

## 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:** Richmond Hyland Inc. c/o Paul Kitson - Westdell  
Development Corporation  
1725-1737 Richmond Street  
File Number: Z-9741, Ward 9  
Public Participation Meeting

**Date:** July 16, 2024

## Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of Richmond Hyland Inc. c/o Paul Kitson – Westdell Development Corporation relating to the property located at 1727-1737 Richmond Street:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on July 23, 2024 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, The London Plan, to change the zoning of the subject property **FROM** an Associated Shopping Area Commercial Special Provision (ASA1(5)/ASA2(3)/ASA3(1)) Zone and an Associated Shopping Area Commercial Special Provision (ASA1(5)/ASA2(3)/ASA3(15)) Zone **TO** a Business District Commercial Special Provision (BDC1(\*)) Zone and a Business District Commercial Special Provision (BDC1(\*\*)) Zone;
- (b) The Site Plan Approval Authority **BE REQUESTED** to consider the following design issues through the site plan process:
- i) Details regarding a paratransit layby for Tower 3, separate from the one provided for Tower 1, be determined;
  - ii) Explore options to provide a common outdoor amenity space for Tower 2 suitable in size with features to accommodate the anticipated population of this tower. As the proposal is currently overparked, consider redesigning the surface parking area to replace parking spaces with amenity space, while maintaining access to the structured parking;
  - iii) Provide a north-south pedestrian connection internal to the site from the proposed to the existing commercial buildings to the south;
  - iv) Explore options to provide a common outdoor amenity space suitable in size and features to accommodate the anticipated population of Tower 3;
  - v) Update the Shadow Study to include existing and proposed buildings in Phases 1, 2 & 3;
  - vi) Incorporate a creative architectural treatment around the structured parking in the podium of Tower 2;
  - vii) Incorporate green infrastructure and/or features for Low Impact Development (LID) into the site design.
  - viii) Consider alternative options for the design of the parking garage ramp for Tower 3;
  - ix) Update the existing Transportation Impact assessment with additional vehicle turning analysis for Tower 3 ramp and garage exit;  
Review access management for the North Centre Road driveway;
  - x) Details regarding parkland dedication in the amount of 0.5 ha of land, in accordance with the Masonville Secondary Plan, be determined.

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

1. The recommended amendment is consistent with the Provincial Policy Statement, 2020, which encourages the regeneration of settlement areas and land use patterns within settlement areas that provide for a range of uses and opportunities for intensification and redevelopment. The PPS directs municipalities to permit all forms of housing required to meet the needs of all residents, present and future;
2. The recommended amendment is in conformity with the in-force policies of the Masonville Secondary Plan;
3. The recommended amendment conforms to the in-force policies of The London Plan including but not limited to, Our City, Key Directions, City Building, and the Transit Village Place Type, and will facilitate a built form that contributes to achieving a compact, mixed-use city; and,
4. The recommended amendment facilitates the development of a site within the Built-Area Boundary and the Primary Transit Area with an appropriate form of infill development.

## Executive Summary

### Summary of Request

The applicant has requested an amendment to Zoning By-law Z.-1 to change the zoning of the subject lands from an Associated Shopping Area Commercial Special Provision (ASA1(5)/ASA2(3)/ASA3(1)/ASA3(15)) Zone to a Business District Commercial Special Provision (BDC1(\_)) Zone. Special provisions are requested to permit a maximum height of 22-storeys (80.0m) and a maximum density of 310 units per hectare.

### Purpose and the Effect of Recommended Action

Staff are recommending approval of the requested Zoning By-law amendment with additional special provisions that will facilitate a human-scale, pedestrian-oriented development with mitigation measures to minimize impacts on adjacent properties.

The recommended action will permit two mixed-use buildings consisting of a 22-storey tower with ground floor commercial/office space and 159 residential units above (Tower 2) and a 20-storey tower with ground floor commercial and office uses and 178 residential units above (Tower 3), for a total of **337 residential units**.

### Rationale of Recommended Action

1. The recommended amendment is consistent with the Provincial Policy Statement, 2020, which encourages the regeneration of settlement areas and land use patterns within settlement areas that provide for a range of uses and opportunities for intensification and redevelopment. The PPS directs municipalities to permit all forms of housing required to meet the needs of all residents, present and future;
2. The recommended amendment conforms to the in-force policies of The London Plan including but not limited to, Our City, Key Directions, and City Building, and will facilitate a built form that contributes to achieving a compact, mixed-use City;
3. The recommended amendment facilitates the development of a site within the Built-Area Boundary and the Primary Transit Area with an appropriate form of infill development; and
4. The recommended amendment is consistent with the Council adopted Masonville Secondary Plan.

## Linkage to the Corporate Strategic Plan

This recommendation supports the following Strategic Areas of Focus:

- **Housing and Homelessness**, by ensuring London's growth and development is well-planned and considers use, intensity, and form.

- **Housing and Homelessness**, by increasing access to a range of quality, affordable, and supportive housing options that meet the unique needs of Londoners.
- **Wellbeing and Safety**, by promoting neighbourhood planning and design that creates safe, accessible, diverse, walkable, healthy, and connected communities.

## Analysis

### 1.0 Background Information

#### 1.1 Previous Reports Related to this Matter

The site has been subject to previous planning approvals through Minor Variance and Site Plan applications. In 2002, a Minor Variance application (A.127/02) was submitted to permit: two outdoor storage containers in connection with the user at 1737 Richmond Street - Michaels Arts and Crafts; and a total of 700 parking spaces, whereas 707 parking spaces were required. This Minor Variance was refused by the Committee of Adjustment on September 16, 2002.

In 2019, a Site Plan application was submitted (SPA19-017) to amend the existing Development Agreement to facilitate the development of three new office/commercial buildings on site. Construction of one of these buildings is complete, while the other two are currently under construction.

A Minor Variance application was also submitted in 2019 (A.042/19) to permit: a lot coverage of 35.2%, whereas a maximum of 30% is permitted; a gross floor area of 17,056 square metres, whereas 15,704 square metres (existing) is the maximum permitted; 641 parking spaces, whereas 700 parking spaces are required; 45 bicycle parking spaces, whereas 57 bicycle parking spaces are required; a drive-through facility for a coffee shop with 8 stacking spaces, whereas 15 stacking spaces are required; and a drive-through facility for a fast-food restaurant with 11 stacking spaces, whereas 12 stacking spaces are required. This Minor Variance was approved by the Committee of Adjustment on May 13, 2019.

A Minor Variance application was submitted in 2020 (A.034/20) to permit: a lot coverage of 36%, whereas a maximum lot coverage of 35.2% is permitted, a height of 15.0 metres, whereas a maximum height of 12.0 metres is permitted; a gross floor area of 17,337 square metres, whereas a maximum gross floor area of 17,056 square metres is permitted; and 630 parking spaces, whereas 641 parking spaces are the minimum number of parking spaces required. This Minor Variance was approved by the Committee of Adjustment on July 16, 2020.

A zoning by-law amendment application (Z-9291) was submitted in 2021 to add Food Store to the list of permitted uses, with special provisions to recognize the existing gross floor area of 17,950 square metres, inclusive of patios, and permit a minimum parking supply of 550 spaces for all permitted uses. The zoning by-law amendment was approved by Council on May 4, 2021.

Most recently, a zoning by-law amendment application was submitted in 2021, along with a City initiated amendment to the 1989 Official Plan (OZ-9470). The zoning amendment was to change the zoning of the subject lands from an Associated Shopping Area Commercial Special Provision (ASA1(5)/ASA2(3)/ASA3(1)) Zone to a Business District Commercial Special Provision Bonus (BDC1(\_)\*B-(\_)) Zone, with the intent of constructing a twenty-two (22) storey, mixed commercial/residential apartment building with 276 residential units and 2107 square metres of commercial, with Bonus Zoning. Zoning special provisions were requested to permit all of the commercial and office uses on the first and second floor; a maximum height of 80 metres (22 storeys) whereas 12 metres is the maximum; a maximum density of 571 units per hectare; and a reduced minimum parking of 326 spaces, whereas 353 parking spaces are required. The City initiated application was to add a special policy to add a Chapter 10 Specific Area Policy to permit a twenty-two (22) storey, mixed commercial/residential apartment

building with 276 residential units and 2107 square metres of commercial, with Bonus Zoning. These applications were approved by Council September 6, 2022.

## 1.2 Property Description and Location

The subject site is located in the Sunningdale Planning District at the northwest corner of Richmond Street and Fanshawe Park Road West. The subject lands are a portion of a larger parcel of land occupied by the Richmond Hyland commercial centre, originally built in the early 1990's, on a total land holding of 4.84 ha. The existing commercial/office plaza consists of 16,227m<sup>2</sup> gross ground floor area within a large commercial plaza, and several standalone commercial/office buildings along the Richmond/Fanshawe frontage, all ranging in heights from 1 storey to 3 storeys.

The application site for Tower 2 (1725 Richmond Street) currently contains a commercial use (The Beer Store) and is approximately 0.22 ha, with a frontage of 43.4m along Richmond Street. The application site for Tower 3 (1737 Richmond Street) currently contains commercial uses in a strip plaza including a restaurant and two retail uses, and is approximately 0.25 ha, with a frontage of 32.8m along Fanshawe Park Road West.

### Site Statistics:

- Current Land Use: commercial
- Frontage of total site: 169m along Fanshawe Pk Rd W, 277m along Richmond St
- Area of total site: 4.6 hectares, Area of proposed zoning: 0.87 hectares
- Shape: irregular
- Located within the Built Area Boundary: Yes
- Located within the Primary Transit Area: Yes

### Surrounding Land Uses:

- North: commercial
- East: commercial
- South: commercial
- West: seniors home, apartment building

### Existing Planning Information:

- The London Plan Place Type: Transit Village
- Existing Zoning: Associated Shopping Area Special Provision (ASA1(5)/(ASA2(3)/(ASA3(1))) Zone and an Associated Shopping Area Commercial Special Provision (ASA1(5)/ASA2(3)/ASA3(15)) Zone



Figure 1- Aerial Photo of the Subject Lands





Figure 2 - Streetview of Subject Lands of Richmond St and Fanshawe Pk Rd (Google Streetview)



Figure 3 - Streetview of Subject Lands looking west (Google Streetview)



Figure 4 - Streetview of Subject Lands, internal to the site, looking west (Google Streetview)



Figure 5 - Streetview of Subject Lands looking northeast (Google Streetview)

## 2.0 Discussion and Considerations

### 2.1 Development Proposal

The applicant is proposing two mixed-use towers consisting of a 22-storey tower with ground floor commercial/office space and 159 residential units above (Tower 2) and a 20-storey tower with ground floor commercial and office uses and 178 residential units above (Tower 3). Density for both towers is 306 units per hectare. It should be noted that Tower 1, as shown on the Figures 6 and 7 below, was the subject of a previous Zoning By-law amendment in 2022 and is not subject to this application.



