



2026.08.21

City of London
Planning and Development
300 Dufferin Avenue
London, ON N6A 4L9

**Re: Urban Design Brief Addendum
60–68 High Street, London, Ontario (OZ-26079)**

Dear Planning and Development Staff,

Scorgie Planning has been retained by Foundation Development Fund II LP to prepare this Urban Design Brief Addendum in support of revisions to the proposed development at 60–68 High Street in London, Ontario.

1.0 Introduction

This Addendum supplements the Urban Design Brief previously prepared by Scorgie Planning and submitted in support of the Official Plan and Zoning By-law Amendment applications for 60–68 High Street. The original Urban Design Brief assessed a 25-storey residential apartment building with an approximate height of 77.5 metres to the mechanical penthouse level and established the overall urban-design framework for the proposal, including its relationship to High Street, the broader Wellington Road rapid transit corridor, the adjacent Dev I proposal, pedestrian circulation, public realm, building massing, shadow and architectural expression.

The development proposal has since been revised through the ongoing application review process. The revised architectural plans prepared by Goodplace Design and circulated in August 2026 (the “Revised Architectural Plans”) maintain the fundamental site-planning and urban-design approach established through the original submission while introducing substantive changes to building height, tower floor plate, building coverage, setbacks, lower-building articulation, pedestrian circulation, bicycle parking and amenity provision.

The revised Dev II proposal also continues to be planned comprehensively with the adjacent development at 57–75 Wellington Road, City File OZ-26078. Dev I has been reduced from 27 to 21 storeys, while Dev II has been increased from 25 to 31 storeys and materially reduced in floor-plate area. The resulting two-building composition therefore differs substantially from the original coordinated condition and establishes a clearer hierarchy of height and massing between Wellington Road and High Street.

The purpose of this Addendum is to assess the urban-design implications of those revisions and update the conclusions of the original Urban Design Brief where appropriate. The current OZ-26079 Comment Tracker includes Urban Design wording that references characteristics of the original OZ-26078 Wellington Road proposal, including a 27-storey building and Wellington Road frontage. This Addendum therefore responds to the applicable underlying urban-design themes identified by staff – site organization, public realm, massing, tower slenderness, separation, shadow and transition – while assessing the actual revised Dev II proposal at 60–68 High Street. Except where specifically addressed herein, the analysis and conclusions contained within the original Urban Design Brief remain applicable.

2.0 Revised Development Proposal

The revised development maintains the fundamental residential function, High Street orientation and coordinated relationship with Dev I established through the original proposal, while substantially redistributing the building mass.

Development Characteristic	Original Proposal	Revised Proposal
Application Site Area	approx. 1,823 m ²	approx. 1,823 m ²
Building Height	25 storeys / approx. 77.5 m	31 storeys / approx. 99.6 m
Gross Floor Area	approx. 19,283 m ²	approx. 19,583 m ²
Residential Units	432	540
Building Floor Plate	approx. 841 m ²	approx. 693 m ² from second storey upward (approx. 37.2 m × 18.6 m; balconies excluded); first floor approx. 613.62 m ²
Fourth-Storey Stepback	No comparable tower stepback	1.5 m
Building Coverage	approx. 46%	approx. 38%
Front Yard	1.49–1.51 m	3.5 m main wall / 1.8 m balcony
Interior Side Yards	1.30–3.02 m north / 8.65–9.23 m south	3.0 m north / 6.4 m south at second floor / 8.1 m south at grade
Rear Yard	10.03–16.51 m	12.29 m to main building; separate Bikesafe accessory condition
Tower Separation to Dev I	approx. 15.1–31.5 m shown in original coordinated plans	18.3–34.2 m
Resident / Visitor Vehicle Parking	Visitor parking proposed; no resident parking	None
Pick-up / Drop-off	None	7 spaces (shared with Dev I)
Bicycle Parking	112 long-term + 120 short-term spaces	308 long-term + 25 short-term spaces, including WÖHR Bikesafe
Amenity Area	approx. 1.60 m ² per unit	approx. 689.8 m ² total / 1.28 m ² per unit; at-grade seating, indoor/rooftop amenity and lower-level balconies

The most significant revision is the increase in building height from 25 storeys and approximately 77.5 metres to 31 storeys and approximately 99.6 metres. Gross floor area increases only modestly, from approximately 19,283 square metres to approximately 19,583 square metres, while the residential unit count increases from 432 to 540 units. The revised height therefore accommodates a materially larger number of dwelling units without a commensurate horizontal expansion of the building.

