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File OZ-7965  
M. Tomazincic

<b>TO:</b>	<b>CHAIR AND MEMBERS PLANNING &amp; ENVIRONMENT COMMITTEE</b>
<b>FROM:</b>	<b>JOHN M. FLEMING DIRECTOR, LAND USE PLANNING AND CITY PLANNER</b>
<b>SUBJECT:</b>	<b>APPLICATION BY: THE CITY OF LONDON 1607, 1609 (EASTERN PORTION), 1611, 1615, 1619, 1623, 1627, 1631, 1635, 1639, 1643, 1649, AND 1653 RICHMOND STREET PUBLIC PARTICIPATION MEETING ON MONDAY, DECEMBER 12, 2011 @ 7:50 P.M.</b>

<b>RECOMMENDATION</b>
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That, on the recommendation of the Director, Land Use Planning and City Planner, the following actions be taken with respect to the application of The City of London relating to the properties located at 1607, 1609 (eastern portion), 1611, 1615, 1619, 1623, 1627, 1631, 1635, 1639, 1643, 1649, and 1653 Richmond Street:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at a future Municipal Council meeting to amend the Official Plan to change the designation of the subject lands **FROM** a Low Density Residential designation **TO** a Multi-Family, Medium Density Residential designation to permit the development of multiple-attached dwellings, such as row houses or cluster houses; low-rise apartment buildings; small-scale nursing homes, rest homes, and homes for the aged; and, a convenience commercial component within an apartment building;
- (b) the proposed by-law attached hereto as a Appendix "B" **BE INTRODUCED** at a future Municipal Council meeting to amend the Official Plan by adding a new special policy to Section 3.5 (Policies for Specific Areas) to guide the future development of the subject properties;
- (c) the *Richmond Street-Old Masonville Master Plan and Urban Design Guidelines* attached hereto as Appendix "C" **BE ADOPTED** at a future Municipal Council meeting pursuant to Section 19.2 of the Official Plan;
- (d) the proposed by-law attached hereto as Appendix "D" **BE INTRODUCED** at a future Municipal Council meeting to amend the Official Plan by adding the "*Richmond Street-Old Masonville Master Plan and Urban Design Guidelines*" to the list of Council approved guideline documents pursuant to Section 19.2.2 of the Official Plan
- (e) the proposed by-law attached hereto as Appendix "E" **BE INTRODUCED** at a future Municipal Council meeting to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, as amended in part (a) above, to change the zoning of the properties located at 1607, 1609 (eastern portion) and 1611 Richmond Street **FROM** a Holding Residential R5 Special Provision/Residential R6 Special Provision (h-5•R5-2(12)/R6-4(14)) Zone which permits cluster single detached dwellings, cluster semi-detached dwellings, cluster duplex dwellings, and cluster townhouse dwellings subject to a special zoning provision which regulates the minimum lot area (0.6 ha.), minimum lot frontage (70m), maximum lot coverage (35%), maximum density (30 units per hectare), maximum height (10.5m), minimum front yard depth (3m), minimum rear yard depth (7.5m) and restrictions on the location of parking areas and subject to a holding provision requiring a public site plan review of the proposed development prior to the removal of the holding provision **TO** a Holding Residential R5 Special Provision (h-(\*)•h-(\*\*)\*R5-2(\*)) Zone to permit cluster townhouses and cluster stacked townhouses with a special zoning provision which includes: a minimum lot frontage (70m); minimum lot area (0.4 ha.); maximum front yard depth (3m); minimum rear yard and south interior side yard depth (15m); maximum lot coverage (35%); maximum density (60 units per hectare); maximum

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number of bedrooms per dwelling unit (3); and, maximum height (12.0m on the eastern portion and 9.5m on the western and southern portions) subject to holding provisions to ensure that future development is consistent with the *Richmond Street-Old Masonville Master Plan and Urban Design Guidelines* and that a storm/drainage and stormwater management (SWM) servicing design report has been prepared and accepted to ensure that future development has the sufficient storm outlet and SWM servicing;

- (f) the proposed by-law attached hereto as Appendix "F" **BE INTRODUCED** at a future Municipal Council meeting to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, as amended in part (a) above, to change the zoning of the properties located at 1615, 1619, 1623 and 1627 Richmond Street **FROM** a Holding Residential R5 Special Provision/Residential R6 Special Provision (h-5•R5-2(12)/R6-4(14)) Zone which permits the above listed uses, subject to the above listed special zoning regulations, and subject to the above listed holding provision **TO** a Holding Residential R9 Special Provision (h-(\*)•h-(\*\*)\*R9-7(\*\*\*)) Zone to permit cluster townhouses, apartment buildings, senior citizen apartment buildings, and continuum of care facilities with a special zoning provision which includes: a minimum lot frontage (70m); minimum lot area (0.6 ha.); maximum front yard depth (3m); minimum rear yard depth (15m); maximum lot coverage (40%); maximum density (150 units per hectare); maximum number of bedrooms per dwelling unit (3); and, maximum height (15.0m on the eastern portion and 9.5m on the western portion) subject to holding provisions to ensure that future development is consistent with the *Richmond Street-Old Masonville Master Plan and Urban Design Guidelines* and that storm/drainage and a stormwater management (SWM) servicing design report has been prepared and accepted to ensure that future development has the sufficient storm outlet and SWM servicing;
- (g) the proposed by-law attached hereto as Appendix "G" **BE INTRODUCED** at a future Municipal Council meeting to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, as amended in part (a) above, to change the zoning of the properties located at 1631, 1635, and 1639 Richmond Street **FROM** a Holding Residential R5 Special Provision/Residential R6 Special Provision (h-5•R5-2(12)/R6-4(14)) Zone which permits the above listed uses, subject to the above listed special zoning regulations, and subject to the above listed holding provision (1631 and 1635 Richmond Street) **AND** a Residential R5 Special Provision/Residential R6 Special Provision (R5-2(12)/R6-4(14)) Zone which permits the above listed uses and subject to the above listed special zoning regulations (1639 Richmond Street) **TO** a Residential R9 Special Provision/Convenience Commercial Special Provision (R9-7(\*\*)/CC4(\*)) Zone to permit cluster townhouses, apartment buildings, senior citizen apartment buildings, and continuum of care facilities in the R9-7(\*\*) Zone with a special zoning provision which includes: a minimum lot frontage (70m); minimum lot area (0.6 ha.); maximum front yard depth (3m); minimum interior side yard depths (3m); minimum rear yard depth (15m); maximum lot coverage (45%); maximum density (200 units per hectare); maximum number of bedrooms per dwelling unit (3); maximum height (20.0m on the eastern portion and 9.5m on the western portion); and permits convenience service establishments, convenience stores, financial institutions, personal service establishments, and take out restaurants in the CC4(\*) Zone with a special zoning provision which includes: a maximum gross floor area for convenience commercial uses (200.0m<sup>2</sup>); and, no additional parking requirements for commercial uses;
- (h) the proposed by-law attached hereto as Appendix "H" **BE INTRODUCED** at a future Municipal Council meeting to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, as amended in part (a) above, to change the zoning of the properties located at 1643, 1649, and 1653 Richmond Street **FROM** a Holding Residential R5 Special Provision/Residential R6 Special Provision (h-5•R5-2(12)/R6-4(14)) Zone which permits the above listed uses, subject to the above listed special zoning regulations, and subject to the above listed holding provision **TO** a Holding Residential R9 Special Provision (h-(\*)•h-55•R9-7(\*)) Zone for the properties located at 1643, 1649, and 1653 Richmond Street to permit cluster townhouses, apartment buildings, senior citizen apartment buildings, and continuum of care facilities with a special zoning provision which

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includes: a minimum lot frontage (70m); minimum lot area (0.6 ha.); maximum front yard depth (3m); minimum interior side yard depths (3m); minimum rear yard depth (15m); maximum lot coverage (45%); maximum density (200 units per hectare); maximum number of bedrooms per dwelling unit (3); maximum height (20.0m on the eastern portion and 9.5m on the western portion) subject to a holding provision to ensure that future development is consistent with the *Richmond Street-Old Masonville Master Plan and Urban Design Guidelines* and to require the completion of a traffic impact study prior to site plan approval to determine the location and number of access points, the traffic impact on surrounding roads, and the roadway improvements required to accommodate this development; and,

- (i) three readings of the by-laws enacting the Official Plan and Zoning By-law amendments, as recommended in clauses (a) to (h) above, **BE WITHHELD** until such time as site plan approval has been obtained for the properties at 1631, 1635, and 1639 Richmond Street, following a public site plan review, and a development agreement entered into with the City of London, which is consistent with the site plan drawings and elevation drawings attached hereto as Appendix "I".

<b>PREVIOUS REPORTS PERTINENT TO THIS MATTER</b>
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September 27, 2004 Report to Planning Committee – 1607-1653 Richmond Street (Z-6670/Z-6673) – This report recommended refusal of the request to amend the zoning for the lands at 1639 Richmond Street to permit cluster single townhouse and stacked townhouse dwellings on a minimum lot area of 0.1ha, a minimum lot frontage of 30m, a maximum lot coverage of 45%, and a maximum density of 60 units per hectare, and a new by-law was introduced to amend the zoning to permit cluster: single detached; semi-detached; townhouse; and, stacked townhouse dwellings on a minimum lot area of 1.2ha, a minimum lot frontage of 160m, a maximum lot coverage of 40%, a maximum density of 30 units per hectare, a maximum building height of 10.5m, and a minimum front yard depth of 3m with a holding provision requiring public site plan review.

Municipal Council resolved that notwithstanding the recommendation of the General Manager of Planning and Development, the application be referred back to Staff for further consultation with the applicant and neighbourhood representatives.

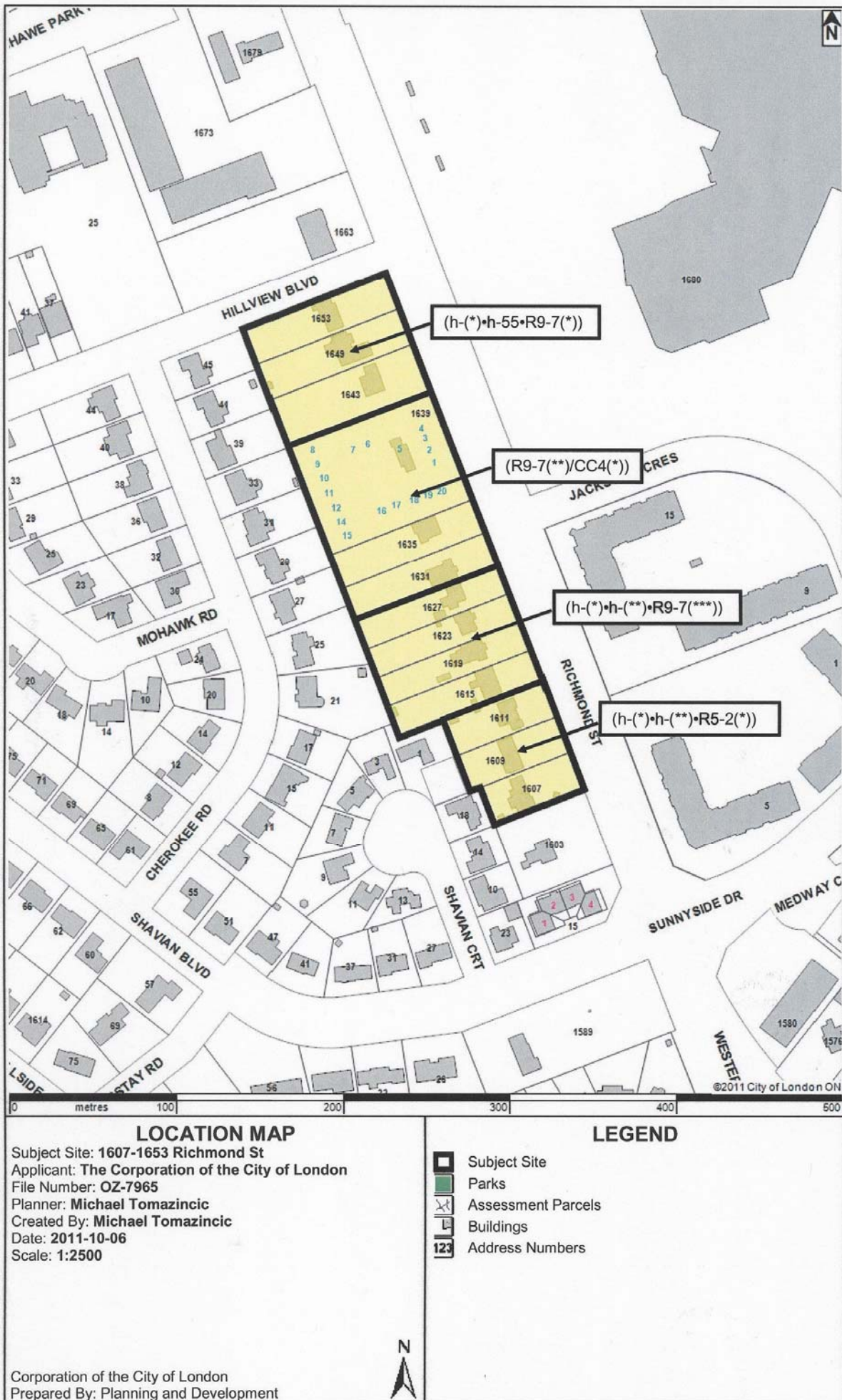
October 18, 2004 Report to Planning Committee – 1067-1653 Richmond Street (Z-6670/Z-6673) – Upon further consultation with the applicant and neighbourhood representatives, this report recommended that the Zoning By-law be amended to permit cluster: single detached; semi-detached; and, townhouse dwellings on a minimum lot area of 0.6ha, a minimum lot frontage of 70m, a maximum lot coverage of 35%, a maximum density of 30 units per hectare, a maximum building height of 10.5m, a minimum front yard depth of 3m, minimum rear and interior side yard setbacks of 7.5m and restrictions on the location of parking areas with a holding provision requiring public site plan review.

November 16, 2009 Report to Planning Committee – Public Site Plan Review (S.P. No. 06-032378) – 1639 Richmond Street – This report recommended that the site plan, landscape plan, building elevations, and development agreement clauses for the development of 19 cluster townhouse units be approved subject to the removal of the holding provision and subject to confirmation that the storm outlet has been established.

Municipal Council resolved that the site plan application be referred back to Staff for submission to the Urban Design Peer Review Panel for its review and comments; that Staff be requested to meet with the community and the applicant to discuss an improved design that will address compatibility with the existing neighbourhood; that the applicant be requested to hold a public meeting with the community prior to resubmission of the application; and, that a public participation meeting of the Planning Committee be held for consideration of this site plan.

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**LOCATION MAP**  
 Subject Site: 1607-1653 Richmond St  
 Applicant: The Corporation of the City of London  
 File Number: OZ-7965  
 Planner: Michael Tomazincic  
 Created By: Michael Tomazincic  
 Date: 2011-10-06  
 Scale: 1:2500

Corporation of the City of London  
 Prepared By: Planning and Development

**LEGEND**

- Subject Site
- Parks
- Assessment Parcels
- Buildings
- 123 Address Numbers

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**PREVIOUS REPORTS PERTINENT TO THIS MATTER (CONTINUED)**

March 1, 2010 Report to Planning Committee – Ontario Municipal Board (OMB) Appeals – 1639 Richmond Street – This report recommended that the OMB be advised that the site plan, landscape plan, building elevations, and development agreement clauses for the development of 19 cluster townhouse units be supported subject to: ensuring that units flanking Richmond Street have a façade design treatment which is street-oriented, any westerly flanking units do not have a blank wall facing west, and that confirmation of the storm outlet for the site has been legally established. This report also recommended that the OMB be advised that Council does not support the removal of the Holding Provision and that the applicant has not entered into a development agreement with the City. Additionally, this report recommended that the City Solicitor provide legal representation at the OMB to support the decision of Council and to retain the services of a land use planner to provide evidence.

October 17, 2011 Report to the Built and Natural Environment Committee - 1607, 1609 (eastern portion), 1611, 1615, 1619, 1623, 1627, 1631, 1635, 1639, 1643, 1649, and 1653 Richmond Street – This information report noted that the Civic Administration have initiated an application for Official Plan and Zoning By-law amendments for these lands and are preparing a Master Plan to be considered for adoption as a Guideline Document to the Official Plan and requested Municipal Council to direct Civic Administration to retain a transportation planning consultant to prepare a traffic impact assessment to assist with area transportation policies and development conditions; and, to identify the costs associated with storm sewer capacity improvements required to accommodate the proposed development between Hillview and Shavian Boulevards which represents a significant increase in development density and to identify sources of financing to undertake these works in 2012.

**PURPOSE AND EFFECT OF RECOMMENDED ACTION**

The proposed amendment is to facilitate the development of multi-unit buildings in the form of apartment buildings and stacked townhouses on the eastern half of the subject lands and townhouses on the western half of the subject lands, and to permit a small-scale, accessory convenience commercial component, located within the ground floor of an apartment building, to service the residents and immediate neighbourhood. The development of these lands will be consistent with the *Richmond Street-Old Masonville Master Plan and Urban Design Guidelines* and special Official Plan policies to provide direction for a comprehensive development including internal access between the subject lands and building forms and heights that decrease in height and intensity from the northern portion to the southern portion and from the eastern half to the western half of these lands.

**RATIONALE**

1. The recommended amendment is consistent with the policies of the *Provincial Policy Statement, 2005* which requires planning authorities to identify opportunities for intensification and redevelopment and promote a compact structure of nodes and corridors.
2. The recommended amendment is consistent with the policies of the *Provincial Policy Statement, 2005* which requires planning authorities to facilitate pedestrian and non-motorized movement and promote a land use pattern, density and mix of uses that minimize the length and number of vehicle trips.
3. The recommended amendment is consistent with the Multi-Family, Medium Density Residential policies of the Official Plan which is intended of to facilitate the construction of a low-rise form of development that could serve as a transition between low density residential areas and more intensive forms of commercial land uses.

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4. The recommended amendment is consistent with the residential intensification policies of the Official Plan which require that new development be sensitive to the existing residential area, that mitigation measures be included to buffer any impacts on surrounding properties, and that the new development incorporates innovative design features.
5. The recommended amendment is consistent with the policies of Section 18 – Transportation – of the Official Plan which require that Council support the long-term development of compact, transit oriented and pedestrian friendly activity centres at identified nodes and corridors and to encourage residential intensification adjacent to transit nodes and along transit corridors.
6. The proposed form of development is consistent with the Great Near-Campus Neighbourhoods Strategy which promotes the development of purpose-built, multi-unit residential apartment buildings located along arterial roads that are serviced by alternative modes of transportation.

<b>BACKGROUND</b>
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<b>Date Application Accepted:</b> 04 October 2011	<b>Agent:</b> N/A
<p><b>REQUESTED ACTION:</b></p> <ul style="list-style-type: none"> <li>• Possible amendment to Schedule A – Land Use – to the Official Plan <b>FROM</b> a Low Density Residential <b>TO</b> a Multi-Family, Medium Density Residential.</li> <li>• Possible amendment to the Official Plan by adding a Special Policy to Chapter 3 (Policies for Specific Residential Areas) to permit the development of multi-unit buildings in the form of apartment buildings, stacked townhouses, townhouses and a small-scale convenience commercial component located within the ground floor of an apartment building, on the eastern half of the subject lands and townhouses on the western half and southern portion of the subject lands in conformity with the <i>Richmond Street-Old Masonville Master Plan and Urban Design Guidelines</i>.</li> <li>• Possible amendment to Section 19.2 of the Official Plan to adopt the <i>Richmond Street-Old Masonville Master Plan and Urban Design Guidelines</i> for the development of these lands as an Area Study to the Official Plan.</li> <li>• Possible amendment to the Zoning By-law Z-1 <b>FROM</b> a Residential R5 Special Provision/Residential R6 Special Provision (R5-2(12)/R6-4(14)) Zone <b>AND</b> a Holding Residential R5 Special Provision/Residential R6 Special Provision (h-5•R5-2(12)/R6-4(14)) Zone <b>TO</b> a Holding Residential R5 Special Provision (h-(*)•h-(**))•R5-2(*) Zone for the properties located at 1607, 1609 (eastern portion), and 1611 Richmond Street <b>AND</b> a Holding Residential R9 Special Provision (h-(*)•h-(**))•R9-7(***)for the properties located at 1615, 1619, 1623 and 1627 Richmond Street <b>AND</b> a Residential R9 Special Provision/Convenience Commercial Special Provision (R9-7(**)/CC4(*) Zone for the properties located at 1631, 1635, and 1639 Richmond Street <b>AND</b> a Holding Residential R9 Special Provision (h-(*)•h-55•R9-7(*) Zone for the properties located at 1643, 1649, and 1653 Richmond subject to an h-(*) holding provision to ensure that future development is consistent with the proposed Master Plan and Urban Design Guidelines; an h-(**) holding provision to require that a storm/drainage and a stormwater management (SWM) servicing design report has been prepared and accepted to ensure that future development has the sufficient storm outlet and SWM servicing; and, an h-55 holding provision to require the completion of a traffic impact study prior to site plan approval to determine the location and number of access points, the traffic impact on surrounding roads, and the roadway improvements required to accommodate this development.</li> </ul>	

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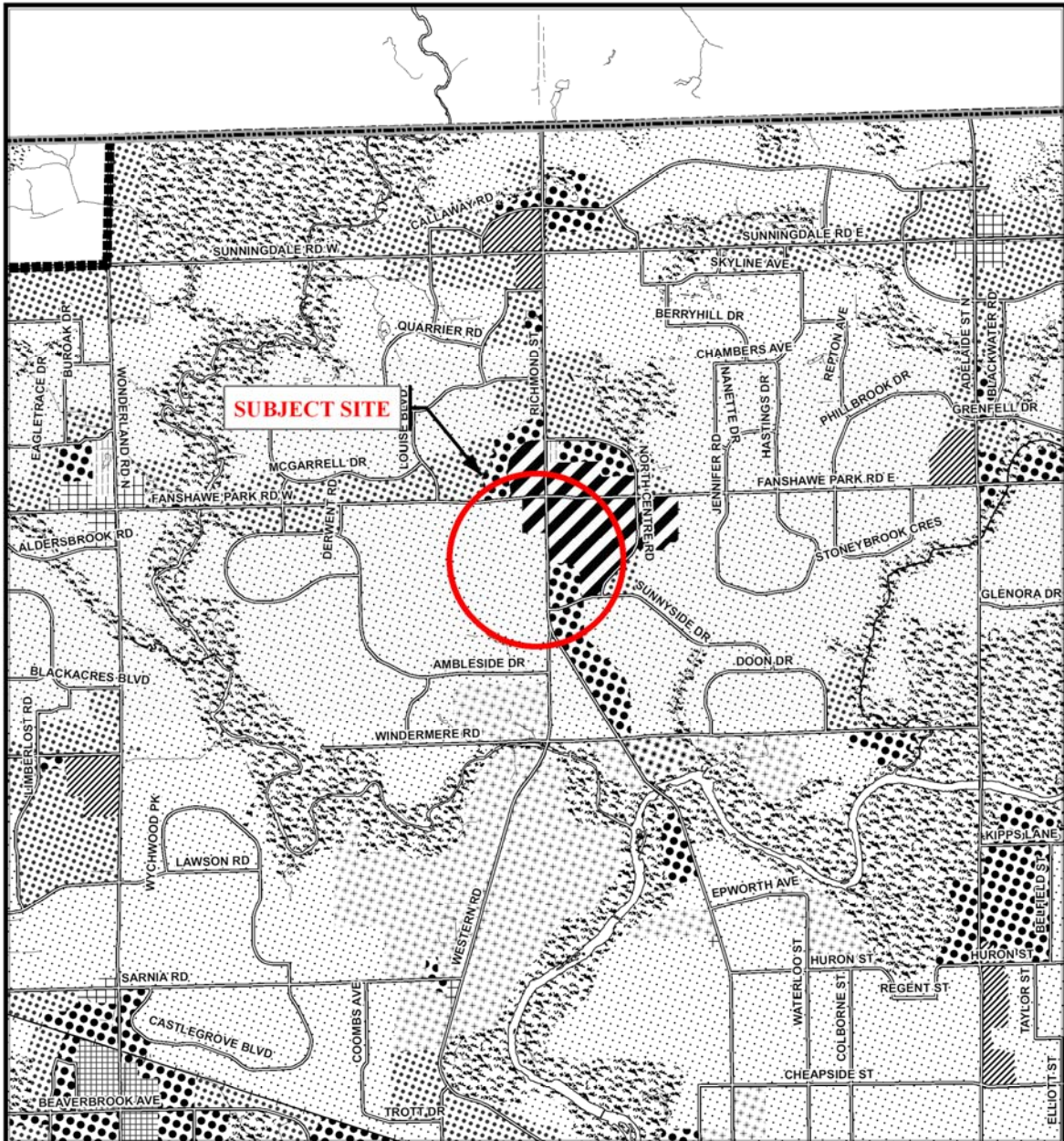
<p><b>SITE CHARACTERISTICS:</b></p> <ul style="list-style-type: none"> <li>• <b>Current Land Use</b> – Single Detached Dwellings/Home Occupations</li> <li>• <b>Frontage</b> – 1607-1611 Richmond Street ≈ 70 metres (229.7 feet)                      – 1615-1627 Richmond Street ≈ 75 metres (246.1 feet)                      – 1631-1639 Richmond Street ≈ 113 metres (370.7 feet)                      – 1643-1653 Richmond Street ≈ 76 metres (249.3 feet)</li> <li>• <b>Depth</b> – 1607 Richmond Street ≈ 57 metres(187.0 feet)                      – 1609 Richmond Street ≈ 87 metres (western 23m <u>not</u> subject to this application)                      – 1611 Richmond Street ≈ 64 metres (210.0 feet)                      – 1615-1653 Richmond Street ≈ 92 metres (301.8 feet)</li> <li>• <b>Area</b> – 1607-1611 Richmond Street ≈ 4,300m<sup>2</sup> (1.06 acres)                      – 1615-1627 Richmond Street ≈ 6,890m<sup>2</sup> (1.70 acres)                      – 1631-1639 Richmond Street ≈ 10,380m<sup>2</sup> (2.56 acres)                      – 1643-1653 Richmond Street ≈ 7,020m<sup>2</sup> (1.73 acres)</li> <li>• <b>Shape</b> – Rectangular</li> </ul>
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<p><b>SURROUNDING LAND USES:</b></p> <ul style="list-style-type: none"> <li>• <b>North</b> – TD Canada Trust</li> <li>• <b>South</b> – Single Detached Dwelling (Designated under Part IV of the <i>Ontario Heritage Act</i>)</li> <li>• <b>East</b> – Masonville Mall/Mid-rise Apartment Buildings (zoned for height of 14 metres)</li> <li>• <b>West</b> – Single Detached Dwellings</li> </ul>
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<p><b>OFFICIAL PLAN DESIGNATION:</b> (refer to Official Plan Map on page 8)</p> <p><b>LOW DENSITY RESIDENTIAL</b> – The primary permitted uses in areas designated Low Density Residential shall be single detached; semi-detached; and duplex dwellings. Multiple-attached dwellings, such as row houses or cluster houses may also be permitted subject to the policies of the Official Plan and provided they do not exceed the maximum density of 30 units per hectare. Residential Intensification may also be considered in a range up to 75 units per hectare.</p>
<p><b>EXISTING ZONING:</b> (refer to Zoning Map on page 9)</p> <p><b>RESIDENTIAL R5 SPECIAL PROVISION/RESIDENTIAL R6 SPECIAL PROVISION (R5-2(12)/R6-4(14)) AND HOLDING RESIDENTIAL R5 SPECIAL PROVISION/RESIDENTIAL R6 SPECIAL PROVISION (h-5•R5-2(12)/R6-4(14)) Zone</b>                      – permits cluster single detached dwellings, cluster semi-detached dwellings, cluster duplex dwellings, and cluster townhouse dwellings subject to a special zoning provision which regulates the minimum lot area (0.6 ha.), minimum lot frontage (70m), maximum lot coverage (35%), maximum density (30 units per hectare), maximum height (10.5m), minimum front yard depth (3m), minimum rear yard depth (7.5m) and restrictions on the location of parking areas with a holding provision requiring a public site plan review of the proposed development, with the exception of 1639 Richmond Street where the holding provision has been removed.</p>

