



OZ-8552  
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December 2, 2015

## **NOTICE OF APPLICATION TO AMEND THE OFFICIAL PLAN & ZONING BY-LAW**

The Municipal Council for the City of London is considering an amendment to the City's Zoning By-law Z.-1 for the lands shown on the attached map. The requested change is described below. We are advising you of this application to invite your comments.

### **APPLICANT:**

Textbook (Ross Park) Inc.

### **LOCATION:**

1234-1246 Richmond Street - see attached map

### **PURPOSE AND EFFECT:**

The purpose and effect of the requested Zoning By-law amendment and Official Plan amendment is to permit the establishment of a 17 storey apartment.

### **POSSIBLE AMENDMENT:**

Change Official Plan land use designation from Low Density Residential to Multi-Family, High Density Residential

Change Zoning By-law Z.-1 from a Residential R1 Special Provision (R1-5(3)) Zone, to a Residential R9 Bonus (H54\*R9\*B-\_\_\_) Zone to permit an increase in maximum height and density; and to permit reduced parking and setback requirements in return for services, facilities and matters, as determined by Council, such as the construction of a specified building design.

### **HOW TO COMMENT:**

Your opinion on this application is important. Please call in, mail, e-mail or fax your comments to The City of London, Planning Services, P.O. Box 5035, London, ON, N6A 4L9, Attention: Eric Lalande **by December 18, 2015**, if possible. Please ensure you refer to the file number or municipal address of the item on which you are commenting.

**Please Note:** Personal information collected and recorded at the Public Participation Meeting, or through written submissions on this subject, is collected under the authority of the Municipal Act, 2001, as amended, and the Planning Act, 1990 R.S.O. 1990, c.P.13 and will be used by Members of Council and City of London staff in their consideration of this matter. The written submissions, including names and contact information and the associated reports arising from the public participation process, will be made available to the public, including publishing on the City's website. Video recordings of the Public Participation Meeting may also be posted to

the City of London's website. Questions about this collection should be referred to Cathy Saunders, City Clerk, 519-661-2500 extension 4937.

This application is considered to be residential intensification under the policies of the City's Official Plan. While a public site plan meeting is not required for this application, site plan matters, including those matters set out in the intensification policies of the Official Plan, will be considered as part of the staff review of this application. By way of this letter, we are also asking for your input and comments regarding this proposal. The matters that you might want to consider include fencing, landscaping, lighting, driveway locations, building scale and design, and the location of the building on the site. These policies are found in Section 3.2.3.5 of the Official Plan, and may be viewed online at the City of London website, [www.london.ca](http://www.london.ca)

A neighbourhood or community association may exist in your area. If it reflects your views on this proposal, you may wish to select a representative of the association to submit comments on your behalf.

Your representative on City Council, Ward 6 Councillor Phil Squire (519-661-2500 x4006, [psquire@london.ca](mailto:psquire@london.ca)) would be pleased to discuss any concerns you may have with this application.

### **PUBLIC MEETING:**

The appropriateness of the requested Official Plan and Zoning By-law amendment will be considered at a future meeting of the Planning & Environment Committee. You will receive another notice inviting you to attend this meeting.

If a person or public body does not make oral or written submissions at a public meeting or make written submissions to the City of London before the proposed amendment is adopted, the person or public body may not be entitled to appeal the decision of the Council of the City of London to the Ontario Municipal Board, or may not be added by the Board as a party to the hearing of an appeal unless, in the opinion of the Board, there are reasonable grounds to do so.

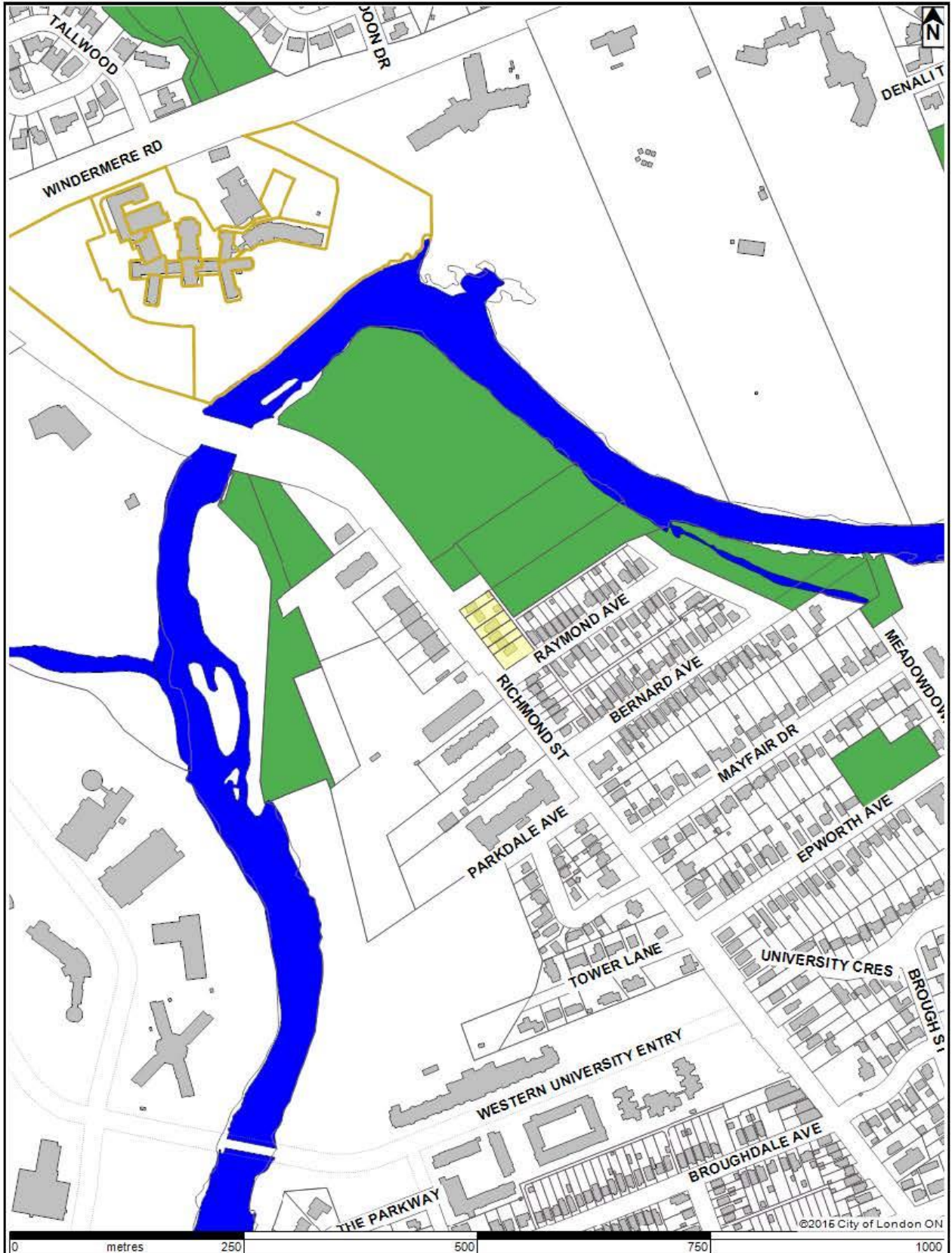
### **FOR MORE INFORMATION:**

If you wish to view additional information or material about the requested amendments, it is available to the public for inspection at Planning Services, 206 Dundas St., London, ON, Monday to Friday, 8:30a.m.-4:30p.m.

**For more information, please call Eric Lalande at 519-661-2500 extension 7602, referring to "OZ-8552".**

### **TO BE NOTIFIED:**






If you wish to be notified of the adoption or refusal of a request to amend the Official Plan and/or Zoning By-law, you must make a written request to the City Clerk, 300 Dufferin Avenue, P.O. Box 5035, London, ON N6A 4L9. You will also be notified if you address the Planning & Environment Committee at the public meeting about this application and leave your name and address with the Secretary of the Committee.



**LOCATION MAP**

Subject Site: 1234 - 1246 Richmond St  
 Applicant: ZELINKA PRIAMO  
 File Number: OZ-8552  
 Planner: Eric Lalande  
 Created By: Eric Lalande  
 Date: 2015-11-24  
 Scale: 1:5000

**LEGEND**

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

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



# Planning Justification Report

1240 Richmond Street

City of London

Textbook (Ross Park) Inc.



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November 12, 2015



## 1.0 INTRODUCTION

Textbook (Ross Park) Inc. has submitted an application to the City of London to amend its Official Plan and Zoning By-law to permit an apartment building on lands located at the northeast corner of Richmond Street and Raymond Avenue, known municipally as 1234-1246 Richmond Street in the City of London.

The proposed apartment use is not currently permitted in the Low Density Residential policies of the Official Plan and the Residential R1-5(3) zoning regulations that apply to the subject lands.

The purpose of the following land use planning justification report is to evaluate the proposed Official Plan and Zoning By-Law Amendment, to permit the development of a 17-storey, high-rise residential building, within the context of existing land use policies and regulations, including the Provincial Policy Statement, the City of London Official Plan, and the City of London Zoning By-law.

## 2.0 THE SUBJECT LANDS

The subject lands are located within the North London / Broughdale neighbourhood, proximate to the University of Western Ontario (UWO), in the north end of the City of London (Figure 1). The rectangular shaped lands, comprised of 6 individual lots, are located on the east side of Richmond Street, between Raymond Avenue and Ross Park and have a total area of 0.31ha (0.77ac), with a frontage of 80.025m (197.7ft) on Richmond Street and a depth of 38.1m (94.1ft) abutting Raymond Avenue. A 9.9m (32.5ft) road widening along Richmond Street is required, reducing the effective depth of the lands 28.2m (92.5ft).

Figure 1 – Subject lands and area context



The subject lands are currently occupied by six single detached and converted dwellings (Figure 2). Large, mature trees are also present on the lands, generally located to the rear of the dwellings, away from the Richmond Street frontage.

## 2.1 SURROUNDING LAND USE

The lands abut open space (Ross Park) to the north and east, including a public parking lot for Ross Park; low density residential in the form of single detached dwellings to the east and south; and high density residential uses in the form of high-rise apartment buildings to the west along the west side of Richmond Street. The UWO campus as well as convenience commercial uses are located proximate to the south and west of the subject lands.

Building heights in the vicinity of the subject lands, particularly along Richmond Street, range from single-storey dwellings to the recently constructed 19-storey *Luxe London* apartment building. Lands north of Parkdale Avenue on the west side of Richmond Street are occupied by seven (7) high-rise apartment buildings ranging from 4 to 19 storeys in height; Building heights are significantly lower on the east side of Richmond Street, consisting of mainly 1 to 2.5 storey single detached dwellings.

Figure 2 – Subject lands and immediate area



Richmond Street is classified as an arterial road within the City of London Official Plan while Raymond Avenue is classified as a local road. The subject lands are well served by public transit, with multiple bus routes operating on Richmond Street (#6 Richmond, #90 Express) and an additional route accessible to the south at University Drive (UWO gates) (#13 Wellington). The subject lands are within convenient walking distance to most of the buildings on UWO's main campus, as well as all of King's University College. The Masonville commercial node is located approximately 2km to the north, conveniently accessible via active transportation or public transit.

Within the context of surrounding high-density land uses; their location along a major arterial road; convenient access to public uses, transit, and nearby major institutional and commercial facilities, the subject lands are considered to be under-utilized and an ideal candidate site for intensification.

Figure 3 – Subject lands (centre and right) and laneway entrance (left) to Ross Park (facing southeast from Richmond Street)



### 3.0 THE PROPOSAL

The subject lands are proposed to be redeveloped for a high-rise apartment building, consisting of 219 units. The proposed apartment building is comprised of two distinct components: a 17-storey tower interfacing the abutting open space (Ross Park) lands; and, a six-storey base podium towards the southerly half of the lands abutting the adjacent single family dwellings (Figure 4).