This distinction is important to the urban-design assessment. The approximate 24 percent increase in height is accompanied by only an approximate 1.5 percent increase in gross floor area. The revised proposal therefore redistributes substantially the same amount of floor area into a taller and materially slimmer vertical form rather than increasing the breadth of the building mass across the Site.

From the second storey upward, the nominal upper-building floor plate is approximately 37.2 metres by 18.6 metres, yielding approximately 691.9 square metres and reported in the revised materials as approximately 693 square metres. The floor-plate calculation excludes balconies. The first-floor floor plate is smaller, at approximately 613.62 square metres, because the second storey cantilevers over the south sidewalk and the ground floor incorporates additional minor insets. Relative to the original

approximately 841-square-metre plate, the typical revised upper-building plate is reduced by approximately 18 percent. Building coverage has similarly decreased from approximately 46 percent to approximately 38 percent. The smaller footprint provides increased spatial relief at grade, accommodates functionally accessible walkways around the building and materially reduces the lateral breadth of the upper-building form.

The revised proposal incorporates a 1.5 metre stepback above the fourth storey, together with approximately 1.7 metre deep balconies at the second through fourth storeys. Total amenity area is approximately 689.8 square metres, or 1.28 square metres per unit, and the revised plans identify at-grade outdoor resident seating, indoor and rooftop outdoor amenity space and private balcony opportunities at the lower residential levels.

The revised siting provides a front yard of approximately 3.5 metres to the main wall and 1.8 metres to the extent of the balcony structure; a north interior side yard of approximately 3.0 metres; a south interior side yard of approximately 6.4 metres at the second floor and approximately 8.1 metres at grade; and a rear yard of approximately 12.29 metres to the main building. The WÖHR Bikesafe accessory bicycle structure occupies a separate rear-yard condition that is addressed through the implementing zoning framework. Tower separation from the adjacent revised Dev I proposal ranges from approximately 18.3 metres to 34.2 metres, depending on location.

Visitor parking has been removed from the revised proposal; resident parking was not proposed in either the original or revised concept. Seven short-term pick-up/drop-off spaces are shared within the coordinated Dev I/Dev II rear circulation system. Bicycle parking has been substantially reorganized from 112 long-term and 120 short-term spaces in the original proposal to 308 long-term and 25 short-term spaces in the revised proposal, including 192 long-term spaces within the automated WÖHR Bikesafe system.

These revisions preserve the original project objectives of purpose-built rental housing, transit-supportive intensification and efficient standardized construction, while materially changing the manner in which height, floor-plate breadth, ground coverage, setbacks, pedestrian circulation and the relationship to Dev I are expressed.

3.0 Updated Urban Design Assessment

3.1 Urban Structure and Site Organization

The fundamental site organization established through the original Urban Design Brief remains legible and appropriate: High Street functions as the principal address and public frontage for Dev II, while the internal east side of the Site coordinates circulation, amenity and built-form relationships with Dev I. The August 2026 revisions materially strengthen that organization through a smaller footprint, a substantially increased front setback, a base-zone-compliant north setback, a reconfigured south setback and continuous accessible pedestrian circulation.

The current City comments identify broad concerns regarding site functionality, outdoor amenity, pedestrian orientation, landscape opportunity and compatibility. Although portions of the Urban Design text in the OZ-26079 tracker describe the original Wellington Road proposal rather than Dev II, those underlying design objectives remain relevant and are addressed through the revised High Street condition.

The front setback to the main wall has increased from approximately 1.5 metres in the original submission to approximately 3.5 metres in the revised proposal. High Street continues to contain the

principal entrance and lobby, together with rental office and resident-oriented functions at grade. Lower-level balconies, a 4.25 metre first-storey height and the increased front setback provide a more articulated and comfortable relationship between the building and the public sidewalk without relying on a large parking podium.