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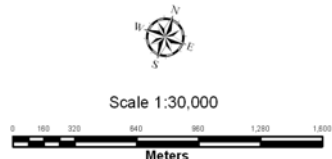


**Legend**

- |  |                                   |
|--|-----------------------------------|
| Downtown Area                            | Office Business Park              |
| Enclosed Regional Commercial Node        | General Industrial                |
| New Format Regional Commercial Node      | Light Industrial                  |
| Community Commercial Node                | Regional Facility                 |
| Neighbourhood Commercial Node            | Community Facility                |
| Main Street Commercial Corridor          | Open Space                        |
| Auto-Oriented Commercial Corridor        | Urban Reserve - Community Growth  |
| Multi-Family, High Density Residential   | Urban Reserve - Industrial Growth |
| Multi-Family, Medium Density Residential | Rural Settlement                  |
| Low Density Residential                  | Environmental Review              |
| Office Area                              | Agriculture                       |
| Office/Residential                       | Urban Growth Boundary             |

**CITY OF LONDON**  
Department of  
**Planning and Development**  
OFFICIAL PLAN SCHEDULE A  
- LANDUSE -

PREPARED BY: Graphics and Information Services



FILE NUMBER: OZ-7965

PLANNER: MT

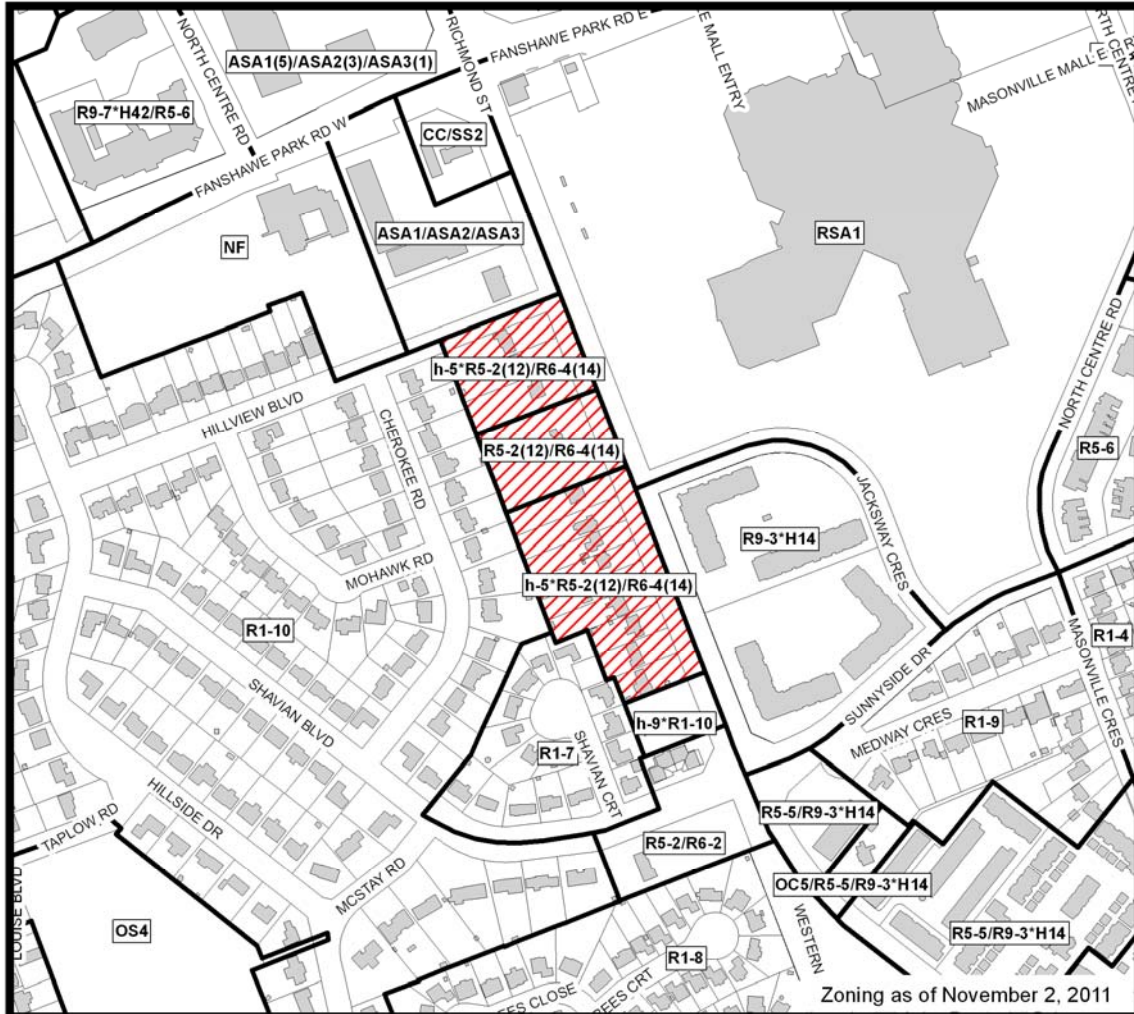
TECHNICIAN: MB

DATE: 2011/11/21



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Zoning as of November 2, 2011



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: h-5\*R5-2(12)/R6-4(14) and R5-2(12)/R6-4(14) and h-5\*R5-2(12)/R6-4(14)

1) LEGEND FOR ZONING BY-LAW Z-1

- R1 - SINGLE DETACHED DWELLINGS
- R2 - SINGLE AND TWO UNIT DWELLINGS
- R3 - SINGLE TO FOUR UNIT DWELLINGS
- R4 - STREET TOWNHOUSE
- R5 - CLUSTER TOWNHOUSE
- R6 - CLUSTER HOUSING ALL FORMS
- R7 - SENIOR'S HOUSING
- R8 - MEDIUM DENSITY/LOW RISE APTS.
- R9 - MEDIUM TO HIGH DENSITY APTS.
- R10 - HIGH DENSITY APARTMENTS
- R11 - LODGING HOUSE
  
- DA - DOWNTOWN AREA
- RSA - REGIONAL SHOPPING AREA
- CSA - COMMUNITY SHOPPING AREA
- NSA - NEIGHBOURHOOD SHOPPING AREA
- BDC - BUSINESS DISTRICT COMMERCIAL
- AC - ARTERIAL COMMERCIAL
- HS - HIGHWAY SERVICE COMMERCIAL
- RSC - RESTRICTED SERVICE COMMERCIAL
- CC - CONVENIENCE COMMERCIAL
- SS - AUTOMOBILE SERVICE STATION
- ASA - ASSOCIATED SHOPPING AREA COMMERCIAL

- OR - OFFICE/RESIDENTIAL
- OC - OFFICE CONVERSION
- RO - RESTRICTED OFFICE
- OF - OFFICE
  
- RF - REGIONAL FACILITY
- CF - COMMUNITY FACILITY
- NF - NEIGHBOURHOOD FACILITY
- HER - HERITAGE
- DC - DAY CARE
  
- OS - OPEN SPACE
- CR - COMMERCIAL RECREATION
- ER - ENVIRONMENTAL REVIEW
  
- OB - OFFICE BUSINESS PARK
- LI - LIGHT INDUSTRIAL
- GI - GENERAL INDUSTRIAL
- HI - HEAVY INDUSTRIAL
- EX - RESOURCE EXTRACTIVE
- UR - URBAN RESERVE

- AG - AGRICULTURAL
- AGC - AGRICULTURAL COMMERCIAL
- RRC - RURAL SETTLEMENT COMMERCIAL
- TGS - TEMPORARY GARDEN SUITE
- RT - RAIL TRANSPORTATION
  
- "h" - HOLDING SYMBOL
- "D" - DENSITY SYMBOL
- "H" - HEIGHT SYMBOL
- "B" - BONUS SYMBOL
- "T" - TEMPORARY USE SYMBOL

2) ANNEXED AREA APPEALED AREAS

**CITY OF LONDON**  
PLANNING, ENVIRONMENTAL AND ENGINEERING 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:  
OZ-7965 MT

MAP PREPARED:  
2011/11/21 MB

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0 25 50 100 150 200 Meters

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**PLANNING HISTORY**

In April 2004, an application for a Zoning By-law amendment was received for the lands at 1639 Richmond Street requesting that the subject lands be rezoned to permit cluster townhouse and cluster stacked townhouse uses. The requested Residential R5-7 zone variation included the following zoning regulations:

- a minimum lot area of 0.1 hectares (0.25 acres);
- a minimum lot frontage of 30 metres (98.4 feet);
- a minimum rear yard setback of 0.5 metre (1.6 feet) per 1.0 metre (3.3 feet) of building height;
- a maximum lot coverage of 45%;
- a maximum height of 12 metres (39.4 feet); and,
- a maximum density of 60 units per hectare (24 units per acre).

In response to the application for rezoning for 1639 Richmond Street, a Zoning By-law amendment was initiated for the lands between 1607-1653 Richmond Street to ensure that the development of these lands would be considered comprehensively.

On September 27, 2004, Planning Staff recommended that the lands located between 1607-1653 Richmond Street be rezoned from Residential R1 (R1-10), which permits one single detached dwelling per lot, to a Holding Residential R5 Special Provision/Residential R6 Special Provision (h-5•R5-2( )/R6-4( )) Zone which permits cluster dwellings in the form of singled detached, semi-detached, townhouses, and stacked townhouses, subject to special zoning provisions which required:

- a minimum lot area of 1.2 hectares (2.9 acres);
- a minimum lot frontage of 160.0 metres (524.9 feet);
- a maximum lot coverage of 40%;
- a maximum density of 30 units per hectare (12 units per acre);
- a maximum building height of 10.5 metres (34.4 feet); and,
- a minimum front yard setback of 3.0 metres (9.8 feet).

It was further recommended that a holding provision be applied requiring that a public site plan review be conducted and the applicant enter into a development agreement with the municipality prior to the removal of the holding provision.

However, Municipal Council resolved that the matter be referred back to Staff for further consultation with the applicant and neighbourhood representatives with respect to issues concerning lot frontage, lot coverage, building height, parking, and access, and to report back to the October 12, 2004 meeting of the Planning Committee.

On October 6, 2004, Planning Staff, representatives of the Old Masonville Ratepayers Association and the applicant held a meeting to resolve the outstanding issues. As a result of this meeting, Planning Staff recommended that a revised by-law be introduced at a special meeting of the Planning Committee on October 18, 2004 recommending that the subject site be rezoned to a Holding Residential R5 Special Provision/Residential R6 Special Provision (h-5•R5-2( )/R6-4( )) Zone to permit cluster dwellings in the form of single detached, semi-detached, and townhouses subject to special provisions which required:

- a minimum lot area of 0.6 hectares (1.4 acres);
- a minimum lot frontage of 70.0 metres (229.6 feet);
- a maximum lot coverage of 35%;
- a maximum density of 30 units per hectare (12 units per acre);
- a maximum building height of 10.5 metres (34.4 feet);
- a minimum front yard setback of 3.0 metres (9.8 feet);
- minimum rear yard and interior side yard depths of 7.5 metres (24.6 feet); and,
- parking prohibited in the side and rear yards that abut existing residential dwellings.

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Consistent with the previous Staff recommendation, it was also recommended that a holding provision be applied requiring that a public site plan review be conducted and the applicant enter into a development agreement with the municipality prior to the removal of the holding provision.

The differences between the Zoning By-law amendment proposed in the initial Staff recommendation and latter recommendation are summarized as follows:

- the removal of Cluster Stacked Townhouses as a permitted use;
- a reduction in the minimum required lot area from 1.2ha (3ac) to 0.6h (1.5ac);
- a reduction in the minimum required lot frontage from 160.0m (525ft) to 70.0m (230 ft);
- a reduction in the maximum lot coverage from 40% to 35%;
- the addition of minimum rear yard and side yard depth requirements; and,
- the addition of prohibitions on the location of parking areas on the subject lands.

Whereas the initial Staff recommendation would have required that a minimum of five properties be consolidated prior to redevelopment, the revised Zoning By-law amendments (introduced after further consultation with representatives from the neighbourhood and the applicant) facilitated the redevelopment of the lands at 1639 Richmond Street without the need for additional lot consolidation.

On September 24, 2009, the applicant submitted an application for the removal of the h-5 holding provision for the lands at 1639 Richmond Street to facilitate the redevelopment of that property. On November 16, 2009, a public site plan review was conducted at a public meeting of the Planning Committee. Site Plan Staff recommended that the proposed site plan, landscape plan, building elevations, and development agreement be approved subject to the removal of the holding provision. On November 23, 2009, Council resolved that:

- the site plan application **BE REFERRED** back to Staff for submission to the Urban Design Peer Review Panel for its review and comments relating to compatibility with the existing neighbourhood, massing and streetscape character;
- Planning and Development Staff **BE REQUESTED** to meet with the Old Masonville Ratepayers Association, their representatives and the applicant to discuss an improved design that will address compatibility with the existing neighbourhood, massing and streetscape;
- The applicant **BE REQUESTED** to hold a community meeting with the neighbourhood residents and Planning and Development Staff, prior to the resubmission of the site plan to the Planning Committee; and
- A public participation meeting of the Planning Committee **BE HELD** for the consideration of this site plan.

On December 3, 2009, counsel for the applicant made application for appeal to the Ontario Municipal Board (PL091066) on the basis that the municipality failed to make a decision on the application for site plan approval within the 30-day prescribed time period. Given that the site plan had not been approved, the applicant had not entered into a development agreement with the City, as required prior to the removal of the h-5 holding provision, and as a result, Planning Staff did not proceed with a recommendation to remove the holding h-5 provision.

On January 29, 2010, counsel for the applicant made application for appeal to the Ontario Municipal Board (PL100112) on the basis that the municipality failed to make a decision on the application to remove the holding provision for the lands at 1639 Richmond Street within the 120-day prescribed time period and this appeal was consolidated with the aforementioned appeal of the site plan application.

On August 5, 2010, the Ontario Municipal Board issued an interim decision indicating that it is satisfied that the proposed development is consistent with the Official Plan and Zoning By-law but it withheld its final decision and order until: 1) full building elevation drawings are submitted for the existing dwelling, as well as details and floor plans; and, 2) that drawings be submitted which illustrate the details and building elevations for an additional building which is intended to

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store garbage and recyclables. On September 28, 2010, after receiving the required information requested in the interim decision, the Ontario Municipal Board approved the site plan and ordered that the holding provision be lifted.

On November 1, 2010, Municipal Council lifted the holding provision for the lands at 1639 Richmond Street in accordance with the decision of the Ontario Municipal Board.

**BACKGROUND**

On March 7, 2011, the Built and Natural Environment Committee (BNEC) received a letter from Councillor Matt Brown requesting that a City-initiated zoning amendment be initiated for these lands to consider a form and intensity of development that:

- Is supportive of infill;
- Is respectful of the character of the corridor and the neighbourhood to the west;
- Allows for an appropriate unit density of use (recognizing the propensity for 5 bedrooms per unit within residential development at this location);
- Manages and mitigates impacts on the rear yards of development to the west;
- Manages and consolidates access to avoid impact on Richmond Street; and,
- Provides for a built form and urban design that enhances the Richmond Street corridor and Masonville node.

On March 21, 2011, Municipal Council resolved:

*That, in response to a communication dated February 18, 2011 from Councillor M. Brown requesting a City-initiated rezoning of the properties located on the western portion of the Richmond Street corridor between Shavian Boulevard and Hillview Boulevard, the Civic Administration **BE REQUESTED** to report back at a future meeting of the Built and Natural Environment Committee with respect to a zoning amendment for these lands, excluding 1639 Richmond Street, that considers the form and intensity of development that is in keeping with that which is desired by the community.*

On July 14, 2011, representatives of the Old Masonville community, Farid Metwaly (the property owner of 1631, 1635, and 1639 Richmond Street), Civic Administration, and the Ward Councillor met to discuss an entirely new proposal for these lands that adds residential intensity toward the Richmond Street corridor and Masonville node while increasing the setbacks from the existing single detached dwellings to the south and west, reducing the number of bedrooms per unit, and appealing to a wide mix of residents.

On October 17, 2011 Planning Staff reported back to the Built and Natural Environment Committee indicating that Civic Administration have initiated an application for Official Plan and Zoning By-law amendments for these lands, consistent with the March 21, 2011 Council resolution, and are preparing a Master Plan to be considered for adoption as a Guideline Document to the Official Plan. Civic Administration were also directed to prepare a traffic impact assessment to assist with area transportation policies and development conditions as well as to identify the costs associated with storm sewer capacity improvements required to accommodate the proposed development between Hillview and Shavian Boulevards and to identify sources of financing to undertake these works in 2012.

**SIGNIFICANT DEPARTMENT/AGENCY COMMENTS**

**Urban Forestry**  
*No comments*

**London Hydro**  
*No objection*

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**London Transit Commission**

*London Transit Commission is pleased that the City of London is pursuing a comprehensive Official Plan and Zoning By-law amendment for 1607, 1609, 1611, 1615, 1619, 1623, 1635, 1639, 1643, 1649 and 1653 Richmond Street. The subject properties are located along a key transit corridor and near a major transit node as identified in LTC's Long-term Transit Growth Strategy and confirmed through the 2006 Official Plan Review (OPA 438) and the London 2030 Transportation Master Plan process. London Transit would like to be included in the proposed Master Plan process with respect to the following supportive Official Plan policies:*

*18.2.11 Public Transit Policies*

*Development Applications*

*iv) In the review of development applications that involve projects which will generate significant demand for public transit service, consideration shall be given to the provision of on- or off-site facilities such as benches, rest areas and climate shelters, and other amenities, and to road improvements that will facilitate transit service and be conducive to its use. Consideration shall also be given to the siting of structures, parking lots, fencing and berming to ensure that development is oriented to the street and is pedestrian and transit friendly.*

*While the Masonville transit terminal is within walking distance of the subject properties there is also a conventional transit stop located at 1627 Richmond St. Consideration should be given to integrating the stop location with the development to improve passenger amenities given the likelihood of increased ridership at this stop.*

*Transit Reliance*

*viii) Council will promote increased mobility opportunities for all residents by encouraging the location of accessible transportation facilities on-site or in close proximity to major "trip generating" land uses, and through the implementation of policies 18.2.11. i) through x) with added consideration for those areas frequented by persons reliant on the public transit system.*

*Provision for shared accessible transit and paratransit facilities should be addressed through the Master Plan process as opposed through individual site plan applications. Examples include multi-access parking layout as depicted in the concept plan, a turning circle in close proximity to the building entrances, or a designated on-street paratransit lay-by with barrier-free access to all buildings on site. Design elements that may limit the accessibility 10 transit stops should not be permitted.*

*Form of Development*

*x) Council will promote a development pattern that increases access to and opportunity for public transportation by encouraging higher density, mixed use forms of development at major intersections. For existing and planned major shopping areas and community and regional facilities, Council will promote transit access, including the provision of accessible on-site transit facilities, through the development review process. Council will also promote transit friendly land uses along major corridors which support a high frequency of transit service.*

*18.2.11.1. Transit Nodes and Corridors*

*Council shall support the long term development of compact, transit oriented and pedestrian friendly activity centres at identified nodes and corridors, The Downtown and the Transit Nodes and Transit Corridors as shown on Figure 18, 1 are target areas for growth, redevelopment and revitalization, Policies that support growth, redevelopment and revitalization in these areas are provided below and throughout the Plan.*

*ii) Residential intensification and employment development will be encouraged adjacent to Transit Nodes and along Transit Corridors. In addition to these primary residential and employment land uses, other land uses which help create complete communities such as recreation, neighbourhood commercial, and public service facilities will be encouraged to integrate with these units.*

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*The proposed Official Plan and Zoning By-law amendment to facilitate residential intensification is in support of the above transit oriented land use policies.*

**Upper Thames River Conservation Authority (UTRCA)**

*The subject property is not affected by any regulations (Ontario Regulation 157/06) made pursuant to Section 28 of the Conservation Authorities Act.*

AREA OF HIGH VULNERABILITY	VULNERABILITY SCORE	THREATS & CIRCUMSTANCES
Highly Vulnerable Aquifer (HVA)	6	Moderate & Low Threats

*NOTE: At this time, certain activities on this property may be considered Moderate or Low threats to drinking water.*

*As indicated, the Source Protection Plan is currently being developed and as such, the UTRCA cannot speculate what the Plan might dictate for such areas. Under the CWA, the Source Protection Committee has the authority to include in the Source Protection Plan that may prohibit or restrict activities identified as posing a significant threat to drinking water. Municipalities may also have or be developing policies that apply to vulnerable areas when reviewing development applications. Proponents considering land use changes, site alteration or construction in these areas need to be aware of this possibility.*

**Bell Canada**

*A detailed review of the Official Plan Amendment application has been completed and an easement may be required to service the subject property, depending on a review of more detailed applications under the Planning Act.*

*Please be advised that Bell Canada requests to be circulated on any future draft plan of subdivision, draft plan of condominium, site plan, or any development application, that is proposed to implement the subject Official Plan Amendment and Zoning By-law Amendment application. Through these processes, Bell Canada will provide a more detailed review and comments with respect to any requirements Bell Canada may have to service the subject property.*

**Urban Design Peer Review Panel (UDPRP)**

*Thank you for taking the time to meet with the Urban Design Peer Review Panel to discuss the proposed multi-family residential development located on the west side of Richmond Street*

*The Panel notes that this is a city initiated official plan and re-zoning of the subject properties. It is noted that Mr. Farid Metwaly is currently in the process of redeveloping three properties within the identified group of properties noted above. These properties are known as 1631, 1635 and 1639 Richmond Street. The Panel's review is based on the **Urban Design Principles** found in Chapter 11 of the Official Plan and the **Draft Richmond Street from Hillview Boulevard to Shavian Boulevard Urban Design Guidelines**.*

*A presentation by Mr. Tomazincic was made to the panel members that included a Conceptual Master Plan of all properties from 1607-1653 Richmond Street, a section through the properties from north to south as well as three dimensional block diagrams of the proposed building massing and text documentation to support the drawings and diagrams. In addition, building elevations of an apartment building and townhouses proposed for 1631, 1635, 1639 Richmond Street by Mr. Metwaly was also provided and shown in context with the overall Conceptual Master Plan.*

*The Panel has the following comments regarding the proposed development:*

*1. The following comments apply to the Conceptual Master Plan in general:*

- 1.1 The placement of the apartment buildings near the street line, with the parking and driveways hidden from the street is an acceptable form of urban design for this type of development.*

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- 1.2 *The opportunity for underground parking should be maximized - to the extent that is financially viable – and surface parking should be limited. All entrances including those to the underground parking should be carefully considered. Soil depths should follow current practices for landscaping over roof deck structures to facilitate the installation of trees and other landscape amenities.*
  - 1.3 *The proposed townhouses are an appropriate method of making the transition from the proposed six storey apartment structure to the existing single family structures to the West of the property.*
  - 1.4 *The increased rear yard setback from the townhouses to the west property line is noted and is commended as it will provide a greater separation and retain several existing mature trees along the west boundary.*
  - 1.5 *Opportunities to connect the internal driveway of 1631, 1635, 1639 Richmond Street to future developments north and south of the properties is noted and encouraged.*
  - 1.6 *The addition of a limited amount of parallel parking in a parking aisle separate from the travelled lanes along the Richmond Street frontage is encouraged to accommodate any proposed retail commercial uses in the main floor of the buildings.*
2. *The following comments apply to the elevations depicting the apartment building proposed for 1631, 1635, 1639 Richmond Street as well as potential future buildings to the north and south along the Richmond Street frontage:*
- 2.1 *The six storey building mass along Richmond Street appears to be monolithic and uninterrupted. The applicant is encouraged to consider stepping the upper two floors back from Richmond Street and at the ends of the building to give the appearance of a four storey mass from the sidewalk.*
  - 2.2 *The applicant is encouraged to investigate additional techniques such as projections and recesses along the building face to reduce the apparent massing including a varied material/colour palette.*
  - 2.3 *The applicant is encouraged to explore a higher level of detailing for the corner treatments of the apartment building to emphasize and distinguish the corners from the main façade of the building.*
  - 2.4 *The inclusion of retail/commercial space on the main floor along Richmond Street is encouraged.*
  - 2.5 *Where residential units are proposed at the street level, the applicant is encouraged to investigate methods to increase occupant privacy. Suggested techniques may include increasing the setback from the building face to the sidewalk, introducing an elevation change (i.e. stairs) at the entrances to the units and adding landscape features (i.e. planting or short fencing) to create a buffer between ‘public’ and ‘private’ realms.*
  - 2.6 *The applicant may wish to consider reducing the number of residential units fronting directly on to Richmond Street by substituting complimentary residential amenities such as common rooms and/or athletic facilities that could present an active use along the Richmond Street streetscape*