Figure 4 – Conceptual rendering (looking northeast)



The building's unit breakdown is comprised of a mix of 1 and 2 bedroom units totaling 286 bedrooms, and are accompanied by amenity features including a gym/workout centre, social rooms, indoor swimming pool, and rooftop amenity areas.

The building has been designed to be sensitive to the abutting low density residential uses by providing a transition in height from the 17 storey tower, through the 6 storey podium, to single detached and converted dwellings to the east and south. The podium portion begins at a point approximately in line with the rear lot line of the adjacent property to the east. This design reduces the visual impact on adjacent lands to the greatest extent possible by placing the

highest portion of the building towards the public open space and away from the existing single detached dwellings.

Conceptual cladding materials include a mix of brick, stucco, concrete, and masonry to provide visual interest in the building. Additional architectural features include a variety of modern cornice lines, parapets, patterned masonry, and extensive glazing. The overall appearance of the building is complimentary to the recently constructed *Luxe London* building along the west side of Richmond Street, across the street from the subject lands.

Figure 4 – Conceptual rendering (looking southeast)



Site access is proposed from the municipal laneway to the north of the subject lands (known as River Street), which also provides access to the Ross Park parking area. Parking for the development has been accommodated through one level of at-grade parking (6 spaces) and two levels of above ground parking. All above ground parking is incorporated within the podium portion of the building; no external or separated parking structure is proposed. At-grade and above ground parking areas are screened in such a way to eliminate the visual impact of a parking structure.

A 150m<sup>2</sup> (1,616ft<sup>2</sup>) commercial unit is proposed to occupy the northerly end of the building, abutting Ross Park. This space is well suited for a variety of commercial opportunities catering to both the residents of the proposed building and the existing neighbourhood. Furthermore,

the commercial space provides opportunities for an enhanced public/private interface with the Ross Park frontage.

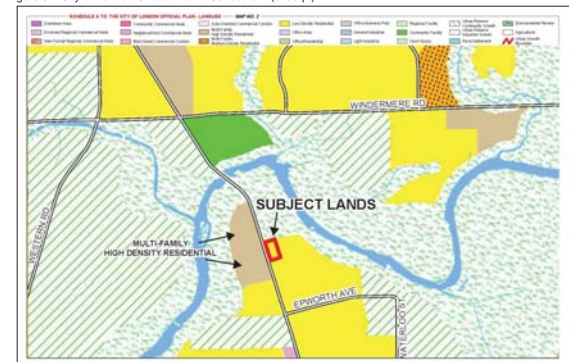
### 4.0 EXISTING POLICY FRAMEWORK

#### 4.1 CITY OF LONDON OFFICIAL PLAN

The subject lands are designated "Low Density Residential" in the City of London Official Plan (Figure 6). The "Low Density Residential" land use designation permits a variety of low density residential dwelling types including single detached dwellings, duplexes, semi-detached dwellings, fourplexes and multiple attached dwellings. Residential intensification is permitted for a variety of dwelling types up to a maximum of 75 units per hectare (UPH).

The proposed high-rise apartment building is not permitted under the policies of the "Low Density Residential" land use designation.

Figure 6 – City of London Official Plan – Schedule A (excerpt)



As the subject lands are located in the North London / Broughdale neighbourhood, they are subject to Section 3.5.9 of the Official Plan which contains special policies for development and intensification in the North London / Broughdale area. Generally, this section directs multiple unit residential development to lands designated "Multi-Family, High Density Residential", and that existing "Low Density Residential" designated lands will accommodate

intensification through conservation and rehabilitation of existing housing stock provided there is adequate on-site parking and that any proposed intensification is compatible with the surrounding land uses.

The subject lands are further subject to the Policies for Near Campus Neighbourhoods, in Section 3.5.19. This section contains a range of policies to guide intensification in areas proximate to UWO and Fanshawe College to ensure that new residential development fits in existing neighbourhoods; are compatible with surrounding uses; and will not create cumulative negative effects within the area. Policies for what is considered "appropriate intensification" are laid out in Section 3.5.19.5 and are discussed further in the analysis section of this report. Generally, the Policies for Near Campus Neighbourhoods direct intensification to high-density forms of housing (i.e. apartment buildings) on lands designated "Multi-Family, High Density Residential" which abut arterial roads, on lands which are appropriately sized, and within buildings that establish a high standard of urban design and provide sufficient on-site amenities.

#### 4.2 DRAFT OFFICIAL PLAN (THE LONDON PLAN)

The new draft Official Plan, *The London Plan*, currently has been released as second draft for public comment. *The London Plan* shows the subject lands as within the 'Rapid Transit Corridor' place type (a term used in the London Plan in lieu of "land use designation"), along a 'Rapid Transit Boulevard', being Richmond Street (Figure 7).

Figure 7 – The London Plan Place Type Map (draft)



The intent of this place type is to permit higher intensities along rapid transit corridors, with the rationale that additional intensity will encourage efficient use of transit. This type of land-use/transportation relationship is common in major urban centres such as Toronto and is currently being implemented with success in smaller cities such as Waterloo.

The draft policies of *The London Plan* provide that permitted uses in the 'Rapid Transit Corridor' place type are "a broad range of residential, retail, service, office, cultural, recreational, and institutional uses". The policies permit a maximum building height of 12 stories (15 storeys if a rapid transit station is proposed within 100m of the site) for the subject lands. Notwithstanding the proposed maximum height of the proposed building, the development is consistent with the general intent of 'Rapid Transit Corridor' place type.

#### 4.3 CITY OF LONDON ZONING BY-LAW

The subject lands are zoned "Residential R1 Zone (R1-5(3))" in the City of London Zoning By-Law (Figure 8). The R1-5(3) zone permits only single detached dwellings and contains special provisions for maximum floor area ratios, parking requirements, and yard setbacks. The proposed development is not permitted under the provisions of the "Residential R1 Zone (R1-5(3))".

Figure 8 – City of London Zoning By-Law map



NOTE: UTRCA Regulated Area and Floodplain overlays have been removed for clarity. The entire map is subject to these two features.

## 5.0 PROPOSED APPLICATION

The proposed development of the subject lands requires that the lands be re-designated from the "Low Density Residential" land use designation to the "Multi-Family, High Density Residential" land use designation, and be re-zoned from "Residential R1 Zone (R1-5(3))" to the "Residential R9 Zone (R9-7)", including a site-specific height provision and Bonus Zone (B-\_\_\_) through an Official Plan and Zoning By-Law Amendment.

The "Residential R9 Zone (R9-7)" zone will require a site-specific height provision to permit the proposed height of 54m (177ft).

In exchange for additional amenity features and a high level of architectural and urban design, the special provisions sought for the Bonus Zone (B-\_\_\_) are:

- Maximum Density of 713 UPH or maximum bedroom density of 923 bedrooms per hectare;
- Minimum parking supply of 73 spaces for residential uses (0.25 spaces per bedroom);
- Minimum parking supply of 0 spaces for commercial uses;
- Maximum height of 54m;
- Northerly external sideyard setback of 2.0m;
- Southerly external sideyard setback of 3.0m; and,
- Minimum rear yard setback of 0.0m.

## 6.0 PLANNING DOCUMENT REVIEW AND ANALYSIS

### 6.1 2014 PROVINCIAL POLICY STATEMENT (PPS)

The Provincial Policy Statement (PPS), issued under the authority of Section 3 of the Planning Act "provides policy direction on matters of provincial interest related to land use planning" in order to ensure efficient development and the protection of resources. All planning applications, including Official Plan and Zoning By-Law Amendment applications are required to be consistent with these policies.

#### 6.1.1 Analysis of the 2014 PPS

Development of the underutilized subject lands for a high-rise apartment building is consistent with the PPS and the provision for "managing and directing land use to achieve efficient and resilient development and land use patterns" as follows. Specific policies are listed for reference purposes. Key policies are noted in full at the end of this section.

- The subject lands are considered underutilized within their existing context for the following reasons:
  - a) Surrounding lands are developed at a much higher residential density than the subject lands;
  - b) The form of housing that currently exists on the subject lands is not the preferred form of housing along arterial roads and existing/planned transit corridors; and to support the housing needs of UWO; and,
  - c) The residential density of the subject lands may be increased significantly without undue negative impacts on adjacent uses.
- The subject lands are located within a built-up residential area and are proposed to be connected to municipal services (Sections 1.1.3.1 and 1.1.3.2) and, as such, the proposed development promotes cost-effective development to minimize land consumption and servicing by utilizing existing facilities (Sections 1.1.1.e and 1.6.6.2);
- The proposed development provides housing consistent with housing needs in this area of London in an underutilized location well suited for increased density (Sections 1.1.1.b), 1.4.1, and 1.4.3.);
- The proposed development is considered intensification under the PPS, which makes efficient use of land and existing services and will not create adverse impacts on surrounding uses (Sections 1.1.3.3 and 1.1.3.4);
- The proposed development makes efficient use of land in an existing built-up area which can support additional residential density (Section 1.1.3.6);

- The proposed development and the intended users (student accommodations) will make efficient use of existing and planned transportation infrastructure, including planned rapid transit, and is well suited to promote active transportation (Sections 1.6.7.2, 1.6.7.4, and 1.6.7.5)
- No significant archaeological resources or artifacts were discovered through a Stage 1-2 Archaeological Assessment on the subject lands (Section 2.6.2)

Based on the above, the proposed Official Plan and Zoning By-Law Amendment is consistent with the policies of the 2014 Provincial Policy Statement.

Key policies for reference to the above noted points are listed as follows:

- *Healthy, liveable and safe communities are sustained by:*
  - a) *accommodating an appropriate range and mix of residential, employment (including industrial, commercial and institutional uses), recreational and open space uses to meet long-term needs;*
  - b) *promoting cost-effective development patterns and standards to minimize land consumption and servicing costs; Section 1.1.1*
- *Land use patterns within settlement areas shall be based on:*
  - a) *densities and a mix of land uses which:*
    1. *efficiently use land and resources;*
    2. *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
    4. *support active transportation;*
    5. *are transit-supportive, where transit is planned, exists or may be developed;*
  - b) *a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated. Section 1.1.3.2*

The "Multi-Family, High Density Residential" designation permits various forms of high-density residential dwellings, including apartment buildings.

**Section 3.4.2** provides policies for the preferred location of the "Multi-Family, High Density Residential" land use designation:

*"In addition to areas predominantly composed of existing or planned high density residential development, the preferred locations for the Multi-Family, High Density Residential designation shall include . . . lands in close proximity to Enclosed Regional Commercial Nodes or New Format Regional Commercial Nodes or Community Commercial Nodes, Regional Facilities or designated Open Space areas; and, lands abutting or having easy access to an arterial or primary collector road. . . . Consideration will be given to the following criteria in designating lands for Multi-Family, High Density Residential use:*

**Compatibility**

- Development of the site or area for high density residential uses shall take into account surrounding land uses in terms of height, scale and setback and shall not adversely impact the amenities and character of the surrounding area.*
- The subject lands lie adjacent to a large area designated "Multi-Family, Medium Density Residential" and are a logical extension of this designation, bridging it to the east side of Richmond Street.
  - The subject lands are situated amongst a wide range of uses and are proximate to the Regional Facility designation (UWO), Open Space designation (Ross Park), Hospitals (University Hospital, St. Joseph's Hospital), and abut an arterial road (Richmond Street). Furthermore, the lands are proximate to the Enclosed Regional Commercial Node at Fanshawe Park Road and Richmond Street, including Masonville Place.
  - The proposed development is consistent with the built form, massing, and scale of existing high-density residential buildings to the west. The tallest portion of the proposed building interfaces with Ross Park to the north, while the much shorter podium interfaces with the existing single detached dwellings on Raymond Avenue, providing a suitable height transition between the low and high density residential uses.