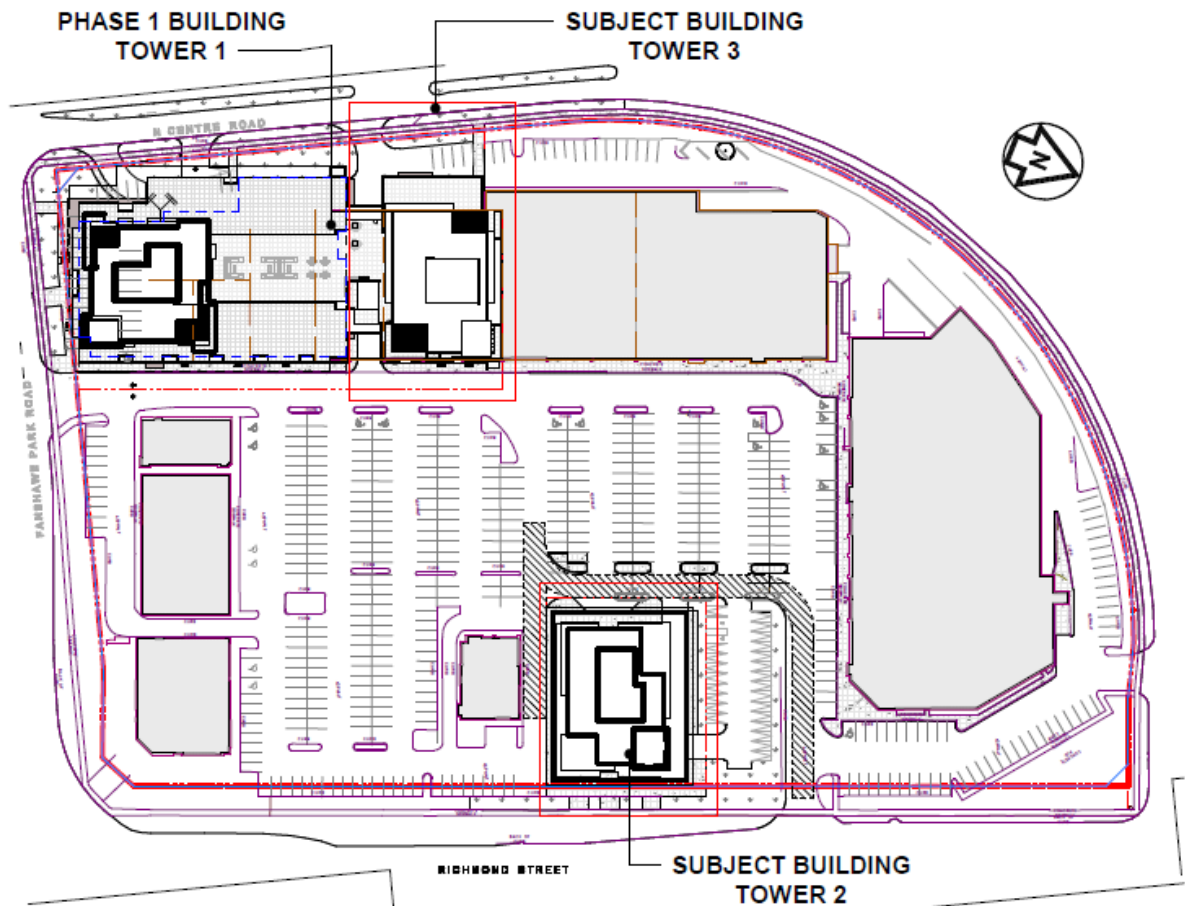


Figure 6 – Overall Site Plan Concept



Figure 7 – Rendering of Proposed Development on Subject Lands

### Tower 2

The proposed Tower 2 building is oriented to Richmond Street and will be accessed from the existing internal drive aisles on the site. Parking will be provided both underground with two levels and above ground within the podium with 3 levels. Additional details on the development include:

- 159 dwelling units including: 59 x 1-bedroom units, 18 x 1-bedroom units + den, 49 x 2-bedroom units, 32 x 2-bedroom units + den, and 1 x 3-bedroom units;
- 740 square metres of commercial/office floor space on the first storey;
- Parking underground and within the building podium with a total of 163 spaces, equivalent to 1.06 spaces per unit;
- A 22 storey tower (80 m) with a 1,715 m<sup>2</sup> podium footprint and a 943m<sup>2</sup> tower footprint

- Amenity areas - 453m<sup>2</sup> being the large outdoor areas; and 260m<sup>2</sup> on the 21<sup>st</sup> and 22<sup>nd</sup> floor terraces for a total amenity area of 713m<sup>2</sup>

### Tower 3

The proposed building is orientated to address North Centre Road. The proposed development will be accessed from the existing internal drive aisles on the site. Parking will be provided both underground with two levels and above ground within the podium with 3 levels. Additional details on the development include:

- 178 dwelling units including: 7 bachelor units, 111 x 1-bedroom units, and 60 x 2-bedroom units;
- 405 square metres of commercial/office floor space on the first second storey;
- Parking within the building on 4 storeys with a total of 178 spaces, equivalent to 1.00 spaces per unit;
- A 20 storey tower with a 1,826 m<sup>2</sup> podium footprint and a 1,000m<sup>2</sup> tower footprint
- Amenity areas - 184m<sup>2</sup> in 2 areas on level 5 and 6; and 2 terraces on the 19<sup>th</sup> floor and a large outdoor amenity space of 847 m<sup>2</sup> shared and connected to Tower 1.

Additional plans and drawings of the development proposal are provided in Appendix C.

## **2.2 Requested Amendment**

In May 2024, the City accepted a complete application for an amendment to Zoning By-law Z.-1 to change the zoning of the subject lands from an Associated Shopping Area Special Provision (ASA1(5)/ASA2(3)/ASA3(1)) Zone and an Associated Shopping Area Commercial Special Provision (ASA1(5)/ASA2(3)/ASA3(15)) Zone to a Business District Commercial Special Provision (BDC1(\*)) Zone (Tower 2) and a Business District Commercial Special Provision (BDC1(\*\*)) Zone (Tower 3). The following table summarizes the special provisions that have been proposed by the applicant and those that are being recommended by staff.

<b>Regulation (BDC1 Zone)</b>	<b>Required</b>	<b>Proposed</b>	<b>Recommended</b>
<b>Both Towers</b>			
All permitted commercial/office or community facility uses within the BDC1 Zone, limited to the first and second floor of an apartment building.			
Density (max)	-	310 uph	-
<b>Tower 2</b>			
Richmond Street shall be deemed to be the front lot line			
Setback from Richmond St (min)	0.0m	-	1.0m
Setback from Richmond St (max)	3.0m	-	3.0m
Ground floor height (min)	-	-	4.0m
Principal entrance, lobby, and commercial unit location	-	-	Required to face Richmond Street
Step-back of the podium to the base of the tower above the 4 <sup>th</sup> storey along Richmond St (min)	-	-	5.0m
Step-back of the podium to the base of the tower above the 4 <sup>th</sup> storey along the future internal road to the north (min)	-	-	6.5m
Step-back of the podium to the base of the tower above the 4 <sup>th</sup> storey along the south and west facades (min)	-	-	4.5m

Regulation (BDC1 Zone)	Required	Proposed	Recommended
Floor plate size for residential tower (max)	-	-	1,000m <sup>2</sup>
Height (max)	12.0m	22 storeys (80.0m)	22 storeys (80.0m)
Density (max)	-	-	725 uph
<b>Tower 3</b>			
North Centre Road shall be deemed to be the front lot line			
Residential tower separation distance above 8-storeys (min)	-	-	25.0m
Setback from North Centre Road (min)	0.0m	-	4.0m
Setback from North Centre Road (max)	3.0m	12.75m	15.0m
Ground floor height (min)	-	-	4.0m
Principal entrance and residential lobby location			Required to face North Centre Road
Step-back of the podium to the base of the tower above the 6 <sup>th</sup> storey along North Centre Rd (min)	-	-	9.0m
Floor plate size for residential tower (max)	-	-	1,000.0m <sup>2</sup>
Height (max)	12.0m	20 storeys (69.0m)	20 storeys (71.0m)
Density (max)	-	-	735 uph

Staff are recommending a minor increase in building height to 71.0 metres and minimum and maximum front yard depths of 4.0 metres and 15.0 metres, respectively, for Tower 3 to provide flexibility for slight modifications to the design. A maximum tower floorplate of 1000.0 square metres is recommended for both buildings to ensure a slender tower design while also providing flexibility for slight changes.

### 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:

- Ensure an updated Shadow Study is submitted during the site plan approval process
- Land to be dedicated to the City for parkland on the subject site
- Inclusion of green infrastructure or LID for stormwater management within the site.
- Additional vehicle turning analysis is required for the tower #1 and #2 ramp and garage exit.
- Access management review is required for the North Centre Road driveway.

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

### 2.4 Public Engagement

On May 29, 2024, Notice of Application was sent to 274 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 May 29, 2024. A "Planning Application" sign was also placed on the site.



There were 4 responses received during the public consultation period. Comments received were considered in the review of this application and are addressed in Section 4.0 of this report.

Concerns expressed by the public relate to:

- Traffic
- Noise
- Dust
- Urban Design
- Landscaping/Trees
- Parkland
- Parking
- Construction impacts
- Lack of privacy
- Blocked views
- Intensity

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 mechanism for implementing Provincial policies is through the Official Plan, The London Plan. Through the preparation, adoption and subsequent Ontario Land Tribunal (OLT) approval of The London Plan, the City of London has established the local policy framework for the implementation of the Provincial planning policy framework. As such, matters of provincial interest are reviewed and discussed in The London Plan analysis below.

As the application for a Zoning By-law amendment complies with The London Plan, it is staff's opinion that the application is consistent with the *Planning Act* and the *PPS*.

### ***The London Plan, 2016***

The London Plan (TLP) includes evaluation criteria for all planning and development applications with respect to use, intensity and form, as well as with consideration of the following (TLP 1577-1579):

1. Consistency with the Provincial Policy Statement and all applicable legislation.
2. Conformity with the Our City, Our Strategy, City Building, and Environmental policies.
3. Conformity with the Place Type policies.
4. Consideration of applicable guideline documents.
5. The availability of municipal services.
6. Potential impacts on adjacent and nearby properties in the area and the degree to which such impacts can be managed and mitigated.
7. The degree to which the proposal fits within its existing and planned context.

Staff are of the opinion that all the above criteria have been satisfied.

### ***Masonville Secondary Plan***

The Masonville Secondary Plan has been reviewed in its entirety and it is staff's opinion that the proposed Zoning By-law amendment is consistent with it. The following are key policies that relate to this proposal.

The Masonville Secondary Plan area includes lands around the intersection of Richmond Street and Fanshawe Park Road, which is currently occupied by primarily low-rise commercial buildings, multi-unit residential uses, and large expanses of surface parking. The Masonville Transit Village Place Type is identified as an area for growth in The London Plan and is beginning to see redevelopment interest with the addition of new apartment buildings and infill commercial development. The area is designated as a Protected Major Transit Station Area which will accommodate additional population and jobs in a transit-oriented format.

The two main transportation corridors of Richmond Street and Fanshawe Park Road West form a focal point of intensity (2.1 Areas of Intensity). Lands surrounding this intersection have excellent access to current and future the transit and are well separated from existing lower density neighbourhoods. The most intensive land uses, and forms are directed to these areas to transform the intersection into a vibrant, transit-oriented, mixed-use focal point. New development along these frontages will have active commercial ground floors to create interest and animation along the street and support a walkable main street environment.

### **3.0 Financial Impact/Considerations**

There are no direct municipal financial expenditures associated with this application.

### **4.0 Key Issues and Considerations**

#### **4.1 Land Use**

##### *The London Plan*

The Transit Village Place Type contemplates a broad range of residential, retail, service, office, cultural, recreational, institutional, hospitality and entertainment, uses (TLP 811\_1). Mixed-use buildings are encouraged, as well as the provision of active (commercial, retail and service) uses on the ground floor at grade (TLP 811\_2&3). The application proposes that both buildings have commercial/office floor area located on the ground floors. These uses will help to activate the site and provide for local employment and shopping options. Residential units in the apartment buildings will have convenient access to nearby goods and services in a walkable environment, and convenient access to higher order transit.

The proposed residential, commercial, and office uses are supported by the policies of the *Provincial Policy Statement* and are contemplated in the Transit Village Place Type in The London Plan (TLP 811\_1, 815E\_).

##### *Masonville Secondary Plan*

The Mixed-Use Area encompasses most of the area plan and includes a variety of uses to support the development of a vibrant, mixed-use transit supportive village (4.2 Mixed-Use Area). Permitted uses include a broad range of retail, commercial, service, cultural, entertainment, recreational and residential uses are permitted, and mixed-use buildings are the preferred form of development with active ground floor commercial uses and residential uses above (4.2.1 Permitted Uses).

In accordance with policy 6.5.1, where a ground floor commercial use is provided, a minimum of 50% of the building frontage should include active, pedestrian-generating uses. Non-active uses, such as lobbies to upper levels and professional offices may be permitted for the remaining building frontage. Where possible, non-active uses should be provided along lower order street frontages. Large expanses of blank walls should be avoided along street frontages and located on the back of the building where required.

The proposed uses are in conformity with the Masonville Secondary Plan.

#### **4.2 Intensity**

##### *The London Plan*

The London Plan places an emphasis on growing 'inward and upward' to achieve a compact form of development. There is a greater focus on encouraging and supporting growth within the existing built-up areas of the city. The subject site is an under-utilized parcel within a prominent location in a transit village. Transit villages are "second only to the Downtown" in terms of the mix of uses and intensity permitted (TLP 807). The role of Transit Villages is to support the rapid transit system by providing a higher number of people living, working and shopping in close proximity to high-quality transit services (TLP 808).

Intensity of use is generally defined by such features as height, gross floor area, coverage, floor plate area, density in units/ha, number of bedrooms, parking, and floor area ratio (Table 7).