#### **Environmental and Engineering Services Department (EESD)**

*The City of London’s Environmental and Engineering Services Department offers the following comments with respect to the aforementioned Official Plan and Zoning By-law amendments application:*

- *The applicant is advised that servicing issues (water, sanitary and storm) will be addressed prior to actual redevelopment of the above-noted subject lands.*
- *The applicant will address all transportation issues as per ongoing communication/correspondence with the Transpiration Division.*

*The above comments, among other engineering and transportation issues, will be addressed in greater detail when/if these lands come in for site plan approval.*

#### **Urban Design**

*The proposed elevations and site plan concept have been reviewed and the following comments are provided:*

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- *The overall site plan concept generally conforms with the Richmond Street – Old Masonville Master Plan and Urban Design Guidelines (UDGs). However, the southwest corner (termination of the Jacksway Crescent driveway) of the proposed site concept plan is not consistent with the UDGs, which indicates an amenity space area at this location. In addition, the UDGs at this location identify landscaping in front of the end dwelling unit to further enhance this focal point. At present, the proposed concept plan (by the applicant) indicates vehicular parking stalls, which is not the desired design response;*
- *The elevations overall meet the intent of the design guidance found in the UDGs. The following minor changes are required for built form:*
  - a) *Further vertical architectural expressions are needed to articulate the Richmond Street facade (Front East) in order to break down the visual bulk of the building;*
  - b) *The mechanical penthouse and roof top features at the north and south corners of the building need to be better architecturally integrated with the overall massing of the building. These elements should not look as though they are separate from the building, but form part of the massing and form.*

*Overall, this is a positive development for the area and has generally met the intent of the site specific urban design guidelines. Urban design staff looks forward to working with the applicant to refine the above noted minor details. Please advise if you have any questions.*

**Stormwater Management Unit**

*SWM Unit requests a holding until proper drainage and capacity within the sewer system can be verified and the appropriate outlet for the site is identified.*

**London Advisory Committee on Heritage (LACH)**

*The LACH asked that Mr. Tomazincic be advised that there are Provincial Property Standards in place to protect designated heritage properties.*

<b>PUBLIC LIAISON:</b>	On October 7, 2011, Notice of Application was sent to 331 property owners in the surrounding area. Notice of Application was also published in the “Living in the City” section of the London Free Press on Saturday, October 8, 2011. On November 25, 2011, Notice of Public Meeting was sent to 331 property owners in the surrounding area. Notice of Public Meeting was published in the “Living in the City” section of the London Free Press on Saturday, November 26, 2011.	13 replies were received 10 Written 3 Telephone
<b>Nature of Liaison:</b> The proposed amendment is to facilitate the development of multi-unit buildings in the form of apartment buildings and stacked townhouses on the eastern half of the subject lands and townhouses on the western half of the subject lands, and to permit a small-scale, accessory convenience commercial component, located within the ground floor of an apartment building, to service the residents and immediate neighbourhood. The development of these lands will be consistent with the <i>Richmond Street-Old Masonville Master Plan and Urban Design Guidelines</i> and special Official Plan policies to provide direction for a comprehensive development including internal access between the subject lands and building forms and heights that decrease in height and intensity from the northern portion to the southern portion and from the eastern half to the western half of these lands.		
<b>Responses: 13 responses</b> including: <b>2 in support, 4 general inquiries, and 7 expressing concern</b> about the proposed amendments. ORMA letter of support attached in Appendix “K” of this report. <b>2 Expressions of Support</b> – proposal is consistent with several policy and guideline documents – appropriately located within a major node – essential to future BRT/LRT – proposal has incorporated significant stakeholder consultation receiving wide acceptance – intensification is positive for the City of London and contemplated under PPS		



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**7 Expressions of Concern**

- the development proposal is inverted. The higher intensity residential development should be located away from the northern portion where Masonville Mall and a Bank are located.
- intensity and height should be uniform across the entire project
- the neighbourhood is experiencing significant traffic issues. The proposed development will only add to the cut-through traffic concerns
- concern about noise, garbage, property maintenance issues, and other nuisance matters
- concern about the loss of vegetation and views from the east side of Richmond Street
- concern about the potential for these units to turn into student housing
- concern about the significant change in density from single detached dwellings to mid-rise apartment buildings
- concern about the general neighbourhood impacts with the potential addition of several hundred more people
- concern about decreasing property values
- no concern expressed with the potential of adding seniors housing to these lands but there is concern about the addition of residential apartments given the potential for student housing

**ANALYSIS**

**Subject Lands**

The subject lands are located on the west side of Richmond Street, extending between Hillview Boulevard and just north of Shavian Boulevard. The subject lands have an approximate combined frontage of 334 metres (1,096 feet) and an approximate lot area of 2.86 hectares (7.1 acres). The subject lands are designated Low Density Residential in the Official Plan. Richmond Street is classified as an Arterial Road on Schedule C – Transportation Corridors – to the City of London Official Plan with an average daily traffic volume of 29,000 vehicles.

The east side of this portion of the Richmond Street corridor is characterized by a large regional shopping centre (Masonville Mall) as well as four low-rise apartment buildings. These low-rise buildings are zoned to permit a maximum density of 100 units per hectare (40 units per acre) and height of 14 metres (46 feet). The buildings are constructed with 4-storeys comprised of 1 storey situated within a raised basement and 3-storeys above grade.

The land use to the south of the subject lands is a single detached dwelling designated under Part IV of the *Ontario Heritage Act*. As a result, it does not form part of this amendment. To the west are single detached dwellings that form the interior of the Old Masonville neighbourhood. To the north of the subject lands is a TD Canada Trust branch as well as additional lands zoned for commercial development (Masonville Plaza). And slightly northwest of the subject site is the Masonville Public School.

The subject lands are comprised of legal non-conforming single detached dwellings with a large lot fabric. Some of these dwellings have been converted for home occupation use including a tailor, hair salon, and an insurance office. In 2004, the subject lands were rezoned to permit cluster townhouses subject to site-specific zoning regulations and a holding provision for public site plan review.

**Nature of the Application**

The intent of this request to amend the Official Plan and Zoning By-law is to change the range of uses from townhouses that permit a maximum of 5 bedrooms per dwelling unit to a mix of townhouses and mid-rise apartment buildings that permit a maximum of 3 bedrooms per dwelling unit in addition to a small-scale, accessory convenience commercial component intended to service the residents and local neighbourhood.

As part of the proposed amendments, it is recommended that a Master Plan and Urban Design Guidelines be adopted to provide additional guidance for the development of these lands. The

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Master Plan and Urban Design Guidelines depict the development of higher intensity residential uses in the form of apartment buildings, along the northern and eastern portions of the subject lands, abutting the Richmond Street corridor and higher intensity commercial and residential uses on the east side of Richmond Street, with lower intensity uses residential uses on the western and southern portion of the subject lands were they abut single detached dwellings.

The recommended amendments are intended to promote the comprehensive development of these lands by providing for an internal driveway network and mutual access arrangements which collectively limit vehicular access points onto the Richmond Street corridor.

The Master Plan and Urban Design Guidelines also augment certain mitigation features provided in the current zoning regulations including the doubling of setback distances from the neighbouring low density residential properties to the west and south and requiring that these setback distances be used for landscaped open space to buffer the future development from the abutting single detached dwellings. The recommended amendments also help to facilitate future higher order transit along the Richmond Street corridor and support the Masonville node.

**Provincial Policy Statement**

The *Provincial Policy Statement, 2005* (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS is more than a set of individual policies. It is intended to be read in its entirety and the relevant policies are to be applied to each situation. As it relates to this application, the PPS provides some direction to this matter.

One of the primary policies of the Province as expressed in the PPS is the efficient use of lands within urban areas. This policy is known as *intensification* and one of the definitions in the PPS defines *intensification* as the development of a property, site or area at a higher density than currently exists through development of vacant and/or underutilized lots.

Policy 1.1.3.3 of the PPS states that, "*Planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas...and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.*" It is worth noting that *redevelopment* is defined as, "the creation of new units, uses or lots on previously developed land in existing communities" and *infrastructure* is defined as, "physical structures that form the foundation for development...[including] transit and transportation corridors and facilities..."

In other words, the PPS requires that Council promote opportunities for development of new units on previously developed land in existing communities at a higher density that currently exists where there is available infrastructure, including such things as water, sewage, and transit, required to accommodate the projected needs.

Policy 1.5.1 states that, "*Healthy, active communities should be promoted by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, and facilitate pedestrian and non-motorized movement, including but not limited to, walking and cycling*". One of the primary goals of the amendments recommended in this report is to facilitate a form of development that is transit-supportive by permitting the development of mid-rise apartment buildings directly abutting a major transit corridor and directly across the street from a transit terminal. In addition, the form of construction outlined in the *Richmond Street-Old Masonville Master Plan and Urban Design Guidelines*, adopted as guideline document to the Official Plan, requires the proposed apartment buildings to be constructed with active frontages to support alternative modes of transportation in conformity to the policies of the PPS.

Policy 1.6.5.4 (Transportation Systems) of the PPS requires that, "*A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support the development of viable choices and plans for public transit and other alternative transportation modes, including commuter rail and bus.*" Similarly, policy 1.6.5.5. of the PPS states that, "*Transportation and land use considerations shall be integrated at all stages of the*

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*planning process.*” As previously mentioned, one of the primary goals of the proposed amendments is to facilitate a transit-supportive form of development at this location.

Policy 1.8.1 (Energy and Air Quality) of the PPS requires planning authorities to promote a compact structure of nodes and corridors, promote the use of public transit, focus commercial uses on sites that are serviced by transit, and improve the mix of employment uses to shorten commute journeys. As part of the implementation of this policy, the *Long-term Transit Growth Strategy* (2006) recommends strategies to assist the City of London and the London Transit Commission (LTC) in meeting a 10% transit modal share target by 2024. To achieve this objective, the Growth Strategy recommends the implementation of an “Enhanced Corridors and Nodes Transit Strategy”. The Enhanced Corridors and Nodes Transit Strategy promotes the use of higher order transit to improve the speed, frequency, comfort, and reliability of transit services on key corridors connecting primary transit nodes and activity generators. Masonville Mall has been identified as a transit node and Richmond Street as a transit corridor. Based on a strategic review of ridership potential, both Richmond Street and Western Road, in proximity to the subject lands, have been identified as transit corridors that can be implemented in the short-term. The Growth Strategy stresses the importance of strengthening land use policies around nodes and corridors to focus future high-density development and employment in these areas. The recommended amendments to introduce higher density residential uses on the subject lands represent a key component in implementing land use policies to support transit objectives, in conformity to the PPS, at this strategic location.

**Official Plan Policies**

The Official Plan contains Council's objectives and policies to guide the short-term and long-term physical development of the municipality. The policies promote orderly urban growth and compatibility among land uses. While the objectives and policies in the Official Plan primarily relate to the physical development of the municipality, they also have regard for relevant social, economic and environmental matters.

The subject lands are designated Low Density Residential on Schedule A to the City of London Official Plan – Land Use. The primary permitted uses in areas designated Low Density Residential include single detached; semi-detached; and duplex dwellings although multiple-attached dwellings, such as row houses or cluster houses may also be permitted provided they do not exceed the maximum density of 30 units per hectare. While this policy may permit the townhouse component recommended as part of these amendments, an Official Plan amendment is necessary to facilitate the development of the proposed apartment buildings.

The proposed amendment recommends that these lands be re-designated to Multi-Family, Medium Density Residential on Schedule A to the City of London Official Plan – Land Use – while adopting special Official Plan policies to provide additional guidance for the development of these lands and permitting densities in excess of 75 units per hectare. The reason that the Multi-Family, Medium Density Residential designation is being recommended is that the proposed uses are consistent with those of the Multi-Family, Medium Density Residential policies and the subject lands are consistent with the location criteria listed in the Official Plan.

The primary permitted uses in the Multi-Family, Medium Density Residential designation include multiple-attached dwellings, such as row houses or cluster houses; low-rise apartment buildings; and small-scale nursing homes, rest homes and homes for the aged. These uses are consistent with those recommended for the development of the subject lands. The policies also permit convenience commercial uses in this designation as a secondary use where location and land use compatibility criteria are met. The policies state that the preferred locations for the Multi-Family, Medium Density Residential designations include lands in close proximity to Shopping Areas, and lands abutting an arterial roadway. The location of the subject lands is consistent with both of these criteria.

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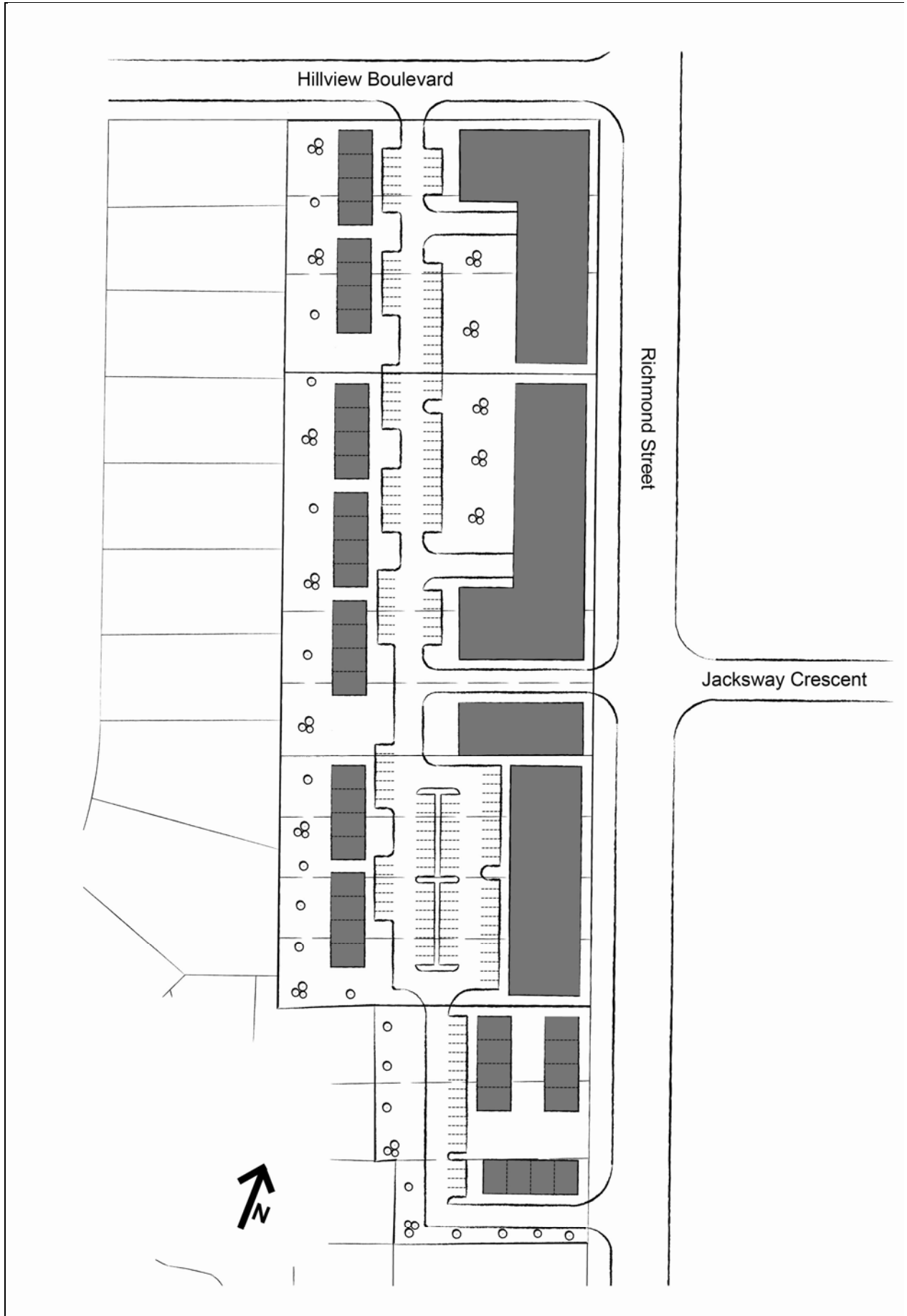


Figure 1 - Conceptual Master Plan for the development of the subject lands

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Another option being considered was to re-designate the subject lands to Multi-Family, High Density Residential where the policies contemplate densities in excess of 75 units per hectare. While some of these same permitted uses and location criteria described above also apply to the Multi-Family, High Density Residential policies, the latter also contemplates the development of high rise apartment buildings and apartment hotels which are not being contemplated for the subject lands. As a result, the Multi-Family, Medium Density Residential designation better implements the proposed *Richmond Street-Old Masonville Master Plan and Urban Design Guidelines* than does the Multi-Family, High Density Residential designation. Lastly, the intent of development within areas designated Multi-Family, Medium Density Residential is to construct a low-rise form and a site coverage that could serve as a transition between low density residential areas and more intensive forms of commercial, industrial, or high density residential development. The location of these lands situated between the low density residential dwellings of Cherokee Road and the major commercial areas of the Masonville node is better suited to facilitate a development that implements the intent of the Multi-Family, Medium Density designation providing a buffer between these uses.

The policies of the Official Plan require that consideration be given to the following criteria when designating lands for Multi-Family, Medium Density Residential:

- |                    |  |
|--------------------|--|
| Compatibility      | i) Development of the site or area for medium density residential uses shall take into account surrounding land uses in terms of height, scale and setbacks and shall not adversely impact the amenities and character of the surrounding area |
| Municipal Services | ii) Adequate municipal services can be provided to accommodate the needs of the development  |
| Traffic            | iii) Traffic to and from the location should not have a significant impact on stable, low density residential areas  |
| Buffering          | iv) The site or area is of suitable shape and size to accommodate medium density housing and to provide for adequate buffering measures to protect any adjacent low density residential uses.  |

*Compatibility*

During initial consultation with the abutting property owners, one of the key principles to be implemented in the future development of the subject lands was that the highest buildings be located at the northeast portion of the subject lands and then scaling down in height toward the western and southern areas of the subject lands where there is the existence of low density residential dwellings. The maximum height of the future townhouses is also proposed to be reduced from the 10.5 metre maximum currently permitted by the Zoning By-law to 9.5 metres; the maximum height of above-grade portion of basements is proposed to be reduced; and, the height of townhouses is proposed to be measured from grade to the roof peak, whereas the Zoning By-law currently measure height from average grade to the mid-point of the roof. All of these principles were proposed to mitigate adverse impacts on the amenities and character of the surrounding area in terms of height, scale and setbacks in conformity to the Official Plan.

*Municipal Servicing*

As part of this application, Civic Administration was directed to identify the costs associated with storm sewer capacity improvements required to accommodate the proposed development between Hillview and Shavian Boulevards as well as identify sources of financing to undertake these works in 2012.

The Stormwater Management (SWM) unit undertook a preliminary engineering cost assessment of the viable storm/drainage servicing options for the Richmond Street corridor based on the potential development proposed in the recommended Official Plan and Zoning By-law amendments.

This assessment/evaluation was based on the SWM Unit’s preliminary conceptual review of:

- the storm/drainage and the SWM servicing options

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- the storm sewer 'as constructed' drawings
- the estimations of the subcatchment drainage areas, the evaluation of the existing storm outlet and projected peak flows for the existing and future land developments based on the engineering assumptions for the subject lands under the proposed land use, and
- the existing unit cost prices that applied for the secular works in the City.

Therefore, based on the above noted evaluations, the preliminary estimated cost for the storm/drainage servicing for Richmond Corridor consists of the following cost:

- the proposed storm/drainage conveyance system's cost of approximately \$1-1.2 million (including approximately 30% non-growth and approximately 70% growth components and will require further discussions) and,
- the proposed (SWM) water quality control system's cost that is estimated to be approximately \$120,000 - \$150,000 and will be required to be developed as the private permanent system and this cost shall be borne by the landowner.

[In response to the SWM issue above, a companion report from Development Approvals Business Unit (DABU) Staff is being submitted concurrently with this report recommending that, "...a new project estimated at \$1.5 million in value for 2012, for the rehabilitation and expansion of the existing storm sewer on Richmond Street from near Hillside Drive to the Thames River, North Branch: (a) the project **BE APPROVED** in 2012 in the Growth Management Implementation Strategy with financing as identified...; and (b) the project **BE REFERRED** to the 2012 Budget process..."]

#### Traffic

Additionally, as part of this application Civic Administration were directed to prepare a traffic impact assessment to assist with area transportation policies and development conditions and a private consulting firm was retained to prepare a transportation impact analysis (TIA) related for the proposed Official Plan and Zoning By-law amendments. This TIA focused on the impacts of the proposed development along the Richmond Street corridor only and did not consider traffic impacts, if any, on the local streets within the interior of the abutting low density residential neighbourhood to the west. This is important to note because some concerns were raised through public consultation that these local streets would be impacted by an increase in traffic flow as a result of the future development of the subject lands. Although the TIA did not focus on these perceived impacts at this time, it is proposed that an h-55 holding provision be applied to the lands at 1643, 1649, and 1653 Richmond Street requiring the completion of a traffic impact study prior to site plan approval to determine the location and number of access points, the traffic impact on surrounding roads, and the roadway improvements required to accommodate this development. The key findings and recommendation of the TIA include the following:

- Given the proximity of the proposed accesses onto Richmond Street to the adjacent signalized intersections, future signalization of the entrance proposed at Jacksway Crescent or the proposed southerly access would not be practical and the proposed southerly access should only be considered as a potential right-in/right-out access.
- It is recommended that the proposed mid-block entrance opposite Jacksway Crescent restrict egress movements to right turns only.
- With full development of the proposed site, additional roadway improvement requirements would include:
  - Provision of a centre median on Richmond Street to effectively restrict the proposed southerly access to the site to right-in/right-out movements;
  - Provision of raised islands to restrict the proposed main entrance, opposite Jacksway Crescent, to a three-quarter intersection permitting left turn movements entering the site but restricting egress movements to right turns only;
  - Provision of a 30 metre eastbound left turn lane on Hillview Boulevard at Richmond Street including associated traffic signal modifications.
- By 2021, the planned widening of Richmond Street could be utilized to accommodate the implementation of a BRT service along the corridor. The successful implementation of

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higher order transit services such as BRT could reduce the continued growth in automobile traffic and the need for more extensive roadway improvements.

- Bicycle traffic, particularly in the area of UWO, is increasing and any improvements to the Richmond Street corridor should include provisions for bicycle lanes. These combined improvements cannot be suitably accommodated within the existing 36 metre right-of-way. Protection of a minimum 42 metre right-of-way is recommended.

*(Richmond Street (West side from Hillview Boulevard to Shavian Boulevard) Transportation Impact Assessment – Draft Report, November 2011 is attached as Appendix “J” of this Report)*

*Buffering*

During initial consultation with the abutting property owners, another one of the key principles they requested to be implemented within any future development proposal included increasing the setback distance between the townhouse buildings and the Cherokee Road rear property lines from the existing minimum distance of 7.5 metres to a minimum of 15.0 metres. Not only does this increase the buffer distance between the Cherokee Road dwellings and any future townhouse dwellings, the additional setback distance increases the potential that the existing mature vegetation between these lands can be retained. The preservation of this mature vegetation in conjunction with decreasing the maximum townhouse heights described above work to augment these buffering efforts.

Convenience Commercial Policies

The policies of the Official Plan recognize that convenience commercial uses may be appropriate as a secondary use on some sites in Residential designations where specific location and land use compatibility criteria are met. These criteria include:

- |                      |  |
|----------------------|--|
| Function             | i) Convenience commercial uses should be designed to function at a neighbourhood scale while providing services to surrounding residential areas and the travelling public.  |
| Permitted Uses       | ii) Convenience commercial uses permitted within the Residential designations include: variety stores; financial institutions; small take-out restaurants.<br><br>A variety store or personal service establishment located on the ground floor of an apartment building may be permitted provided it is oriented towards serving the needs of the residents of the building and the immediate surrounding area. The exact range of permitted uses will be specified in the Zoning By-law. |
| Location             | iii) Convenience commercial uses will be located on arterial or primary collector roads where it can be demonstrated that such uses are compatible with surrounding land uses and will not have a serious adverse impact on the traffic-carrying capacity of roads in the area.  |
| Scale of Development | iv) The size of individual convenience commercial uses will be specified in the Zoning By-law, and will be at a scale which is compatible with surrounding land uses.  |
| Form of Development  | (v) It is not the intent of convenience commercial policies to permit large free-standing uses that should be located in other commercial designations.  |

One purpose and effect of the recommended Zoning By-law amendment is to permit a small-scale convenience commercial component that is accessory to the apartment building to service the future residents of the subject lands and the immediate surrounding area. This is consistent with the “Function” criterion outlined above.

The proposed convenience commercial component shall be located within the ground floor of an apartment building and the uses recommended in the Zoning By-law amendment include: convenience service establishments; convenience stores; financial institutions; personal service

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establishments; and take out restaurants. These are consistent with the “Permitted Uses” criterion outlined above.

The subject lands are located on an arterial road in a form of development that is designed to buffer potential adverse impacts onto the abutting low density residential lands. Therefore, it is not anticipated that future convenience commercial uses at this location will have an impact on the surrounding land uses and a transportation impact analysis prepared by a private consulting firm has not suggested that this use poses a serious adverse impact on the traffic-carrying capacity of roads in the area.

It is recommended that the proposed Zoning By-law amendments restrict the scale of commercial uses to a maximum total gross floor area of 200m<sup>2</sup> and limit the size of individual commercial uses to 100m<sup>2</sup> to ensure that the convenience commercial component remains at a small-scale which is compatible with surrounding land uses.

The CC4 zone variation recommended as part of this Zoning By-law amendment restricts the location of convenience commercial uses a location within an apartment building thereby precluding the development of a large, free-standing commercial use. Furthermore, the recommended special Official Plan policy proposed for the subject lands also prohibits the development of a stand-alone commercial structure on the subject lands.