**Municipal Services**

- Adequate municipal services can be provided to meet the needs of potential development.*

- *Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by:*

*b) Permitting and facilitating:*

1. *All forms of housing required to meet the social, health, and well-being requirements of current and future residents, including special needs requirements;*
2. *all forms of residential intensification, including second units, and redevelopment in accordance with policy 1.1.3.3;*

*c) Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*

*d) Promoting densities for new housing which efficiently use land, resources, infrastructure, and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed; Section 1.4.3*

- *Efficient use shall be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible. Section 1.6.7.2*
- *A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation. Section 1.6.7.4*

**6.2 ANALYSIS OF THE CITY OF LONDON OFFICIAL PLAN**

**6.2.1 Land Use Policies**

The City of London Official Plan provides broad policies regarding land use within the City of London. Decisions regarding land use in the City of London must be consistent with the Official Plan. The proposed development is not permitted under the "Low Density Residential" land use designation and, therefore, an Official Plan Amendment is required to permit the proposed use.

It is proposed that the subject lands be re-designated from the "Low Density Residential" land use designation to the "Multi-Family, High Density Residential" land use designation to permit the proposed high-rise apartment building.

[In this analysis section, relevant policies are listed *in italics* with discussion on how the proposed application is consistent with that policy immediately after, under a bullet point.]

- Current servicing capacity has been identified as insufficient for the proposed development. As such, improvements to the Tower Lane pumping station are proposed. Servicing and servicing improvements are discussed in detail in the accompanying Servicing Report prepared by Odan Detech Group.

**Traffic**

*iii) Traffic to and from the location should not have a significant impact on stable low density residential areas.*

- A Parking Justification and Traffic Operations Study, prepared by Cole Engineering has examined the anticipated effects of traffic movements and parking demand on the proposed development. The study concludes that the anticipated traffic generation will not have a significant impact on Richmond Street or Raymond Avenue, and that the proposed number of parking spaces (73) provides and additional 21 over the anticipated parking demand for the building of 52 spaces.

**Buffering**

*iv) The site or area is of suitable shape and size to accommodate high density housing and provide for adequate buffering measures to protect any adjacent low density residential uses.*

- The tower portion of the proposed development interfaces with Ross Park to the north and, as such, does not require buffering. The podium portion of the building provides a transition in scale from the tower to single detached dwellings along Raymond Avenue. While the scale of this portion of the building is larger than what currently exists along the east side of Richmond Street, it is compatible with the adjacent low density use and provides buffering to the single detached dwellings on the north side of Raymond Avenue from traffic noise and activity on Richmond Street.

**Proximity to Transit and Service Facilities**

*v) Public transit service, convenience shopping facilities and public open space should be available within a convenient walking distance*

- The subject lands are well served by existing public transit, and are within a convenient walking distance to the University of Western Ontario, King's University College, public open space (Ross Park & Thames Valley Parkway), and neighbourhood commercial amenities. The regional commercial node of Masonville is easily accessible by transit or bicycle, or a moderate walk. Furthermore, it is anticipated that this section of Richmond Street will accommodate a rapid transit system in the near future, providing improved public transportation opportunities.

**Section 3.4.3** provides policies regarding the scale of development for "Multi-Family, High Density Residential Areas". Typically, areas outside downtown and central London are permitted a maximum of 150 units per hectare (UPH). However, it is noted that lands on the west side of Richmond Street are developed at densities in excess of 150 UPH, notably *Luxe London*, directly across from the subject lands, which was developed at a density of 450 UPH and a maximum of 622 bedrooms. A full discussion on rationale for the increased density of the proposed development follows in Section 6.2.7 of this report.

The Official Plan provides the following in regard to height and density outside of downtown and central London:

*i) Outside of the Downtown and Central London areas it is Council's intention that a mixing of housing types, building heights and densities shall be required in large designated Multi-Family, High Density Residential areas. Such areas, which will normally exceed 3 hectares (7.4 acres) in size, will be guided by the following criteria:*

*(a) a transition in scale shall be encouraged, where appropriate, to avoid extremes in building height and bulk between the new development and the existing built fabric of adjacent properties;*

- Notwithstanding the proposed building height of 17 stories, a transition of scale between the proposed building and adjacent single detached dwellings is provided in the form of a 6-storey podium on the south side of the building. The podium section of the building allows for a more compatible height adjacent to the existing single detached dwellings, and reduces the visual impact of the building when viewed from the east, west, and south. In addition to the north-south transition in building height, the proposed development represents a similar transition in building height from west to east from the 19-storey *Luxe London* building, to the 6-storey podium of the proposed building, to the single detached dwellings east of the subject lands.

*(b) all areas shall include a diversity of housing forms such as midrise and low-rise apartments and multiple attached dwellings, in order to minimize the overwhelming effect of large high-rise developments;*

- Lands proximate to the subject lands contain a variety of dwelling types, including high-rise apartment buildings, converted dwellings, fourplexes, and single detached dwellings. The proposed development, in the context of a variety of dwelling types and a range of building heights, will not create an overwhelming presence on the east side of Richmond Street. Furthermore, the proposed development will contribute to a

gateway feature at this section of Richmond Street, in conjunction with the *Luxe London* building, for vehicles and pedestrians travelling south.

*(c) high-rise structures shall be oriented, where possible, closest to activity nodes (shopping and employment centres) and points of high accessibility (arterial roads, transit service) with densities and building heights decreasing as the distance from an activity node increases;*

- The proposed building is oriented towards the adjacent activity frontages, being Richmond Street; an arterial road that is currently well served by public transit, and is anticipated to become a key component of the rapid transit network proposed for London; and Ross Park, which provides public open space. The proposed development is proximate to shopping centres (Masonville Place) and institutional employment centres (UWO, King's College). Development at the northerly limit of the abutting high-density area provides a transition in building height and density as height and density decrease moving southeast from this area.

*(d) massive, at-grade or above-grade parking areas shall not dominate the site. Pedestrian circulation and access to transit services should be facilitated through site design and building orientation; and*

- Due to the geology of the subject lands, locating all parking underground is not feasible. As such, one level of at-grade parking and two levels of above-grade parking are incorporated into the lower floors of the building, and are screened in such a way to eliminate the traditional visual cues of an above-ground parking garage. The overall result of this parking arrangement is a visually distinct section of building that is visually interesting and contributes to the high design aesthetics of the building as a whole.

Pedestrian circulation is achieved through multiple entrance points. Bus stops are located across Richmond Street (southbound) and 40m to the north of the site (northbound) allowing easy access to public transportation

*(e) conformity with this policy and the urban design principles in Section 11.1, shall be demonstrated through the preparation of a secondary plan or a concept plan of the site, and the final approval of zoning may be withheld pending a public participation meeting on the site plan, and the enactment of a satisfactory agreement with the City.*

- The proposed building conforms to the urban design principles in Section 11.1. Detailed discussion and analysis of the urban design features of the proposed development are contained in the Urban Design Brief included in the Official Plan and Zoning By-Law Amendment submission package.

Notwithstanding the policies noted above (**Section 3.4.3.i**), higher densities may be permitted, subject to the following policies of the Official Plan (**Section 3.4.3.ii**):

*(a) the site or area shall be located at the intersection of two arterial roads or an arterial and primary collector road, and well-served by public transit;*

- The subject lands are located amongst several similar high rise developments along a primary arterial road and major transportation corridor, and are well served by public transit. Richmond Street is anticipated to accommodate a rapid transit route in the near future, as part of the City's initiative to implement rapid transit in the City. The Environmental Assessment (EA) for rapid transit is currently underway. The EA will provide recommendations on which type (e.g. bus, light rail) is best suited for the needs of London residents.

*(b) the development shall include provision for unique attributes and/or amenities that may not be normally provided in lower density projects for public benefit such as, but not limited to, enhanced open space and recreational facilities, innovative forms of housing and architectural design features;*

- The proposed development abuts public open space (Ross Park) and is proposed to include a variety of amenities, such as a gym/fitness centre, games room, study rooms, and rooftop amenity areas. The conceptual design of the building provides unique and innovative architectural opportunities and features that will interface positively with Ross Park, enhance the streetscape, and provide a gateway to UWO.

*(c) parking facilities shall be designed to minimize the visual impact off-site, and provide for enhanced amenity and recreation areas for the residents of the development;*

- Parking facilities have been incorporated into the main building, utilizing unique architectural features that minimize off-site visual impacts. No additional or separate parking structure is proposed.

*(d) conformity with this policy and urban design principles in Section 11.1 shall be demonstrated through the preparation of a secondary plan or a concept plan of the site which exceed the prevailing standards; and*

- The proposed building conforms to the urban design principles in Section 11.1, as discussed in the Urban Design Brief.

*(e) the final approval of zoning shall be withheld pending a public participation meeting on the site plan and the enactment of a satisfactory agreement with the City.*

- A public site plan meeting is anticipated subsequent to this application.

In order to provide a mechanism for permitting additional height and density outside of downtown and central London, the Official Plan provides policies for bounding in **Section 3.4.3.iv**. Further discussion on bounding follows in Section 6.3 of this report.

## 6.2.2 North London / Broughdale Neighbourhood Special Policies

The proposed development is subject to area specific policies in the Official Plan that pertain to the North London / Broughdale Neighbourhood. **Section 3.5.9** provides the following:

*Multiple unit residential development is directed to those areas within the Oxford, Richmond and Adelaide Street North corridors that are designated Multi-Family, High and Multi-Family, Medium Density Residential. Except for lands identified in Policy 3.5.9 (a), in Low Density Residential areas fronting onto the Richmond and Adelaide Street North corridors, residential intensification may be permitted through conservation and rehabilitation of the existing housing stock, provided there is adequate space to accommodate required on-site parking and landscaped open space and that intensification is of a scale which is compatible with surrounding land uses*

- High density development is currently directed to areas that are designated "Multi-Family, High Density Residential". The subject lands lie adjacent to high density residential lands and are a logical extension of high density uses along the Richmond Street corridor that also abut public open space. As the subject lands lie at the northerly end of the existing residential neighbourhood, are adjacent to a park, and away from the majority of low density residential in this community, the site is an ideal candidate for the type of development proposed.
- Intensification under the "Low Density Residential" land use designation is not an appropriate form of intensification for this section of Richmond Street, considering the importance of Richmond Street as a transit corridor and that the existing built form (single detached dwellings) may not support additional units to support this initiative.



- The height and massing of the proposed development is in keeping with existing high-density buildings on the west side of Richmond Street.
- Building orientation and massing is sensitive to the adjacent low-density residential uses by providing a transition in height and density through the podium, both from north to south (Ross Park to Raymond Avenue) and west to east (existing high-rise apartments on the west side of Richmond Street to single detached dwellings on Raymond Avenue and Richmond Street)
- The subject lands are an appropriate location for intensification along this section of Richmond Street. Intensification in this area consistent with existing high density uses would reduce the need for intensification in other low density neighbourhoods proximate to UWO.

### 6.2.3 Near Campus Neighbourhoods Area Policies

The subject lands lie within the "Near Campus Neighbourhoods Area" of the Official Plan, and are subject to the policies of **Section 3.5.19**. The basis for this section of the Official Plan is to guide intensification in areas proximate to UWO and Fanshawe College which typically contain a large student population. Historically, intensification in these areas has been haphazard and un-coordinated, resulting in unstable neighbourhoods with a high proportion of temporary residents in established low density neighbourhoods. **Section 3.5.19.4** provides Land Use Planning Goals for Near-Campus Neighbourhoods. Notable goals are as follows:

- i) *Encourage appropriate intensification (as characterized in Policy 3.5.19.5) that support the vision for near-campus neighbourhoods and discourage inappropriate forms of intensification that may undermine the long-term stability and established vision for Near-Campus Neighbourhoods;*
- The proposed use of the subject lands is a desired form of intensification (high-density, actively managed apartment building) within the Near Campus areas. The proposed building will replace existing rental properties in the form of single detached dwellings that do not have active, on-site management.
- iv) *Direct Residential Intensification to higher density forms of housing, including mid-rise and high-rise apartment buildings and discourage a concentration of Residential Intensification and Residential Intensity in low density forms of housing;*
- The proposed building is the intended form of intensification (high-density, managed apartment building) within the Near Campus areas. The proposed building will replace existing rental properties in the form of single detached dwellings that do not have active, on-site management.