The Transit Village policies recognize that there is a limited amount of land within the place type and that land should be optimized and fully utilized to support rapid transit and existing infrastructure and services (TLP 813\_2). Buildings will be between 2-15 storeys with an upper maximum contemplated up to 22 storeys (TLP 813\_1). The proposed development efficiently utilizes the site and provides a height of one 22-storey tower (Tower 2) and one 20-storey tower (Tower 3). Within the Transit Village, office space will be limited to no more than 20,00m<sup>2</sup>, with no individual building containing more than 5,000m<sup>2</sup> (TLP 813\_5). There is a total combined gross floor area of 1,145m<sup>2</sup> for commercial and office space in both buildings, which provides a diversity of uses at an appropriate intensity without competing with the downtown as the primary office space destination.

The site is within a Protected Major Transit Station Area (PMTSA) which includes all Transit Village Place Types. These PMTSAs are planned to achieve a minimum number of 150 residents and jobs per hectare (TLP 815B), with a minimum density of 45 units per hectare for residential uses or a minimum floor area ratio of 0.5 for non-residential uses (TLP 815D). Establishing minimum intensity targets in the PMTSAs ensures that lands are efficiently utilized and provide compact development forms that support higher-order transit and stations.

#### *Masonville Secondary Plan*

The minimum permitted height for all lands within the Masonville Secondary Plan area shall be no less than two storeys to facilitate an efficient use of land and encourage mixed-use development forms (5.1 Minimum Heights). The High-Rise Area allows the greatest building height in the plan and is concentrated along Richmond Street and Fanshawe Park Road West, which is the main intersection and focal point for development. There is significant opportunity for intensification due to the high availability of surface parking lots, and the separation distance to the Low-Rise Areas and existing neighbourhoods. There is strategic proximity to the Transit Station, and this area will feature the tallest building heights and greatest intensity in the plan area to support public transit. Up to high-rise building forms are permitted in the High-Rise Area and the maximum permitted heights shall be up to 22 storeys, in accordance with the Transit Village intensity policies of The London Plan (5.2 High-Rise Area). The proposed 20-storey and 22-storey buildings will offer the greatest intensity in an area separated from low density development and will help to support current and future transit. As such, the proposed intensity is in conformity with the Masonville Secondary Plan.

### **4.3 Form**

#### *The London Plan*

High rise buildings should be designed to express three defined components including a base, middle and top (289). The Base should establish a human-scale façade with active frontages, the middle should be visually cohesive but distinct from the base and top, and the top should provide a finishing treatment (TLP 289).

#### *Masonville Secondary Plan*

The Secondary Plan contains design criteria similar to The London Plan for high rise development (6.1 General, 6.2. High-Rise Buildings). Criteria for development included:



- All buildings shall be designed to express three defined components: a base, middle and top.
  - the base shall establish a human-scale façade with active frontages including, where appropriate, windows with transparent glass, awnings, porches, canopies, lighting, and the use of materials that reinforce a human scale.
  - the middle shall be visually cohesive with, but distinct from, the base and top.
  - the top shall provide a finishing treatment, such as a roof or a cornice treatment, and will serve to hide and integrate mechanical penthouses.

### Base

The base should establish a human-scale façade with active frontages including windows with transparent glass, forecourts, patios, awnings and lighting (TLP 289\_1). Policies within the Masonville Secondary Plan specific to ground floor design (6.5) require buildings with frontages along Fanshawe Park Road to have their massing, siting and principal entrances oriented to those existing street(s) to establish an animated pedestrian-scale environment (vi). Where a ground floor commercial use is provided, a minimum of 50% of the building frontage should include active, pedestrian-generating uses (6.5.1).

### *Tower 2*

The proposed Tower 2 includes a 4-storey “base” with a street presence and active frontage along Richmond Street and encompasses commercial uses, the lobby, and entrances on the ground level and three levels of parking from the 2<sup>nd</sup> to 4<sup>th</sup> storeys. In addition, a podium overhang is proposed to further enhance the pedestrian realm, supported by a minimal building setback along Richmond Street and a significant setback to the tower. Further, the three levels of parking within the podium will consist of architectural materials and treatments to create a unique pattern. This will assist in creating a distinct base of the building while emphasizing the pedestrian realm and reducing the visual impacts of vehicular parking from Richmond Street. Access to the underground parking is provided on the west side of the building via an internal private driveway. This frontage along the private driveway will also provide access for garbage pick-up and other building amenities. Sidewalks are proposed around the entirety of Tower 2 which will connect to the ground floor uses and residential lobby, along with the rest of the site to provide safe pedestrian connections.

The roof of the podium will serve as an outdoor amenity for the residents, as residential and mixed-use buildings should include outdoor amenity spaces (TLP 295). Overall, the use of a podium helps to reduce the apparent height and massing of the building on the pedestrian environment, incorporates features to balance sustainability and create a unique appearance, allows sunlight to penetrate into the site, and reduces wind impacts (TLP 292).



Figure 8 - Rendering of Tower 2 base/podium along Richmond Street

Building entrances and transparent windows should be located to face the public right-of-way to reinforce the public realm, establish an active frontage, and provide convenient pedestrian access (TLP 291). As mentioned, ground floor commercial uses are proposed along Richmond Street and internally along the southern portion of the proposed building which activate these frontages with pedestrian movements at the principal entrances. The significant road width of Richmond Street, and the proposed 4-storey podium height along that frontage creates an approximate 1:1 ratio of street to building, which makes for a comfortable streetscape enclosure.

### *Tower 3*

Located along the western property boundary abutting North Centre Road, Tower 3 is proposed to be integrated with the previously approved Tower 1. Similar design elements from Tower 1 are proposed to be carried through to Tower 3 to maintain consistent character. The current design includes a 6-storey base, with the first two storeys recessed into the building and floors 3-6 projecting above. The ground floor contains a residential entrance and lobby oriented to North Centre Road, as well as internal bike parking, garbage storage, and other accessory uses. Commercial uses are also located on the ground floor and are oriented to the internal private driveway to the east. Floors 2-4 contain structured parking wrapped in residential units facing North Centre Road, providing an active frontage, as well as connections to the parking garage in Tower 1. Residential units also face the internal private driveway on floors 3 and 4. An approximate 9 metre stepback is provided above the 6<sup>th</sup> storey, which helps to reduce the apparent height and massing of the building on the pedestrian environment, allows sunlight to penetrate into the right-of-way, and reduces wind impacts (TLP 292).

Building entrances and transparent windows should be located to face the public right-of-way to reinforce the public realm establish an active frontage and provide convenient pedestrian access (TLP 291). As mentioned, along North Centre Road are residential units and along the east internal drive are ground floor commercial uses, which activate these frontages with pedestrian movements at the principal entrances. A proposed drop off/pick up area, landscaping, and access to bicycle storage along North Centre Road are also proposed integrated with Tower 1.



Figure 9 - Rendering of Tower 3 base/podium internally to the site

### Middle

The middle should be visually cohesive with, but distinct from, the base and top (TLP 289\_2). The middle of the buildings both consist of the tower portions which are set back from the podium and provide a change in materials from the base to create interest and distinction. The 'middle' of the development is comprised of the majority of the tower components above the base, which provides a change in materiality from the overall bases.

The London Plan identifies that high-rise buildings should be designed to minimize massing, shadowing, visual impact and the obstructions of view from the street and neighbouring properties by providing slender towers without long axes that create an overwhelming building mass (TLP 293). A slender tower is characterized as one that has a smaller tower floor plate, typically between 750 – 1,000 sqm of GFA.

### Tower 2

The tower component of Tower 2 has a floorplate of approximately 942 square metres and is defined by incorporating projections and recessions for visual interest. The proposed floor plate reduces any possible "slab-like" appearance, shadow impacts, obstruction of sky views and to be less imposing on neighbouring properties and public spaces, as per The London Plan and the policies of the Masonville Secondary Plan (6.2, v)). A high degree of glazing on all sides of the building, along with projecting balconies, are proposed to encourage eyes on the street. Along with this, diverse materials, consisting of painted concrete, architectural panelling, painted spandrel and glazing is proposed to effectively break up the visual massing and add interest to the tower.





*Figure 10 - Rendering of Tower 2 showing the middle residential tower portion*

### *Tower 3*

The tower component of Tower 3 has a floorplate of approximately 1,000 square metres and is defined by incorporating projections and recessions for visual interest. Similar to Tower 2, the proposed floor plate reduces any possible "slab-like" appearance, shadow impacts, obstruction of sky views and to be less imposing on neighbouring properties and public spaces, as per The London Plan and the policies of the Masonville Secondary Plan (6.2, v)). The tower features projecting balconies and architectural articulations. Additionally, the tower utilizes a variety of architectural treatments and a high degree of fenestration to provide visual interest along with reducing the mass perception.



Figure 11 - Rendering of Tower 2 showing the middle residential tower portion

### Top

The top should provide a finishing treatment, such as a roof or cornice treatment, and will serve to hide and integrate mechanical penthouses (289\_3).

### *Tower 2*

The top of Tower 2 includes terraces on the southeast and northwest corners of the tower along with designed parapets along the roof which will screen the mechanical penthouse and break up the massing of the overall tower.

### *Tower 3*

The top of the tower features projecting parapets at varying elevations and includes a rooftop terrace. Additionally, the tower is clad in a “louvre aluminum closing material”, which is used for screening of the mechanical penthouse and is integrated into the building design and hidden from the view.

Overall, both towers enhance and add definition along the public frontages, limit perceptions of the height, provide effective screening of parking areas, and activate the public realm. The proposed scale and massing of the towers have consideration for sustainability and a design that relates well to the existing built form on the subject site and surrounding area.

As part of the future site plan, the applicant will be required to explore additional improvements for both towers regarding the building base, ground floor, and podium:

- i) As the number of residential units exceeds 24, a lay-by is required to be provided on-site for Tower 2. At the time of Site Plan Consultation, the applicant is to demonstrate how this can be provided on site for Tower 3, separate from the one provided for Tower;
- ii) Explore options to provide a common outdoor amenity space for Tower 2 that is suitable in size with features to accommodate the anticipated population of this tower. As the proposal is currently overparked, consider redesigning the surface parking area to replace parking spaces with amenity space, while still maintaining access to the structured parking;
- iii) The proposed parking area to the north of Tower 2 does not provide for safe pedestrian crossings to the building. Update the site plan accordingly to provide for safe pedestrian connections. The current plan requires pedestrians to cross over the underground parking ramps on either side;
- iv) Although Tower 3 is connected to the 5<sup>th</sup> floor amenity area on Tower 1, this property does not have its own outdoor amenity space. Explore options to

- provide a common outdoor amenity space suitable in size with features to accommodate the anticipated population of this tower;
- v) Clarify where the paratransit layby and drop off areas will be and how these vehicles will maneuver to service this tower;
  - vi) Update the Shadow Study consisting of all existing and proposed buildings in Phases 1, 2 & 3;
  - vii) Incorporate a creative architectural treatment around the structured parking in the podium of Tower 2.

### Other Form Considerations

#### *Shadowing*

A shadow analysis was submitted with the application which modelled the anticipated shadow impacts throughout the year. Shadow impacts are minimized through the proposed regulations including a maximum tower floorplate, maximum tower ratio, and building step backs that result in slender towers with shadows that move more quickly and have less of a lasting effect. Further shadow impacts and mitigation measures will be addressed through review of an updated shadow study during the site plan approval process.

#### *Transition to Surrounding Neighbourhoods*

Within Transit Villages, The London Plan requires a transition in height and intensity between transit stations and surrounding neighbourhoods (TLP 810). Permitted building heights will step down from the core of the Transit Village to any adjacent Neighbourhoods Place Type (813\_3). Within the Masonville Secondary Plan, lands on the west side of the development west of North Centre Road are also within the Transit Village Place Type but are limited in heights to a maximum of 8 storeys. This area of sensitivity is an area of transition where mid-rise developments are to be located between the higher heights and intensities of this site to the more sensitive land uses like low-rise residential development further to the west.

#### *Connectivity*

The building will be designed to be pedestrian, cycling and transit-supportive through building orientation, location of entrances, clearly marked pedestrian pathways, widened sidewalks, cycling infrastructure, and general site layout that reinforces pedestrian safety and easy navigation (TLP 814\_3). Tower 2 is oriented towards Richmond Street and Tower 3 towards North Centre Road, both of which provide convenient access for residents.