The revised amenity strategy is distributed across several complementary conditions. Approximately 689.8 square metres of total amenity space is provided through at-grade outdoor resident seating, indoor and rooftop outdoor amenity areas and private balconies at the second through fourth storeys. The per-unit amenity rate decreases from approximately 1.60 to 1.28 square metres as a result of the increased unit count; however, the revised design retains multiple usable amenity formats rather than relying on a single shared outdoor space.

The internal condition between Dev II and Dev I remains an important organizing element of the coordinated development. The area accommodates pedestrian circulation, resident seating, bicycle parking, pick-up/drop-off activity and visual relief between the buildings. The WÖHR Bikesafe system further concentrates a substantial amount of long-term bicycle storage within a compact automated structure, reducing the amount of conventional floor or surface area required for bicycle parking.

The revised setback figures are measured to the current property lines shown in the architectural package. Transportation Engineering has identified a 1.442 metre widening along High Street to achieve the ultimate right-of-way condition. The final relationship between the building, landscape areas and ultimate High Street right-of-way will therefore require confirmation through the zoning and Site Plan Approval processes and is not resolved through this Addendum alone.

Overall, the revised proposal provides a more open and legible site organization than the original submission. The smaller footprint, substantially increased High Street setback, north setback increased to the 3.0 metre base-zone minimum, reconfigured south setback, removal of the underground visitor-parking ramp and continuous pedestrian routes materially improve the ground-level condition, while detailed landscape, road-widening and servicing matters appropriately remain subject to subsequent approval review.

3.2 Built Form, Massing and Transition

The revised built form must be assessed candidly in light of the increase in height from 25 to 31 storeys. The proposal is taller than the original submission and exceeds the current 25-storey height framework applicable to the Rapid Transit Corridor Place Type, requiring site-specific planning approval. The relevant urban-design question is therefore whether the increased height is accompanied by sufficient changes to floor-plate breadth, setbacks, ground coverage, articulation and tower relationships to manage the resulting built-form effects.

In this regard, the revised proposal is materially different from simply adding six storeys to the original building. Gross floor area increases by only approximately 1.5 percent, while the upper-building floor plate decreases from approximately 841 square metres to approximately 693 square metres and lot coverage decreases from approximately 46 percent to approximately 38 percent. The revised massing therefore redistributes nearly the same amount of floor area into a substantially slimmer and less ground-intensive form.

Urban Design staff identify a maximum tower floor plate of 1,000 square metres as a best-practice benchmark for slender tower development. At approximately 693 square metres, the revised Dev II floor plate is approximately 31 percent below that benchmark and approximately 18 percent smaller than the

original Dev II plate. The revised floor-plate area is therefore a significant built-form improvement and directly reduces the lateral breadth, visual bulk and breadth of project shadow associated with the tower.

Based on the nominal upper-floor plan geometry from the second storey upward, the revised tower is approximately 37.2 metres by 18.6 metres, corresponding to an elongated long-to-short proportion of approximately 2.0:1. Those dimensions yield approximately 691.9 square metres, consistent with the rounded approximately 693-square-metre floor-plate figure used in the revised materials; balconies are excluded from the floor-plate calculation. The tower does not strictly achieve the 1:1.5 proportion referenced by Urban Design staff. That ratio is appropriately considered as a design benchmark rather than a stand-alone measure of acceptability. In this case, the approximately 693-square-metre plate, shallow building depth, north-south orientation, reduced ground coverage and standardized shallow-unit planning collectively produce a materially slimmer tower condition even though the plan geometry remains more elongated than 1:1.5.

The introduction of a 1.5 metre stepback above the fourth storey and balconies at the second through fourth storeys creates a more legible lower-building condition along High Street. The 1.5 metre dimension meets the minimum zoning standard identified through the City review, while Urban Design staff recommend a 3.0 metre stepback as a preferred condition. The revised design therefore addresses the absence of any meaningful lower-building transition in the original scheme, although it does not fully achieve the staff-preferred 3.0 metre dimension.

Tower setbacks and separation have also improved. The revised coordinated plans identify separation between Dev II and Dev I ranging from approximately 18.3 metres to 34.2 metres, compared with an approximately 15.1 to 31.5 metre range shown in the original coordinated plans. Urban Design staff describe approximately 12.5 metre tower setbacks as the typical means of preserving a 25 metre separation opportunity; 12.5 metres is not an applicable TSA1 zoning setback for the Site. Where separation remains below 25 metres, the condition is localized within offset building geometry rather than extending uniformly along the full tower lengths.