- v) *Direct Residential Intensification to significant transportation nodes and corridors and away from the interior of low density residential neighbourhoods;*
- The subject lands are ideally located for intensification, as they are situated along a significant transportation corridor, that already accommodates the type of use proposed and is intended to function as an important transit corridor in the future. Higher density development along this corridor is necessary to increase potential usage of transit and to justify the significant public cost of this initiative.
- vi) *Utilize a variety of planning implementation tools to allow for Residential Intensification and Residential Intensity which is appropriate in form, size, scale, mass, density, and/or intensity;*
- A variety of planning implementation tools will be utilized for the proposed development, including bonus zoning, a public site plan process, and urban design guidelines.
- viii) *Identify strategic locations where Residential Intensification is appropriate and zone for these opportunities accordingly and utilize strong transit connections to link these Residential Intensification opportunities to campuses;*
- The subject lands are ideally located for residential intensification, being situated adjacent to existing high-density residential developments, at the periphery of an existing neighbourhood with a high student population, and abuts open space to the north. The subject lands are well served by existing public transit, and will receive additional transit opportunities through the implementation of rapid transit initiatives.
- x) *Ensure that Residential Intensification projects incorporate urban design qualities that enhance streetscapes, complement adjacent properties, and contribute to the functional and aesthetic quality of the neighbourhood;*
- The conceptual building design consists of high quality urban design features that will enhance the streetscape, and contribute to the overall quality of the neighbourhood. The design of the proposed building will be compatible with, and compliment, recently constructed buildings (e.g. *Luxe London*) in the area.

**Section 3.5.19.5** outlines neighbourhood and site qualities that are not supportive of appropriate intensification; intensification may not be permitted in areas that meet one or more of these qualities. Qualities include intensity that is too great for the structure type; inadequately sized lots; a lack of amenity space; built form that is not consistent with the neighbourhood; and, inadequate parking. Although the subject lands are located in an area that has experienced intensification, notably the recent completion of the *Luxe London*

apartment building, this intensification has been in the form of managed apartment buildings with modern amenity features, which are the desired form of intensification, and has not contributed resulted in cumulative negative impacts for the neighbourhood. The subject lands do not meet the other qualities outlined in **Section 3.5.19.5**, and are able to provide sufficient amenity space and parking for the intended use of the lands. As such, intensification should be considered for the subject lands.

**Section 3.5.19.9** provides that "Within the Near-Campus Neighbourhoods area in areas designated Multi-Family, Medium Density Residential and Multi-Family, High Density Residential, planning applications to allow for Residential Intensification or Residential Intensity shall be directed to those areas located along arterial roads which are designated accordingly." As noted, the subject lands are an ideal location for the proposed use. Should the subject lands be re-designated to the "Multi-Family, High Density Residential" land use designation, they are appropriately located to comply with this policy.

The Official Plan makes special note that a proposal for intensification should not represent a site-specific amendment for a site that is not unique within its context and does not have any special attributes (**Section 3.5.19.10**). The subject lands are a unique site in that they abut a large public open space (Ross Park); are located in a gateway location along Richmond Street; and lie at the exterior of the neighbourhood that extends southeast of the subject lands. As such, they should be regarded with special consideration to these attributes. Expansion of the proposed designation into the neighbourhood is limited due to the existing open space and Thames River to the north and low density residential neighbourhood to the south and east.

The proposed building has been designed to create a well-designed, unique, and interesting addition to the streetscape and view corridors on Richmond Street. The design is considerate of the urban design evaluation criteria in **Section 3.5.19.13** - Urban Design Policies for Near Campus Neighbourhoods. Further discussion on urban design is provided in the accompanying Urban Design Brief.

### 6.2.4 Bonusing

Official Plan **Section 3.4.3.iv** contains provisions for density bonusing through an amendment to the Zoning By-Law and in compliance with Official Plan **Section 19.4.4**. Bonusing on individual sites that exceed 25% of the density otherwise permitted may be approved by Council through site specific regulations in the Zoning By-Law, subject to the owner of the subject lands entering into an agreement with the City that will be registered against the title to the land. The density of the proposed development (713 UPH) results in an increase which is greater than 25% of the current permitted density. As such, in accordance with **Sections**

**3.4.3.iv** and **19.4.4.**, a Zoning By-Law Amendment is necessary to permit the proposed density of the subject lands by way of density bonusing.

**Section 19.4.4** notes that the practice of bonus zoning, under the provisions of the Planning Act, "is considered to be an appropriate means of assisting in the implementation of [the Official Plan]" and outlines the following principle in the consideration of bonus zoning:

*"The facilities, services or matters that would be provided in consideration of a height or density bonus should be reasonable, in terms of their cost/benefit implications, for both the City and the developer and must result in a benefit to the general public and/or an enhancement of the design or amenities of a development to the extent that a greater density or height is warranted. Also, the height and density bonuses received should not result in a scale of development that is incompatible with adjacent uses or exceeds the capacity of available municipal services."*

The proposed high-rise apartment building on the subject lands will provide a benefit to the City, as it will be proximate to major institutional uses (UWO, King's University College, Huron University College, Brescia College, and University Hospital), the neighbourhood, and the general public for the following reasons:

- The proposed development provides a desired and preferred form of housing with modern facilities designed to high architectural standards that will contain a range of amenities not typically found in apartment buildings;
- The proposed development is located adjacent to public open space (Ross Park), along a major arterial road and transit route (Richmond Street), and is within walking distance to UWO and King's University College;
- This location and dwelling type encourages the use of public transit and anticipated future rapid transit;
- A commercial unit will provide additional amenity features for the public;
- The scale and built form of the proposed development is in keeping with the adjacent high-density apartment buildings on the west side of Richmond Street, while the 6-storey podium provides a height and massing transition to the single detached dwellings to the east and south. The location of the subject lands, abutting public open space, allows for increased height and density with minimal effects on adjacent low density residential neighbourhood to the east; and,

- The proposed building design will provide a notable gateway feature to UWQ and the North London / Broughdale neighbourhood south of the Thames River.

The proposed development also satisfies several of the objectives in **Section 19.4.4.i** for Bonus Zoning, including:

- b) to support the provision of common open space that is functional for active or passive recreational use;
- The proposed development is located adjacent to public open space at Ross Park, allowing for potential design and functional interface possibilities, and is proposed to provide considerable on site amenities including rooftop amenity space, a gym/fitness centre, and games room, and also includes a commercial unit suitable for a variety of commercial uses.
- c) to support the provision of underground parking;
- The proposed development cannot make use of underground parking, due to the geologic nature of the area. However, parking will be incorporated within the main building, reducing its visual impact on surrounding areas.
- d) to encourage aesthetically attractive residential developments through the enhanced provision of landscaped open space;
- The primary focus for enhanced landscaping is along the Richmond Street frontage. The design intent is to create a pedestrian oriented streetscape, making use of an active frontage and a generous amount of landscaping. Landscaping will be implemented through the Site Plan Approval process.
- e) to support the provision of, and improved access to, public open space, supplementary to any parkland dedication requirements;
- The subject lands are located adjacent to Ross Park, which provides opportunity to provide access to, and interface with, public open space. Additionally, the Thames Valley Parkway, which provides opportunities for passive and active recreation, is located to the north and west of the subject lands.
- h) to support innovative and environmentally sensitive development which incorporates notable design features, promotes energy conservation, waste and water recycling and use of public transit;
- The proposed apartment building will be constructed in accordance with modern design and energy efficiency standards, and will make use of energy saving

construction methods and materials where possible. The site will make efficient use of public transit as the subject lands are located along a primary arterial with excellent access to transit. Furthermore, reduced parking will encourage the use of transit in lieu of automobiles.

j) to support the provision of design features that provide for universal accessibility in new construction and/or redevelopment

- The proposed development will be constructed to facilitate universal accessibility.

The proposed high-rise apartment building on the subject lands has been designed to provide an innovative, aesthetically pleasing building with a variety of amenity features. Re-development of the site will be a benefit to not just future residents, but the community as a whole. As such, bonus zoning to permit the proposed development is appropriate in this instance.

#### 6.2.5 Draft Official Plan – The London Plan

The City of London has developed a vision for the future redevelopment and intensification of this portion of the Richmond Street corridor that places higher residential densities along Richmond Street which will be supported by, and in turn will themselves support, rapid transit. A rapid transit system is anticipated to alleviate traffic congestion on Richmond Street, and facilitate fast and efficient transportation for residents living along rapid transit routes.

The London Plan shows the subject lands as within the *‘Rapid Transit Corridor’* place type, along a *‘Rapid Transit Boulevard’*, being Richmond Street. The London Plan contains policies which permit a much higher residential density and building height on the subject lands than what currently exists, in order to fulfill the goal of a mutually supportive land use relationship between high density residential uses and rapid transit. This type of relationship has been successfully implemented in cities such as Waterloo and Toronto.

The proposed development would be consistent with the intent of the *‘Rapid Transit Corridor’* place type by placing higher residential density adjacent to a proposed rapid transit route, while also being located within walking distance to UWQ.

#### 6.2.6 Upper Thames River Conservation Authority (UTRCA) Guidelines

The subject lands lie entirely within the UTRCA’s regulated area (as shown on Schedule B2 to the Official Plan). The proposed development will incorporate flood proofing measures to the satisfaction of the City of London and the UTRCA.

#### 6.2.7 Summary and Additional Land Use Considerations

When considering the appropriateness of the requested Official Plan Amendment to re-designate the subject lands to the *‘Multi-Family, High Density Residential’* designation, the following attributes of the subject lands are considered favorable:

##### Location

The subject lands are located at the northerly terminus of the residential portion of Richmond Street, south of the Thames River, sufficiently separated from the majority of Low Density Residential uses in the area, and abut a public park to the north. As such, there is no impact on any residential lands to the north. Uses to the west (high density residential) are compatible with the proposed development. Impacts on adjacent low density residential lands to the east and south are minimized by the incorporation of a 6-storey podium into the building’s design, and placement of the tower away from adjacent dwellings, which reduces the overall visual impact of the building on adjacent single detached uses.

##### Proximity to other High Density Residential uses

The proposed development is essentially an extension of the existing high density development on the west side of Richmond Street. The subject lands are a logical location to expand the *‘Multi-Family, High Density Residential’* land use designation, as they have frontage along an arterial road and are adjacent to a public open space.

##### Walkability and Transit

The subject lands are located within walking distance of many of the buildings on UWQ’s main campus, as well as all buildings on the King’s University College campus. Redevelopment of the subject lands places more residents closer to these two institutions, reducing the strain on other portions of the London Transit system and reduces the number of private vehicles. Furthermore, the proposed development encourages active transportation, which promotes healthy lifestyles and contributes to a more active community.

The proximity of the Thames Valley Parkway (TVP), accessible to the north, east, and west of the subject lands, provides for efficient pathways for active transportation. The TVP provides pedestrian and active transportation access to downtown and other areas of the city without the need to use major streets.

Richmond Street is a major arterial road in the City of London and facilitates a significant public transit corridor. Residents of the proposed development will have easy access to public transportation, with the Masonville commercial node and downtown London accessible via a short bus trip. The reduction in parking for the proposed development encourages transit use, reducing the impact of private automobiles on city streets. Richmond Street is also intended to become a rapid transit corridor, providing improved public transit to the building’s residents.