Consideration should be given to providing publicly accessible pedestrian connections through a proposed development site connecting with the pedestrian network on existing and future sites (TLP 814\_5). The overall site facilitates pedestrian movements through the internal driveway at grade and the connections provided to the existing sidewalks surrounding the development.

As part of the overall design and intent for this site, the applicant has provided a conceptual master development plan showing possible development and future phases over the long term for the larger commercial site. This conceptual plan shows the ultimate location of any private roads, connections and/or future park spaces, and aligns with the general intent of the Masonville Secondary Plan. The master concept plan is not “approved” but is used as a guideline to ensure the overall future developments have/will incorporate appropriate access and connectivity at each stage of development. As is shown on the master conceptual plan, a series of private streets will be incorporated into the overall development, including the proposed private laneway/street located to the north of this development. These future streets will be used for vehicle and pedestrian movement throughout the site and to provide connectivity to the City’s road and transit network.

A future parkland block has been proposed for the northwest corner of the site where the current Michaels store is located as shown on Figure 12.



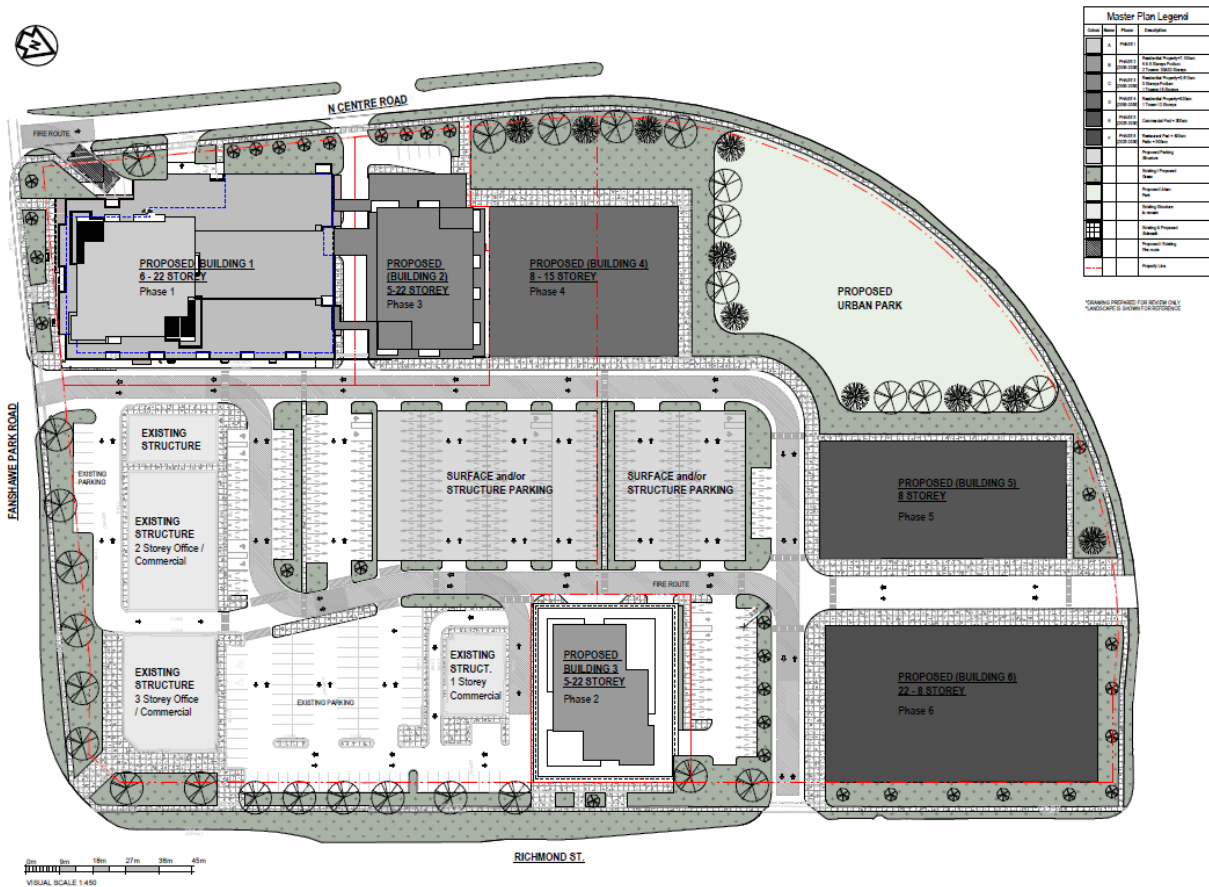


Figure 12 – Overall Master Plan showing possible development and future phases over the long term

### Parking

Transit villages are intended to be intense and walkable environments with a focus on providing residents with employment, services, shopping and transit within convenient walking distances. Both Towers propose underground parking and levels of structured parking located in the podium/internal of the buildings. Buildings should be sited to minimize the visual exposure of parking areas to the street (TLP 269). All parking associated with the development has been internalized on the site. The site is well-located to adjacent transit at Masonville Mall, where there are current and future transit services. Further, the area has a high proportion of existing retail, shopping, commercial, service and employment uses within convenient walking distance to reduce single vehicle trips and encourage more pedestrian trips.

Staff are recommending a parking reduction be considered through the site plan approval process for additional amenity area. Some of the proposed parking spaces as shown on the plans may not be useable parking spaces as defined by the by-law, based on location, or based on adequate turning movements. A reduction in the number of vehicle parking spaces is reasonable given the active and public transit options and will contribute to achieving the overall intent of the transit village.

### BDC1 Zone Considerations

The BDC Zone is typically applied to corridors with a main street character. This Zone provides for and regulates a mix of retail, restaurant, neighbourhood facility, office and residential uses located along pedestrian-oriented business districts. In the proposed BDC Zone variation, the height and density of each tower over has been established through this zoning by-law amendment application and indicated on Schedule A of the Zoning Bylaw. As per the Transit Village policies, a maximum height of 15 storeys may be permitted, with an upper maximum contemplated up to 22 storeys. These will be recommended in the special provision zone.

Overall, staff is satisfied the proposed public facilities, amenities, and design features is commensurate for the requested increase in height and density.

## 4.4 Neighbourhood Concerns

Concerns from the public related to the following matters:

- Traffic volume and safety

- Noise
- Air pollution
- Construction impacts
- Wind impacts
- Lack of privacy
- Blocked views
- Shadow impacts/loss of sunlight
- Intensity
- Lack of parking
- Precedent

Although many issues have been raised by the residents, many of the concerns can be generally grouped under several key headings - Traffic Impacts and Parking, Privacy/Blocked Views, Shadow/Wind and Noise Impacts, and Precedent.

Comments related to height, form, density, intensity and incompatibility have been addressed in sections 4.1 to 4.3 of this report.

#### *Traffic Impacts and Parking*

Concerns were raised about the amount of traffic that would be generated by this development. Residents in the area are concerned about negative impacts on the neighbourhood in terms of increased traffic and safety.

As part of the complete application, a Traffic Impact Assessment (TIA) was required by Transportation. This has been accepted by Transportation, however updates have been requested for with additional vehicle turning analysis for Tower 3 ramp and garage exit, and to further review access management for the North Centre Road driveway.

In consideration of the proposed parking as mentioned the subject site is in a Transit Village with access to transit and essential services, and therefore the proposed number of parking spaces meets the minimum required by the by-law.

#### *Privacy/Blocked Views*

Members of the public expressed concerns about the height of the building leading to loss of privacy from people looking out their windows or using their terraces or balconies. Neighbours also expressed concerns with the new development blocking views for the existing apartments.

The proposed development sites the highest portion (22-storeys and 20-storeys) as far from abutting properties as possible. In addition to the spatial separation, the floor plates of the tower components are 984m<sup>2</sup> for Tower 2 and 1,000m<sup>2</sup> for Tower 3, which minimizes the overall impact of the towers on adjacent properties.

#### *Shadow, Wind and Noise Impacts*

As mentioned, a shadow study was submitted as part of the submitted application. The design of the building allows the shadows to move relatively quickly, traversing across existing development within approximately 1-3 hours. The most significant shadow impact on adjacent developments to the west occurs in December at 9am. Otherwise shadow impacts will predominately affect the existing site. That said, as noted above, further shadow analysis and mitigation will be considered through the updated shadow study during the site plan approval process.

Wind studies are typically only required in more intensive situations where wind effects will be felt due to the number of high-rise buildings within an area, such as in the downtown. In this instance no wind study was completed nor identified as necessary. It is important to note that the design of the towers will also assist in minimizing wind issues. The use of podiums at the building bases reduces the apparent height and mass of the building on the pedestrian environment, allows sunlight to penetrate into the right-of-way and reduces wind impacts (TLP 292).

The proposed development is not expected to generate any unacceptable noise impacts on surrounding properties. Construction noise may impact the site during the time that the development is under construction; however, will be a short-term inconvenience. A noise study was submitted as part of the complete application, to address the mitigation of impacts of road noise on the new development. Recommendations from this study will be implemented through the site plan process.

#### *Precedent*

This application is located within the Transit Village Place Type, and the Masonville Secondary Plan. Higher intensity of uses and mixed-use forms are anticipated and encouraged within these areas to support the City's goals of pedestrian oriented, walkable neighbourhoods, and transit-supportive developments. However, it is important to note that each application will be reviewed on its own merits as individual applications are made.

#### **4.5 Parkland Dedication**

Through the Masonville Secondary Plan, the intent is to establish parkland within the plan area to support existing and future residents and complement the parks in the nearby area. As development occurs, the provision of new public parks and privately owned, public spaces (POPS) is identified as a priority. The provision of land for future public parks is prioritized over the collection of cash-in-lieu to establish locations for new open spaces within the Secondary Plan area (3.7 Parks). Due to the number of units proposed through Phases 1, 2, and 3 of development for this site, there is an heightened need for parkland in this area. A new park is required in the northwest quadrant of the master plan area at the classification level of 'urban park' with a minimum size of 0.5ha, in accordance with the Masonville Secondary Plan.

The location for the park proposed in the conceptual master plan is within an existing, tenanted commercial building and is therefore difficult to obtain at this time. During the review of Tower 1, the City accepted cash-in-lieu at the time of Site Plan Approval as an acceptable form of parkland dedication. However, a land dedication in the amount of 0.5 hectares is required through the development of Phases 2 and 3, in accordance with Policy 3.7 of the Masonville Secondary Plan, and is to be secured through the Site Plan Approval process.

## **Conclusion**

The applicant has requested an amendment to Zoning By-law Z.-1 to change the zoning of the subject lands from an Associated Shopping Area Commercial Special Provision (ASA1(5)/ASA2(3)/ASA3(1)/ASA3(15)) Zone to a Business District Commercial Special Provision (BDC1(\_)) Zone. Special provisions are requested to permit a maximum height of 22-storeys (80.0m) and a maximum density of 310 units per hectare. Staff are recommending approval of the requested Zoning By-law Amendment with additional special provisions.

The recommended action is consistent with the PPS 2020, conforms to The London Plan and Masonville Secondary Plan, and will permit two mixed-use buildings with heights of 20 and 22 storeys and a total of 337 residential units.