The revised upper-floor plans further clarify the privacy condition. Residential vision windows are concentrated on the east- and west-facing elevations, including the High Street and internal amenity-space frontages. Apparent window-like elements on the north and south elevations are architectural façade detailing rather than additional residential vision windows. Privacy and overlook between Dev I and Dev II are therefore managed principally through the offset geometry, reduced floor-plate breadth and varying separation distances between the two buildings.

The revised proposal also creates a clearer two-building hierarchy. Dev I has been reduced to 21 storeys and approximately 862 square metres per typical floor, while Dev II rises to 31 storeys with an approximately 693-square-metre floor plate. The resulting composition differentiates the two buildings more clearly than the original 27- and 25-storey relationship and shifts the taller, slimmer element westward toward High Street. This coordinated hierarchy does not eliminate the need to assess the 31-storey height on its own merits, but it provides a more deliberate massing relationship between the two applications.

Taken together, the revised massing represents a trade-off rather than an unqualified reduction in intensity: additional height is introduced, but horizontal breadth, floor-plate area and lot coverage are materially reduced; the front and north setbacks are increased, the south setback is reconfigured, and pedestrian circulation and tower separation are improved. In urban-design terms, the proposal is therefore

best understood as a taller but materially slimmer and more spatially open form than the original Dev II submission.

3.2.1 Shadow Study

Goodplace Design has prepared an updated Shadow Study for the revised Dev II proposal assessing March 21, June 21, September 21 and December 21 at hourly intervals between 9:00 a.m. and 6:00 p.m. The original Dev II submission was assessed using the same four seasonal test dates and hourly intervals, allowing the shadow implications of the revised 31-storey form to be compared directly with the original 25-storey condition.

That comparison does not demonstrate an overall reduction in shadow. The increased building height results in greater shadow reach during selected lower-sun morning and late-afternoon periods relative to the original proposal. At the same time, the reduction in floor plate from approximately 841 to 693 square metres produces a visibly narrower and more concentrated shadow profile at many test periods. The revised condition is therefore best understood as a redistribution of shadow associated with a taller but materially slimmer building form: some additional shadow length is introduced while the lateral breadth and concentration of the shadow are reduced.

The City's Urban Design Brief Terms of Reference identify five hours of daily sunlight as a guideline for public sidewalks, plazas, parks and school yards on April 21, June 21 and September 21. At the hourly resolution of the submitted diagrams, representative segments on both sides of High Street are outside the principal Dev II project shadow for approximately 1:00 p.m. through 6:00 p.m. on June 21 and September 21. The Wellington Road corridor is generally outside the principal Dev II shadow during substantial morning and midday periods, but the available diagrams do not establish a single conservative five-hour sequence for representative segments on both sides of Wellington Road without more receptor-specific analysis.

The at-grade outdoor resident seating/amenity area between the two buildings receives periods of sunlight around the midday condition but is subject to project shadow during portions of the afternoon. It remains a private urban residential amenity space rather than proposed public parkland and remains usable as part of a broader amenity system that includes rooftop outdoor space, indoor amenity and lower-level balconies. Watson Street Park remains largely outside the principal Dev II project shadow during the main daytime period, with shadow extending toward the park-side area primarily during later lower-sun conditions.

The City's Terms of Reference are expressly framed as design guidelines rather than pass/fail criteria. The submitted study does not include an April 21 test date and does not provide cumulative receptor-specific sunlight calculations; accordingly, strict April 21 or universal five-hour compliance is not asserted. The diagrams nevertheless support a comparative urban-design assessment of shadow location, extent and movement and demonstrate the central massing trade-off of the revised design: greater reach at selected low-sun periods, moderated by a materially narrower shadow profile arising from the smaller tower floor plate.

3.3 Relationship to 57–75 Wellington Road

The relationship between Dev II and the adjacent Dev I proposal remains central to the urban-design assessment because the two applications share internal circulation, amenity and built-form relationships while remaining separate planning applications.