##### Compatibility with adjacent uses

The City of London, through the draft version of The London Plan, has developed a vision for the future development of the Richmond Street corridor as a *‘Rapid Transit Corridor’* as well as policies to establish a rapid transit network. Connecting major educational institutions and designing a rapid transit system that attracts and stimulates intensification and urban regeneration are key components of the transit-land use relationship which pertain to the proposed development. An EA is currently underway to determine the best mode and routes for rapid transit in the City. It is anticipated that Richmond Street will form a major component of any future rapid transit system, whether bus or rail based, and that land uses along Richmond Street will intensify considerably in order to promote increased ridership along the corridor. The London Plan provides that land use and transportation will be mutually supportive, in that high residential densities will support transit use, and vice versa. With the vision for future rapid transit along Richmond Street, the proposed development is well positioned to provide additional density in a compatible and desirable form.

Permitted building heights within the *‘Rapid Transit Corridor’* place type are anticipated to be 12-15 storeys, depending on specific location and the type of street the lands front onto. Permitted uses in the *‘Rapid Transit Corridor’* encourage ground level commercial (where appropriate) to animate the streetscape. When considering the vision for the subject lands, as identified in The London Plan, the proposed redevelopment of the subject lands is consistent with the intent of the *‘Rapid Transit Corridor’* place type. As The London Plan contemplates building heights of 15-storeys immediately adjacent to low density residential areas with building heights of 1 and 2 storeys, the proposed development, which provides a transition in height and a compatible podium feature to interface with existing single detached dwellings, is considered consistent with the intent of The London Plan and compatible with surrounding uses.

The proposed development has been designed to be respective and compatible with adjacent low density residential uses to the east and south through the use of a podium. The reduced height of the podium (6-storeys) is significantly less than the 17-storey tower abutting Ross Park. This difference in height provides a transition in massing from the north end of the site to the south. Additionally, a transition is provided from west to east as the podium transitions

from the high-rise buildings on the west side of Richmond Street to the single detached dwellings along Raymond Avenue. While taller than the adjacent single detached dwellings, the 6-storey podium and the 17-storey tower are considered compatible and appropriate for this location. Further information on massing compatibility is provided in an Urban Design Brief (Zelinka Priamo Ltd.) for the proposed development.

Side and rear yard setbacks for the proposed development are intended to maximize the utility of the site while remaining compatible with adjacent uses. The proposed rear yard setback of 0.0m is effectively increased by the adjacent laneway which provides spatial separation between the existing dwelling and the proposed building. The exterior sideyard setback on Raymond Avenue maintains the existing street line as established by the existing dwelling on the east side of the laneway. The external sideyard is noticeably larger than other setbacks along Raymond Avenue. Both intersection sight triangles are maintained.

Outdoor amenity of adjacent dwellings is not anticipated to be adversely affected by the proposed development. Considering that the subject lands are located at the northerly limit of the low-density residential neighbourhood, most shadows will fall on Ross Park and Richmond Street (see discussion on Shadows in Section 3.6 in this report). Minor shadowing is expected on properties adjacent to the east, but it is noted that significant shadowing is already present from high-rise buildings to the west and southwest, including the *Luxe London* building.

#### Density

The proposed development seeks to increase density on the subject lands to 713 UPH, which is beyond the standard "Multi-Family, High Density Residential" density of 150 UPH. This increase is justified by several factors that are unique to the proposed development, its intended users, and its location.

Due to the relatively small size of the subject lands, the proposed density value of 713 UPH is somewhat misleading with regard to traditional density impact analysis, as it does not yield a corresponding large number of residents. A total number of 286 bedrooms is proposed, corresponding to only 1.3 bedrooms per unit, which is far less than other developments that have recently been approved in the area (*Luxe London* is permitted 622 bedrooms, based on a zoning requirement of 2 bedrooms per unit), or typically permitted within the Near Campus Neighbourhood area (3 bedrooms per unit). This distribution of bedrooms yields a density value that appears high, but a net residential impact that is in fact significantly less than a traditional student-oriented apartment building. Additionally, limiting units to 1-2 bedrooms and providing many single bedroom units increases the privacy of units in the building. The proposed residential unit density, although greater than nearby developments, creates a net

of Waterloo; special provisions for maximum bedrooms have been used for new developments proximate to the University of Waterloo and Laurier University. This approach allows for additional units, in order to cater to the needs of residents (i.e. increased privacy of single bedroom units), while successfully managing the total number of residents that can be accommodated on a site.

We note that the recently constructed high-rise apartment building on the west side of Richmond Street, *Luxe London*, was permitted a density of 450 UPH, a maximum of 311 units, and a maximum of two bedrooms per unit, through bonus zone B-14. Based on a lot area of 0.78ha (1.92ac), the approved 311, two bedroom units equates to a total of 622 bedrooms and net bedroom density of 798 bedrooms per hectare (BPH). Without the two bedroom per unit limit, *Luxe London* would be permitted 933 bedrooms (1,197 BPH). *Luxe London* has demonstrated that the permitted residential density is compatible with adjacent uses and is a desirable addition to the Richmond Street corridor.

The proposed bedroom density of 923 BPH corresponds with a total of 286 bedrooms. This equates to 1.3 bedrooms per unit, whereas *Luxe London* is permitted two bedrooms per unit. While slightly higher than *Luxe London*, the proposed bedroom density is compatible with the surrounding land uses and will not create undue negative effects on adjacent properties. The subject lands, located adjacent to open space, are an ideal location to increase residential density, allowing for active use of a public park.

The proposed maximum height of 54m applies to the tower portion of the proposed building which interfaces with Ross Park to the north and east. This is slightly shorter than *Luxe London* (55m). The proposed site plan has been strategically designed to place the tower away from existing low density residential uses in a manner that allows for maximum utility of the site and minimum impact on surrounding uses. Considering the massing and height of buildings on the west side of Richmond Street that face single detached dwellings, a height of 54m for the tower portion of the proposed development, which interfaces with public open space, is appropriate.

The proposed Zoning By-Law Amendment seeks a reduced minimum number of parking spaces of 73, whereas 270 are required (at a rate of 1.25 spaces per unit). The intent of reducing the number of parking spaces is to make more efficient use of the subject lands, rather than devote unnecessary space to parking. The location of the subject lands, within walking distance to UWO, along a major transit route, and a future rapid transit route, allows a significant portion of the intended residents to use active transportation and transit for their transportation needs, thereby reducing reliance on private automobiles. The practice of providing reduced parking rates for high-density residential uses proximate to post-secondary educational institutions has been successful in other cities, notably recent developments proximate to the University of Waterloo. A minimum parking rate of 0.25 spaces per bedroom,

interior increase that is compatible with the neighbourhood. Supporting documentation states that the anticipated population of the building can be accommodated without undue adverse impact on surrounding uses.

The proposed development has been designed to make efficient use of the relatively small area that is afforded on the subject lands. Considering that a significant portion of the lands along Richmond Street will be dedicated to the City for road widening, the proposed density is required to maximize efficiency and land economics.

For the reasons noted above, the proposed Official Plan and Zoning By-Law Amendment to permit a high-rise apartment building are consistent with the policies of the City of London Official Plan, including the "Near Campus Neighbourhoods" policies, and with the City of London's vision for the future redevelopment of the Richmond Street. The proposed development is the desired form of intensification that is needed to support the City's long term vision for the Richmond Street corridor, and is an appropriate location for a student oriented apartment building.

### 6.3 ANALYSIS OF THE CITY OF LONDON ZONING BY-LAW

The proposed development is not permitted under the current "Residential R1 Zone (R1-5)", and, as such, requires a Zoning By-Law Amendment to permit the development. It is proposed that the subject lands be re-zoned to a similar zone as is implemented on the west side of Richmond Street for the *Luxe London* development at 1235 Richmond Street. The requested zone is an "Residential R9 Zone (R9-7)" with height provision H54, and the following with the following special provisions through a Bonus Zone (B-...):

- Maximum Density of 713 UPH or maximum bedroom density of 923 bedrooms per hectare;
- Minimum parking supply of 73 spaces for residential uses (0.25 spaces per bedroom);
- Minimum parking supply of 0 spaces for commercial uses;
- Maximum height of 54m;
- Northerly external sideyard setback of 2.0m;
- Southerly external sideyard setback of 3.0m; and,
- Minimum rear yard setback of 0.0m.

It is noted that the requested density of 713 UPH is somewhat misleading for the purposes of determining the number of residents the building will support, considering that only one and two bedroom units are proposed (total of 286 bedrooms), and that, as per the Policies for Near Campus Neighbourhoods, a unit may have a maximum of three bedrooms. As an alternative to permitting density, we propose that a specific limit of bedrooms be included as a special provision in the Zoning By-Law. This has been implemented with success in the City

the rate which is presently being requested, has been implemented for purpose-built, student oriented apartment buildings through area-specific zoning (Northdale Community) in Waterloo.

A Parking Justification and Traffic Operations Study, prepared by Cole Engineering, provides a comprehensive review of parking and traffic operations for the subject lands. The report examines a series of similar residential apartments proximate to post-secondary institutions in Ottawa, Waterloo, and Toronto to gather data on actual parking demands for purpose-built student-oriented apartment buildings. Based on the findings of similar developments, parking demand for the proposed development is anticipated to be between 29 and 52 spaces. The proposed parking supply of 73 spaces provides 14 spaces more than the maximum anticipated parking demand. Furthermore, the proposed development is not anticipated to have a significant impact on traffic operations on Richmond Street or Raymond Avenue. Further information, including detailed analysis of traffic operations and parking, is included in the parking study.

The commercial unit at the northerly end of the building is planned to cater to the needs of the building's residents and to residents in the immediate area. The anticipated use for the space is for a small café or similar type use. As such, it is not anticipated that the commercial space will create any additional demand for parking beyond the demand for residential uses.

A northerly external side yard of 2.0m, and a southerly external sideyard of 3.0m is sought through the Zoning By-Law Amendment. The proposed northerly sideyard setback allows for a small outdoor patio area to be used in conjunction with the commercial space in the northerly end of the building. A setback of 2.0m will not create any negative impacts on lands to the north.

The 3.0m external sideyard setback maintains a similar setback as the dwelling adjacent to the east of the subject lands, on the east side of the laneway. Due to the angle of the Raymond Street right-of-way, the proposed building is set back 4.5m from the street on the easterly end of the site, and 3.0m at the westerly limit. This arrangement maintains the existing building line and contributes to a strong street edge along Raymond Street.

The proposed rear yard setback of 0.0m is intended to facilitate the proposed internal parking ramp for vehicles to access the above grade parking; the main portion of the building is set back 6.65m. The parking ramp begins at the westerly end of the building, adjacent to the surface parking area entrance. The portion of the ramp adjacent to the dwelling to the east is raised off the ground, allowing for the space underneath to be landscaped. Having the parking ramp raised off the ground at this location reduces its visual impact on the adjacent dwellings.

While we note that a rear yard setback of 0.0m is typically not applied to high-density developments outside the downtown core that lie adjacent to low-density residential uses, it is

important to consider that the rear yard of the subject lands abuts a public laneway (Figure 9); a single detached dwelling lies on the north side of the laneway. The laneway effectively increases the rear yard setback to approximately 4m. However, with the parking ramp elevated, the actual ground level setback at this location is 6.65m, resulting in an effective setback of 10.65m, including the laneway.

Figure 9 – Laneway adjacent to the north of the subject lands



The standard R9-7 rear yard setback regulation would require a rear yard setback of 7.2m for the podium portion of the building that interfaces with the adjacent single detached dwellings. With the effective ground level setback of 10.65m interfacing with the adjacent dwelling, the proposed 0.0m rear yard setback is not significantly different than the standard setback. The tower portion of the building, with a rear yard setback of 6.65m, does not directly interface with adjacent dwellings, but rather interfaces with the public right-of-way, parking area for Ross Park, and Ross Park itself. As such, the 0.0m rear yard setback for the building will not have undue negative impacts on adjacent uses.

The requested "Residential R9 Zone (R9-7)" with height provision H54 and bonus zone (B-L) are consistent with the intent and policies of the Official Plan and are appropriate for the proposed development.