#### Residential Intensification Policies

Residential intensification refers to the development of a property, site or area at a higher density than currently exists on the site through:

- redevelopment, including the redevelopment of brownfield sites;
- the development of vacant and/or underutilized lots within previously developed areas;
- infill development, including lot creation;
- the conversion or expansion of existing industrial, commercial and institutional buildings for residential use; and,
- the conversion or expansion of existing residential

The recommended amendment and development proposed for the subject lands qualifies as intensification given that it is intended to facilitate the development of an area at a higher density than currently exists through the redevelopment of underutilized lands within an established neighbourhood.

The Official Plan contemplates residential intensification within the Multi-Family, Medium Density Residential designation subject to a public site plan review. Residential intensification site plan proposals will be evaluated to ensure:

- i) Sensitivity to existing private amenity spaces as they relate to the location of proposed building entrances, garbage receptacles, parking areas and other features that may impact the use and privacy of such spaces
- ii) The use of fencing, landscaping and planting buffers to mitigate impacts of the proposed development on existing properties; and,
- iii) Consideration of the following Urban Design Principles
  - (a) Residential Intensification projects shall use innovative and creative standards of design for buildings to be constructed or redeveloped;
  - (b) The form and design of residential intensification projects should complement and/or enhance any significant natural features that forms part of the site or are located adjacent to the site;
  - (c) New development should provide for a diversity of styles, continuity and harmony in architectural style with adjacent uses;
  - (d) New development should include active frontages to the street that provide for the enhancement of the pedestrian environment;





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- (e) The design and positioning of new buildings should have regard for the impact of the proposed development on year-round sunlight conditions on adjacent properties and streets;
- (f) Buildings should be positioned to define usable and secure open space areas on the site and to afford a reasonable measure of privacy to individual dwelling units;
- (g) Parking and driveways should be located and designed to facilitate manoeuvrability on site and between adjacent sites, and to reduce traffic flow disruption to and from the property; and,
- (h) Projects should have regard for the neighbourhood organizing structure. Building and site designs should facilitate easy connections to and around the site to public transit and destinations.

Given that the Conceptual Master Plan (as illustrated in Figure 1) lacks the detail required for the above Public Site Plan criteria, this analysis will focus on the site plan drawings and elevation drawings, attached as Appendix “I” to this report, proposed for the development of the properties located at 1631, 1635, and 1639 Richmond Street, submitted concurrently with this application for amendments to the Official Plan and Zoning By-law.

As illustrated in Figure 2 (below), the development of these properties proposes the creation of 70 below-grade parking spaces thereby reducing the need for surface parking areas and facilitating the development of outdoor amenity spaces. It is proposed that the garbage enclosure be located internal to the apartment building thereby screening it from view and from the outdoor amenity areas. Building entrances are proposed to be located in several locations providing fluidity to the building and multiple ingress/egress options.

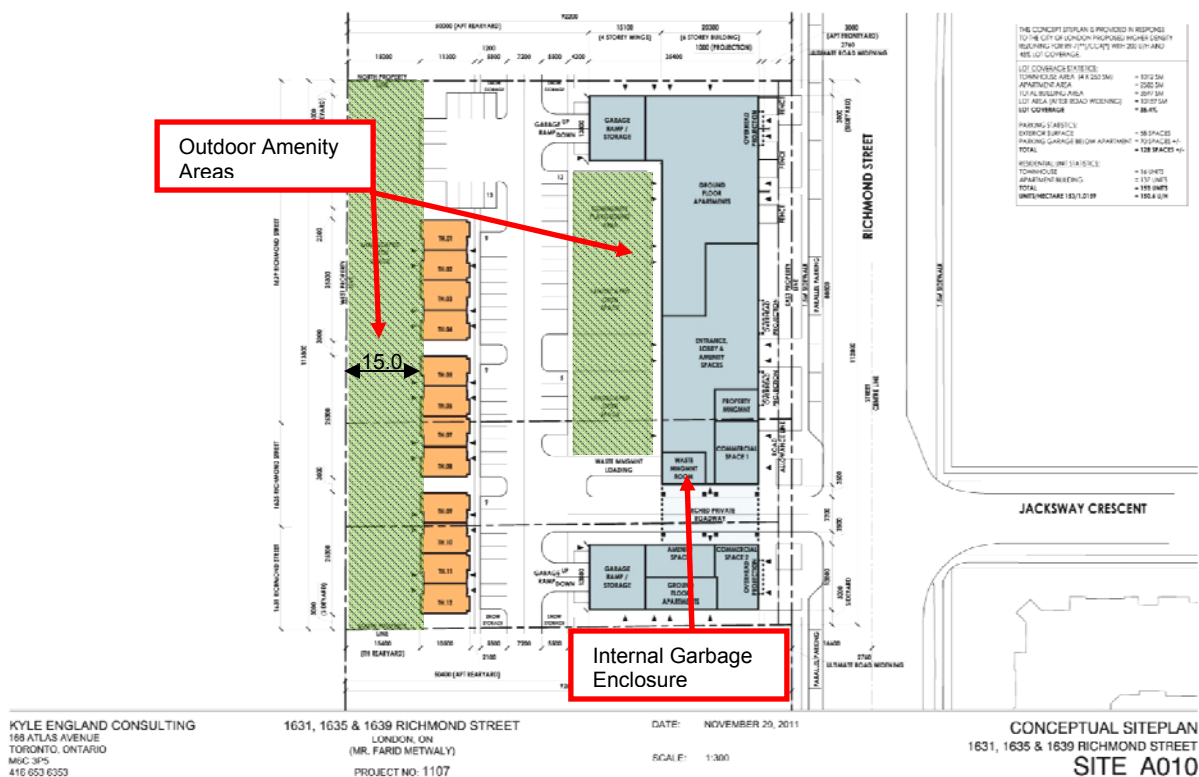


Figure 2 – Site plan drawing for the development of the properties located at 1631, 1635, and 1639 Richmond Street

As previously mentioned, one of the key principles to be implemented in the development is an increase in the setback distance between the proposed townhouse buildings and the single detached dwellings abutting the subject lands to the west and south from a minimum of 7.5 metres to a minimum of 15.0 metres. This increase in the buffer distance not only provides an additional mitigation feature, but the additional setback distances also increases the potential of preserving the existing mature vegetation located in this buffer area.

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In terms of Urban Design, it is proposed that the *Richmond Street-Old Masonville Master Plan and Urban Design Guidelines* be adopted by Municipal Council as part of this amendment and be included part of Official Plan policy. These Guidelines incorporate many of the Urban Design principles identified above including:

*Residential Intensification projects shall use innovative and creative standards of design for buildings to be constructed or redeveloped*

The Master Plan and Urban Design Guidelines require that the building façades express a defined base proportionally, approximately one third of the height of the building, a middle and a top to contribute to a human-scaled measured pedestrian environment. The Master Plan and Urban Design Guidelines also require that the proportion of façade cladding include a minimum of 50 percent glazing on the apartment frontages facing Richmond Street and apartment frontages facing Hillview Boulevard. The proposed development has incorporated these Guideline principals (as illustrated in Figure 3 below).



Figure 3 – East apartment building elevation proposed for the properties located at 1631, 1635, and 1639 Richmond Street

*The form and design of residential intensification projects should complement and/or enhance any significant natural features that forms part of the site or are located adjacent to the site*

The proposed development increases the potential of preserving the existing mature vegetation along the western perimeter of the subject lands and the proposed increase in rear yard setbacks from 7.5 metres to 15.0 metres will aid in the preservation of this natural feature.

*New development should provide for a diversity of styles, continuity and harmony in architectural style with adjacent uses*

The proposed development is projected to be the first apartment building/townhouses to be constructed on the subject lands and, as such, establishes the benchmark from which other development projects will provide a diversity of styles, continuity and harmony in architectural styles.

*New development should include active frontages to the street that provide for the enhancement of the pedestrian environment*

The Design Guidelines adopted as part of this amendment require that the buildings be oriented toward Richmond Street so that Richmond Street façades have multiple visible front entrances to provide an active pedestrian environment. Furthermore, the Design Guidelines require that a defined street wall be created along Richmond Street by providing building frontage along no less than 75 percent of the Richmond Street frontage. The Design Guidelines also require that multiple pedestrian connections be provided into the interior of the building from Richmond Street. The proposed development has incorporated these guidelines (as illustrated in Figure 3 above and Figure 4 below)

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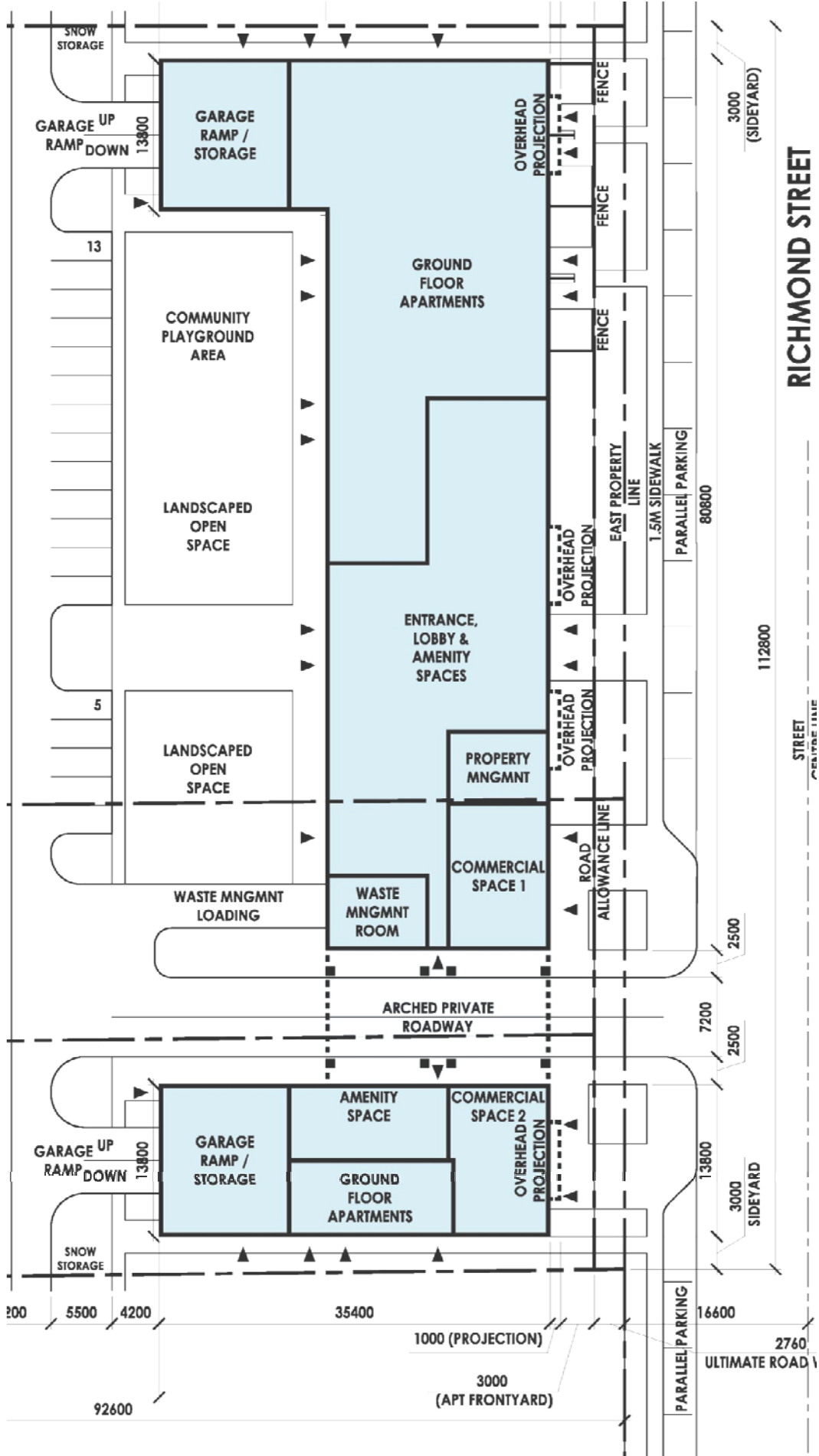


Figure 4 – illustrating the footprint of the proposed apartment building on the properties at 1631, 1635, and 1635 Richmond Street

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*The design and positioning of new buildings should have regard for the impact of the proposed development on year-round sunlight conditions on adjacent properties and streets*

The proposed development is not anticipated to have an impact on year-round sunlight conditions on adjacent properties. It is anticipated that much of the shadowing will be in the direction of the parking lot at Masonville Mall.

*Buildings should be positioned to define usable and secure open space areas on the site and to afford a reasonable measure of privacy to individual dwelling units;*

As previously indicated, the proposed development is intended to incorporate a larger landscaped open space buffer between the future townhouse buildings and the western property line. This provides a defined, usable and secure open space affording a reasonable measure of privacy. In addition, a large community playground and landscaped open space are proposed to be provided in the interior of the site in a defined area enclosed on two sides by the proposed apartment building.

*Parking and driveways should be located and designed to facilitate manoeuvrability on site and between adjacent sites, and to reduce traffic flow disruption to and from the property*

The proposed amendment is intended to promote the comprehensive development of these lands by providing for an internal driveway network and mutual access arrangements which collectively limit vehicular access points onto the Richmond Street corridor.

*Projects should have regard for the neighbourhood organizing structure. Building and site designs should facilitate easy connections to and around the site to public transit and destinations*

The Design Guidelines adopted as part of this amendment require that landscaping be used to clearly delineate outdoor public and private space and improve pedestrian way finding. These Design Guidelines are in addition to the requirement for the provision of multiple pedestrian connections into the interior of the subject lands from Richmond Street.

Policies for Specific Residential Areas

The Multi-Family, Medium Density Residential policies also include policies related *Scale of Development*. These policies state that, “Normally height limitations will not exceed four storeys” and that “Medium density development will not exceed an approximate net density of 75 units per hectare (30 units per acre).” However, the form of development proposed for the subject lands contemplates height limitations of six storeys and densities of up to 200 units per hectare. As a result, it is proposed that a special policy be added to section 3.5 (Policies for Specific Residential Areas) of the Official Plan.

Section 3.3.1.v) of the Multi-Family, Medium Density Residential policies states that, “*In specified areas of the City the primary and secondary permitted uses and/or policies relating to the nature and **scale of development** have been varied to meet specific policy objectives for these areas. Areas where specific policies apply are identified in Section 3.5.*” [Emphasis Added]. Given that the proposed amendments are consistent with the intent of the Multi-Family, Medium Density Residential policies related to permitted uses and location, it is appropriate to re-designate these lands as Multi-Family, Medium Density Residential while adopting special Official Plan policies to vary the scale of development that would be normally permitted in this designation to meet specific policy objectives.

Section 3.5 (Policies for Specific Residential Areas) states that, “*The provisions in this Section apply to specific areas where it is appropriate to address development opportunities, and constraints through specific policies that provide additional guidance to the policies contained in the various residential land use designations.*” As a result, it is recommended that special policies be adopted for the subject lands permitting densities ranging from 60-200 units per hectare while implementing the principles established through public consultation. These principles include:

- Increasing setback distances from low density residential areas to the west and south of the subject lands to provide for enhanced buffering opportunities

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- Decreasing the intensity per dwelling unit by maximizing the number of bedrooms to 3 per dwelling unit
- Provide for a mix of 1, 2, and 3 bedroom units
- Mitigating impacts onto the surrounding established low density residential neighbourhood by lowering the height of townhouses and restricting the above-grade height of basements through the use of zoning regulations
- Implementing a mix of at-grade and below-grade parking to provide opportunities for more landscaped open space
- Require that the apartment buildings be oriented toward Richmond Street and Hillview Boulevard along the northern perimeter
- Decreasing the height of the buildings from east to west and from north to south such that the greatest heights would be located at the north and east portion of the subject lands with lowered heights along the western and southern portion of the subject lands
- Retain existing vegetation and provide for dense landscaping to maximize privacy between the subject lands and the abutting low density residential properties to the west and south
- Permit a maximum number of townhouse dwellings of four per block to break up the visual massing
- Require the comprehensive development of these lands through the use of internal driveway access and mutual access points
- Require that the subject lands be developed in conformity with the *Richmond Street-Old Masonville Master Plan and Urban Design Guidelines* adopted as part of this amendment

#### Transportation

The Official Plan Transportation policies (Chapter 18) deal with the various elements of the transportation system in the City of London. The transportation system provides a major part of the framework for urban growth and development and influences the function and compatibility of land uses and the quality of life in the City. These policies guide future public investment in the development of transportation facilities and will inform the public of Council's intentions in this regard.

These policies state that Council shall support the long-term development of compact, transit-oriented and pedestrian friendly activity centres at identified nodes and corridors. The Downtown and the Transit Nodes and Transit Corridors (see Figure 5 below) are target areas for growth, redevelopment and revitalization. Policies that support growth, redevelopment and revitalization include the following:

- In the review and evaluation of development proposals located along identified transit nodes and corridors Council will discourage site-specific Official Plan amendments and site-specific Zoning By-law amendments which propose a lower intensity of use where a higher intensity of use has been planned to support compact urban form, discourage sprawl, and provide for efficient infrastructure and transportation.
- Residential intensification will be encouraged adjacent to Transit Nodes and along Transit Corridors.
- Development or corridor improvements which may hinder the usage of the Transit Corridors identified in Figure 5 (below) for full-size buses and/or HOV lanes will be discouraged

These policies articulate the importance of establishing a system of nodes and corridors which encourage transit supportive development and provide the density and land use patterns required to facilitate a higher order of public transit in the future.

As illustrated in Figure 5 below, Masonville Mall, directly east of the subject lands, has been identified as a *node* where the policies support the long-term development of compact, transit oriented and pedestrian friendly activity centres. Furthermore, the subject lands directly abut Richmond Street, which has been identified as a *Transit Corridor* in the Official Plan, and are in proximity to Fanshawe Park Road West and Western Road which are also identified as *Transit Corridors* in the Official Plan.

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The recommended amendments, which seeks to intensify the subject lands by facilitating the development of multi-unit buildings in the form of apartment buildings, cluster stacked townhouses, and cluster townhouses, is consistent with the Transportation policies of the Official Plan given their location adjacent to an identified *Node*, directly abutting an identified *Transit Corridor*, and in proximity to two additional *Transit Corridors*.

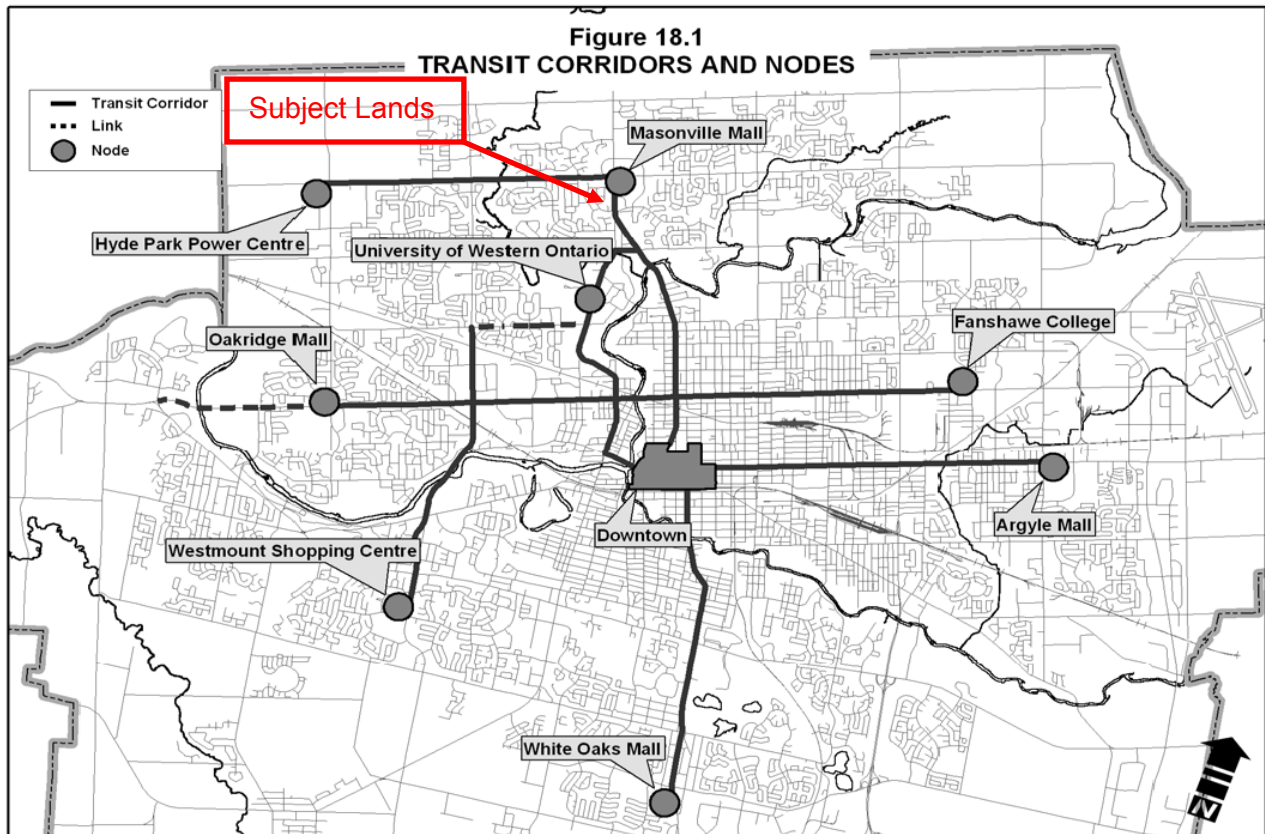


Figure 5 – Illustrating the Nodes and Corridors identified in the Official Plan

**Guideline Documents**

The policies of the Official Plan allow Council to adopt guideline documents to provide detailed direction for the implementation of Official Plan policies.

Guideline documents contain policies, standards, and performance criteria that are either too detailed, or require more flexibility, in interpretation or implementation, than the Official Plan would allow. They may also provide specific direction for the preparation and review of development proposals, the identification of conditions to development approval, or the planning of improvements to public services and facilities and shall be adopted to assist with the implementation of any aspect of the Official Plan.

It is recommended that the *Richmond Street-Old Masonville Master Plan and Urban Design Guidelines* be adopted by Council to assist with the implementation of the Richmond Street-Old Masonville special policies which are recommended to be adopted as a special policy in the Official Plan as part of this report.

The *Richmond Street-Old Masonville Master Plan and Urban Design Guidelines* include detailed design principles, standards, and performance criteria that are too detailed in interpretation than the policies of the Official Plan. As a result, the adoption of the *Richmond Street-Old Masonville Master Plan and Urban Design Guidelines* is consistent with the purpose of guideline documents by providing detailed direction for the implementation of this development proposal.

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**Zoning By-law**

The Zoning By-law is a comprehensive document used to implement the policies of the Official Plan by regulating the use of land, the intensity of the permitted use, and the built form. It is important to note that all three criteria of *use*, *intensity*, and *form* must be considered and deemed to be appropriate prior to the approval of any development proposal. The use of Zoning to implement the policies of the Official Plan is achieved by applying various zones to all lands within the City of London which identify: i) a list of permitted uses; and, ii) regulations that frame the context within which development can occur. Collectively, the permitted uses and regulations assess the ability of a site to accommodate a development proposal.

The recommended amendment seeks to apply four separate zones for the subject lands to achieve specific objectives. Across the entire site, zoning regulations are proposed which: require a 15.0 metre setback distance from the property lines along the western and southern perimeters; require that the use of these setbacks be restricted to landscaped open space; maximize the number of bedrooms per dwelling unit to three; and limit the height of the proposed Cluster townhouse units to 9.5 metres measured from grade to the roof peak. The site-specific uses and regulations are proposed as follows:

**1607, 1609, and 1611 Richmond Street**

It is proposed that the properties located at 1607, 1609 (eastern portion), and 1611 Richmond Street be rezoned from a Residential R5/R6 zone which currently permits: cluster single detached dwellings; cluster semi-detached dwellings; cluster duplex dwellings; and, cluster townhouses to a Residential R5 zone which permits cluster townhouses and cluster stacked townhouses. However, it is proposed that the location of the cluster stacked townhouses be restricted to the eastern portion of 1609 and 1611 Richmond Street, thereby locating the maximum heights and densities away from the existing single detached dwelling to the south, in conformity with the proposed special policies and *Richmond Street-Old Masonville Master Plan and Urban Design Guidelines*. To implement these uses, the zoning regulations are also proposed to be amended to increase the density from 30 units per hectare (uph) to 60 uph.

Section 9.1 – General Purpose of the Residential R5 Zone – describes the rationale behind the Residential R5 zone variations. This section states that, “*The R5 Zone provides for and regulates medium density residential development in the form of cluster townhouses. Density provisions range from 25 units per hectare (10 units per acre), designed to accommodate townhousing development adjacent to lower density areas, to 60 units per hectare (24 units per acre) for inner city areas and locations near major activity centres. The higher density zone variation has been designed to accommodate stacked townhouses.*” Given the location of the subject lands near a major activity centre, it is proposed that the subject lands be able to develop at 60 units per hectare.

The zoning which permits cluster single detached dwellings; cluster semi-detached dwellings; and, cluster duplex dwellings is proposed to be removed from the subject lands in order to implement the Conceptual Master Plan. In order to facilitate transit-supportive development at this important node and implement the intent of the *Long-term Transit Growth Strategy (2006)*, these lower density uses are proposed to be removed to accommodate higher density uses in the form of cluster townhouses and cluster stacked townhouses. Additional regulations are also proposed which implement the Conceptual Master Plan including: minimum lot area requirements, minimum lot frontage requirements, and maximum front yard setback requirements. Furthermore, holding provisions are recommended to ensure that: (1) future development is consistent with the *Richmond Street-Old Masonville Master Plan and Urban Design Guidelines* to assist with the implementation of the recommended Official Plan policies and, (2) that a storm/drainage and stormwater management (SWM) servicing design report has been prepared and accepted to ensure that future development has the sufficient storm outlet and SWM servicing.

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1615, 1619, 1623, 1627, 1643, 1649, and 1653 Richmond Street

It is proposed that these properties be rezoned from a Residential R5/R6 zone, which currently permits the same uses listed above, to a Residential R9 zone which permits apartment buildings and cluster townhouses. It is proposed that the location of the apartment buildings be restricted to the eastern portion of these properties, thereby locating the maximum heights and densities away from the existing single detached dwellings to the west, in conformity with the proposed special policies and *Richmond Street-Old Masonville Master Plan and Urban Design Guidelines*.