The revised coordinated condition is substantially different from the original submission. Dev I has been reduced from 27 storeys and approximately 84.0 metres to 21 storeys and approximately 69.5 metres, while Dev II has increased from 25 storeys and approximately 77.5 metres to 31 storeys and approximately 99.6 metres. At the same time, Dev II has become materially slimmer, with a typical floor plate of approximately 693 square metres compared with approximately 862 square metres for revised Dev I.

This creates a clearer ten-storey height hierarchy and a more differentiated two-building composition than the original condition, in which the towers were comparatively similar in height and broader in plan. The revised arrangement places the lower and somewhat broader building along Wellington Road and the taller but significantly slimmer tower along High Street, establishing distinct roles for the two buildings within the coordinated development.

Tower separation between the revised buildings ranges from approximately 18.3 metres to 34.2 metres. The minimum condition remains below the 25 metre Urban Design staff benchmark, but the closest relationship is localized within offset geometry and does not represent a uniform face-to-face spacing along the entire tower lengths. The substantially smaller Dev II floor plate further reduces the extent of the facing condition and improves sky view and visual relief through the internal space.

The internal space between the buildings continues to accommodate pedestrian circulation, resident seating, bicycle parking and pick-up/drop-off activity, while the WÖHR Bikesafe system provides a compact shared-edge bicycle-storage solution. These elements reinforce the treatment of Dev I and Dev II as coordinated components of a broader development framework without preventing each application from being assessed independently.

This Addendum assesses the revised Dev II height and massing on their own urban-design merits. The coordinated relationship with Dev I is relevant context and provides a clearer overall composition, but it is not relied upon to avoid the need for site-specific approval of the 31-storey / 99.6 metre Dev II height.

3.4 Public Realm and Pedestrian Circulation

High Street remains the principal public frontage, address and point of pedestrian access for Dev II. The revised proposal strengthens that relationship through a substantially increased front setback, removal of the underground visitor-parking ramp, continuous accessible pedestrian circulation and additional lower-building articulation.

The main wall is now set approximately 3.5 metres from the High Street property line, compared with approximately 1.5 metres in the original proposal. The lower-level balcony structure projects to approximately 1.8 metres from the property line. This revised geometry increases the space available at the street edge and provides a more comfortable transition between the public sidewalk and building face.

The ground floor incorporates the principal entrance and lobby, rental office, resident-oriented functions, bicycle parking and related circulation, with a first-storey height of approximately 4.25 metres. Although Dev II does not include the Wellington Road retail component introduced within Dev I, it does not front Wellington Road. The City tracker's Wellington Road retail and frontage comments therefore pertain to the coordinated Dev I condition rather than the actual High Street frontage of Dev II.

Balconies at the second through fourth storeys and the fourth-storey stepback add depth, residential presence and passive surveillance to the High Street elevation. Together with the increased setback and

4.25 metre ground-floor height, these elements establish a more legible lower-building condition while maintaining the standardized construction system.

The revised plans provide continuous accessible pedestrian routes around the building and connections to the internal amenity and circulation areas. The reduction in lot coverage from approximately 46 to 38 percent and removal of the underground visitor-parking ramp materially improve the amount and continuity of ground-level space available for pedestrian movement.

Loading, garbage and other operational functions remain necessary components of the building and are coordinated with the internal/rear circulation system rather than defining the principal High Street frontage. Seven shared pick-up/drop-off spaces are provided within the coordinated Dev I/Dev II vehicle system. Detailed operational, paratransit, road-widening and landscape matters remain subject to Transportation, zoning and Site Plan Approval review.

The revised public-realm strategy therefore improves the High Street interface through increased setback, lower-building articulation, accessible circulation, reduced ground coverage and removal of the visitor-parking ramp, while appropriately recognizing that Dev II is a residential High Street building rather than a Wellington Road mixed-use frontage.

3.5 Architectural Expression

The original Urban Design Brief identified a restrained and system-based architectural approach in which façade organization, structural logic and standardized unit planning were closely coordinated. That design methodology remains integral to Dev II and is directly related to constructability, repeatability, cost control and the project's affordability objectives.

The revised elevations retain the regular precast and panelized façade system while introducing greater differentiation at the lower building levels through the fourth-storey stepback, balcony portals and a material palette based on precast limestone- and brick-like expression. These interventions create depth, shadow lines and pedestrian-scale detail without requiring a fundamentally different structural module.

