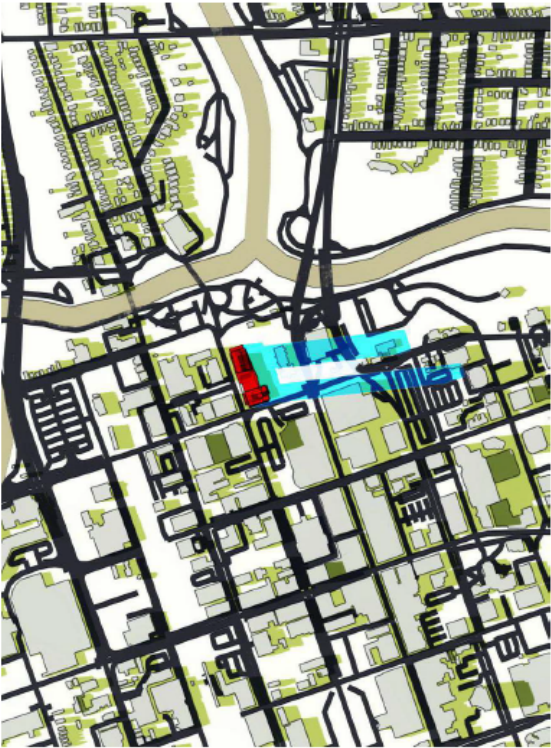
LEGEND	
	EXISTING BUILDINGS
	EXISTING ROADS
	SHADOWS PROJECTED BY EXISTING BUILDINGS
	PROPOSED BUILDING
	SHADOWS PROJECTED BY PROPOSED BUILDING








DECEMBER 21 9:00 AM



DECEMBER 21 3:00 PM



DECEMBER 21 12:00 PM

LEGEND	
	EXISTING BUILDINGS
	EXISTING ROADS
	SHADOWS PROJECTED BY EXISTING BUILDINGS
	PROPOSED BUILDING
	SHADOWS PROJECTED BY PROPOSED BUILDING