**Prepared by:** Alanna Riley, MCIP, RPP  
Senior Planner, Planning Implementation

**Reviewed by:** Catherine Maton, 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



Copy:

Britt O'Hagan, Manager, Current Development

Mike Corby, Manager, Site Plans

Brent Lambert, Manager, Development Engineering

Kyle Gonyou, Manager, Urban Design and Heritage

## Appendix A – Zoning By-law Amendment

Bill No. (number to be inserted by Clerk's Office)  
2024

By-law No. Z.-1-

A by-law to amend By-law No. Z.-1 to  
rezone an area of land located at 1725-  
1737 Richmond Street

WHEREAS this amendment to the Zoning By-law Z.-1 conforms to the Official Plan;

NOW 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 1725-1737 Richmond Street as shown on the attached map **FROM** an Associated Shopping Area Commercial Special Provision (ASA1(5)/ASA2(3)/ASA3(1)) Zone and an Associated Shopping Area Commercial Special Provision (ASA1(5)/ASA2(3)/ASA3(15)) Zone **TO** a Business District Commercial Special Provision (BDC1(\*)) Zone and Business District Commercial Special Provision (BDC1(\*\*)) Zone.
2. Section Number 25.4 of the Business District Commercial (BDC) Zone is amended by adding the following Special Provisions:

BDC1(\*) 1725-1737 Richmond Street

a) Permitted Uses

- i) All permitted commercial/office or community facility uses within the BDC1 Zone, limited to the first and second floor of an apartment building

b) Prohibited Uses

- i) Commercial parking lots and commercial parking structures
- ii) Uses with drive-through facilities

c) Regulations

- i) Height (Maximum): 80.0m
- ii) Density (Maximum): 725 units per hectare
- iii) Richmond Street shall be deemed to be the front lot line
- iv) Front Yard Depth (Minimum): 1.0m
- v) Front Yard Depth (Maximum): 3.0m
- vi) Rear Yard Depth (Minimum): 3.0m
- vii) Ground floor height (Minimum): 4.0m
- viii) Tower step-back above the 4th storey along Richmond Street (Minimum): 5.0m
- ix) Tower step-back above the 4th storey along the internal private road to the north (Minimum): 6.5m
- x) Tower step-back above the 4th storey along the south and west facades of the building (Minimum): 4.5m
- xi) Tower floor plate (Maximum): 1000.0m<sup>2</sup>
- xii) Permit unlimited encroachments for balconies and canopies
- xiii) The principal residential entrance and commercial uses shall face Richmond Street

BDC1(\*\*) 1725-1737 Richmond Street

a) Permitted Uses

- i) All permitted commercial/office or community facility uses within the BDC1 Zone, limited to the first and second floor of an apartment building

b) Prohibited Uses

- i) Commercial parking lots and commercial parking structures
- ii) Uses with drive-through facilities

c) Regulations

- i) Height (Maximum): 71.0m
- ii) Density (Maximum): 735 units per hectare
- iii) Residential Tower Separation above 8 storeys (Minimum): 25.0m
- iv) North Centre Road shall be deemed to be the front lot line
- v) Front Yard Depth (Minimum): 4.0m
- vi) Front Yard Depth (Maximum): 15.0m
- vii) Ground floor height (Minimum): 4.0m
- viii) Tower step-back above the 6th storey along North Centre Road (Minimum): 5.0m
- ix) Tower floor plate (Maximum): 1,000m<sup>2</sup>
- x) Permit unlimited encroachments for balconies and canopies
- xi) Principal entrance of the residential lobby shall face North Centre Road

3. This Amendment shall come into effect 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.

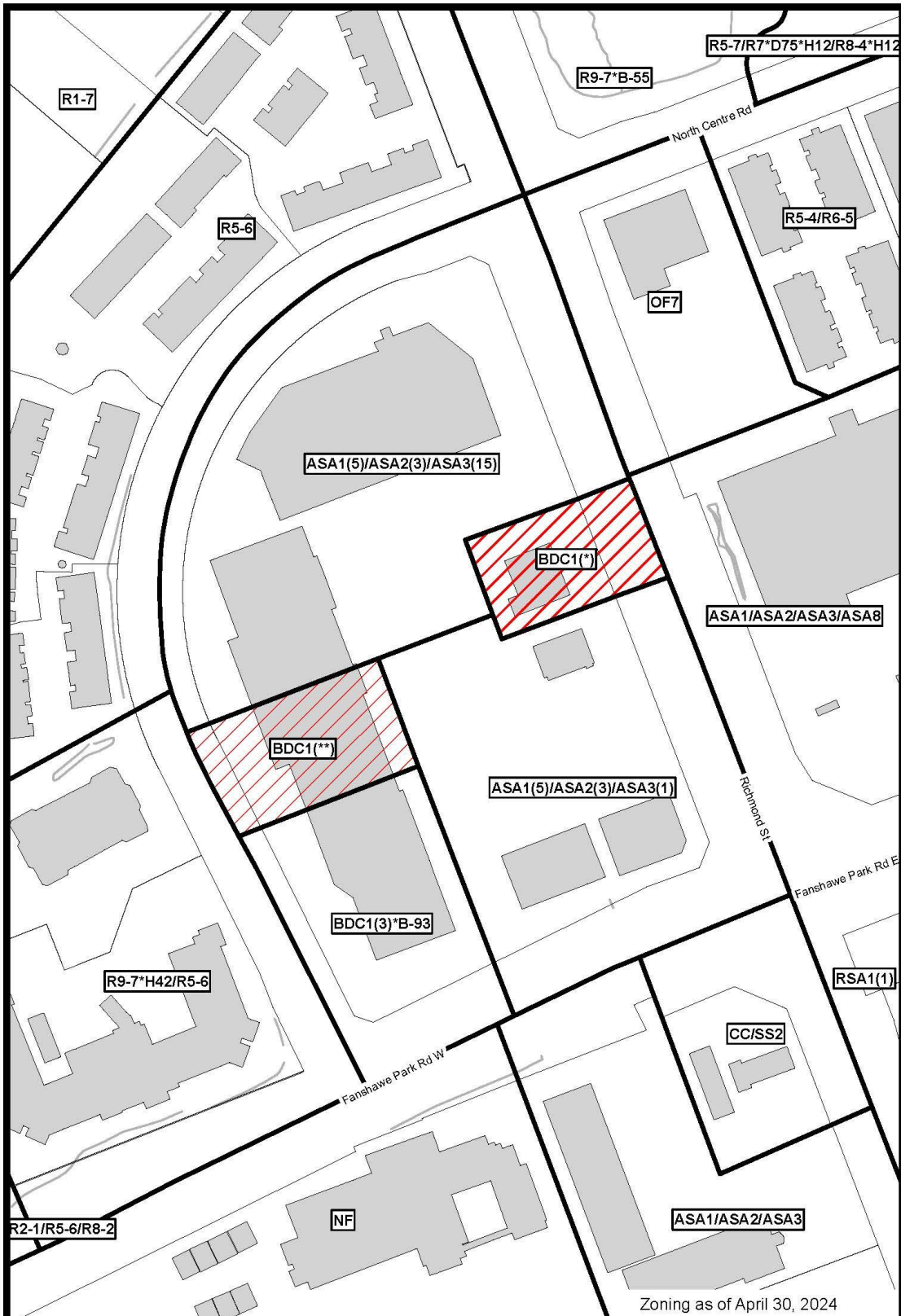
PASSED in Open Council on July 23, 2024 subject to the provisions of PART VI.1 of the *Municipal Act, 2001*.

Josh Morgan  
Mayor

Michael Schulthess  
City Clerk

First Reading – July 23, 2024  
Second Reading – July 23, 2024  
Third Reading – July 23, 2024

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



File Number: Z-9741  
Planner: AR  
Date Prepared: 2024/06/26  
Technician: RC  
By-Law No: Z.-1-

SUBJECT SITE 

1:2,000

0 10 20 40 60 80 Meters





## Appendix B - Site and Development Summary

### A. Site Information and Context

#### Site Statistics

Current Land Use	Commercial
Frontage – Tower 2	43.4m
Frontage – Tower 3	32.8m
Area – Tower 2	0.22ha
Area – Tower 3	0.25ha
Shape	irregular
Within Built Area Boundary	Yes
Within Primary Transit Area	Yes

#### Surrounding Land Uses

North	Commercial
East	Commercial
South	Commercial
West	Seniors Housing and Apartment Building

#### Proximity to Nearest Amenities

Major Intersection	Fanshawe Pk Rd/Richmond Street
Dedicated cycling infrastructure	50m
London Transit stop	50m
Public open space	550m
Commercial area/use	0m
Food store	5m
Community/recreation amenity	550m

### B. Planning Information and Request

#### Current Planning Information

Current Place Type	Transit Village Place Type
Current Special Policies	Masonville Secondary Plan
Current Zoning	Associated Shopping Area Special Provision ((ASA1(5)/ASA2(3)/ASA3(1)) Zone

#### Requested Designation and Zone

Requested Place Type	N/A
Requested Special Policies	N/A
Requested Zoning	Business District Commercial Special Provision BDC1( ) Zone

#### Requested Special Provisions

Regulation (BDC1)	Required	Proposed
Density	-	310 uph for both towers
Height	12.0m	22-storeys (80.0m) for tower 2 20-storeys (69.0m) for tower 3

## C. Development Proposal Summary

The applicant has requested an amendment to Zoning By-law Z.-1 to change the zoning of the subject lands from an Associated Shopping Area Special Provision (ASA1(5)/ASA2(3)/ASA3(1)/ASA3(15)) Zone to a Business District Commercial Special Provision (BDC1(\_)) Zone. Staff are recommending approval with special provisions that will facilitate the development of two mixed-use towers.

## D. Development Overview

The proposed development seeks to intensify the subject lands with two mixed-use towers consisting of a 22-storey tower with ground floor commercial/office space and 159 residential units above (Tower 2) and a 20-storey tower with ground floor commercial and office uses and 178 residential units above (Tower 3). Density for both towers is 306 units per hectare.

Altogether, the development will yield a total of 337 residential units on the subject lands.

## E. Proposal Statistics

Land use	Commercial/Residential
Form	Mixed-use towers
Height	Tower 2 - 20 Storeys (69.0 m) Tower 3 – 22-storeys(80.0m)
Residential units	337 units
Density	306 UPH
New use being added to the local community	No

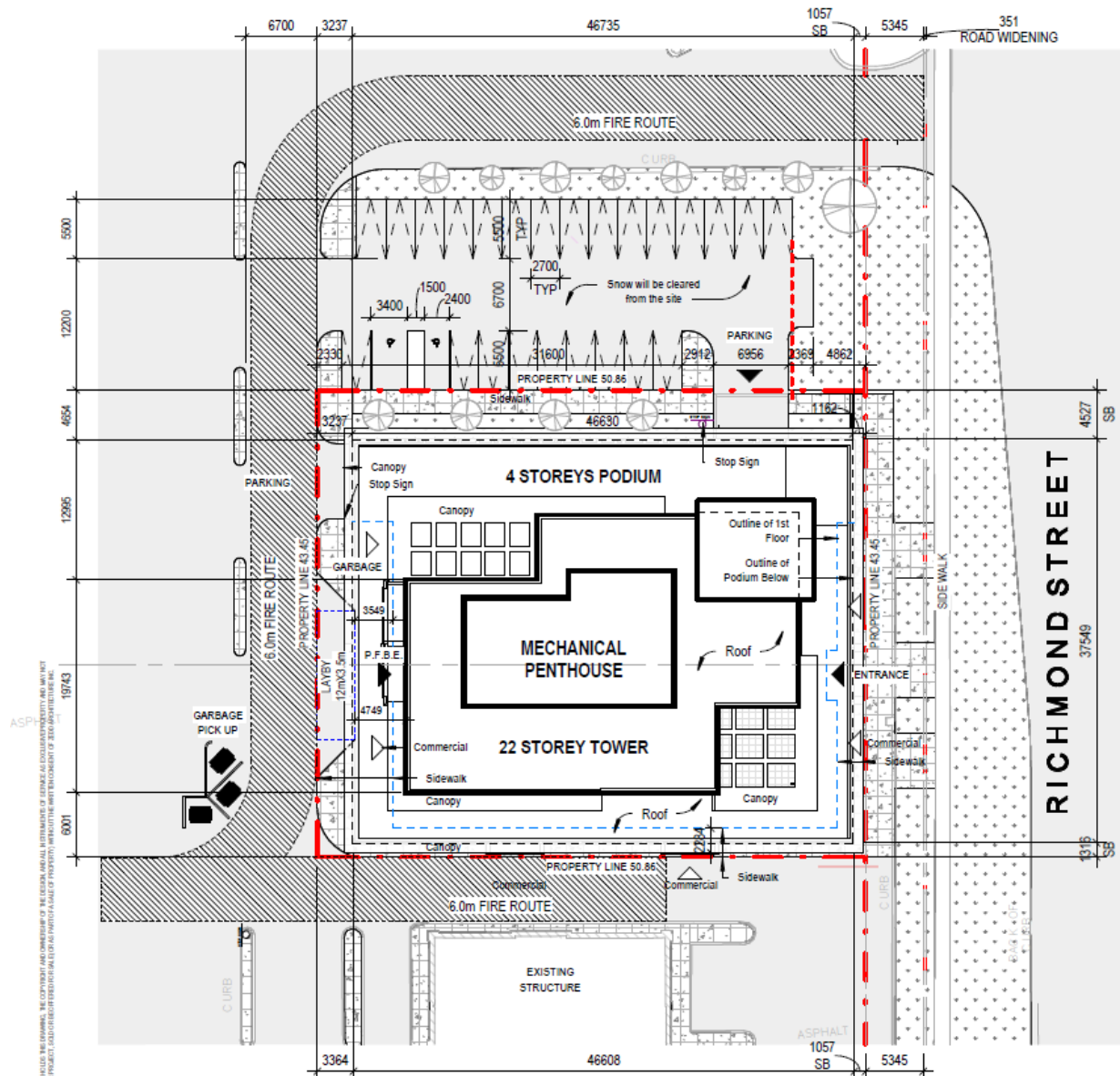
## F. Mobility

Parking spaces	Tower 2 – 163/Tower 3 - 178
Vehicle parking ratio	1.00-1.06 Spaces per unit
New electric vehicles charging stations	included
Secured bike parking spaces	Included
Secured bike parking ratio	N/A
Completes gaps in the public sidewalk	NA
Connection from the site to a public sidewalk	Yes
Connection from the site to a multi-use path	N/A