The revised building should therefore not be evaluated solely against a conventional podium-and-point-tower typology. The City Design policies cited by staff contemplate podiums or comparable design solutions. The combination of increased High Street setback, 1.5 metre lower-building stepback, limited lower-level balconies, ground-floor programming and material differentiation provides a comparable base-building articulation strategy while preserving the standardized precast construction system.

The upper-floor plans clarify that the apparent window-like elements on the north and south elevations are architectural façade detailing rather than additional residential vision windows. This allows the secondary elevations to retain visual rhythm and articulation without introducing additional direct overlook toward adjacent properties.

A substantially deeper or structurally distinct conventional podium would likely require deviations from the standardized module and customized building components. In the context of a project designed to use repeatable precast systems to support cost certainty and affordable-housing delivery, the more relevant urban-design question is whether the lower building performs the intended pedestrian, articulation and public-realm functions. The revised design materially improves those functions without abandoning the project's construction logic. The project includes a confirmed 10% deeply affordable component at 80% of average market rent, representing 54 units at the revised 540-unit count, with a

further 40% affordable component at 100% of average market rent, representing 216 units, subject to expected government grants and loans. If that funding is secured, the revised proposal would provide 270 affordable units in total.

Taken together, the revised architectural treatment provides a clearer base-to-upper-building relationship and a materially slimmer tower expression while maintaining the efficiency, repetition and durability integral to the project's delivery strategy.

3.6 Response to Current Urban Design Directions

For clarity, the following summarizes the principal urban-design directions identified in the City's current OZ-26079 Comment Tracker and the manner in which the revised Dev II proposal responds. Where the tracker reproduces Wellington Road / Dev I-specific wording, the table applies the underlying design objective to the actual High Street proposal rather than treating the copied wording as a Dev II design characteristic.

City Urban Design Direction	Revised Dev II Response	Assessment
Height / scale	31 storeys / approx. 99.6 m, increased from 25 storeys / 77.5 m. The height departure remains, but GFA increases only approx. 1.5% while floor plate and coverage are materially reduced.	Requires site-specific planning approval; built-form effects materially moderated but height departure remains.
High Street public realm	Approx. 3.5 m main-wall setback, principal entrance/lobby, 4.25 m first storey, lower-level balconies, removal of visitor-parking ramp and continuous accessible pedestrian routes.	Substantially improved; detailed frontage, landscape and ultimate right-of-way review remains.
Interior side yard / buffering	3.0 m north; 6.4 m south at second floor and 8.1 m south at grade; rear main-building setback approx. 12.29 m.	North setback increased to the 3.0 m base-zone minimum; the south setback is reconfigured and reduced relative to portions of the original condition. Detailed landscape and widening review remains.
Stepback above 3rd / 4th storey	1.5 m stepback above the fourth storey. This meets the minimum zoning standard identified through City review; Urban Design recommends 3.0 m.	Minimum zoning standard achieved; 3.0 m recommendation partially addressed.
Slender tower floor plate	Approx. 693 m ² from the second storey upward (approx. 37.2 m × 18.6 m; balconies excluded), well below the 1,000 m ² staff benchmark and approx. 18% smaller than the original approx. 841 m ² plate. The first-floor plate is approx. 613.62 m ² .	Floor-plate area benchmark achieved and materially improved.
1:1.5 tower proportion	Nominal upper-floor geometry from the second storey upward is approx. 37.2 m × 18.6 m (approx. 2.0:1), consistent with the rounded approx. 693 m ² floor-plate figure and excluding balconies. The strict 1:1.5 ratio is not met; shallow depth, small plate, north-south orientation and modular planning reduce lateral breadth.	Not achieved as a strict ratio; addressed on a performance basis.