To implement these uses, the zoning regulations are also proposed to be amended to increase the density from 30 units per hectare (uph) to 150 uph for the properties at 1615, 1619, 1623 and, 1627 Richmond Street and 200 uph for the properties at 1643, 1649, and 1653 Richmond Street. Furthermore, both of the above holding provisions are being recommended for the properties at 1615, 1619, 1623, and 1627 Richmond Street, whereas only the holding provision ensuring that future development is consistent with the *Richmond Street-Old Masonville Master Plan and Urban Design Guidelines* is being recommended for the properties at 1643, 1649, and 1653 Richmond Street given that stormwater capacity has not been identified as a concern for these lands.

As part of the public consultation process, the local residents expressed concern about the potential for increased traffic through the interior of the neighbourhood abutting the subject lands to the west. The concern was that future residents of the subject lands would exit the site through the northerly access proposed for the properties located at 1643, 1649, and 1653 Richmond Street (see Figure 1) onto Hillview Boulevard and proceed west through the interior of the neighbourhood to avoid the signalized intersection at Fanshawe Park Road and Richmond Street. However, this perceived traffic impact will not occur until the proposed northerly access is constructed across these properties and, as a result, it is proposed that an additional holding provision be placed on these properties which requires that a traffic impact study be completed prior to site plan approval.

Section 13.1 – General Purpose of the Residential R9 Zone – describes the rationale behind the Residential R9 zone variations. This section simply states that, “*The R9 Zone provides for and regulates a wide range of medium and higher density residential developments in the form of apartment buildings.*” Notwithstanding this rationale, the recommended Zoning By-law amendment includes a special provision to add cluster townhouses as a permitted use to implement the recommended special Official Plan policies for these lands as well as the *Richmond Street-Old Masonville Master Plan and Urban Design Guidelines*.

1631, 1635, and 1639 Richmond Street

It is proposed that these properties also be rezoned from a Residential R5/R6 zone, which currently permits the same uses listed above, to a Residential R9 zone which permits apartment buildings and cluster townhouses as well as a Convenience Commercial (CC4) Zone to permit an accessory commercial component located internal to the apartment building that services the local residents.

It is proposed that the location of the apartment buildings be restricted to the eastern portion of these properties and direct the townhouse development to the western portion of these lands. The site plan drawings submitted for these properties depicts the development of 149 total dwelling units in the form of 137 apartment dwellings and 12 cluster townhouse dwellings. The submitted site plan drawings depict 136 parking spaces comprised of 70 below-grade and 58 above-grade parking spaces which equates to approximately 0.86 parking spaces per dwelling unit. The general Zoning By-law regulations require that 1.25 parking spaces be provided per dwelling unit. However, given the location of these properties along a major transit corridor and across from an identified transit node, a reduction in the parking standard is appropriate as a means of fulfilling transit-supportive initiatives and achieving the desired modal splits.



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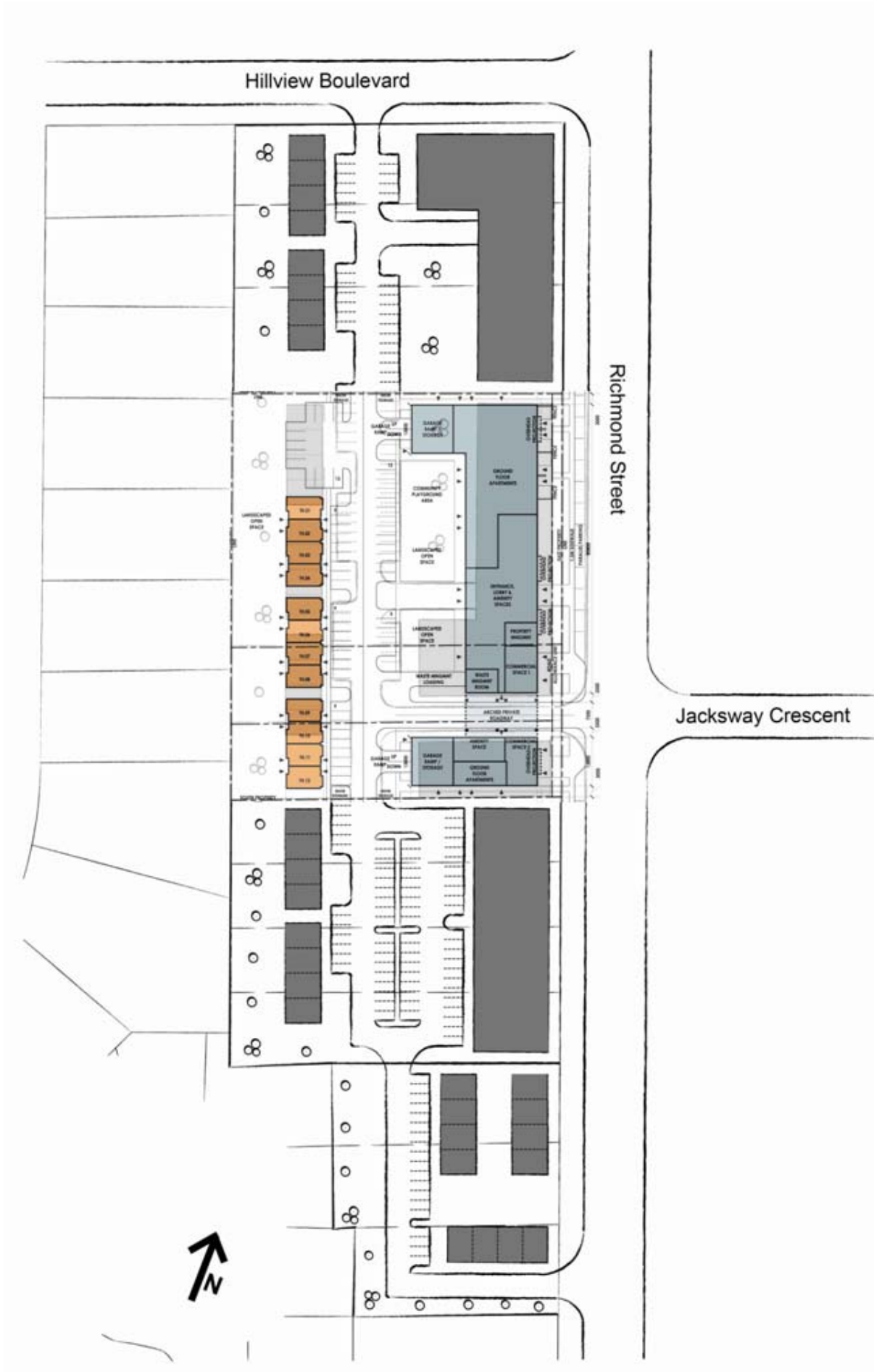


Figure 6 – Illustrating a superimposed image of the submitted site plan drawing (as depicted in Figure 2) with the concept plan included *Richmond Street-Old Masonville Master Plan and Urban Design Guidelines* (as depicted in Figure 1)

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Section 29.1 – General Purpose of the CC Zone – describes the rationale behind the CC zone variations. This section states that, “*This Zone provides for and regulates a limited range of commercial uses which services the day-to-day convenience needs of the immediate neighbourhood*” and that, “*The main CC Zone variation permits a restricted range of low impact uses which are considered to be appropriate for all Convenience Commercial Zone variations.*”

This general purpose is noteworthy because the intent of this Zoning By-law amendment is to permit a small-scale commercial component to service the day-to-day convenience needs of the immediate area. And the uses permitted in the CC4 zone recommended for these properties are identical to those permitted in the main CC zone, which are considered to be appropriate for all Convenience Commercial zone variations. The difference between the CC Zone and the CC4 Zone, as recommended as part of this application, is that CC4 Zone restricts the location of the commercial establishment a location within an apartment building. However, in addition to the uses permitted in the main CC Zone, it is recommended that a take-out restaurant also be added to the range of permitted commercial uses to accommodate such potential amenities as a coffee shop. It is recommended that the commercial uses be limited to 200m<sup>2</sup> of gross floor area to ensure that the commercial uses be small in scale catering to the immediate neighbourhood and requiring no additional parking spaces.

It is not proposed that holding provisions be applied to the properties at 1631, 1635, and 1639 Richmond Street given that stormwater capacity has not been identified as a concern on these lands and the property owner has provided site plan drawings and elevation drawings which are consistent with the *Richmond Street-Old Masonville Master Plan and Urban Design Guidelines* (see Figure 6 above and Appendix “I” attached). However, since an application for site plan approval has not been made at the time of this report, it is recommended that three readings of the Official Plan and Zoning By-law amendments **be withheld** until such time as a complete site plan application is submitted for these properties and site plan approval has been obtained, following a public site plan review, which is generally in conformity with the *Richmond Street-Old Masonville Master Plan and Urban Design Guidelines*. It is anticipated that a complete site plan application and public site plan review will be conducted at a public meeting of the Planning and Environment Committee early in 2012.

### **Urban Design**

The requested amendments for the subject lands, in particular the *Richmond Street-Old Masonville Master Plan and Urban Design Guidelines*, as well as the site plan drawings and elevation drawings for the development proposed for the properties located at 1631, 1635, and 1639 Richmond Street were vetted at the Urban Design Peer Review Panel (UDPRP).

As it relates to the *Richmond Street-Old Masonville Master Plan and Urban Design Guidelines*, the proposal was favourably received by the UDPRP noting that, “*The placement of the apartment buildings near the street line, with the parking and driveways hidden from the street is an acceptable form of urban design for this type of development.*” The UDPRP also noted that, “*The proposed townhouses are an appropriate method of making the transition from the proposed six storey apartment structure to the existing single family structures to the West of the property.*” These comments have been incorporated as principals in the special Official Plan policies recommended in this report as well as the *Richmond Street-Old Masonville Master Plan and Urban Design Guidelines*.

With regard to the site plan drawings and elevation drawings for the properties located at 1631, 1635, and 1639 Richmond Street, the UDPRP provided several comments which the proponent has subsequently incorporated into his revised site plan drawings and elevation drawings including:

- providing projections and recesses along the building face to reduce the apparent massing
- increasing occupant privacy for the residential units proposed at street level including: increasing the setback from the building face to the sidewalk; introducing an elevation

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**File OZ-7965  
M. Tomazincic**

change (i.e. stairs) at the entrances to the units; and, adding landscape features (i.e. planting or short fencing), and

- providing complimentary residential amenities, such as common rooms and/or athletic facilities, that could present an active use along the Richmond Street streetscape

Municipal Urban Design Staff have also evaluated the site plan drawings and elevation drawings for the proposed development for the properties located at 1631, 1635, and 1639 Richmond Street based on the criteria of the *Richmond Street-Old Masonville Master Plan and Urban Design Guidelines*. Urban Design Staff believe that the overall site plan drawings and elevation drawings generally conform to the Master Plan and Urban Design Guidelines however modifications to the site plan drawings should be considered for the vista at the entryway opposite Jacksway Crescent.

Similar to the comments of the UDPRP, Urban Design Staff expressed that further architectural expressions were needed to articulate the Richmond Street façade to break down the visual bulk of the building. The property owner has subsequently implemented these recommendations into the revised site plan and elevation drawings.

*[See full UDPRP and Urban Design Staff comments are included under Significant Department/Agency Comments of this report]*

## CONCLUSION

The proposed amendments to facilitate the development of multi-unit buildings in the form of apartment buildings and stacked townhouses on the eastern half of the subject lands and townhouses on the western half of the subject lands is consistent with the policies of the *Provincial Policy Statement, 2005* which require planning authorities to identify opportunities for intensification and redevelopment, promote a compact structure of nodes and corridors, require planning authorities to facilitate pedestrian and non-motorized movement, and promote a land use pattern, density and mix of uses that minimize the length and number of vehicle trips.

The recommended amendments are consistent with the Multi-Family, Medium Density Residential policies of the Official Plan which are intended to facilitate the construction of a low-rise form of residential development that could serve as a transition between low density residential areas and more intensive forms of commercial uses. The recommended amendments are also consistent with the Residential Intensification policies of the Official Plan which require that new development be sensitive to the existing residential area, that measures be included to buffer any impacts on surrounding properties, and that the new development incorporate innovative design features.

The recommended amendment to adopt the *Richmond Street-Old Masonville Master Plan and Urban Design Guidelines* as a guideline document to the Official Plan is consistent with the purpose of guideline documents which are intended to contain policies, standards, and performance criteria that are either too detailed, or require more flexibility, in interpretation or implementation, than the Official Plan would allow.

The recommended amendment is consistent with the policies of Section 18 – Transportation – of the Official Plan which require that Council support the long-term development of compact, transit-oriented and pedestrian friendly activity centres at identified nodes and corridors and to encourage residential intensification adjacent to transit nodes and along transit corridors.

The proposed form of development is consistent with the Great Near-Campus Neighbourhoods Strategy which promotes the development of purpose-built, multi-unit residential apartment buildings along arterial roads that are serviced by alternative modes of transportation.

The site plan drawings and elevation drawings proposed for the development of the properties located at 1631, 1635, and 1639 Richmond Street, attached as Appendix “I” to this report, submitted in conjunction with this application for an amendment to the Official Plan and Zoning

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By-law, are consistent with the *Master Plan and Urban Design Guidelines* for the development of the subject lands. However, since an application for site plan approval has not been made at the time of this report, it is recommended that three readings of the Official Plan and Zoning By-law amendments ***be withheld*** until such time as a complete site plan application is submitted for these properties and site plan approval has been obtained, following a public site plan review, which is generally in conformity with the *Richmond Street-Old Masonville Master Plan and Urban Design Guidelines*.

<b>PREPARED BY:</b>	<b>SUBMITTED BY:</b>
<b>MICHAEL TOMAZINCIC, MCIP, RPP PLANNER II, COMMUNITY PLANNING AND URBAN DESIGN SECTION</b>	<b>JIM YANCHULA, MCIP, RPP MANAGER – COMMUNITY PLANNING AND URBAN DESIGN SECTION</b>
<b>RECOMMENDED BY:</b>	
<b>J.M. FLEMING, MCIP, RPP DIRECTOR, LAND USE PLANNING AND CITY PLANNER</b>	

December 5, 2011

MT/mt

Y:\Shared\implemen\DEVELOPMENT APPS\2011 Applications 7854 to\7965OZ – 1607-1653 Richmond Street (MT) \OZ-7965 – Report to Planning and Environment Committee

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**Responses to Public Liaison Letter and Publication in “Living in the City”**

<u>Telephone</u>	<u>Written</u>
	Joshua Hurwitz 356 Sackville Street, Toronto
	Dr. Kartar Vic 41 Cherokee Road
	Farid Metwaly 1631-1639 Richmond Street
Li Ma 9 Jacksway Crescent	
Jane Lowman 1650 Hillside Drive	
Ms. Koutsoyannakis 5 Jacksway Crescent	
	Lisa Thornton 20 Cherokee Road
	Frances Vitali 56 McStay Road
	Anthony Barta 9 Jacksway Crescent
	Connie Ly [Address Unknown]
	Kim Beaucage 15 Jacksway Crescent
	Walt Lonc 70 McStay Road
	William Davis President – Old Masonville Ratepayers Association 25 Cherokee Road

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**File OZ-7965  
M. Tomazincic**

**Appendix "A"**

Bill No. (number to be inserted by Clerk's Office)  
2012

By-law No. C.P.-1284-\_\_\_\_\_

A by-law to amend the Official Plan for the City of London, 1989 relating to 1607, 1609 (eastern portion), 1611, 1615, 1619, 1623, 1627, 1631, 1635, 1639, 1643, 1649, and 1653 Richmond Street.

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

1. Amendment No. (to be inserted by Clerk's Office) to the Official Plan for the City of London Planning Area – 1989, as contained in the text attached hereto and forming part of this by-law, is adopted.
2. This by-law shall come into effect in accordance with subsection 17(38) of the *Planning Act, R.S.O. 1990, c.P.13.*

PASSED in Open Council on

Joe Fontana  
Mayor

Catharine Saunders  
City Clerk

First Reading –  
Second Reading –  
Third Reading –

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**File OZ-7965  
M. Tomazincic**

**Appendix "A"**

**AMENDMENT NO.**

**to the**

**OFFICIAL PLAN FOR THE CITY OF LONDON**

**A. PURPOSE OF THIS AMENDMENT**

The purpose of this Amendment is to change the designation of certain lands described herein from Low Density Residential to Multi-Family, Medium Density Residential on Schedule "A", Land Use, to the Official Plan for the City of London.

**B. LOCATION OF THIS AMENDMENT**

This Amendment applies to lands located at 1607, 1609 (eastern portion), 1611, 1615, 1619, 1623, 1627, 1631, 1635, 1639, 1643, 1649, and 1653 Richmond Street in the City of London.

**C. BASIS OF THE AMENDMENT**

The primary permitted uses in the Multi-Family, Medium Density Residential designation include multiple-attached dwellings, such as row houses or cluster houses; low-rise apartment buildings; and small-scale nursing homes, rest homes and homes for the aged and convenience commercial uses as secondary permitted uses. These permitted uses are consistent with those recommended in this report. The policies state that the preferred locations for the Multi-Family, Medium Density Residential designations include lands in close proximity to Shopping Areas, and lands abutting an arterial roadway which is consistent with the context and location of the subject lands.

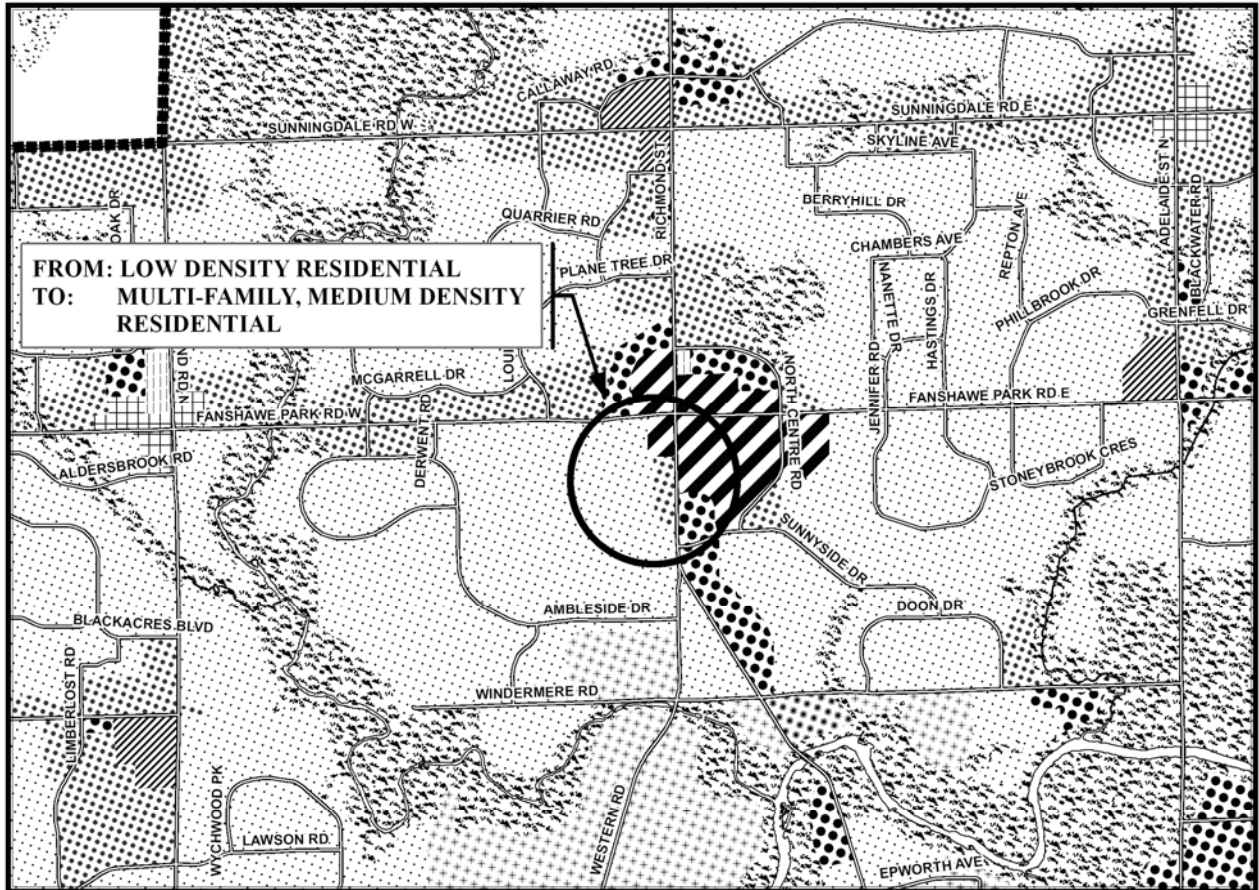
**D. THE AMENDMENT**

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

Schedule "A", Land Use, to the Official Plan for the City of London Planning Area is amended by designating those lands located at 1607, 1609 (eastern portion), 1611, 1615, 1619, 1623, 1627, 1631, 1635, 1639, 1643, 1649, and 1653 Richmond Street in the City of London, as indicated on "Schedule 1" attached hereto from Low Density Residential to Multi-Family, Medium Density Residential.

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File OZ-7965  
M. Tomazincic



**Legend**

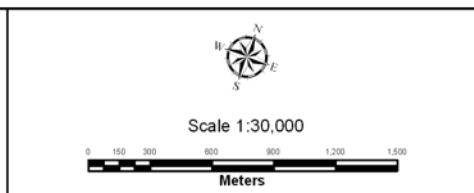
Downtown Area	Office Business Park
Enclosed Regional Commercial Node	General Industrial
New Format Regional Commercial Node	Light Industrial
Community Commercial Node	Regional Facility
Neighbourhood Commercial Node	Community Facility
Main Street Commercial Corridor	Open Space
Auto-Oriented Commercial Corridor	Urban Reserve - Community Growth
Multi-Family, High Density Residential	Urban Reserve - Industrial Growth
Multi-Family, Medium Density Residential	Rural Settlement
Low Density Residential	Environmental Review
Office Area	Agriculture
Office/Residential	Urban Growth Boundary

This is an excerpt from the Planning Division's working consolidation of Schedule A to the City of London Official Plan, with added notations.

**SCHEDULE 1  
TO  
OFFICIAL PLAN**

AMENDMENT NO. \_\_\_\_\_

PREPARED BY: Graphics and Information Services



**FILE NUMBER:** OZ-7965

**PLANNER:** MT

**TECHNICIAN:** MB

**DATE:** 2011/11/21

PROJECT LOCATION: e:\planning\projects\p\_officialplan\work\consolid\amendments\OZ-7965\mxd\scheduleA\_NEW\_b&w\_8x11.mxd



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**File OZ-7965  
M. Tomazincic**

**Appendix "B"**

Bill No. (number to be inserted by Clerk's Office)  
2012

By-law No. C.P.-1284-\_\_\_\_\_

A by-law to amend the Official Plan for the City of London, 1989 relating to 1607, 1609 (eastern portion), 1611, 1615, 1619, 1623, 1627, 1631, 1635, 1639, 1643, 1649, and 1653 Richmond Street.

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

1. Amendment No. (to be inserted by Clerk's Office) to the Official Plan for the City of London Planning Area – 1989, as contained in the text attached hereto and forming part of this by-law, is adopted.
2. This by-law shall come into effect in accordance with subsection 17(38) of the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on

Joe Fontana  
Mayor

Catharine Saunders  
City Clerk

First Reading –  
Second Reading –  
Third Reading –

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**Appendix “B”**

**AMENDMENT NO.**

**to the**

**OFFICIAL PLAN FOR THE CITY OF LONDON**

**A. PURPOSE OF THIS AMENDMENT**

The purpose of this Amendment is to establish a special policy in Section 3.5 (Policies for Specific Residential Areas) of the Official Plan for the City of London to facilitate the comprehensive development of the subject lands through specific policies that provide additional guidance to the general policies contained in the Official Plan.

**B. LOCATION OF THIS AMENDMENT**

This Amendment applies to lands located at 1607, 1609 (eastern portion), 1611, 1615, 1619, 1623, 1627, 1631, 1635, 1639, 1643, 1649, and 1653 Richmond Street in the City of London.

**C. BASIS OF THE AMENDMENT**

The general Multi-Family, Medium Density Residential policies include policies related to scale of development that maximize height at four storeys and net density at 75 units per hectare. However, the form of development proposed for the subject lands contemplates height limitations of six storeys and densities of up to 200 units per hectare.

Notwithstanding these limitations, the Multi-Family, Medium Density Residential policies permit modifications to the scale of development to meet specific policy objectives, such as the implementation of the *Richmond Street-Old Masonville Master Plan and Urban Design Guidelines* envisioned for the subject lands, where these specific policy objectives are identified in Section 3.5.

Given that the development proposed for the subject lands is consistent with the intent of the Multi-Family, Medium Density Residential policies, as it relates to permitted uses and location adjacent to a transit node, it is appropriate to modify the scale of development that would normally be permitted in this designation to meet specific policy objectives and include policies to facilitate the comprehensive development of the subject lands.