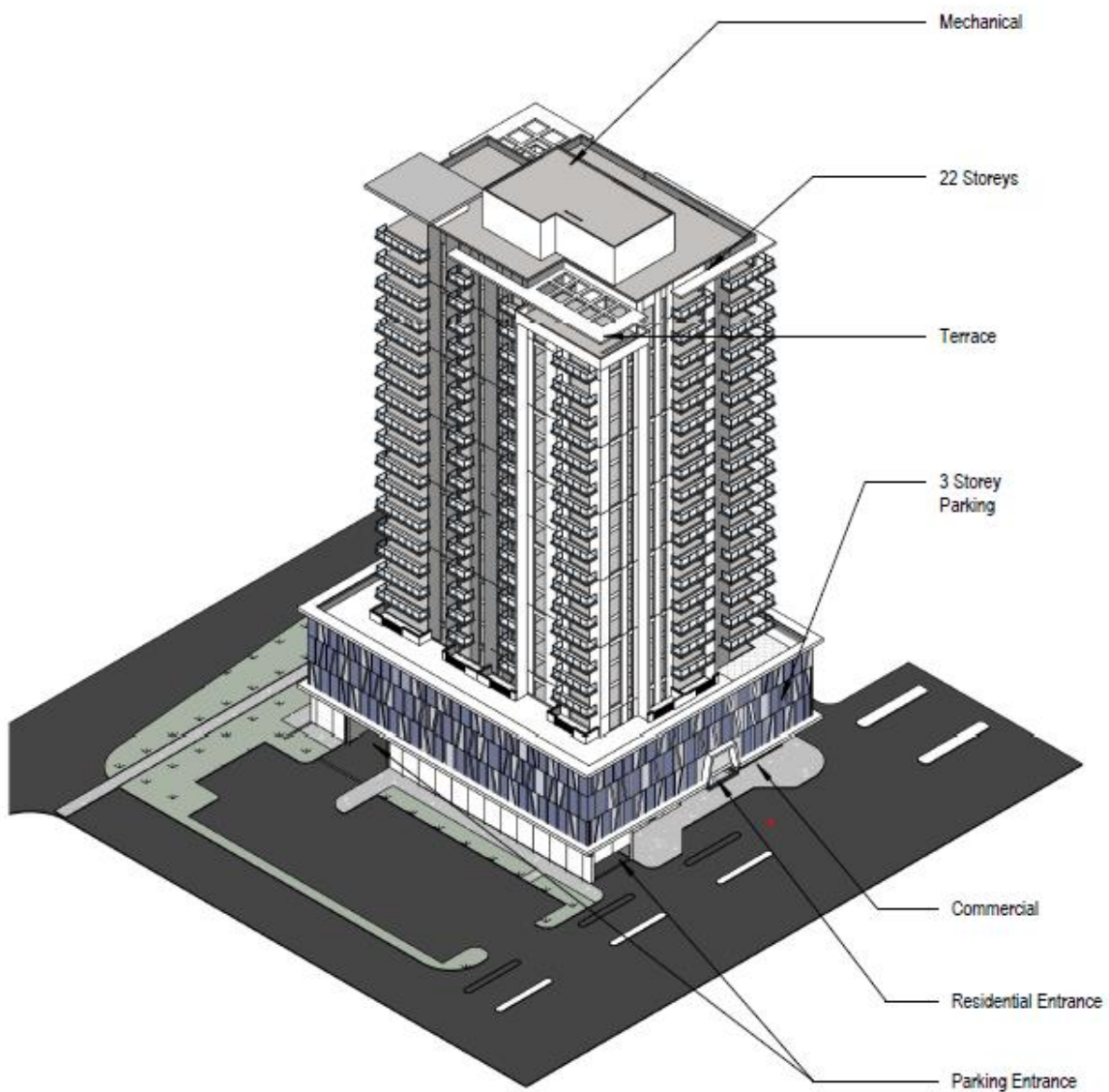
## G. Environment

Tree removals	N/A
Tree plantings	4 Trees
Tree Protection Area	No
Loss of natural heritage features	No
Species at Risk Habitat loss	No
Minimum Environmental Management Guideline buffer met	N/A
Existing structures repurposed or reused	No
Green building features	Rooftop amenity areas, EV, LID

# Appendix C – Additional Plans and Drawings



Tower 2 Site Plan Concept

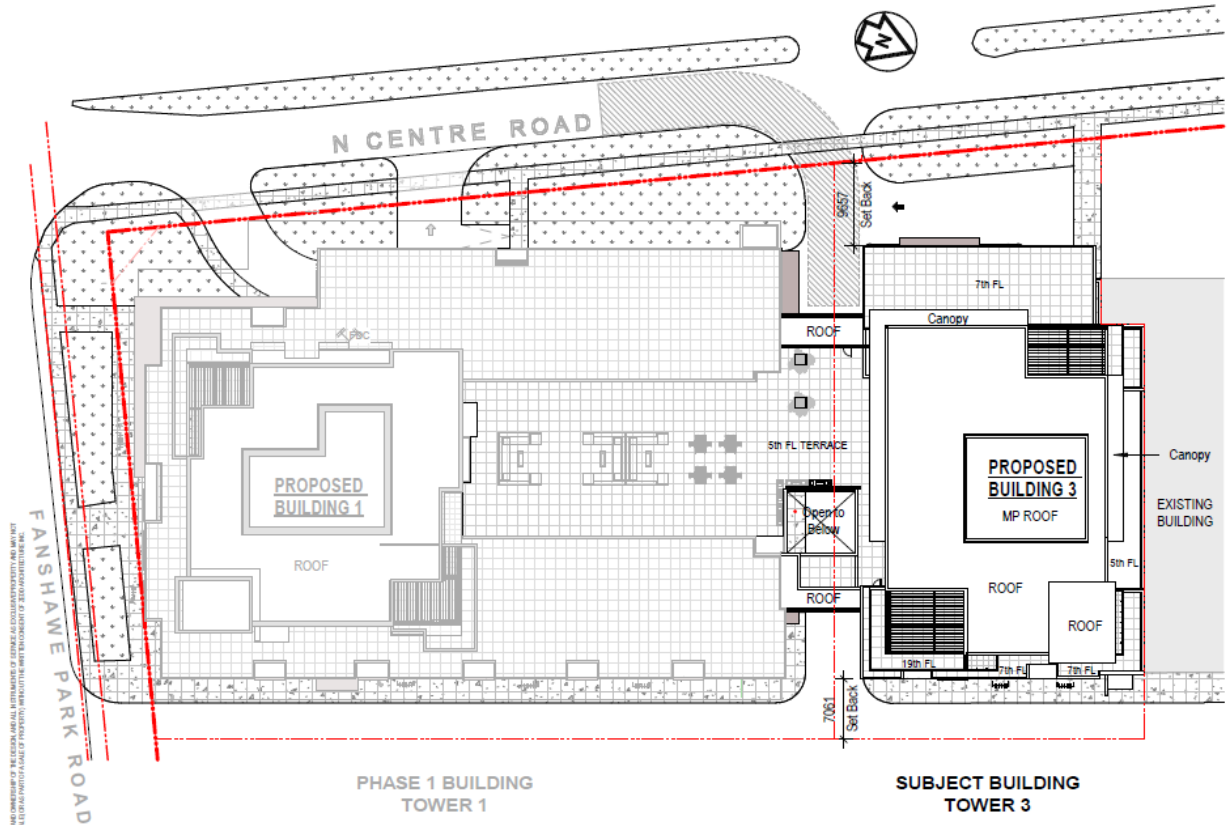


*Perspective of Tower 2 and major physical elements*

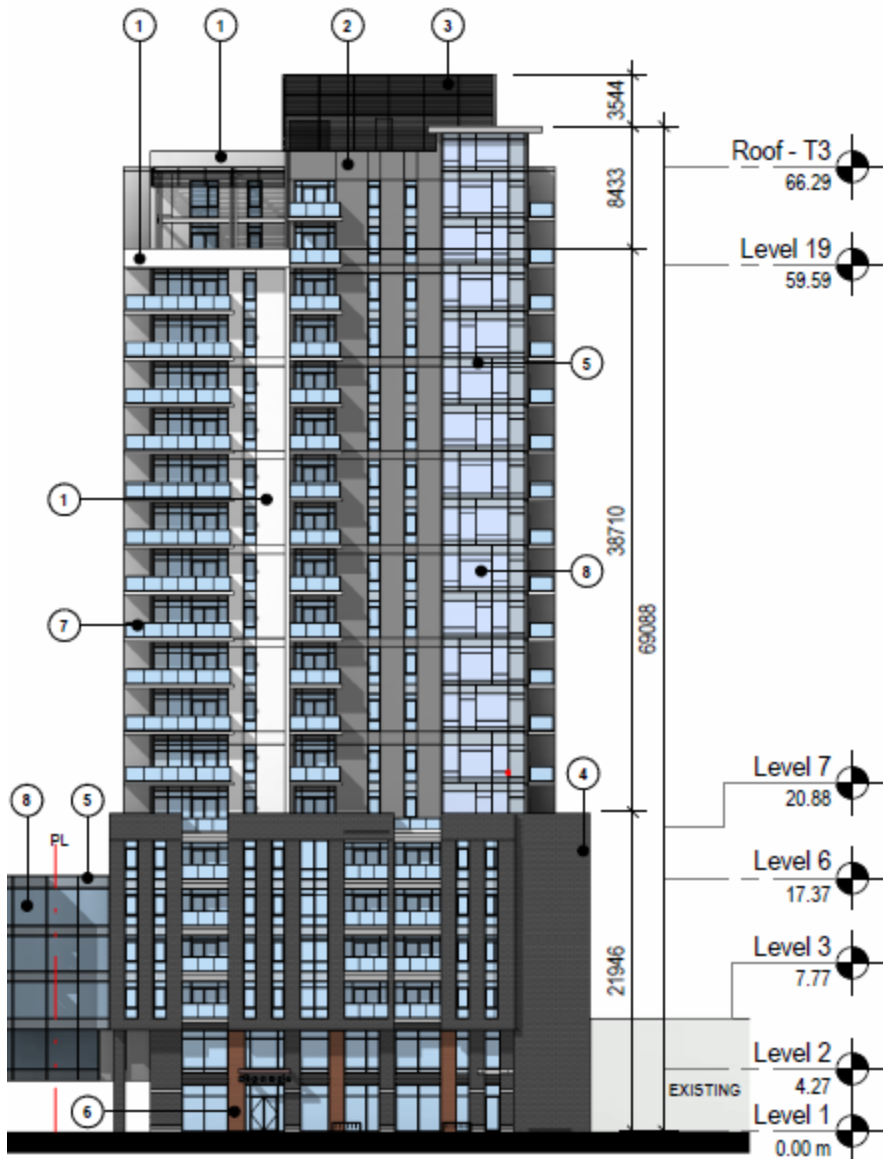


*Tower 2 Rendering Southeast*





Tower 3 Site Plan Concept





Southwest Rendering of Tower 3

## Appendix D – Internal and Agency Comments

### Upper Thames River Conservation Authority – Received June 7, 2024

- The subject lands are not affected by any regulations (Ontario Regulation 41/24) made pursuant to Section 28 of the *Conservation Authorities Act*.

### Site Plan – Received June 19, 2024

#### 1. Major Issues

- *TOWER 2:*
- Clarify whether the shown fire route, underground parking access driveway, and surface parking area will be within the same Zone boundary as this Tower. If it will not, then update the parking counts to remove these parking spaces (including the accessible parking spaces). As well, if these lands are intended to be severed off, Staff encourage the applicant to pursue full Site Plan Approval first to ensure that a master Development Agreement is registered on title to avail themselves of Section 4.16.4 of the Zoning By-law and to avoid disconnecting any of these essential site features from this Tower.
- *TOWER 3:*
- There is no dedicated space for paratransit vehicles or general loading/unloading. Explore options to provide this dedicated space and ensure that it complies with the Site Plan Control By-law standards in terms of size, location, and overhead weather protection.