City Urban Design Direction	Revised Dev II Response	Assessment
Tower separation	Approx. 18.3–34.2 m, improved from approx. 15.1–31.5 m; sub-25 m condition is localized within offset geometry. The 12.5 m tower setback is staff's typical mechanism for preserving 25 m separation, not an applicable TSA1 zoning setback.	Improved; 25 m is not achieved throughout, but privacy, sky-view and visual-relief objectives are materially improved.
Outdoor amenity	Approx. 689.8 m ² total / 1.28 m ² per unit, distributed among at-grade seating, indoor and rooftop amenity and lower-level balconies.	Multiple usable amenity formats retained; reduced per-unit rate remains a zoning/design-review issue.
Shadow / sunlight	Direct four-season hourly comparison with original Dev II: greater reach at selected low-sun periods but a narrower shadow profile due to the smaller plate. On June 21 and September 21, representative segments on both sides of High Street provide approx. 1:00 p.m.–6:00 p.m. outside the principal Dev II project shadow. April 21 is not directly tested.	Shadow is redistributed rather than reduced overall; public-realm performance is materially qualified and no unsupported universal compliance claim is made.

The revised proposal does not rely on a claim that every staff-preferred numerical benchmark has been met. The 31-storey height, localized sub-25 metre tower separation, 1:1.5 tower proportion, reduced amenity rate and 3.0 metre staff-recommended stepback remain matters requiring a performance-based assessment. The principal urban-design response is the integrated combination of a substantially smaller floor plate, reduced lot coverage, substantially increased High Street setback, base-zone-compliant north setback, reconfigured south setback, compliant minimum stepback, improved pedestrian circulation, clearer two-building hierarchy and updated shadow performance.

4.0 Conclusion

The revised Dev II proposal maintains the fundamental urban-design framework established through the original Urban Design Brief while introducing substantive changes to height, floor-plate breadth, ground coverage, setbacks, lower-building articulation, pedestrian circulation, bicycle storage and its relationship with Dev I.

The principal change is the increase from 25 to 31 storeys and approximately 77.5 to 99.6 metres. That increase is significant and continues to require site-specific planning approval. It is, however, accompanied by only an approximately 1.5 percent increase in gross floor area, an approximately 18 percent reduction in tower floor plate from 841 to 693 square metres and a reduction in building coverage from approximately 46 to 38 percent. The revised form therefore concentrates substantially the same amount of floor area within a taller but materially slimmer building envelope.

The smaller floor plate, increased High Street setback, 1.5 metre fourth-storey stepback, lower-level balconies, continuous accessible pedestrian circulation and removal of the underground visitor-parking ramp collectively improve the building's relationship to grade and reduce the lateral breadth of the massing. The revised approximately 693-square-metre tower plate, measured from the second storey upward and excluding balconies, is substantially below the City's 1,000-square-metre slender-tower benchmark. Its nominal plan dimensions of approximately 37.2 metres by 18.6 metres correspond to an elongated proportion of approximately 2.0:1, which does not strictly meet the staff-referenced 1:1.5 ratio but is appropriately assessed together with the materially smaller floor plate and other performance characteristics.

The updated shadow analysis does not demonstrate an overall reduction in shadow relative to the original 25-storey proposal. The added height produces greater reach during selected lower-sun periods, while the substantially smaller floor plate narrows and concentrates the shadow profile at many test times. At the submitted hourly resolution, representative segments on both sides of High Street provide an approximately 1:00 p.m.–6:00 p.m. sequence outside the principal Dev II project shadow on June 21 and September 21. Strict April 21 and universal five-hour compliance are not asserted on the basis of the available study.

The coordinated relationship with Dev I is also materially improved in clarity. Revised Dev I is lower at 21 storeys with an approximately 862-square-metre floor plate, while Dev II is taller at 31 storeys but substantially slimmer at approximately 693 square metres. Separation has improved to approximately 18.3–34.2 metres. The minimum remains below the City's 25 metre benchmark, but the localized offset relationship, smaller Dev II plate and reduced facing extent improve privacy, sky view and visual relief compared with the original coordinated condition.

Accordingly, the revised proposal represents a more deliberate and defensible urban-design response than the original Dev II submission. In our opinion, the additional height must be considered together with the substantial reduction in floor-plate breadth and coverage, the substantially increased High Street setback, the base-zone-compliant north setback and reconfigured south setback, lower-building articulation, circulation and coordinated tower relationships. Subject to continued resolution of the requested height amendment, High Street road widening, detailed landscape, bicycle parking and Site Plan Approval matters, the urban-design conclusions of the original Urban Design Brief remain applicable as updated by this Addendum.

Sincerely,

A handwritten signature in black ink, appearing to read 'B. Scorgie'.

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