**D. THE AMENDMENT**

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

Section 3.5 – Policies for Specific Residential Areas – of the Official Plan for the City of London is amended by adding the following:

Richmond Street-Old Masonville	The Richmond Street-Old Masonville area is located on the west side of Richmond Street between Shavian and Hillview Boulevards on lands that are municipally known as 1607, 1609 (eastern portion), 1611, 1615, 1619, 1623, 1627, 1631, 1635, 1639, 1643, 1649, and 1653 Richmond Street. These lands are situated along an important gateway into the City of London from the north, along an important transit corridor, and are adjacent to Masonville Mall, a regional activity centre and major node. Given the prominent location, it is desirable to increase the net residential density of these lands to facilitate the development of an aesthetically pleasing, functional, and transit-supportive residential development while simultaneously preserving the residential amenity of the abutting low density residential lands to the west and south, and providing for a limited amount of accessory commercial space intended to service the day-to-day convenience needs of the future residents and immediate neighbourhood. Future development of these lands shall be consistent with the <i>Richmond Street-Old Masonville Master Plan and Urban Design Guidelines</i> which have been adopted pursuant to Section 19.2 of the Official Plan.
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**File OZ-7965  
M. Tomazincic**

- i) In addition to the requirements identified in the *Richmond Street-Old Masonville Master Plan and Urban Design Guidelines*, the key principles to be implemented through the development of these lands include the following:
- Increasing setback distances from low density residential areas to the west and south of the subject lands to provide for enhanced buffering opportunities.
  - Reducing the intensity per dwelling unit by establishing a cap on the number of bedrooms at 3 per dwelling unit.
  - Apartment buildings shall be required to include a mix of 1, 2, and 3 bedroom units.
  - Mitigation of impacts onto the surrounding established low density residential neighbourhood by lowering the maximum height of townhouse dwellings and restricting the above-grade height of basements through the use of zoning regulations.
  - Implementing a mix of at-grade and below-grade parking to provide opportunities for more landscaped open space. Below-grade parking shall be utilized in the development of the properties located at 1631, 1635, 1639, 1643, 1649, and 1653 Richmond Street.
  - Apartment buildings shall be oriented toward the Richmond Street corridor as well as Hillview Boulevard along the northern perimeter.
  - Front yard depths from the apartment buildings to Richmond Street and Hillview Boulevard shall be minimized.
  - Decreasing the height of the buildings from east to west and from north to south such that the greatest heights shall be located at the northern and eastern portions of the subject lands with lower heights along the western and southern portion of the subject lands.
  - Retaining existing vegetation and providing for dense landscaping to maximize privacy between the subject lands and the abutting low density residential properties to the west and south.
  - Limiting the number of townhouse dwellings to four per block to break up the visual massing.
  - Require the comprehensive development of these lands through the use of internal driveway access and limited mutual access points.
- ii) In addition to the *Richmond Street-Old Masonville Master Plan and Urban Design Guidelines* and the key principles identified above, the following policies will provide additional guidance for the development of these lands:
- (a) For the lands located at 1607, 1609 (eastern portion), and 1611 Richmond Street, the permitted uses shall be cluster townhouses and cluster stacked townhouses. The location of the cluster stacked townhouses shall be restricted to the eastern portion of 1609 and 1611 Richmond Street, directly abutting the Richmond Street corridor, thereby locating the maximum heights and densities away from the abutting low density residential lands to the south and west. To implement these uses, a maximum net density of 60 units per hectare shall be permitted and the maximum height of the permitted uses shall be regulated by the Zoning By-law.
- Mutual access to Richmond Street may be required through these properties and, if so, it shall be provided for the benefit of all the subject properties identified in this Special Policy.
- (b) For the lands located at 1615, 1619, 1623, and 1627 Richmond Street, the permitted uses shall include apartment buildings and cluster townhouses. The location of the apartment buildings shall be restricted to the eastern portion of these properties, thereby locating the maximum heights and densities away from the existing single detached dwellings to the west. Notwithstanding the density maximums identified in the general Multi-Family,

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**File OZ-7965  
M. Tomazincic**

Medium Density Residential policies, a maximum net density of 150 units per hectare shall be permitted and the maximum height of the permitted uses shall be regulated by the Zoning By-law.

- (c) For the lands located at 1631, 1635, and 1639 Richmond Street, the permitted uses shall include apartment buildings, cluster townhouses, and limited convenience commercial uses permitted on the ground floor of the apartment building which service the day-to-day convenience needs of the residents of the immediate neighbourhood. Any commercial uses must be integrated within the residential apartment building and are not intended to be within a “stand-alone” commercial structure. The exact range of permitted convenience commercial uses shall be specified in the Zoning By-law. The location of the apartment buildings shall be restricted to the eastern portion of these properties, thereby locating the maximum heights and densities away from the existing single detached dwelling to the west. Notwithstanding the height and density maximums identified in the general Multi-Family, Medium Density Residential policies, a maximum net density of 200 units per hectare and a maximum height of up to six storeys shall be permitted for the apartment building, subject to the regulations of the Zoning By-law.

Mutual access to Richmond Street shall be provided opposite Jacksway Crescent for the benefit of all the subject properties identified in this Special Policy. The construction of below-grade parking shall be required below the apartment building, at a minimum, and additional below-grade parking shall be encouraged.

- (d) For the lands located at 1643, 1649, and 1653 Richmond Street, the permitted uses shall include apartment buildings and cluster townhouses. The location of the apartment buildings shall be restricted to the eastern portion of these properties, thereby locating the maximum heights and densities away from the existing single detached dwelling to the west. Notwithstanding the height and density maximums identified in the general Multi-Family, Medium Density Residential policies, a maximum net density of 200 units per hectare and a maximum height of up to six storeys shall be permitted for the apartment building subject to the regulations of the Zoning By-law.

Mutual access to Hillview Boulevard shall be provided through these properties for the benefit of all the subject properties identified in this Special Policy. However, to minimize the impact of additional vehicular traffic through the interior of the abutting neighbourhood to the west, the completion of a traffic impact study shall be required as part of a complete application as per section 19.16.2 (Reports and Studies) of the Official Plan. The construction of below-grade parking shall be required below the apartment building, at a minimum, and additional below-grade parking shall be encouraged.

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**Appendix "C"**

**Richmond Street - Old Masonville  
Master Plan and Urban Design Guidelines**

**Building Siting**

- 1) Orient buildings along Richmond Street so that Richmond Street facades have multiple visible front entrances to provide an active pedestrian environment.
- 2) Create a defined street wall along Richmond Street by providing building frontage along no less than 75 percent of the eastern property line of the subject lands to support the visual and spatial continuity of the streetscape.
- 3) Provide multiple pedestrian connections into the interior of the subject lands from Richmond Street.
- 4) Provide private rear yard amenity space for the westerly townhouses toward the western property line so that this private rear yard amenity space for the townhouses abuts the private rear yard amenity space of the existing dwellings along Cherokee Road.
- 5) Provide visual interest at the terminus of the driveway directly across from Jacksway Crescent through building location and architectural detail and/or landscape features to provide a visually attractive sightline into the subject lands.

**Built Form**

- 6) Design building facades to express a defined base proportionally, approximately one third of the height of the building, a middle, and a top to contribute to a human-scaled measured pedestrian environment, conceal roof top mechanical equipment, and provide a visually interesting skyline (see Figure 5 below).
- 7) Break up building massing by employing recesses and projections that are prominent enough to provide visual interest and assist in providing solar protection (see Figure 3 below).
- 8) Use high quality building materials, such as masonry, that are compatible within the context of the existing streetscape.
- 9) Balance the proportion of facade cladding to ensure that there is a minimum of 50 percent glazing on apartment frontages facing Richmond Street and apartment frontages facing Hillview Boulevard.
- 10) Outdoor living spaces of individual living units should be provided in the form of fully- or partially-recessed balconies, consistent with the built form of the multi-storey residential buildings in the neighbourhood, to maximize the privacy of the spaces from the public realm. Where outdoor living spaces cannot be provided, a Juliet balcony should be provided (see Figure 5 below).

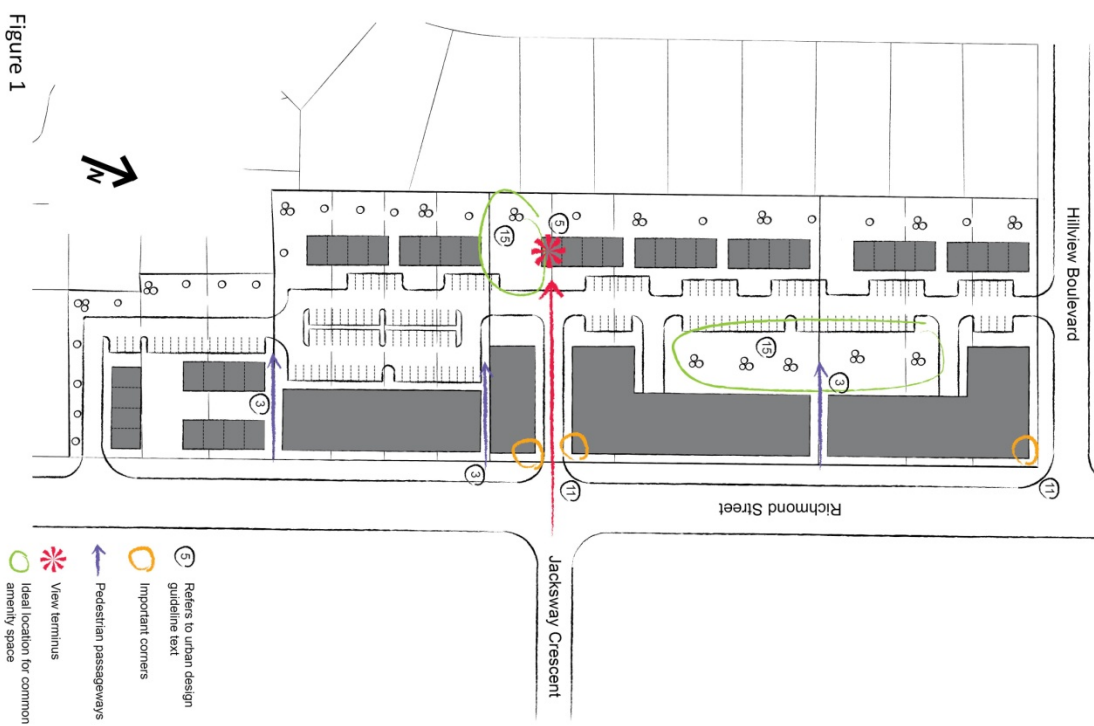


Figure 1

Agenda Item #	Page #

**Appendix "C"**

- 11) Building corners that are highly visible from the public realm should have a high degree of architectural detail. The built corner at the intersection of Hillview Boulevard and Richmond Street as well as the built corners at the entry to the site across from Jacksaway Crescent at Richmond Street require special architectural attention. Other building corners that are visible from the public realm should also be addressed through additional architectural details (see Figure 1 above and Figure 4 below).
- 12) Clearly define the first storey of buildings by employing overhead weather protection and using contrasting materials and/or colours to provide a human-scaled environment along Richmond Street and Hillview Boulevard (see Figure 5 below).
- 13) Provide a sensitive transition to the existing structures abutting the subject lands by gradually decreasing the building height from north to south and from east to west within the subject lands (see Figure 2 below).

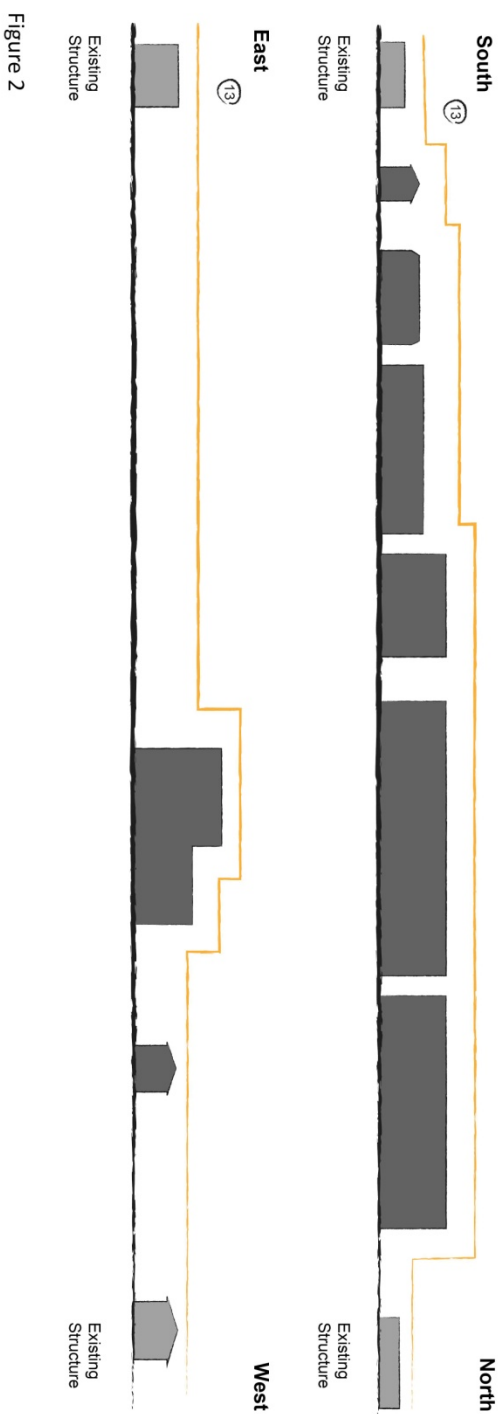


Figure 2

- 14) Design the westerly townhouses to be compatible in massing and architectural style with the single detached dwellings along Cherokee Road, particularly in providing pitched roofs and exterior masonry cladding.
- 15) Provide for residents outdoor common amenity spaces, which are located and designed to maximize potential use.

**Site Development**

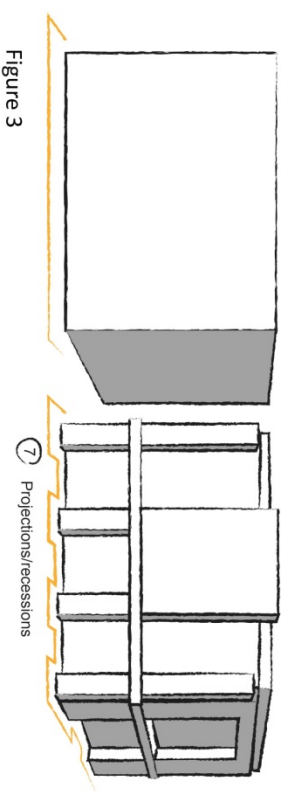


Figure 3

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**Appendix "C"**

- 16) Use landscaping to clearly delineate outdoor public and private space and improve pedestrian way finding.
- 17) Screen the western and southern property lines with a continuous combination of fencing and dense landscaping to maximize privacy between abutting outdoor uses.
- 18) Preserve existing mature tree coverage within the required rear yard and side yard setbacks along the western and southern perimeters of the subject lands.
- 19) Provide tree cover within the site and along the Richmond Street to provide shade for pedestrians and generally reduce solar gain.

**Commercial Uses**

- 20) Provide transparent glass along commercial frontages to allow for pedestrians to see into the interior of the buildings and for store employees to provide passive surveillance of the street. A greater proportion of the façade of commercial uses should be composed of transparent glass than that of residential uses.
- 21) Along commercial frontages, provide recessed entrances to reduce conflicts between public and private activities.

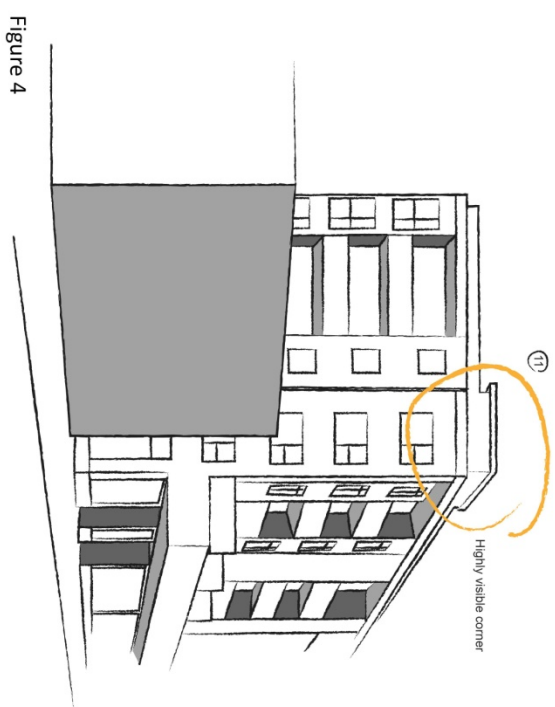


Figure 4

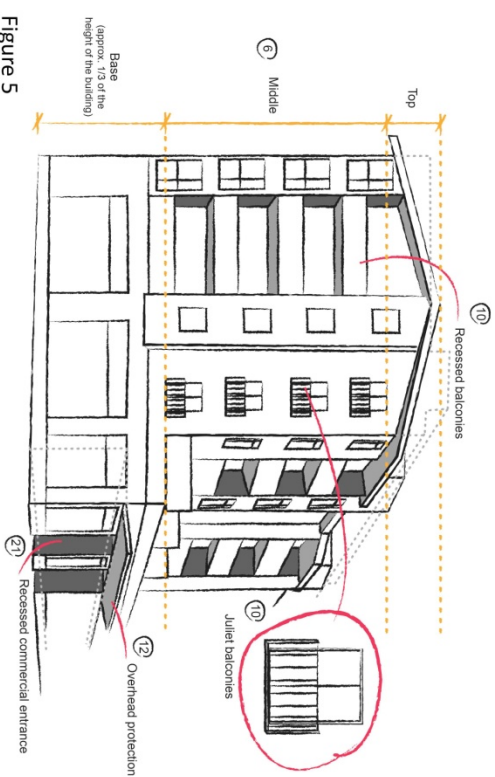


Figure 5

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**File OZ-7965  
M. Tomazincic**

**Appendix "D"**

Bill No. (number to be inserted by Clerk's Office)  
2012

By-law No. C.P.-1284-\_\_\_\_\_

A by-law to amend the Official Plan for the City of London, 1989 relating to 1607, 1609 (eastern portion), 1611, 1615, 1619, 1623, 1627, 1631, 1635, 1639, 1643, 1649, and 1653 Richmond Street.

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

1. Amendment No. (to be inserted by Clerk's Office) to the Official Plan for the City of London Planning Area – 1989, as contained in the text attached hereto and forming part of this by-law, is adopted.
2. This by-law shall come into effect in accordance with subsection 17(38) of the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on

Joe Fontana  
Mayor

Catharine Saunders  
City Clerk

First Reading –  
Second Reading –  
Third Reading –



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**File OZ-7965  
M. Tomazincic**

**Appendix “D”**

**AMENDMENT NO.**

**to the**

**OFFICIAL PLAN FOR THE CITY OF LONDON**

**A. PURPOSE OF THIS AMENDMENT**

The purpose of this Amendment is to add the *Richmond Street-Old Masonville Master Plan and Urban Design Guidelines* to the list of guideline documents in Section 19.2.2 of the Official Plan.

**B. LOCATION OF THIS AMENDMENT**

This Amendment applies to lands located at 1607, 1609 (eastern portion), 1611, 1615, 1619, 1623, 1627, 1631, 1635, 1639, 1643, 1649, and 1653 Richmond Street in the City of London.

**C. BASIS OF THE AMENDMENT**

The *Richmond Street-Old Masonville Master Plan and Urban Design Guidelines* will provide guidance to developers, builders, consultants, the public, and internal Engineering and Planning Staff and assist with the evaluation of site plan applications and applications for plans of condominium to facilitate the development of an aesthetically pleasing, functional, and transit-supportive development while simultaneously preserving the residential amenity of the abutting low density residential lands to the west and south.

**D. THE AMENDMENT**

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

19.2.2. ii) ( ) Richmond Street-Old Masonville Master Plan and Urban Design Guidelines

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File OZ-7965  
M. Tomazincic

Appendix "E"

Bill No. (number to be inserted by Clerk's Office)  
2012

By-law No. Z.-1-12\_\_\_\_\_

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 1607, 1609 (eastern portion) and 1611 Richmond Street.

WHEREAS the City of London has applied to rezone an area of land located at 1607, 1609 (eastern portion) and 1611 Richmond Street, as shown on the map attached to this by-law, as set out below;

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

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

Schedule "A" to By-law No. Z-1 is amended by changing the zoning applicable to lands located at 1607, 1609 (eastern portion) and 1611 Richmond Street, as shown on the attached map comprising part of Key Map No. 16, from a Holding Residential R5 Special Provision/Residential R6 Special Provision (h-5•R5-2(12)/R6-4(14)) Zone to a Holding Residential R5 Special Provision (h-(\*)•h-(\*\*)\*R5-2(\*) Zone.

1) Section Number 3.8 of the Holding "h" Zones to By-law No. Z.-1 is amended by adding the following holding new provision:

(2)\_ h-(\*) Purpose: To ensure that the Richmond Street-Old Masonville Master Plan and Urban Design Guidelines, established through the Official Plan and Zoning amendment review process, are implemented, a development agreement shall be entered into which ensures that future development of these lands incorporates the concepts and urban design principles identified in these Master Plan and Urban Design Guidelines to the satisfaction of the Director, Land Use Planning and City Planner prior to the removal of the h-(\*) symbol.

Permitted Interim Uses: Existing Uses

2) Section Number 3.8 of the Holding "h" Zones to By-law No. Z.-1 is amended by adding the following holding new provision:

(2)\_ h-(\*\*) Purpose: To ensure the orderly development of the subject lands, the h-(\*\*) symbol shall not be removed until a storm/drainage and stormwater management (SWM) servicing design report has been prepared and accepted for the subject lands to ensure that the that future development has the sufficient storm outlet and SWM servicing to the specifications and satisfaction of the City Engineer.

Permitted Interim Uses: Existing Uses

3) Section Number 9.4 of the Residential R5 (R5-2) Zone is amended by adding the following new Special Provision:

\_ R5-2(\*) 1607, 1609 (eastern portion) and 1611 Richmond Street  
a) Permitted uses for 1607 Richmond Street  
i) Cluster townhouses

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**File OZ-7965  
M. Tomazincic**

- b) Permitted uses for 1609 (eastern portion) and 1611 Richmond Street
  - i) Cluster townhouses
  - ii) Cluster stacked townhouses
  
- c) Regulations for 1607, 1609 (eastern portion) and 1611 Richmond Street
  - i) Lot Frontage (Minimum) 70.0 metres (229.6 feet)
  - ii) Lot Area (Minimum) 0.40 hectares (0.99 acres)
  - iii) Front Yard Depth (Maximum) 3.0 metres (9.8 feet) from the ultimate road allowance
  - iv) Rear Yard Depth (Minimum) 15.0 metres (19.2 feet)
  - v) Lot Coverage (Maximum) 35%
  - vi) Density (Maximum) 60 Units per Hectare (24 units per acre)
  - vii) Bedrooms per dwelling unit (Maximum) 3
  - viii) Maximum height to be measured from grade to roof peak
  - ix) Basement ceiling height above grade (Maximum) 0.5 metres (1.6 feet)
  - x) Number of vertically attached townhouse dwelling units (Maximum) 4
  
- d) Additional Regulations for 1607 Richmond Street
  - i) Height (Maximum) 9.5 metres (31.2 feet)
  - ii) South Interior Side Yard Depth (Minimum) 15.0 metres (49.2 feet)
  - iii) No part of any required front yard, required side yard, or required rear yard shall be used for any purpose other than landscaped open space except where a common internal driveway connects to abutting properties located in a required side yard or required rear yard or provides vehicular access to Richmond Street located in the required front yard.
  
- e) Additional Regulations for 1609 (eastern portion) and 1611 Richmond Street
  - i) Height (first 16.0 metres of lot depth) (Maximum) 12.0 metres (39.3 feet)
  - ii) Height (beyond the first 16.0 metres of lot depth) (Maximum) 9.5 metres (31.2 feet)

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**File OZ-7965  
M. Tomazincic**

- iii) North Interior Side Yard Setback (Minimum) 3.0 metres (9.8 feet)
- vii) No part of any required front yard, required side yard, or required rear yard shall be used for any purpose other than landscaped open space except where a common internal driveway connects to abutting properties in a required side yard or required rear yard.

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

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

PASSED in Open Council on

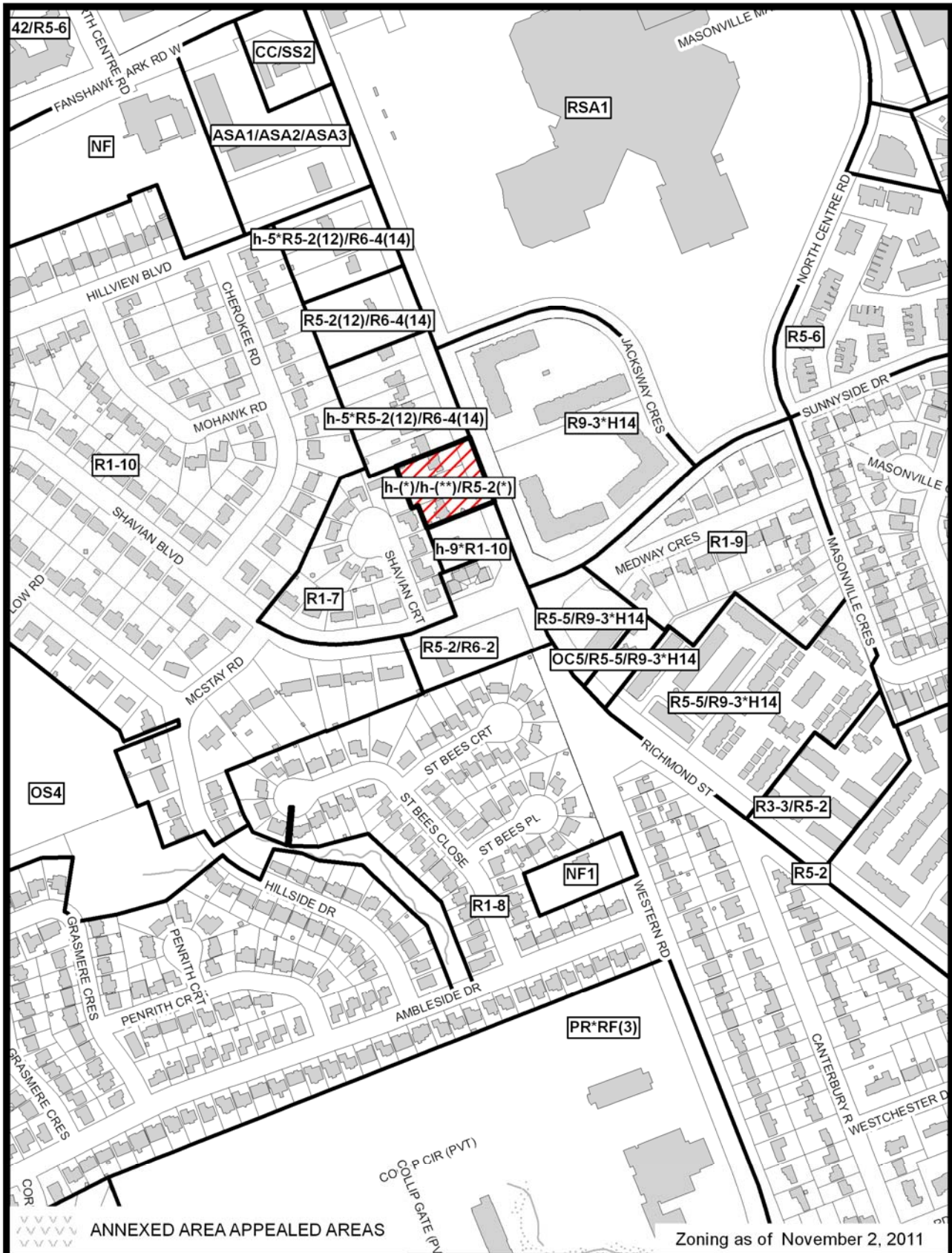
Joe Fontana  
Mayor

Catharine Saunders  
City Clerk

First Reading –  
Second Reading –  
Third Reading –

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



**File Number: OZ-7965**  
**Planner: MT**  
**Date Prepared: 2011/11/23**  
**Technician: MB**  
**By-Law No: Z.-1-**

**SUBJECT SITE** 

**1:5,000**

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Meters



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**File OZ-7965  
M. Tomazincic**

**Appendix "F"**

Bill No. (number to be inserted by Clerk's Office)  
2012

By-law No. Z.-1-12\_\_\_\_\_

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 1615, 1619, 1623 and 1627 Richmond Street.