#### 2. Matters for OPA/ZBA

- *TOWER 2:*
- None at this time.
- *TOWER 3:*
- None at this time.

#### 3. Matters for Site Plan

- *TOWER 2:*
- At the time of a Site Plan Application (and through the Zoning By-law Amendment process), provide details on the underground and upper parking level plans including parking stall dimensions and a separate plan for each floor of parking.

- The proposed waste collection strategy may prove problematic as municipal vehicles can only load from the front of the truck and a dedicated loading space has not been provided for these vehicles.
- Provide a common outdoor amenity space specific to this Tower.
- Visitor parking is required at a rate of 1 per every 10 dwelling units.
- Provide all necessary Fire Route information.
- Provide a north-south pedestrian connection internal to the site from the proposed to the existing commercial buildings to the south.
- *TOWER 3:*
- The proposed waste collection strategy may prove problematic as municipal vehicles can only load from the front of the truck and a dedicated loading space has not been provided for these vehicles.
- A common outdoor amenity space specific to this Tower is required as it cannot rely on Tower #1 to serve this function.
- Visitor parking is required at a rate of 1 per every 10 dwelling units.
- Door swings appear to be impeding pedestrian traffic flow along the main east-west sidewalk abutting this Tower.
- It appears that there is no direct connection between the elevators and the dwelling units shown on Floors 2-4. The applicant is to clarify how these residents are expected to access their units in an accessible manner.
- Provide all necessary Fire Route information.
- Identify how snow storage will be handled on site.

#### **4. Complete Application Requirements**

- Record of Site Plan Consultation
- Noise Study

#### **Heritage – Received June 6, 2024**

- No comments

#### **Parks – Received June 10, 2024**

##### **5. Major Issues**

- This proposed amendment would permit three apartment buildings with a total of 563 new residential apartment units on this site: 226 units in the approved apartment building at 1737 Richmond St, 159 units in the proposed second apartment building at 1725 Richmond St and 178 units in the proposed apartment building at 1737 Richmond St. This may result in a potential increase of over 1200 residents (based on 2.2 p/u), on this site.

xii)

- The Masonville Area Plan identified a 0.5ha park to be developed on this quadrant of the Fanshawe Park Road and Richmond Street intersection to service the recreational needs of the proposed new residents on the existing commercially developed lands.

xiii)

- The dedication of the parkland to service the needs of these new residents should be provided prior to the final development of these proposed additional apartment buildings

#### **Proposed Location of Park in the Masonville Area Plan**



xiv)

## 6. Matters for OPA/ZBA

- None.

## 7. Matters for Site Plan

- Parkland dedication is required in the form land, pursuant to By-law CP-25 to implement the intent of the Masonville Area Plan.

### Urban Design – Received June 19, 2024

Urban Design is generally supportive of the proposed developments. However, staff are concerned that the shadow studies submitted by the applicant do not comply with the City’s terms of reference as the shadow studies do not demonstrate the cumulative impacts of all of the proposed and approved developments on the subject site and thereby incorporating appropriate mitigation measures.

### Matters for Zoning: Tower 2

1. **Provide a minimum setback of 1.0m from Richmond Street** to encourage street-orientation while avoiding encroachment of footings and canopies. MSP 6.5.ii), TLP 259, 286, 288
2. **Provide a maximum setback of 3.0m from Richmond Street to restrict parking between the buildings and the public streets yet ensure a sense of enclosure to the street.** TLP, 269, 272, 288

### Ground Floor Design

1. **Provide a minimum ground floor height of 4m along Richmond Street** to create an active streetscape. MSP 6.5.viii)
2. **Orient the principal entrances of the residential lobby and the commercial units to face Richmond Street.** MSP 6.5.iii), TLP 291

### Podium Design

1. **Provide a minimum step-back of 5m from the edge of the podium to the base of the tower above the 4th storey along Richmond Street (east)** to reduce the apparent height and to create a human-scale environment. Refer to MSP 6.2.ii)
2. **Provide a minimum step-back of 6.5m from the edge of the podium to the base of the tower above the 4th storey podium along the future street (north)** to mitigate shadowing and provide better sunlight penetration to the future street. MSP 6.2.iii)
3. **Provide a minimum step-back of 4.5m from the edge of the podium to the base of the tower above the 4th storey podium along the south and west facade** to reduce the visual impact . MSP 6.2.iii)



### Tower Design

1. **Provide a maximum tower floor plate size of 950 square metres.** MSP 6.2.iv) & v), TLP 293
2. **Provide a maximum height of 22 storeys or 80m**

### Matters for Zoning: Tower 3

1. **Provide a minimum setback of 9.5m from North Centre Road** to ensure the proposed development aligns with the proposed setbacks of Tower 1 and reinforces the street wall along North Centre Road. Refer to MSP 6.5.ii), TLP 259, 286, 288

### Ground Floor Design

1. **Provide a minimum ground floor height of 4m along North Centre Road.** MSP 6.5.viii)
2. **Orient the principal residential lobby entrance to face North Centre Road.** MSP 6.5.iii), TLP 291

### Podium Design

1. **Provide a minimum step-back of 9m from the edge of the podium to the base of the tower above the 6th storey along North Centre Road** to reduce the apparent height and to create a human-scale environment. Refer to MSP 6.2.ii)

### Tower Design

1. **Provide a maximum tower floor plate size of 1000 square metres.** MSP 6.2.iv) & v), TLP 293
2. **Provide a maximum height of 20 storeys or 69m**

### Applicable to all developments on the subject site

1. **Provide an effective separation distance of 25m between the tower portions (i.e. portions above 8 storeys) of all development within the subject site.** MSP 6.2.viii)

### Matters for Site Plan

#### General Comments

1. Ensure there is a safe and continuous pedestrian network throughout the site connecting principal entrances, parking lots, adjacent public sidewalks and transit stops. MSP 3.1.1.i), TLP 258
  - o Use contrasting materials (e.g., concrete) or painted strips where walkways cross vehicular circulation routes to distinguish a pedestrian walkway from asphalt vehicular areas to create a continuous and safe pedestrian network
2. Screen the surface parking visible from the public and private streets with enhanced all-season landscaping. MSP 3.1.4.iii)
3. Ensure glazing for non-residential active uses (e.g., commercial/office spaces, residential lobby areas and indoor amenity spaces) located on the ground floor is transparent. MSP 6.5.ix)

#### Specific to Tower 2

1. Provide pedestrian, cycling and transit-oriented amenities (e.g., bike racks and seating areas) along the Richmond Street and the future street frontages. MSP, 3.1.1(i), MSP 3.1.3.i),\_iii)
2. Continue the transparent glazing throughout the at-grade retail uses on the front façade facing Richmond Street to further activate the street and allow for passive surveillance. MSP 6.5.ix)
3. Wrap the podium parking with active uses along the Richmond Street frontage. MSP 3.1.4.iii), TLP 273, 275, 814\_7

#### Specific to Tower 3

1. Consider providing a similar level of articulation such as wrap-around balconies or windows on the blank brick portion of the south podium façade visible from North Centre Road and the future street, as provided for Tower 1 to allow passive surveillance throughout the site. MSP 6.1.v), TLP 228, 285

## **Landscape Architecture – Received June 6, 2024**

- No comments

## **Ecology – Received June 6, 2024**

- No concerns.

## **Engineering – Received June 26, 2024**

### **Zoning Application Comments:**

#### ***Planning & Development:***

- Engineering has no objection to the above noted application and recommends zoning approval.
- The following comments will need to be addressed at the siteplan application stage.

#### ***Transportation:***

- Proposed redevelopment is expected to increase noticeable traffic for the North Centre Rd driveway and in absence of proper clear throat there will be congestion and operational problems within site and on street.
- Therefore, relocate drop-off pick-up area internal to the site and away from the North Centre Road.
- Additionally, building #1 and #2 underground parking ramp needs to be aligned with the parking garage exit to avoid conflicts between vehicles trying to access and exit at the same time.
- Additional vehicle turning analysis is required for the tower #1 and #2 ramp and garage exit. [TIA]
- Access management review is required for the North Centre Road driveway. [TIA]

#### ***Stormwater:***

- SWED staff have reviewed the application for Zoning By-law amendment. There were a number of elements of our “20 day pre-review” commentary that were not incorporated into this application. It’s unclear if that was from outcome of planning staff discussions or for other reasons. Can you please pass the following information to Planning, we would appreciate if it could be incorporated:

#### ***Planning Considerations***

- We request that the proponent address section 3.3 of the Masonville Secondary Plan, approved by Council in October 2022.
- As the proposal includes a large rooftop amenity space, SWED requests that P&D implore the proponent to also consider London Plan policy 475, in particular, the use of onsite flow attenuation of flat roofs and the creation of green roofs.
- Additional policy we would still wish to see enacted, due to the strategy for stormwater management within the Masonville Secondary Plan:
  - LP\_282\_ Surface parking areas will be designed to incorporate landscape areas for visual amenity, to assist with stormwater management, and reduce the heat island effect
  - LP\_283\_ Surface parking areas should be designed to incorporate low impact development measures to address stormwater management
- It is recommended that the parking planters be used as small scale LID units to capture and treat a portion of the parking lot runoff through filtration and infiltration.
- Bioretention, bioswales, rain gardens, green roofs, permeable pavers, or any other LID features are encouraged for Site Plans where private landscapers and maintenance personnel will be employed on regular contracts.
- Please note: the SBM site servicing briefs referenced in the Planning & Design report require refinement and are subject to change based on the outcome of a Site Plan Design meeting on May 16, 2024, between SBM and City Staff.
- There will be additional comments to future Site Plan Applications.

### *Detailed Design Considerations:*

- For the benefit of the project, please ensure the applicant is informed about the following SWM issues/requirements to be considered by the applicant's consultant engineer when preparing the storm servicing strategy for this land during the development application stage:
  - The following Record of Site Plan Consultations remain applicable: Tower 2 (east) – SPC23-048, Tower 3 (west) – SPC24-053
  - Target peak flow rates which were allowed for the site in the design of the receiving storm sewer, are as follows:
  - Block 1 west – 450 PDC – 2yr, 1.37ha @C=0.7 = 190l/s , allowable flow for all events 2yr-100yr
  - Block 1 east – 450 PDC – 2yr,1.43ha @C=0.7 = 200l/s, allowable flow for all events 2yr-100yr
  - Block 2 – 600mm PDC – 2yr,2.02ha @C=0.7 = 280l/s, allowable flow for all events 2yr-100yr
- The major flows are to be controlled on site up to the 100-year event and the site grading is to safely convey up to the major storm event (130% of the 100-year event, 2024 DSRM 6.2.3), including control of external drainage areas
- For proposed development in exceedance of the allowable peak flow of the downstream storm sewer design, on-site SWM control design should include, but not be limited to bioswales, infiltration galleries/systems, required storage volume calculations, flow restrictor sizing, etc. It is suggested that primarily “clean” roof runoff be directed to infiltration features.
- Tower 1 (Building D) should facilitate a future storm servicing connection to Tower 3, per the attached Master Plan
- The reports state that the existing OGS should be sufficient to continue servicing the site. The owner is requested to undertake a clean out of the existing OGS unit on site as part of ESC removals work at completion of the project.

### **Water:**

- Water is available to the subject site via the municipal 300 mm PVC watermain on North Centre Road and 400 PVC watermain on Richmond Street.
- The Site is in the City's low Level service area, which has a hydraulic grade line of 301.8 m.
- Existing water service shall be abandoned to City Standard (Cut and Cap from main)
- If the ownership of the proposed building is different than the remainder of the site, a separate municipal water service shall be provided.
- Water servicing shall be configured in a way to avoid the creation of a regulated drinking water system.
- A water servicing report will be required addressing domestic demands, fire flows, water quality and future ownership of the development.