#### 6.4 SHADOW STUDY

A shadow study, prepared by SRM Architects, shows anticipated shadow effects of the proposed building on the surrounding lands. Although the proposed development will cast shadows during certain times of the day on some adjacent properties, the majority of shadowing falls on the southerly portion of Ross Park, minimizing the effects of shadowing in the area.

During the spring and winter equinoxes (March 20, and September 23) beginning at 4pm, minor shadowing is anticipated in the rear yards of adjacent single detached dwellings. As the sun sets, shadows extend over dwellings along Raymond Avenue. However, it is noted that shadows are already present at this location due to the *Luxe London* building to the west; the proposed development has minor impacts.

During the winter months, nearly all the shadowing is on Ross Park, with very little shadowing on any residential lands; only a small portion of the rear yards of the adjacent residential lots are affected.

During the summer months shadow impacts are reduced overall due to the increased angle of the sun.

The shadow existing shadow impacts from the *Luxe London* building are similar to, and in some cases greater than, the impacts from the proposed development, as the *Luxe* is two storeys higher than the proposed development. Shadow impacts from the proposed development are limited due, in part, to the 6-storey podium.

Overall, the shadow impact of the proposed development does not add significant amounts of shadow to nearby residential areas. Large scale images of the shadow study are presented in the Urban Design Brief.

#### 6.5 SERVICING

A Functional Servicing Report has been prepared for the proposed development (Odan Detech Group) which outlines existing services that the subject lands may utilize. The report concludes that the proposed development can be serviced with existing water, sanitary, and stormwater services that exist along Richmond Street; however, improvements to the Tower Lane pumping station will likely be required to allow for the increased sanitary capacity required by the proposed development.

#### 6.6 ARCHAEOLOGICAL ASSESSMENT

A Stage1-2 Archaeological Assessment was performed by Golder Associates. The report, which has been accepted by the Ministry of Tourism, Culture, and Sport, concludes that the site does not contain any archaeological significance.

#### 6.7 TRANSPORTATION

A Parking Justification and Traffic Operations Study, prepared by Cole Engineering, provides a comprehensive review of parking and traffic operations for the subject lands. The report examines a series of similar residential apartments proximate to post-secondary institutions in Ottawa, Waterloo, and Toronto to gather data on actual parking demands for purpose-built student-oriented apartment buildings. Based on the findings of similar developments, parking demand for the proposed development is anticipated to be between 29 and 52 spaces. The proposed parking supply of 73 spaces provides 14 spaces more than the maximum anticipated parking demand. Furthermore, the proposed development is not anticipated to have a significant impact on traffic operations on Richmond Street or Raymond Avenue. Further information, including detailed analysis of traffic operations and parking, is included in the parking study.

#### 7.0 CONCLUSIONS

The proposed Official Plan and Zoning By-Law Amendment is intended to permit the development of a 17-storey residential apartment building on the subject lands, proximate to UWO, King's University College, and the Masonville commercial node. The proposed building has been designed to be compatible with surrounding high and low density residential uses, and to form part of a gateway to UWO along Richmond Street, south of the Thames River.

The subject lands are located along an arterial road, abut open space, and are surrounded by a mix of low and high density residential uses. These locational attributes make the subject lands an appropriate location for intensification consistent with the "Multi-Family, High Density Residential" land use designation.

The proposed development is one of the desired and preferred types of residential intensification in the "Near Campus Neighbourhoods" area, and will reduce the need for intensification in proximate low density residential neighbourhoods.

The proposed Zoning By-Law Amendment to re-zone the subject lands to a "Residential R9 Zone (R9-7)" with height provision H54 and bonus zone (B-L) is appropriate and desirable for the proposed development. The site specific zoning provisions will not create undue adverse impacts on adjacent uses. The proposed development requests similar zoning provisions that were approved for *Luxe London*, located directly across the street.

Implementation of the requested zoning provisions would yield a built form that is consistent with existing high density structures in the area. Detailed analysis on the design of the proposed building is presented in the accompanying Urban Design Brief.

It is proposed that the number of bedrooms be limited through a specific zoning provision of a maximum of 286 bedrooms, or 923 bedrooms per hectare. This approach has been implemented successfully in Waterloo for high rise developments proximate to the University of Waterloo.

The proposed parking supply of 73 spaces corresponds to a requested parking rate of 0.25 spaces per bedroom. This rate has been established in other cities in the province with success, and is the actual parking demand rate for the *Luxe London* building across from the subject lands on Richmond Street. The Parking Justification and Traffic Operations Study prepared by Cole Engineering concludes that a parking demand of between 29 and 52 spaces is anticipated for the proposed development. The proposed parking supply of 73 spaces provides 21 additional parking spaces over the maximum forecast parking demand.

The long-term vision for the development of the Richmond Street corridor proximate to UWO, as set out in The London Plan, provides for increased residential density along Richmond Street. As Richmond Street is proposed to facilitate a rapid transit route, high density residential uses and rapid transit will be mutually supportive and allow for more efficient use of land along Richmond Street. Although the scale of the proposed development is slightly greater than what is contemplated in the draft policies of The London Plan, it is consistent with the purpose and intent of the plan to establish higher densities along rapid transit routes. As such, the proposed development in keeping with the City of London's vision for the area, and will be a positive addition to the neighbourhood.

For the reasons noted above, and throughout this report, the proposed Official Plan and Zoning By-Law Amendment is consistent with the intent and policies of the Official Plan, is consistent with the long term vision for the subject lands, is a desirable form of development, and represents good planning.

# Neighbourhood Character Statement

1234-1246 Richmond Street

City of London

Textbook (Ross Park) Ltd.



## SUBJECT LANDS

The subject lands are located in the on the east side of Richmond Street, between Raymond Avenue and Ross Park, proximate to the University of Western Ontario (UWO). The rectangular shaped lands are comprised of six parcels, which have a total area of 0.31ha (0.77ac); a total frontage of 80.025m (197.7ft) on Richmond Street; and a depth of 38.1m (94.1ft) abutting Raymond Avenue. A 7.96m (19.67ft) road widening is required, making the effective depth of the lands 30.142m (74.5ft). The subject lands are currently occupied by six single detached dwellings. Large, mature trees are also present on the lands, generally located to the rear of the dwellings, away from the Richmond Street frontage. A public laneway abuts the lands on the east, and a driveway and parking area for Ross Park abut the lands on the east and north.

Figure 1 – Subject lands



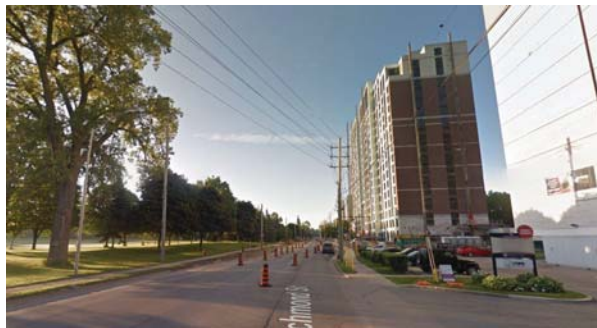
The subject lands lie adjacent to open space (Ross Park) to the north and east, including a public parking lot for Ross Park; low density residential in the form of single detached dwellings to the east, and south, along Raymond Street; and, high density residential uses in the form of high-rise apartment buildings to the west, on the west side of Richmond Street.



## CHARACTER AND IMAGE

The subject lands are located on the east side of Richmond Street, between Raymond Street and Ross Park, at the northerly end of the North London / Broughdale neighbourhood, proximate to the University of Western Ontario's (UWO) Richmond gates. The immediate neighbourhood forms part of a large body of land contained within a broad meander in the north branch of the Thames River, and is physically separated from lands to the north of the river. Richmond Street is a major arterial road and transit route within the City of London, connecting the Downtown with UWO, the Masonville neighbourhood and commercial area, and many rural communities to the north. Richmond Street also provides access to properties fronting onto the street, including high rise apartment buildings on the west side of Richmond Street. Raymond Street is a two-lane local road which provides access to single-detached and converted dwellings, and to public rear laneways.

Figure 1 – Richmond Street streetscape looking south from north end of Ross Park. Luxe London is the brick building on the right.



Ross Park, adjacent to the north of the subject lands, provides public open space and recreational area including a portion of, and access to, the Thames Valley Parkway trail system. Mature trees are scattered throughout the park, and the wooded edge of the Thames River is located on the north side of the trail. Parking for Ross Park is contained in a small parking lot to the east of the subject lands, and is accessed by a public right-of-way from Richmond Street, immediately to the north of the subject lands.

Within the area of the subject lands, Richmond Street is framed by a row of seven (7) mid and high rise apartment buildings on the west side of the street, and is framed by mostly single detached and converted dwellings on the east side of the street.

The existing apartment buildings are representative of 1960's provincial modern apartment architecture of varying visual quality and exterior condition, with a notable exception of the recently constructed Luxe London building at 1235 Richmond Street, which is a modern architectural design (Figure 2). This group of buildings range in height from the 4 storeys of 1267 Richmond Street to the 19 storeys of 1235 Richmond Street. Most of the buildings that have been developed separately have evolved as a series of slab buildings oriented perpendicularly to Richmond Street. This established building orientation is facilitated by the depth of these lots which, for the most part, exceeds the depth of the lots that form the subject lands. Most of the existing apartment buildings are sited back from the projected ultimate road width of Richmond Street, except Luxe London which is placed parallel with and close to the street edge. The older apartment buildings do not provide architectural features or elements that attempt to address Richmond Street, while several provide parking between the building and the street. When viewed from the south, the row of tall buildings frame the visual terminus created by the bell tower of Mount Saint Joseph (Windsor-on-the-Mount Retirement Residence) as Richmond Street jogs and crosses the river. When viewed from the north, on Richmond Street, approaching the river and the bridges, the taller buildings provide a strong visual terminus as the street jogs to the east.

Figure 2 – West side of Richmond Street from Raymond Avenue



With the exception of St. Luke's Anglican Church, the east side of Richmond Street is composed of a blend of mostly brick one and two storey single detached and converted dwellings (Figure 3). While there are several houses that appear to have been built as infill in the 1960's the majority of these houses appear to have been built in the early decades of the Twentieth Century. For the most part, these houses are sited relatively close to the projected ultimate width of Richmond Street with varying, but relatively similar, front yard depths.

Figure 3 – Richmond Street streetscape looking north from Bernard Avenue



Although some houses on corner lots flank onto Richmond Street, the majority clearly address the street with their massing, front doors, porches, and fenestration. There are only a few properties with driveways accessing onto Richmond Street and parking in front yards. For houses on the east side of Richmond Street the majority of parking is provided in rear yards accessed from shared rear laneways. This pattern of single detached houses is repeated along Raymond Avenue (Figure 4) and Bernard Avenue east of Richmond Street. The houses along these streets leading from east from Richmond Street are similar to those found on Richmond Street, save for the addition of individual driveways and the options of parking in front, side and rear yards. The absence of parking in front yards has supported the presence of trees in front yards and within the municipal right-of-way in some locations. The boulevards between the curb and the sidewalk are narrow, and there is no regular pattern to the planting of trees on public or private property. Hydro poles and overhead wires are prominent features on both Richmond Street and Raymond Avenue.

There is no single consistent architectural style in the area, but rather the residential dwellings are a mix of Gothic Revival (Ontario) Cottages, Craftsmen, Tudor Revival and Wartime Bungalows, while the apartment buildings are of Mid-Century Modern, Post-Modern, and Contemporary styles. There are also examples of Dutch, Colonial and Italianate architectural

influences. Cladding materials include field-stone, cut-stone, brick (various colors), siding (wood, vinyl, and metal), concrete, and stucco. Rooflines include hip roofs, gable roofs (end, side and cross gables), and flat roofs.

Figure 4 – Raymond Street looking east



Lands further away from the subject lands to the south are generally made up of similar land uses and built form, although the high rise buildings end north of the UWO gates at Parkdale Avenue.