WHEREAS the City of London has applied to rezone an area of land located at 1615, 1619, 1623 and 1627 Richmond Street, as shown on the map attached to this by-law, as set out below;

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

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

Schedule "A" to By-law No. Z-1 is amended by changing the zoning applicable to lands located at 1615, 1619, 1623 and 1627 Richmond Street, as shown on the attached map comprising part of Key Map No. 16, from a Holding Residential R5 Special Provision/Residential R6 Special Provision (h-5•R5-2(12)/R6-4(14)) Zone to a Holding Residential R9 Special Provision (h-(\*)•h-(\*\*)\*R9-7(\*\*\*)) Zone.

1) Section Number 13.4 of the Residential R9 (R9-7) Zone is amended by adding the following new Special Provision:

- \_ ) R9-7(\*\*\*) 1615, 1619, 1623 and 1627 Richmond Street
  - a) Permitted uses
    - i) Cluster townhouses
    - ii) Apartment buildings
    - iii) Senior citizens apartment buildings
    - iv) Continuum-of-care facilities
  - b) Regulations
 

i) Lot Frontage (Minimum)	70.0 metres (229.6 feet)
ii) Lot Area (Minimum)	0.60 hectares (1.4 acres)
iii) Front Yard Depth (Maximum)	3.0 metres (9.8 feet) from the ultimate road allowance
iv) Lot Coverage (Maximum)	40%
v) Density (Maximum)	150 Units per Hectare (60 units per acre)
vi) Bedrooms per dwelling unit (Maximum)	3
  - vii) No part of any required front yard, required side yard, or required rear yard shall be used for any purpose other than landscaped open space except where a common internal driveway connects to abutting properties located in a required side yard.

--	--

**File OZ-7965  
M. Tomazincic**

c) Additional Regulations for Apartment Buildings, Senior Citizen Apartment Buildings, and Continuum-of-Care Facilities

- |      |   |                             |
|------|---|-----------------------------|
| i)   | Height<br>(first 25.0 metres of lot depth)<br>(Maximum) | 15.0 metres<br>(49.2 feet)  |
| ii)  | Setback from Rear Property Line<br>(Minimum)            | 65.0 metres<br>(213.3 feet) |
| iii) | Interior Side<br>Yard Depth<br>(Minimum)                | 3.0 metres<br>(9.8 feet)    |

d) Additional Regulations for Cluster Townhouses

- |       |  |                            |
|-------|--|----------------------------|
| i)    | Height<br>(Maximum)  | 9.5 metres<br>(31.2 feet)  |
| ii)   | Maximum height to be measured from grade to roof peak                  |                            |
| iii)  | Basement ceiling<br>height above grade<br>(Maximum)                    | 0.5 metres<br>(1.6 feet)   |
| iv)   | Total number of townhouse<br>dwelling units<br>(Maximum)               | 8                          |
| v)    | Number of vertically attached<br>townhouse dwelling units<br>(Maximum) | 4                          |
| vi)   | North Interior Side<br>Yard Depth<br>(Minimum)                         | 3.0 metres<br>(9.8 feet)   |
| vii)  | South Interior Side<br>Yard Depth<br>(Minimum)                         | 15.0 metres<br>(49.2 feet) |
| viii) | Rear Yard Depth<br>(Minimum)   | 15.0 metres<br>(49.2 feet) |

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**File OZ-7965  
M. Tomazincic**

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

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

PASSED in Open Council on

Joe Fontana  
Mayor

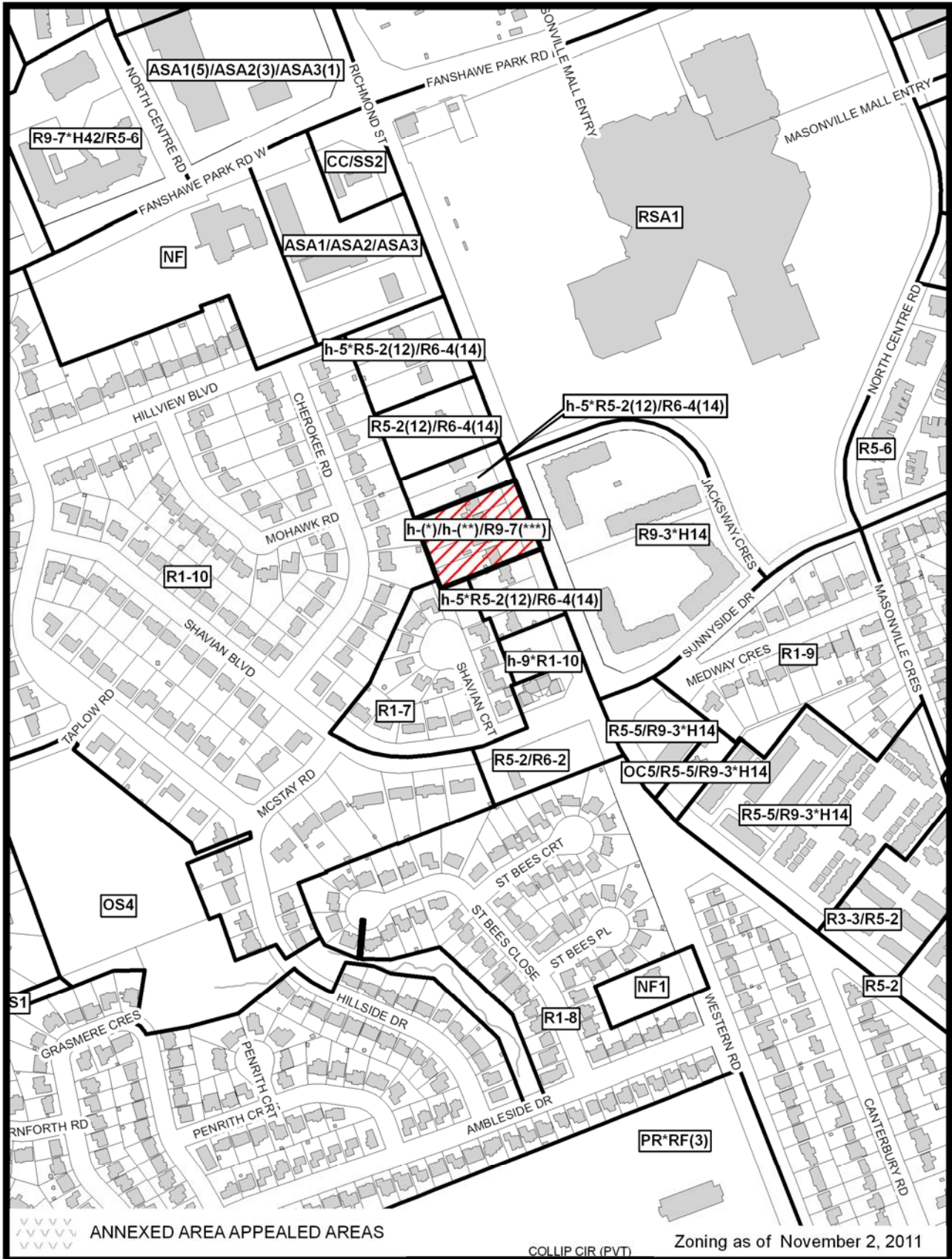
Catharine Saunders  
City Clerk

First Reading –  
Second Reading –  
Third Reading –



Empty boxes for agenda item and page numbers.

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



File Number: OZ-7965  
 Planner: MT  
 Date Prepared: 2011/11/23  
 Technician: MB  
 By-Law No: Z.-1-

SUBJECT SITE 

1:5,000

0 25 50 100 150 200 Meters



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**File OZ-7965  
M. Tomazincic**

**Appendix "G"**

Bill No. (number to be inserted by Clerk's Office)  
2012

By-law No. Z.-1-12\_\_\_\_\_

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 1631, 1635 and 1639 Richmond Street.

WHEREAS the City of London has applied to rezone an area of land located at 1631, 1635 and 1639 Richmond Street, as shown on the map attached to this by-law, as set out below;

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

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

Schedule "A" to By-law No. Z-1 is amended by changing the zoning applicable to lands located at 1631, 1635 and 1639 Richmond Street, as shown on the attached map comprising part of Key Map No. 16, from a Holding Residential R5 Special Provision/Residential R6 Special Provision (h-5•R5-2(12)/R6-4(14)) Zone and a Residential R5 Special Provision/Residential R6 Special Provision (R5-2(12)/R6-4(14)) Zone to a Residential R9 Special Provision/Convenience Commercial Special Provision (R9-7(\*\*)/CC4(\*)) Zone.

1) Section Number 13.4 of the Residential R9 (R9-7) Zone is amended by adding the following new Special Provision:

- \_) R9-7(\*\*) 1631, 1635 and 1639 Richmond Street
  - a) Permitted uses
    - i) Cluster townhouses
    - ii) Apartment buildings
    - iii) Senior citizens apartment buildings
    - iv) Continuum-of-care facilities
  - b) Regulations
 

i) Lot Frontage (Minimum)	70.0 metres (229.6 feet)
ii) Lot Area (Minimum)	0.60 hectares (1.4 acres)
iii) Front Yard Depth (Maximum)	3.0 metres (9.8 feet) from the ultimate road allowance
iv) Interior Side Yard Depth (Minimum)	3.0 metres (9.8 feet)
iv) Lot Coverage (Maximum)	45%
v) Density (Maximum)	200 Units per Hectare (80 units per acre)
vi) Bedrooms per dwelling unit (Maximum)	3

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**File OZ-7965  
M. Tomazincic**

vii) Parking Standard (Minimum) 0.8 parking spaces per dwelling unit

vii) No part of any required front yard, required side yard, or required rear yard shall be used for any purpose other than landscaped open space except where a common internal driveway connects to abutting properties located in a required side yard or provides vehicular access to Richmond Street located in the required front yard.

c) Additional Regulations for Apartment Buildings, Senior Citizen Apartment Buildings, and Continuum-of-Care Facilities

i) Height (first 25.0 metres of lot depth) (Maximum) 20.0 metres (65.5 feet)

ii) Height (beyond the first 25.0 metres of lot depth) (Maximum) 15.0 metres (49.2 feet)

iii) Setback from Rear Property Line (Minimum) 50.0 metres (164.0 feet)

d) Additional Regulations for Cluster Townhouses

i) Height (Maximum) 9.5 metres (31.2 feet)

ii) Maximum height to be measured from grade to roof peak

iii) Basement ceiling height above grade (Maximum) 0.5 metres (1.6 feet)

iv) Total number of townhouse dwelling units (Maximum) 12

v) Number of vertically attached townhouse dwelling units (Maximum) 4

vi) Rear Yard Depth (Minimum) 15.0 metres (49.2 feet)

2) Section Number 29.4 of the Convenience Commercial (CC) Zone is amended by adding the following new Special Provision:

\_) CC4(\*) 1631, 1635 and 1639 Richmond Street

a) Additional Permitted uses

i) Restaurant, take-out without a drive-through facility

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**File OZ-7965  
M. Tomazincic**

- b) Regulations
  - i) Total Gross Floor Area (m<sup>2</sup>) (Maximum) 200.0 (2,153 square feet)
  - ii) Gross Floor Area for Individual Uses (m<sup>2</sup>) (Maximum) 100.0 (1,076 square feet)
  - iii) Restricted to 1631 or 1635 Richmond Street
  - iv) No additional parking spaces required

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

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

PASSED in Open Council on

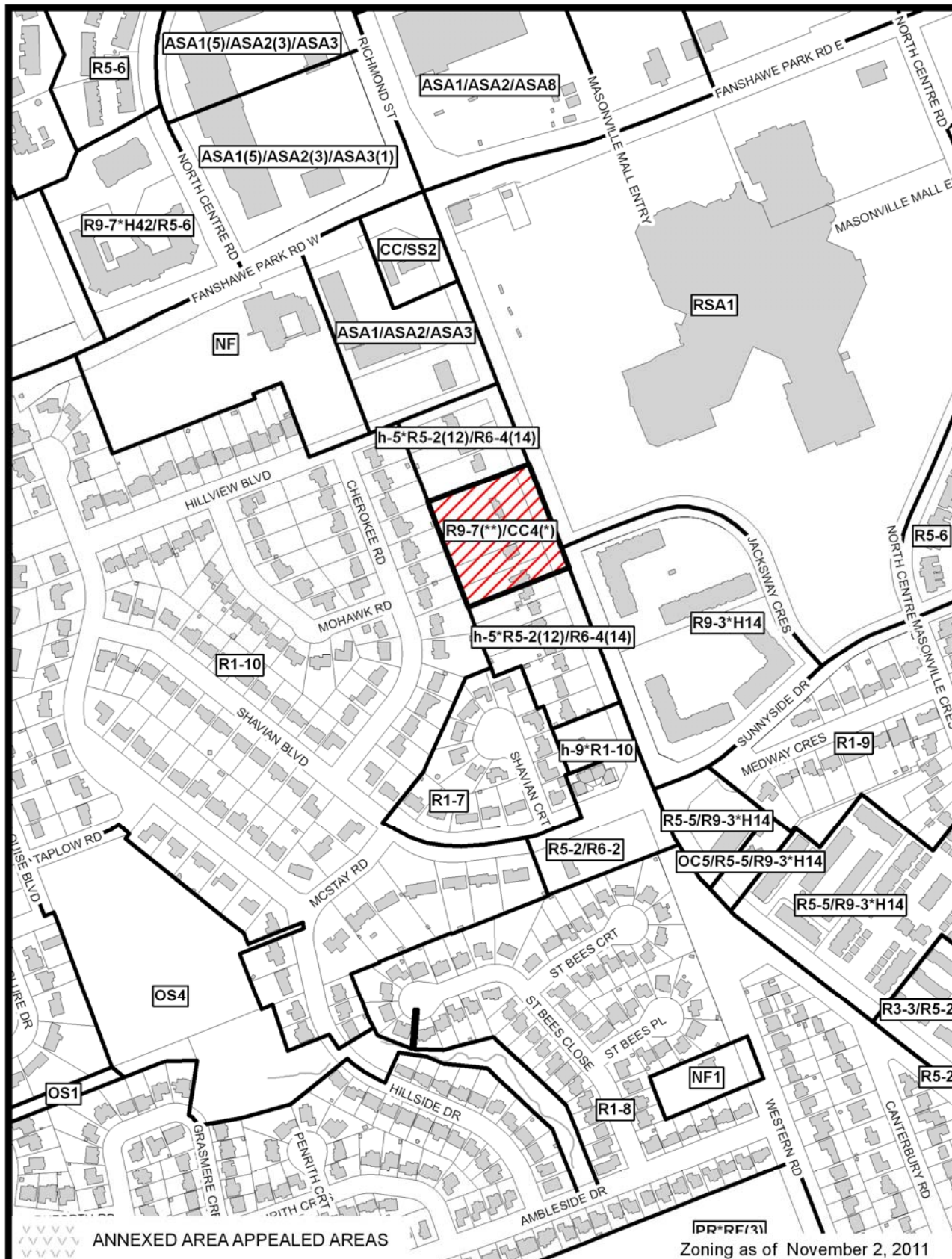
Joe Fontana  
Mayor

Catharine Saunders  
City Clerk

First Reading –  
Second Reading –  
Third Reading –

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



File Number: OZ-7965  
 Planner: MT  
 Date Prepared: 2011/11/23  
 Technician: MB  
 By-Law No: Z.-1-

**SUBJECT SITE**

1:5,000

0 25 50 100 150 200  
 Meters

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**File OZ-7965  
M. Tomazincic**

**Appendix "H"**

Bill No. (number to be inserted by Clerk's Office)  
2012

By-law No. Z.-1-12\_\_\_\_\_

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 1643, 1649 and 1653 Richmond Street.

WHEREAS the City of London has applied to rezone an area of land located at 1643, 1649 and 1653 Richmond Street, as shown on the map attached to this by-law, as set out below;

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

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

Schedule "A" to By-law No. Z-1 is amended by changing the zoning applicable to lands located at 1643, 1649 and 1653 Richmond Street, as shown on the attached map comprising part of Key Map No. 16, from a Holding Residential R5 Special Provision/Residential R6 Special Provision (h-5•R5-2(12)/R6-4(14)) Zone to a Holding Residential R9 Special Provision (h-(\*)•h-55•R9-7(\*)) Zone.

1) Section Number 13.4 of the Residential R9 (R9-7) Zone is amended by adding the following new Special Provision:

- \_ ) R9-7(\*) 1643, 1649 and 1653 Richmond Street
  - a) Permitted uses
    - i) Cluster townhouses
    - ii) Apartment buildings
    - iii) Senior citizens apartment buildings
    - iv) Continuum-of-care facilities
  - b) Regulations
    - i) Lot Frontage (Minimum) 70.0 metres (229.6 feet)
    - ii) Lot Area (Minimum) 0.60 hectares (1.4 acres)
    - iii) Front Yard Depth (Maximum) 3.0 metres (9.8 feet) from the ultimate road allowance
    - iv) Interior Side Yard Depth (Minimum) 3.0 metres (9.8 feet)
    - v) Exterior Side Yard Depth (Minimum) 3.0 metres (9.8 feet)
    - v) Lot Coverage (Maximum) 45%
    - vi) Density (Maximum) 200 Units per Hectare (80 units per acre)

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**File OZ-7965  
M. Tomazincic**

vii) Bedrooms per dwelling unit      3  
(Maximum)

viii) No part of any required front yard, required side yard, or required rear yard shall be used for any purpose other than landscaped open space except where a common internal driveway connects to abutting properties located in a required side yard or provides vehicular access to Hillview Boulevard located in the required exterior side yard.

c) Additional Regulations for Apartment Buildings, Senior Citizen Apartment Buildings, and Continuum-of-Care Facilities

- i) Height (first 25.0 metres of lot depth) (Maximum)      20.0 metres (65.5 feet)
- ii) Height (beyond the first 25.0 metres of lot depth) (Maximum)      15.0 metres (49.2 feet)
- iii) Setback from Rear Property Line (Minimum)      50.0 metres (164.0 feet)

d) Additional Regulations for Cluster Townhouses

- i) Height (Maximum)      9.5 metres (31.2 feet)
- ii) Maximum height to be measured from grade to roof peak
- iii) Basement ceiling height above grade (Maximum)      0.5 metres (1.6 feet)
- iv) Total number of townhouse dwelling units (Maximum)      8
- v) Number of vertically attached townhouse dwelling units (Maximum)      4
- vi) Rear Yard Depth (Minimum)      15.0 metres (49.2 feet)

Agenda Item # Page #

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**File OZ-7965  
M. Tomazincic**

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

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

PASSED in Open Council on

Joe Fontana  
Mayor

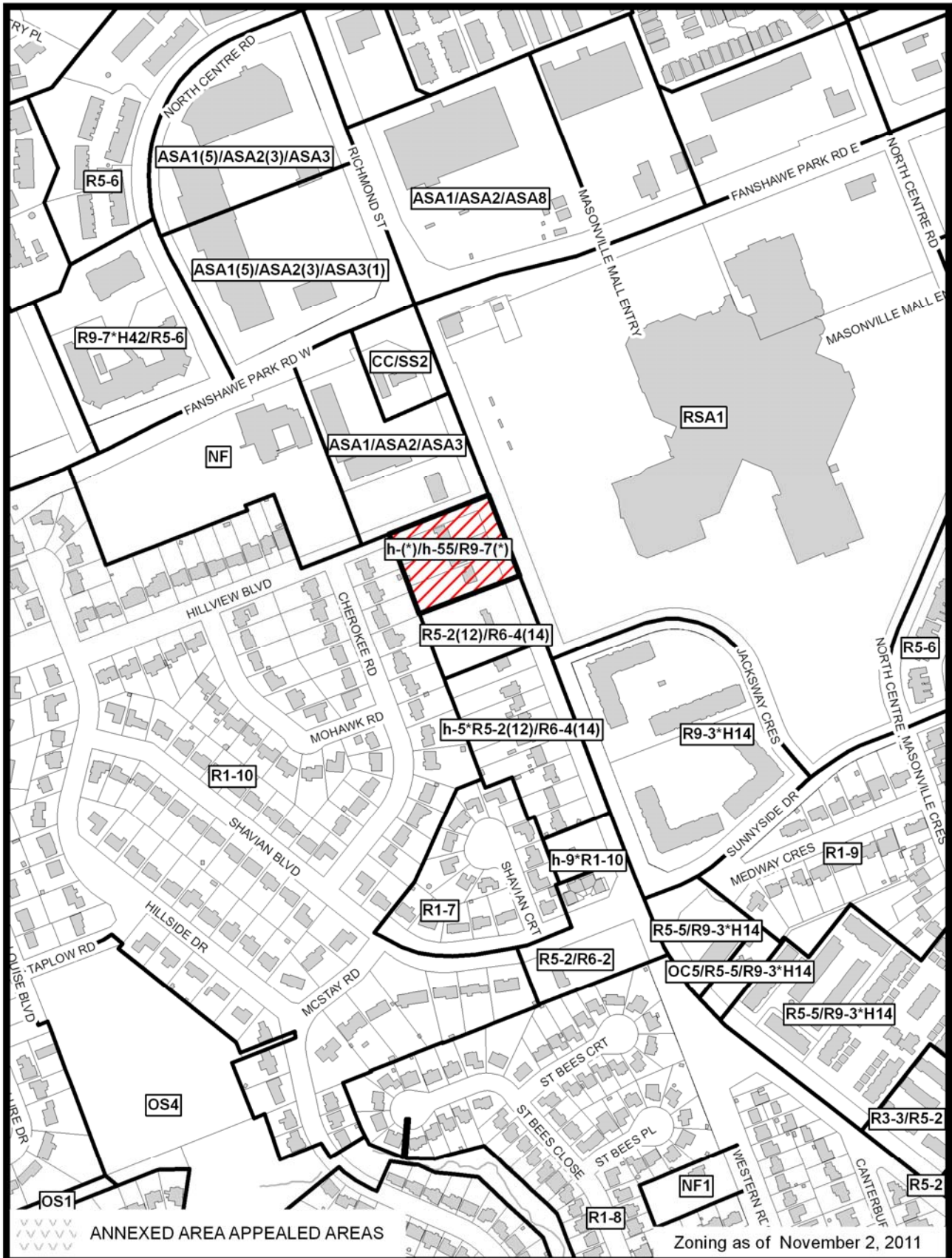
Catharine Saunders  
City Clerk

First Reading –  
Second Reading –  
Third Reading –



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



File Number: OZ-7965  
 Planner: MT  
 Date Prepared: 2011/11/23  
 Technician: MB  
 By-Law No: Z.-1-

SUBJECT SITE 

1:5,000

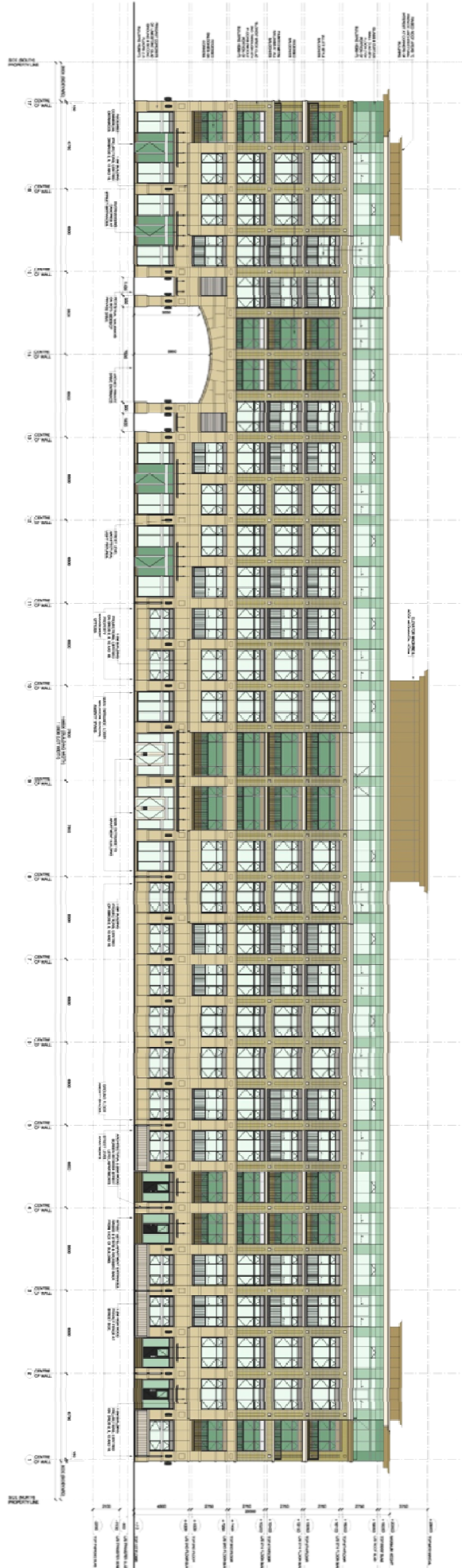
0 25 50 100 150 200 Meters



Two empty rectangular boxes for agenda item and page numbers.