### **Wastewater:**

- The municipal sanitary sewers to service the site is the 375mm/450mm on Fanshawe Park Rd West. Any internal private sewer that is proposed to be reused is required to be field verified and certified by the applicants engineer that it is adequate in size, slope and condition which may require CCTV inspection (to be reviewed/approved by the appropriate City division). If any of the internal private sewer cannot be verified by the applicants engineer or is not deemed acceptable by the City, new internal private sewer will be required for the proposed towers connecting to the recently installed PDC from SPA24-022.
- Based on the Master Servicing Plan previously submitted, the ultimate buildout of the lands is anticipated as approximately 17L/s (4.6ha and 1451ppl including any commercial on site that is to remain)

## Appendix E – Public Engagement

Community Engagement:

**Notice of Application** - On May 29, 2024, Notice of Application was sent to 274 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 May 29, 2024. A “Planning Application” sign was also placed on the site.

There were 4 responses received during the public consultation period.

### **Public Comment #1 – Arthur Thompson**

Please include the following comments regarding 1725–1737 Richmond Street in future deliberations on this matter.

While I am delighted to witness the transformation of Masonville from an area comprised solely of drab big-box stores and strip malls, I believe these two applications could include more ground-level retail space for small businesses (not chain stores) and improved public-realm design. Currently, the proposed three towers (one already approved, I believe) simply appear as if they were placed carelessly in the middle of a parking lot, with little consideration for the true intent of the Masonville Secondary Plan. Where are the tree-lined avenues, shady restaurant patios, and parkland that were promised in the plan? Although I realise Hyland Centre intends to continue to develop this plot over the coming decade, action needs to be taken now to ensure that the final product is the result of a cohesive effort; dedications for public amenities, new side streets, and parks should be made now, not squeezed in as an afterthought once the towers are complete.

Also, regarding the design of the towers themselves, I’m afraid I must be blunt: these towers are deeply unattractive, unadventurous, grey, monoliths lacking any human scale due to their immense size. A lack of any meaningful use of podiums and setbacks means that massive grey walls line North Centre Road, Richmond Street, and the interior parking lot. The two towers on the west side of the plaza should be rotated so that the rear of the building faces the interior of the parking lot and active commercial uses face onto North Centre Road, which is already a popular thoroughfare for pedestrians; the street would be even more pleasant if it were lined with cafés and boutiques. The tower on the east side of the parking lot suffers from the same issues; too little ground-floor retail space and imposing, non-pedestrian friendly design with little usage of any variation in scale. The massive white wall above the ground floor is also ugly; why can the developer not use actual coloured brick and concrete instead of various shades of black, grey, white, and silver? I also hoped that more trees would have been included in the landscape plans.

I’ve included some photos below that better encapsulate what both the Masonville Secondary Plan and I had envisioned for the area. Notice the use of colour, public space, human-scale buildings, decorative streetlights, and panoply of ground floor shopping/restaurant options.

Please accept my apologies for this lengthy letter; I simply am passionate about the possibilities for my neighbourhood.

Arthur Mustard-Thompson

### **Public Comment #2 – Will Evanson**

For the record, I do not agree with this massive, intrusive change to my neighbourhood. We all said no to the first one, but now the city wants to build more!

Regardless of what I, or my neighbours say, we know the city will build anyways. Increased taxes and diminished quality of life. That's the city's way.



How long will we have to endure the construction NOISE, DUST, TRUCK traffic, etc?

Will the city compensate us for this massive inconvenience? Perhaps a tax break for the percentage of sky that will be blocked?

**Public Comment # 3– Barbara Landry**

I just received info re the height of the towers. These towers will impede our view for which we paid a surplus to have. I object to the whole plan. We have enough high rises in our area that are completed or proposed . The ability to park in the shopping area will be severely affected. Please reconsider.

Barbara Landrey

I forgot to mention the dirt we would have to deal with, if this project goes ahead. I have contacted my lawyer about what I (we) can do about this plan. It is unfair,with no thought for the people who live close.

**Public Comment #4 – Association President of the Condos**

The association president of the condos at North Centre/Richmond behind Loblaws asked me why they were not advised of this development as he and others believe they are within the meter distance of being informed.

# Appendix F – Relevant Background



 **COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: ASA1(5)/ASA2(3)/ASA3(15) & ASA1(5)/ASA2(3)/ASA3(1)**

1) **LEGEND FOR ZONING BY-LAW Z-1**

- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li>R1 - SINGLE DETACHED DWELLINGS</li> <li>R2 - SINGLE AND TWO UNIT DWELLINGS</li> <li>R3 - SINGLE TO FOUR UNIT DWELLINGS</li> <li>R4 - STREET TOWNHOUSE</li> <li>R5 - CLUSTER TOWNHOUSE</li> <li>R6 - CLUSTER HOUSING ALL FORMS</li> <li>R7 - SENIOR'S HOUSING</li> <li>R8 - MEDIUM DENSITY/LOW RISE APTS.</li> <li>R9 - MEDIUM TO HIGH DENSITY APTS.</li> <li>R10 - HIGH DENSITY APARTMENTS</li> <li>R11 - LODGING HOUSE</li> <br/> <li>DA - DOWNTOWN AREA</li> <li>RSA - REGIONAL SHOPPING AREA</li> <li>CSA - COMMUNITY SHOPPING AREA</li> <li>NSA - NEIGHBOURHOOD SHOPPING AREA</li> <li>BDC - BUSINESS DISTRICT COMMERCIAL</li> <li>AC - ARTERIAL COMMERCIAL</li> <li>HS - HIGHWAY SERVICE COMMERCIAL</li> <li>RSC - RESTRICTED SERVICE COMMERCIAL</li> <li>CC - CONVENIENCE COMMERCIAL</li> <li>SS - AUTOMOBILE SERVICE STATION</li> <li>ASA - ASSOCIATED SHOPPING AREA COMMERCIAL</li> <br/> <li>OR - OFFICE/RESIDENTIAL</li> <li>OC - OFFICE CONVERSION</li> <li>RO - RESTRICTED OFFICE</li> <li>OF - OFFICE</li> </ul> | <ul style="list-style-type: none"> <li>RF - REGIONAL FACILITY</li> <li>CF - COMMUNITY FACILITY</li> <li>NF - NEIGHBOURHOOD FACILITY</li> <li>HER - HERITAGE</li> <li>DC - DAY CARE</li> <br/> <li>OS - OPEN SPACE</li> <li>CR - COMMERCIAL RECREATION</li> <li>ER - ENVIRONMENTAL REVIEW</li> <br/> <li>OB - OFFICE BUSINESS PARK</li> <li>LI - LIGHT INDUSTRIAL</li> <li>GI - GENERAL INDUSTRIAL</li> <li>HI - HEAVY INDUSTRIAL</li> <li>EX - RESOURCE EXTRACTIVE</li> <li>UR - URBAN RESERVE</li> <br/> <li>AG - AGRICULTURAL</li> <li>AGC - AGRICULTURAL COMMERCIAL</li> <li>RRC - RURAL SETTLEMENT COMMERCIAL</li> <li>TGS - TEMPORARY GARDEN SUITE</li> <li>RT - RAIL TRANSPORTATION</li> <br/> <li>"h" - HOLDING SYMBOL</li> <li>"d" - DENSITY SYMBOL</li> <li>"H" - HEIGHT SYMBOL</li> <li>"B" - BONUS SYMBOL</li> <li>"T" - TEMPORARY USE SYMBOL</li> </ul> |
|--|---|

**CITY OF LONDON**

PLANNING SERVICES / DEVELOPMENT SERVICES

**ZONING BY-LAW NO. Z-1 SCHEDULE A**



THIS MAP IS AN UNOFFICIAL EXTRACT FROM THE ZONING BY-LAW WITH ADDED NOTATIONS

FILE NO:

Z-9741

AR

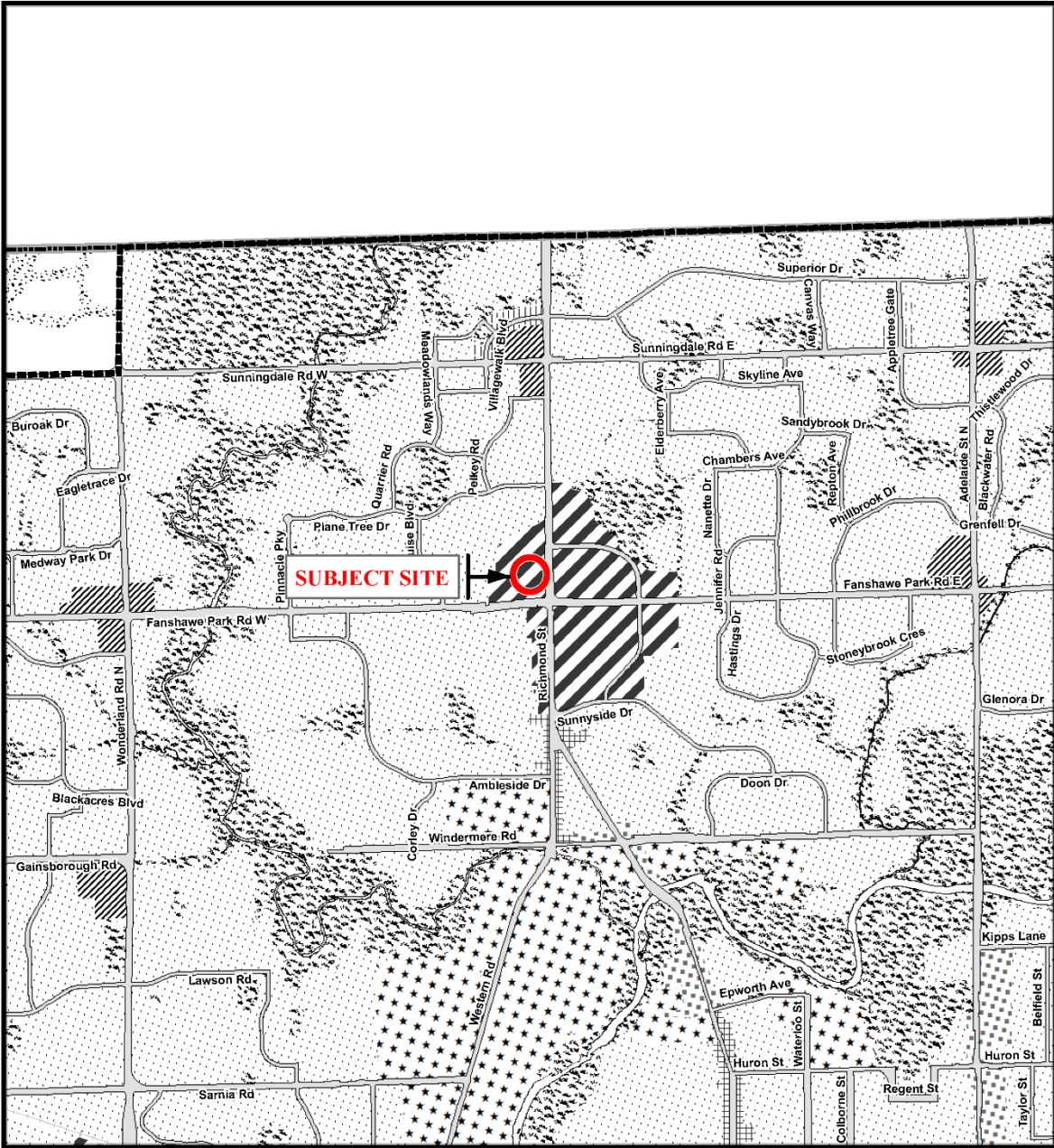
MAP PREPARED:

2024/05/29

RC

1:2,500

0 12.525 50 75 100 Meters



**Legend**

- |                        |                          |   |
|------------------------|--------------------------|---|
| Downtown               | Future Community Growth  | Environmental Review                    |
| Transit Village        | Heavy Industrial         | Farmland                                |
| Shopping Area          | Light Industrial         | Rural Neighbourhood                     |
| Rapid Transit Corridor | Future Industrial Growth | Waste Management Resource Recovery Area |
| Urban Corridor         | Commercial Industrial    | Urban Growth Boundary                   |
| Main Street            | Institutional            |   |
| Neighbourhood          | Green Space              |   |

*This is an excerpt from Planning & Development's working consolidation of Map 1 - Place Types of the London Plan, with added notations.*

<p><b>CITY OF LONDON</b>  <b>Official Plan</b></p> <p>LONDON PLAN MAP 1          - PLACE TYPES -</p> <p>PREPARED BY: Planning &amp; Development</p>	<p>Scale 1:30,000</p> <p>0 150 300 600 900 1,200 1,500</p> <p>Meters</p>	<p><b>File Number:</b> Z-9741</p> <p><b>Planner:</b> AR</p> <p><b>Technician:</b> RC</p> <p><b>Date:</b> 2024/5/29</p>
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