#### NEIGHBOURHOOD COMPATIBILITY

For a complete overview of the 17-storey, high-rise apartment building proposed for the subject lands, and a Compatibility Report, please refer to the Urban Design Brief prepared by Zelinka Priamo Ltd.

# Urban Design Brief

1234-1246 Richmond Street

City of London

Textbook (Ross Park) Inc.



November 12, 2015



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## INTRODUCTION

On behalf of Textbook (Ross Park) Inc., Zelinka Priamo Ltd. has prepared this Urban Design Brief to provide design details of a proposed development on the subject lands, in conjunction with an Official Plan and Zoning By-Law Amendment application for the property.

## SECTION 1 – LAND USE PLANNING CONCEPT

### 1.1 THE SUBJECT LANDS

The subject lands are located on the east side of Richmond Street, between Raymond Avenue and Ross Park, proximate to the University of Western Ontario (UWO) (Figure 1). The rectangular shaped lands are comprised of six parcels which have a total area of 0.31ha (0.77ac), and a total frontage of 80.025m (197.7ft) on Richmond Street, and a depth of 38.1m (94.1ft) abutting Raymond Avenue. A 9.9m (32.5ft) road widening is required, making the effective depth of the lands 28.2m (92.5ft). The subject lands are currently occupied by six single detached and converted dwellings. Large, mature trees are also present on the lands, generally located to the rear of the dwellings, away from the Richmond Street frontage. A public laneway abuts the lands to the east, and a driveway and parking area for Ross Park abut the lands to the east and north.

Figure 1 – Subject Lands



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Figure 2 – View of Subject Lands from Richmond Street



Figure 3 – View of subject lands from Raymond Avenue



Figure 4 – West side of Richmond Street from Raymond Avenue



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## 1.2 THE PROPOSAL

The subject lands are proposed to be developed for a 17-storey apartment building containing a total of 286 bedrooms within 219 single one and two-bedroom units.

The proposed building features a 6-storey podium on the southerly portion of the subject lands, and a 17-storey tower abutting Ross Park to the north. Conceptual renderings show a variety of cladding materials and architectural features including a rooftop amenity area, screened parking area contained within the building, and extensive use of horizontal and vertical design elements.

Figure 5 – Proposed Development (looking northeast)



The proposed site design shows a rectangular shaped building placed at a 2.0m setback from the ultimate Richmond Street road allowance. The building's ground floor is occupied by internal common space, entrances, a commercial unit, and six parking spaces. The commercial unit is oriented to interface with Ross Park, promoting public interaction with the building and animating the space. A large amenity space is provided on the ground floor of the podium portion of the building, providing an active internal space to interface with the Raymond Street frontage. Additional amenity space in the

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Figure 7 – Internal parking levels 2 and 3, showing the parking ramp to the east of the parking area

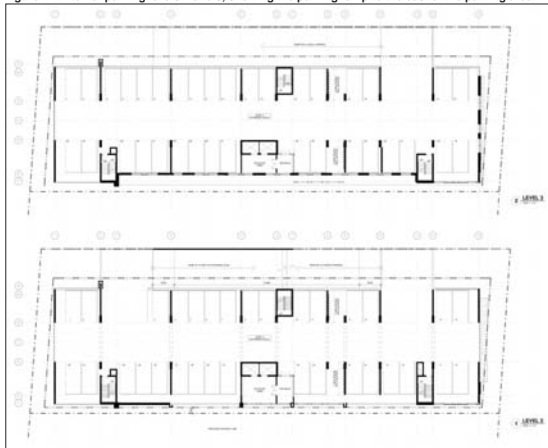
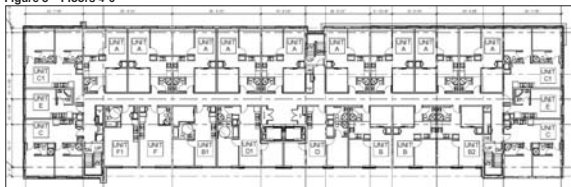


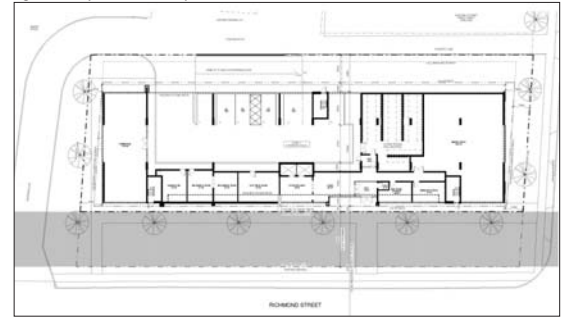
Figure 8 – Floors 4-6



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form of a gym, yoga studio, study room, movie theatre, social room, and games room is provided on the top floor, providing panoramic views of Ross Park and surrounding lands.

Figure 6 – Proposed Main Floor plan



Vehicular access to the building is proposed to utilize the existing public right-of-way to the north of the site. Access to the internal parking area will be to the rear of the building, screened from view from both Richmond Street and Raymond Avenue. The adjacent laneway to the east of the subject lands is to be maintained in its current form.

Access to upper parking levels is facilitated by a parking ramp adjacent to the rear vehicular entrance on the ground floor. Due to lot area constraints, the parking ramp is positioned at a 0.0m setback to the rear lot line. The southerly portion of the parking ramp, adjacent to the single detached dwelling to the east, begins at the second storey, allowing for landscaping on the grounds underneath (Figure 7). This portion of the parking ramp is entirely supported from the main building; no support columns are required.

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Figure 9 – Floor 7 showing rooftop amenity space on podium



Figure 10 – Floors 8-16

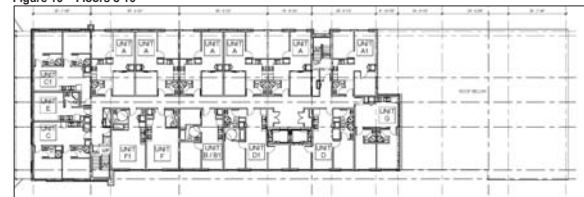
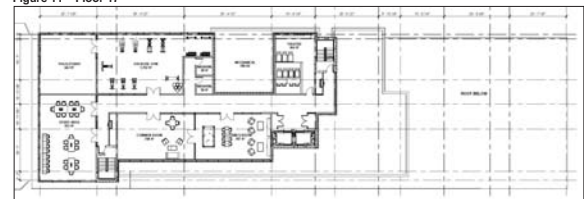


Figure 11 – Floor 17



The building is proposed to be 54 metres (177 ft) in height, similar to the recently constructed *Luxe London* building which is located across Richmond Street to the west. The 6-storey podium serves as a transition in height from the high-rise apartment buildings on the west side of Richmond Street to the single detached dwellings to the east of the subject lands. The tallest portion of the building is placed adjacent to Ross Park, thereby minimizing the visual impact of the building from adjacent residential uses.

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The building is designed to be fully accessible, including barrier free access.

Together along with *Luxe London*, the proposed development is well positioned to become a gateway feature from the north to this section of Richmond Street south of the Thames River.

Figure 12 – Proposed Development (looking southeast)



Figure 13 shows the relationship of scale of the proposed building to adjacent buildings, including existing high rise buildings on the west side of Richmond Street. The proposed building provides a sense of symmetry on the east side of Richmond Street by balancing the adjacent high-rise buildings, and provides a strong street edge to define the public realm. The height of the building, while noticeably higher than the adjacent single and two-storey dwellings to the west, is in keeping with the character of this section of the Richmond Street corridor. A transition in height is provided from west to east through the use of the 6-storey podium, allowing for a compatible height transition from the high-rise

Building elevations are shown in Figures 15-18 (large scale version are presented in Appendix A). Ground floor cladding materials consist of mainly vision glass to afford views into and out of the main floor, including the commercial unit on the north end of the building facing Ross Park and the internal amenity space in the south end of the building facing Raymond Street. Opaque cladding materials on the ground floor consist of two different tones of precast coloured concrete and spandrel glass. Above the ground floor, an architectural metal screen is utilized to screen the second and third floor parking decks.

Architectural stone is utilized on the north elevation (and adjacent portions of the east and west elevations) to visually denote the northerly portion of tower. Stone is also used as the main opaque cladding material on the majority of the podium. The south portion of the podium is clad in windows and spandrel glass.

Building materials consist of decorative coloured concrete, architectural stone, architectural metal screening, vision glass, and spandrel glass.

Aside from extensive glazing, the main tower is proposed to be clad mainly in decorative coloured concrete, with architectural stone wrapping the northerly portion of the building. A decorative bump-out, constructed of a darker tone of coloured concrete, runs vertically up to the 16<sup>th</sup> floor, at which point turns horizontally. The cornice lines are similarly constructed of decorative concrete. These features serve to visually denote the northerly portion of the tower and provide visual interest in the building. In addition, this feature contributes to the aesthetics of the Richmond Street gateway, presenting a high-quality building façade.

The podium contains a larger percentage of architectural stone than the tower. This helps to integrate the building into the low-density residential community to the east and south, which has a significant portion of its buildings constructed of brick. An overhanging roof on the top of the podium will be constructed of precast, decorative coloured concrete.

The use of a variety of cladding materials is complimented by the extensive use of vision glass throughout each building elevation.

buildings on the west side of Richmond Street to the single detached dwellings on Raymond Street.

Figure 13 – Raymond Street Sections



Figure 14 – Richmond Street Sections



Figure 14 shows a cross-section of Raymond Street, showing the relationship of the building to Ross Park to the north and existing dwellings on the east side of Richmond Street, south of Raymond Street. The 6-storey podium provides a transition in height from north to south (left to right on Figure 14), providing a compatible height transition to dwellings south of Raymond Street. Large scale versions of Figures 13 and 14 are presented in Appendix B of this report.

Figure 15 – South elevation (facing Raymond Street)



Figure 16 – West elevation (facing Richmond Street)



Figure 17 – East elevation



Figure 18 – North elevation (facing Ross Park)



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interface for the interaction of the two different heights and serves to create a transition from the high-rise buildings to the west and north. Large scale images and additional views are presented in Appendix C of this report.

### 1.3 DESIGN GOALS AND OBJECTIVES

Given that the subject lands are located in a gateway location, adjacent to existing high density residential, the design goals are related to providing a visually interesting architectural design and animated street frontage to assist in the following:

- visually integrating the new building into the surrounding environment and established street frontage;
- enhancing the Richmond Street streetscape; and
- providing a compatible height transition from west to east and north to south.

### 1.4 DESIGN RESPONSE TO CITY DOCUMENTS

The subject lands are currently designated "Low Density Residential" according to Schedule 'A' – Land Use and are located within the Near Campus Neighbourhoods Area according to Figure 3-1 in the City of London Official Plan. Richmond Street is an Arterial Road according to Schedule 'C' – Transportation Corridors and is a Transit corridor according to Figure 18-1 in the City of London Official Plan. The subject lands are zoned "Residential Zone 1 (RS-3)" in Zoning By-law Z-1. An Official Plan Amendment and Zoning By-Law Amendment applications are required to permit the proposed apartment building.

#### 1.4.1 Official Plan Urban Design Principles

The City of London Official Plan includes design principles that are to be applied to new developments. Section 11.1.1 lists the design principles that are to be promoted in the preparation of development proposals. The individual principles listed do not always apply to each specific development, and are dependent upon the location and characteristics of the proposal. The design principles relevant to this proposed development and how they are addressed is described in the following;

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The massing of the proposed development is in keeping with adjacent high rise buildings to the west (Figures 19-20)

Figure 19 – Massing Model (looking northeast)



Figure 20 – Massing Model (looking southwest)



The massing models above show the relationship of the 6-storey podium to the adjacent one- and two-storey dwellings to the east and south. The podium provides a compatible

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#### iv) High Design Standards

The proposed development provides a strong architectural presence that complements the surrounding uses, in particular the *Luxe London* building to the west (Figure 20). A variety of cladding materials are utilized, and strategic architectural elements are included in the building design, including a vertical element on the northwest corner, a 6-storey podium, and decorative cornice lines along major building section delineations.