File OZ-7965  
M. Tomazincic

**Appendix "I"**  
1631, 1635, and 1639 Richmond Street – Apartment Building (East Elevation)



KYLE ENGLAND CONSULTING  
166 ATLAS AVENUE  
TORONTO, ONTARIO  
M6C 3P5  
416 653 6363

1631, 1635 & 1639 RICHMOND STREET  
LONDON, ON  
(NR. FARD/METWALY)  
PROJECT NO: 1107

DATE: NOVEMBER 28 2011  
SCALE: 1:150

APARTMENT ELEVATIONS  
FRONT (EAST)  
APT\_A201

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File OZ-7965  
M. Tomazincic

**Appendix "I"**

**1631, 1635, and 1639 Richmond Street – Apartment Building (West Elevation)**

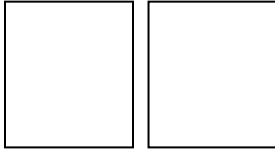
KYLE ENGLAND CONSULTING  
166 ATLAS AVENUE  
TORONTO, ONTARIO  
M6C 3P6  
416 653 6363

1631, 1635 & 1639 RICHMOND STREET  
LONDON, ON  
(MR. FARID/WETWALY)  
PROJECT NO: 1107

DATE: NOVEMBER 28, 2011  
SCALE: 1:150

APARTMENT ELEVATIONS  
REAR (WEST)  
APT\_A203





File OZ-7965  
M. Tomazincic

**Appendix "I"**

**1631, 1635, and 1639 Richmond Street – Apartment Building (South Elevation)**

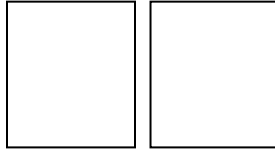
KYLE ENGLAND CONSULTING  
166 ATLAS AVENUE  
TORONTO, ONTARIO  
M5C 3P5  
416 653 6363

1631, 1635 & 1639 RICHMOND STREET  
LONDON, ON  
(MR. FARID METWALLY)  
PROJECT NO: 1107

DATE: NOVEMBER 28, 2011  
SCALE: 1:150

APARTMENT ELEVATIONS  
SOUTH SIDE  
APT\_A202





File OZ-7965  
M. Tomazincic

**Appendix "J"**

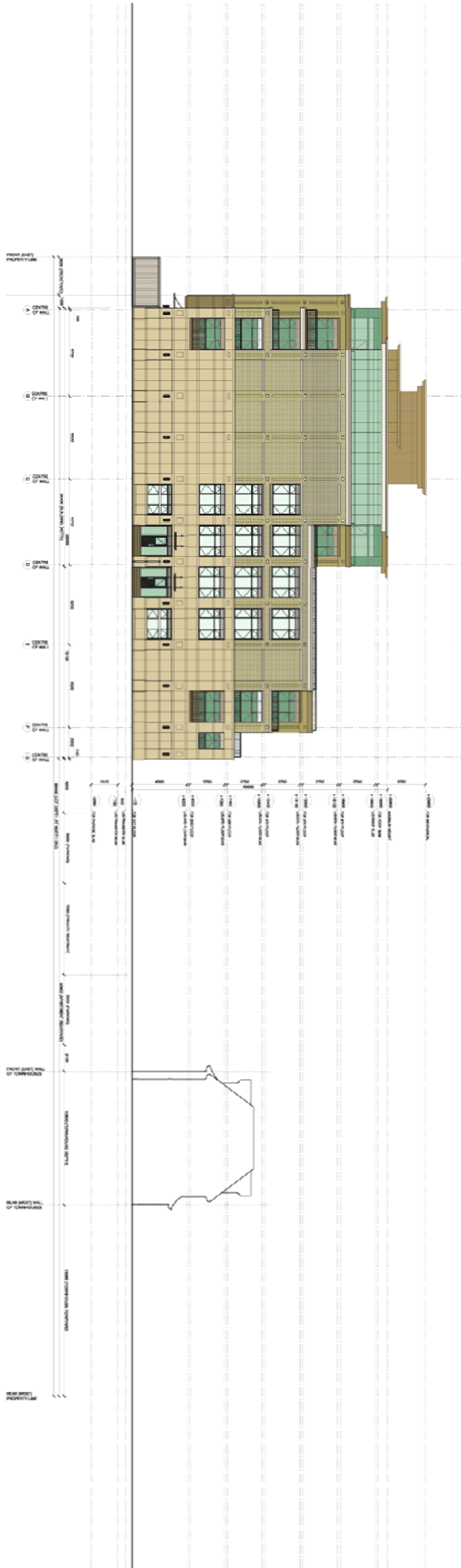
1631, 1635, and 1639 Richmond Street – Apartment Building (North Elevation)

KYLE ENGLAND CONSULTING  
166 ATLAS AVENUE  
TORONTO, ONTARIO  
M5C 3P5  
416 653 6363

1631, 1635 & 1639 RICHMOND STREET  
LONDON, ON  
(MR. FARID/METWALY)  
PROJECT NO.: 1107

DATE: NOVEMBER 28, 2011  
SCALE: 1:150

APARTMENT ELEVATIONS  
NORTH SIDE  
APT\_A204



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File OZ-7965  
M. Tomazincic

**Appendix "I"**

**1631, 1635, and 1639 Richmond Street – Cluster Townhouses (East Elevation)**



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File OZ-7965  
M. Tomazincic

**Appendix "I"**

1631, 1635, and 1639 Richmond Street – Cluster Townhouses (West Elevation)

KYLE ENGLAND CONSULTING  
186 ATLAS AVENUE  
TORONTO, ONTARIO  
M8C 3P5  
416 653 6363

1631, 1635 & 1639 RICHMOND STREET  
LONDON, ON  
(MR. FARID METWALLY)  
PROJECT NO: 1107

DATE: NOVEMBER 11, 2011  
SCALE: 1:100

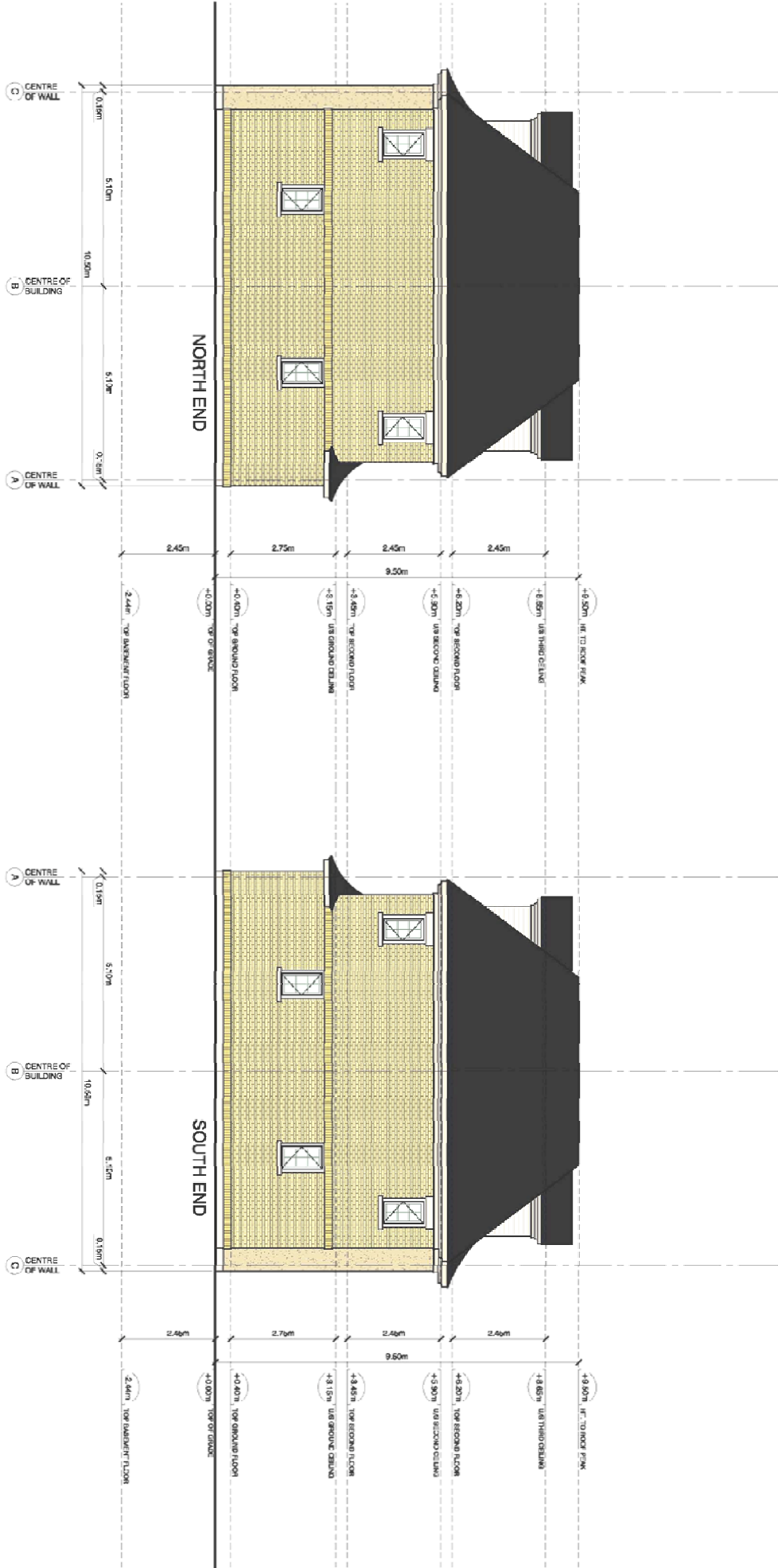
TOWNHOUSE ELEVATIONS  
REAR (EAST)  
TH\_A202



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**Appendix "I"**

1631, 1635, and 1639 Richmond Street – Cluster Townhouses (North/South Elevation)



KYLE ENGLAND CONSULTING  
186 ATLAS AVENUE  
TORONTO, ONTARIO  
M6C 3P6  
416 653 6363

1631, 1635 & 1639 RICHMOND STREET  
LONDON, ON  
(MR. FARID METWALLY)  
PROJECT NO: 1107

DATE: NOVEMBER 11, 2011  
SCALE: 1:100

TOWNHOUSE ELEVATIONS  
NORTH & SOUTH ENDS  
TH\_A203



Agenda Item # Page #

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**File OZ-7965  
M. Tomazincic**

**Appendix "J"**  
Richmond Street – Transportation Impact Analysis

**Richmond Street (West side from  
Hillview Boulevard to Shavian  
Boulevard) Transportation Impact  
Assessment**

*Draft Report  
November 2011*

*City of London*

11-5697

*Submitted by:*

**Dillon Consulting  
Limited**

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**Appendix “J”**  
**Richmond Street – Transportation Impact Analysis**

*City of London  
Richmond Street (West side from Hillview Boulevard to Shavian Boulevard) Transportation Impact Assessment  
Draft Report*

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**EXECUTIVE SUMMARY**

The City of London is proposing official plan and zoning by-law amendments which would permit higher density residential development on lands along the west side of Richmond Street between Hillview Boulevard. and Shavian Boulevard. Dillon Consulting Limited was retained to prepare a transportation impact assessment (TIA) related for the proposed OP and zoning by-law amendments which would permit approximately 45 townhouse units and 400 apartment units.

The London 2030 Transportation Master Plan, that is currently underway, identifies Richmond Street as a potential Bus Rapid Transit (BRT) corridor between Masonville Mall and the Downtown. The proposed amendments would be consistent with the transit supportive policies and objectives of the Official Plan to:

- encourage higher densities of development, oriented at key nodes and corridors
- encourage intensification around regional facilities and transit corridors that connect those facilities
- reach population and employment targets for a 1 km radius surrounding transit nodes.

The proposed land uses are expected to generate a total of 227 auto trips during the a.m. peak hour (45 inbound/182 outbound), 269 auto trips during the p.m. peak hour (176 inbound/93 outbound), and 239 auto trips during the Saturday peak hour (129 inbound/110 outbound).

The TIA evaluated existing traffic conditions and projected traffic conditions for the 2016 and 2021 planning horizons during a.m., p.m. and Saturday peak hours.

***Existing Conditions***

The intersection of Richmond Street and Fanshawe Park Road is currently operating at or above its theoretical capacity during both the a.m. and p.m. peak hours. The northbound and westbound left turns are critical movements during both of these time periods. The importance of access management is reflected in the existing traffic operations along the subject section of Richmond Street. Given the proximity of adjacent signalized intersections, northbound traffic queues at Fanshawe Park Road and Sunnyside Drive can be observed to extend through the adjacent intersections at Hillview Boulevard. and Western Road respectively.

Two existing four-lane arterials currently merge into the subject section of Richmond Street at the intersection with Western Road. Richmond Street is a principal access route connecting the Masonville, Stoneybrook, Sunningdale and Uplands Planning Districts to London’s Downtown and provides a direct connection to one of London’s Regional Shopping Areas.

During the p.m. peak period the intersection of Shavian Boulevard and Sunnyside Drive currently assists in mitigating the traffic congestion at Fanshawe Park Road by metering the flow of northbound traffic.

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**Appendix “J”**  
**Richmond Street – Transportation Impact Analysis**

*City of London  
 Richmond Street (West side from Hillview Boulevard to Shavian Boulevard) Transportation Impact Assessment  
 Draft Report*

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***Proposed Site Access***

Transportation access/egress to the site is proposed at three locations. The main entrance is proposed off Richmond Street opposite Jacksway Crescent while secondary accesses are proposed at the north end of the site off Hillview Blvd and the south end of the site off Richmond Street.

Jacksway Crescent is located approximately 175 m south of the signalized intersection of Richmond Street and Hillview Blvd. The proposed secondary entrance off Richmond Street would be approximately 95 m north of the intersection with Shavian Blvd with an estimated 150 m separating the two entrances. At the north end of the site, the proposed secondary access is located approximately 75 m west of the intersection with Richmond Street. Given the proximity of the proposed accesses on Richmond Street to the adjacent signalized intersections, future signalization of either entrance would not be practical and the south entrance should only be considered as a potential right-in/right-out access. This would be consistent with London’s Access Management Guidelines.

An initial review of the projected traffic operations at the planned entrance locations identified that during the peak hours, delays to motorists turning left onto Richmond Street would become excessive. Driver frustration could jeopardize traffic safety. It is recommended that any consideration of an entrance at this location restrict egress movements to right turns only. Motorists exiting the site would still be able to turn north on Richmond Street at the traffic signals on Hillview Boulevard.

***2016 Horizon Conditions***

By 2016, the projected growth in background traffic would require the widening of Fanshawe Park Road to six lanes as identified in the 2004 Transportation Master Plan. Critical movements at the intersection would still continue to operate at their capacity. With the improvement to the intersection, northbound 95<sup>th</sup> percentile left turn queues at Fanshawe Park Road will continue to extend beyond the available storage and will overlap the southbound left turn storage requirements during the Saturday peak hour at the Masonville Place entrance opposite Hillview Boulevard.

During the p.m. peak hour, the northbound approach to the intersection with Sunnyside Drive would continue to represent a constraint upon the capacity of the corridor. The addition of a northbound right turn lane at Sunnyside Drive, while needed from purely a capacity perspective, should be expected to have additional adverse impacts upon the area. The existing signals help to meter the flow of traffic approaching the intersection with Fanshawe Park Road. A right turn lane at that location would also encourage increasing volumes of cut-through traffic to utilize an already congested collector road system (Sunnyside Drive and North Centre Road) as a means to avoid the delays at Fanshawe Park Road.

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**Appendix “J”**  
**Richmond Street – Transportation Impact Analysis**

*City of London  
 Richmond Street (West side from Hillview Boulevard to Shavian Boulevard) Transportation Impact Assessment  
 Draft Report*

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With full development of the proposed site, additional roadway improvement requirements would include:

- provision of a centre median on Richmond Street to effectively restrict the proposed south entrance for the site to right-in/right-out movements
- provision of raised islands to restrict the proposed main entrance, opposite Jacksway Crescent, to a three-quarter intersection permitting left turn movements entering the site but restricting egress movements to right turns only
- provision of a 30 m eastbound left turn lane on Hillview Blvd at Richmond Street including associated traffic signal modifications.

During the a.m. and p.m. peak periods, critical movements at the intersection with Fanshawe Park Road would continue to operate at or marginally beyond their theoretical capacities.

***2021 Horizon – Build Out +5 Years Conditions***

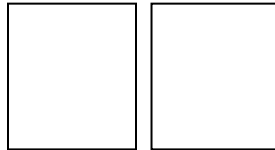
The planned development would have a reduced impact upon projected traffic demands during the 2021 horizon.

By 2021, the projected growth in background traffic would also require the widening of Richmond Street to six lanes from Fanshawe Park Road to Western Road and the provision of northbound double left turn lanes on Richmond Street at Fanshawe Park Road. The widening of Richmond Street is projected to address the existing capacity constraint at the intersection with Sunnyside Drive; however, the intersection with Fanshawe Park Road would continue to operate at or just beyond its theoretical capacity.

The Fanshawe Park Road corridor should ultimately be protected for the provision of a westbound double left turn lane at the intersection with Richmond Street. This would require the acquisition of additional right-of-way. By 2021, the planned widening of Richmond Street, as identified in London’s 2004 TMP, could be utilized to accommodate the implementation of BRT service along the corridor. The successful implementation of higher order transit services such as BRT could reduce the continued growth in automobile traffic and the need for more extensive roadway improvements.

***Richmond Street Right-of Way Requirements***

London’s 2004 Transportation Master Plan (TMP) identified the widening of Richmond Street to six lanes from North Centre Road to Western Road as a 10 to 20 year priority. Specific movements along the corridor are already operating at capacity. London’s “Smartmoves” TMP that is currently being developed has identified Richmond Street as a Bus Rapid Transit (BRT) corridor between Masonville Mall and the Downtown. By 2021, travel demands on Richmond Street would significantly exceed the capacity of the existing corridor. A widening of Richmond Street to six lanes would be required to either accommodate these automobile demands or to allow higher order transit services (BRT) to be provided thereby reducing the automobile traffic. Richmond Street is also identified as a primary commuter route in London’s Bicycle Master Plan. Bicycle traffic particularly in the area of UWO is increasing and any improvements to the



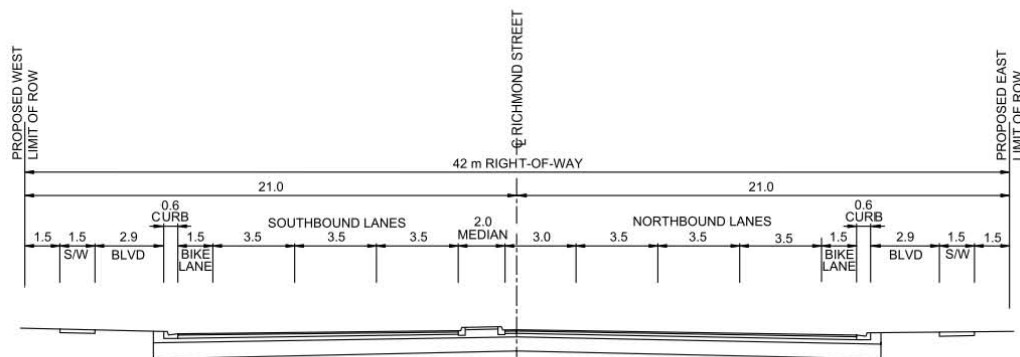
**Appendix “J”**  
**Richmond Street – Transportation Impact Analysis**

*City of London  
Richmond Street (West side from Hillview Boulevard to Shavian Boulevard) Transportation Impact Assessment  
Draft Report*

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corridor should include provisions for bicycle lanes. These combined improvements can not be suitably accommodated within the existing 36 m right-of-way. Protection of a minimum 42 m right-of-way as identified in **Figure I**, is recommended. This would be consistent with the Official Plan which identifies rights-of-way for arterial roadways within the City to range from 26 to 60 m and would reflect the importance of Richmond Street as a “Gateway” into the City.

**Figure I**  
**Richmond Street Right-of-Way Requirements**



It is recognized that development immediately adjacent to the future right-of-way will restrict the sight distances available for motorists accessing Richmond Street. To mitigate these restrictions and improve traffic safety the protection of daylighting triangles at each entrance along the corridor is recommended.

**Key Findings and Recommendations**

The analysis has confirmed that Richmond Street and Fanshawe Park Road would require widening to six lanes by 2021 to accommodate the projected growth in background traffic, as identified in the 2004 Transportation Master Plan. The roadway improvement requirements can not be accommodated within the existing 36 m right-of-way and protection of a minimum 42 m right-of-way on Richmond Street along with daylighting triangles at each entrance location is recommended.

A 42 m right-of-way would protect Richmond Street as a potential Bus Rapid Transit corridor. As a “Gateway” into London this would also allow for the provision of a treed boulevard or would protect for the addition of a future right turn lane if required.

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**Appendix “J”**  
Richmond Street – Transportation Impact Analysis

*City of London  
Richmond Street (West side from Hillview Boulevard to Shavian Boulevard) Transportation Impact Assessment  
Draft Report*

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Additional roadway improvement requirements resulting from the development of the proposed site would include:

- provision of a centre median on Richmond Street to effectively restrict; the proposed south entrance for the site to right-in/right-out movements
- provision of raised islands to restrict the proposed main entrance, opposite Jacksway Crescent, to a three-quarter intersection permitting left turn movements entering the site but restricting egress movements to right turns only
- provision of a 30 m eastbound left turn lane on Hillview Blvd at Richmond Street including associated traffic signal modifications.

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**Appendix "K"**  
Old Masonville Ratepayers Association Letter of Support

December 1, 2011

Bud Polhill, Chair,  
Planning & Environment Committee  
City of London,  
London Ontario

Ref: Re-zoning Application  
1607 – 1653 Richmond St.

Mr. Polhill:

We are writing on behalf of the Old Masonville Ratepayers Association ("OMRA") to express our full support for the pending rezoning and preliminary site plan approval for the properties at 1631/35/39 Richmond Street (site plan) and the rezoning of 1607 - 1653 Richmond St.

As you may be aware, there is a long history to this file, dating back to 2004 when the current developer brought forward an application to rezone the property at 1639 Richmond St. Simultaneously, the City initiated an application to rezone the balance of the block to ensure that all development along the street would be comparable and compatible. The rezoning approved in October 2004 enabled development of 30 units per hectare, setbacks of 7.5 m from adjoining properties, an 11.5 m height restriction and requirements to create an internal roadway and parking that was contained within the development. The OMRA supported the application, always on the understanding that the development would entail low density family focused units, with attached indoor parking.

We were dismayed in 2009 when the site plan for 1639 Richmond came forward for approval, based on 18 identical 5-bedroom attached townhouse units, only surface parking for a fraction of expected population, built to the minimum 7.5 m setback from bordering properties, with much of the vegetation bordering on the adjoining properties being removed. At that time we opposed the approval of this site plan, as did Council, however in an appeal to the OMB, the proposed development was approved. Subsequently, the same developer purchased two adjoining properties (1631/35) and has brought forward a plan to develop those properties with another 12 identical 5 bedroom townhouse units. If the site plans for the 3 properties were approved, there would be 30 5- bedroom attached units plus existing dwelling. Given that the livable area in all units would be approximately. 65% dedicated to "sleeping/bedroom" space and only 35% dedicated to "living" space, it appears that the population would be minimum 155 students housed within very confined space.

Early in the summer of 2011, the Planning Department Staff initiated a meeting between the developer and community representatives, with the intent of exploring alternative plans that might be perceived as a "win:win:win". The community wanted to ensure that any alternate development was better integrated into the existing neighbourhood composition, with increased setback, and retention of more of the mature vegetation on the site. The community also wanted

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**Appendix “K”**

**Old Masonville Ratepayers Association Letter of Support**

to ensure that the units were not identical five bedroom units, rather a mix of 1, 2, and 3 bedroom units, thereby enabling a more varied resident base. In return for these changes, it was agreed that the development would comprise greater density and height on the east side of the project fronting on Richmond. The latest renderings submitted by the applicant, and dated November 28, 2011, confirm estimated 150 units per hectare and are consistent with the proposal agreed upon with the applicant, with one exception, the placement of townhouses and parking on the west side. If the three townhouses were evenly spaced across the combined properties, the more southerly townhouse centred across the opening to Richmond and the parking interspersed on each side of the three townhouses not encroaching on the 15m greenspace, effectively eliminating the 15 spot parking lot at NW corner, the site plan would have our full support.

Over the course of this 7 year journey (2004-11), the OMRA has been integral to the discussions, has held countless information meetings with the neighbourhood and other stakeholders, expended significant resources on legal and consulting fees, and attended numerous Committee and Council meetings. Through all this, our position has been clear that we are not opposed to redevelopment of these residential properties, but our goal has been to ensure a development which respects the existing character and vocation of surrounding properties. While we have not achieved unanimity, we do believe that the current proposal meets the majority of the community’s expectations, recognizing what already has been approved for the 1639 Richmond St. site. The proposal also aligns well with the desired intensification of the “Masonville Node”.

One outstanding concern is related to the potential for increased congestion at the intersection of Hillview and Richmond, particularly if there is an access/egress onto Hillview at the north end of the development. We support the application of a holding provision on the 1643/49/53 properties to ensure that a proper traffic study is completed and strategies are implemented to reduce the existing congestion at that intersection, and at the same time, avoid any additional “cut through” traffic that is already creating real safety concerns for residents of the neighbouring streets of Hillview, Cherokee, McStay, Shavian and Hillside.

We plan to attend the P&E committee on December 12th and would be pleased to further elaborate on the contents of this letter.

Sincerely,

Bill Davis,

President, Old Masonville Ratepayers’ Association

cc. Michael Tomazincic, Planning Dep’t City of London.



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### **Correspondence: (located in City of London File No. OZ-7965 unless otherwise stated)**

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Joshua Hurwitz – 356 Sackville Street, Toronto, Ontario  
Farid Metwaly – 1631, 1635, and 1639 Richmond Street  
Lisa Thornton – 20 Cherokee Road  
Frances Vitali – 56 McStay Road  
Anthony Barta – 311-19 Jacksway Crescent  
Connie Ly – [Address Unknown]  
Kim Beaucage – 217-15 Jacksway Crescent  
Walt Lonc – 70 McStay Road  
Mary Lake Collins – 1603 Richmond Street

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