Figure 20 – Luxe London (1235 Richmond Street)



#### v) Architectural Continuity

The proposed building maintains a high-rise (17-storey) massing, with a similar height as the adjacent residential building to the west, and incorporates architectural features already present in the area. A 6-storey podium on the southerly portion of the site provides a transition in height from north to south and west to east, reducing the impact on residential uses to the east and south.

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vii) *Redevelopment*

The proposed apartment building will replace low-density housing with efficient, well designed housing which is better suited for the needs of the neighbourhood.

vii) *Streetscape*

The proposed building has been positioned on the subject lands close to the ultimate road allowance on Richmond Street and Raymond Avenue. This positioning creates a strong street presence, similar to what exists on the west side of Richmond Street. An animated street frontage is accomplished by extensive glazing, multiple entrance locations, and active internal programming, including a commercial unit which may be purposed for a restaurant/cafe and amenity space on the north and south ends of the building.

viii) *Pedestrian Traffic Areas*

Pedestrian traffic will be enhanced through the strengthening of the streetscape and interaction with Ross Park to the north.

ix) *Access to Sunlight*

Generous amounts of windows are proposed for all elevations. Of note is the extensive glazing on the northwesterly and southwesterly corners of the building and glass walled top floor amenity areas. With the proposed fenestration patterns, there will be ample sunlight penetrating into the building.

x) *Landscaping*

Street trees are proposed along Richmond Street and Raymond Avenue to enhance the streetscape. Other landscaping consisting of shrubs and perennial grasses are to be incorporated along the Richmond Street frontage in a similar manner as the *Luxe London* building (Figure 21).

xv) *Outdoor Space*

The subject lands about Ross Park to the north which provides ample outdoor open space for the building's residents. In addition, the Thames Valley Parkway trail is located within Ross Park and provides passive recreational opportunities and active transportation routes.

xvii) *Recreational Facilities*

The proposed apartment building will feature amenities including a social room, workout room/gym, yoga studio, movie theatre, rooftop amenity area, and a games room.

ix) *Waste Management*

Waste and recycling are to be stored within the proposed building removed by a private waste removal service.

xx) *Resource Conservation*

Where practical the proposed building will make use of appropriate sustainability techniques.

xxi) *Gateways*

The subject lands are located at the northerly end of the UWO gates portion of Richmond Street (Huron Street to the Thames River). This location is considered a gateway to the south, and has the potential to create a landmark gateway feature. Building positioning and design have taken this locational feature into account by providing a visually distinct, high quality design which will be a positive landmark in the area.

#### 1.4.2 North London / Broughdale Neighbourhood (Section 3.5.9)

Although not specific urban design policies, the following sections are notable as they pertain to the physical design of a proposed development:

i) *The height, bulk and placement of buildings will be in keeping with that of existing development in the surrounding area;*

Figure 21 – Landscaping along Richmond Street for Luxe London (1235 Richmond Street)



xi) *Building Positioning*

The proposed apartment building is placed close to the ultimate road allowance. This position enhances the streetscape by providing a strong street edge and visually delineating the public realm.

xiii) *Parking and Loading*

Parking is accessed at the rear of the building via the existing right-of-way to the north of the subject lands. Due to the geological conditions of the area, underground parking is not feasible. As such, parking is provided at grade and two above grade levels. Parking has been integrated into the building and is heavily screened from view. At grade parking is not visible from pedestrian areas.

Due to the site's location along a major transit route and within walking/cycling distance to UWO, a reduced minimum parking rate is being sought through the Zoning By-Law Amendment to permit a total of 73 parking spaces. The reduction in parking allows for more floor space to be used for internal amenity space for the building's residents and completely eliminates the need for exposed surface parking.

xiv) *Privacy*

The proposed building has been designed to minimize the loss of privacy for existing residential developments to the east. Fewer windows are proposed for the southerly elevation of the tower, and the 6-storey podium reduces the number of units overlooking adjacent properties.

The proposed development is consistent with the built form, massing, and scale of existing high-rise apartment buildings on the west side of Richmond Street

ii) *All required parking will be accommodated on site and limited in area;*

All parking is proposed to be accommodated internal to the building and will not be visible from public and pedestrian areas. Furthermore, a special zoning provision is being sought to reduce the minimum parking requirement, reducing the need to devote space for vehicle storage.

iii) *Development will be sensitive to the orientation or adjacent dwellings and to the continuity of the existing residential streetscape;*

The proposed apartment building is oriented parallel with the street and will enhance the existing streetscape, providing a more defined, urban street edge. The building is sensitive to adjacent buildings by providing a height transition from north to south and west to east through the inclusion of a 6-storey podium, which is considered compatible with the adjacent single detached and converted dwellings on Raymond Avenue.

#### 1.4.3 Near Campus Neighbourhoods Area Urban Design Criteria

Section 3.5.19.13 in the City of London Official Plan lists the urban design criteria that will be applied in the review of all planning applications for new buildings that facilitate residential intensification in the Near Campus Neighbourhoods Area.

i) *Height*

The proposed building is 17-stories and approximately 54m (177ft) in height, similar to the existing high-rise apartment buildings on the west side of Richmond Street. The 6-storey podium on the south portion of the building provides a compatible height transition to building heights on the east side of Richmond Street which are generally one and two-stories.

ii) *Roof Slopes and Shapes*

The proposed building has a flat roof with decorative cornice lines that visually stimulating and interesting. The podium rooftop area is open to the building's residents for outdoor amenity space.

iii) *Scale*

The scale of the proposed development is in keeping with the majority of the existing apartment buildings on the west side of Richmond Street, and is smaller than the nearby Luxe London building.

iv) *Massing*

As shown in Figures 19-20 and in Appendix C, the proposed building is slender and elongated along the Richmond Street corridor. The building is 17-storeys in height with a relatively small footprint that is augmented by the 6-storey podium. Massing is similar to the majority of the existing apartment buildings to the west, and notably less than the Luxe London building. The building is noticeably thin when viewed from the north or south, reducing the overall visual impact. The overall effect of the building's massing is to effectively enclose the streetscape along this section of the Richmond Street corridor while maintaining a limited building depth.

v) *Fenestration*

The proposed building design features a high percentage of building elevations as windows.

Feature window locations are placed at the northwest and southwest corners of the building, allowing panoramic views of surrounding lands. Windows in these locations are floor-to-ceiling, allowing for maximum sunlight penetration.

Windows on the main (tower) easterly and westerly elevations occupy approximately 80% of the building face. Floor-to-ceiling windows correspond to internal common areas (i.e. living room) whereas smaller windows correspond to bedrooms. The fenestration pattern is regular and balanced.

On the top two floors, window coverage is increased to almost the entire building face to provide panoramic views of surrounding lands from internal amenity space rooms.

Generally, fenestration patterns are regular and balanced, and of a modern contemporary design.

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#### 1.4.4 Site Specific Zoning By-Law Provisions

As part of the proposed development, a series of site-specific bonus provisions are being sought through a Zoning By-Law Amendment and Bonus Zone. The provisions are as follows:

- Maximum Density of 713 UPH or maximum bedroom density of 923 bedrooms per hectare;
- Minimum parking supply of 73 spaces for residential uses (0.25 spaces per bedroom);
- Minimum parking supply of 0 spaces for commercial uses;
- Maximum height of 54m;
- Northerly external sideyard setback of 2.0m;
- Southerly external sideyard setback of 3.0m; and,
- Minimum rear yard setback of 0.0m;

The provisions for a relatively high residential density and relatively low parking supply reflect the nature of purpose-built, student oriented apartment housing, and provide for a built form that does not require large areas devoted to parking.

The proposed 2.0m northerly sideyard setback allows for a small outdoor patio area to be used in conjunction with the commercial space in the northerly end of the building, interfacing with Ross Park to the north. A setback of 2.0m will not create any negative impacts on lands to the north and serves to create a positive, animated space fronting onto public open space.

The 3.0m external sideyard setback maintains a similar setback as the dwelling adjacent to the east of the subject lands, on the east side of the laneway. Due to the angle of the Raymond Street right-of-way, the proposed building is set back 4.5m from the street on the easterly end of the site, and 3.0m at the westerly limit. This arrangement maintains the existing building line and contributes to a strong street edge along Raymond Street.

The proposed rear yard setback of 0.0m is intended to facilitate the proposed internal parking ramp for vehicles to access the above grade parking; the main portion of the building is set back 6.65m from the rear lot line. The parking ramp begins at the westerly end of the building and extends south (shown on east elevation and massing models). The portion that provides access to the third parking level begins one storey off the ground, allowing for the space underneath to be landscaped. By elevating the parking ramp off the ground at this location reduces its visual impact on the adjacent dwellings.

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vi) *Building Materials*

Building materials include decorative coloured concrete, architectural stone, architectural metal screening, vision glass, and spandrel glass.

Aside from extensive glazing, the main tower is proposed to be clad mainly in decorative coloured concrete, with architectural stone wrapping the northerly portion of the building. A decorative bump-out, constructed of a darker tone of coloured concrete, runs vertically up to the 16<sup>th</sup> floor, at which point turns horizontally. The cornice lines are similarly constructed of decorative concrete.

The podium contains a larger percentage of architectural stone than the tower. This helps to integrate the building into the low-density residential community to the east and south, which has a significant portion of its buildings constructed of brick. An overhanging roof on the top of the podium will be constructed of precast, decorative coloured concrete.

The use of a variety of cladding materials is complimented by the extensive use of vision glass throughout each building elevation.

vii) *Building Orientation*

The proposed building is positioned on the subject lands close to the ultimate road allowance and is oriented parallel with the street. This positioning and orientation creates a strong street presence and will enhance the urban streetscape, and is reflective of the Luxe London building across Richmond Street to the west.

viii) *Architectural Style*

The proposed building is of a modern contemporary style and is complimentary to the Luxe London building to the west (Figure 20).

ix) *Architectural Features*

Architectural features that are provided include decorative cornice lines, vertical bump outs, extensive glazing and windows, a podium and tower design, rooftop patios and amenity areas, and unique parking garage screening.

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While we note that a rear yard setback of 0.0m is typically not applied to high-density developments outside the downtown core that lie adjacent to low-density residential uses, it is important to consider that the rear yard of the subject lands abuts a public laneway (Figure 22); a single detached dwelling lies on the north side of the laneway. The laneway effectively increases the rear yard setback to approximately 4m. However, with the parking ramp elevated, the actual ground level setback at this location is 6.65m, resulting in an effective setback of 10.65m, including the laneway.

Figure 22 – Laneway adjacent to the north of the subject lands



The standard R9-7 rear yard setback regulation would require a rear yard setback of 7.2m for the podium portion of the building that interfaces with the adjacent single detached dwellings. With the effective ground level setback of 10.65m interfacing with the adjacent dwelling, the proposed 0.0m rear yard setback is not significantly different than the standard setback. The tower portion of the building, with a rear yard setback of 6.65m, does not directly interface with adjacent dwellings, but rather interfaces with the public right-of-way, parking area for Ross Park, and Ross Park itself. As such, the 0.0m

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rear yard setback for the building will not have undue negative impacts on adjacent uses.

The internal program of the building on the ground floor of the podium provides for amenity space. This arrangement will animate this section of the building and provide for a more interesting interface with the public realm and contribute to a stronger, more active streetscape.

### 1.5 SITE AND SPATIAL ANALYSIS

Figure 23 shows a Site Analysis diagram for subject lands and immediate adjacent lands. Pedestrian connectivity is shown as dashed yellow lines. The subject lands are highly connected with access to two public sidewalks (Richmond Street and Raymond Avenue) and access to the Thames Valley Parkway Trail to the north, which feeds into Ross Park. In addition, two bus stops are adjacent to the site. It is anticipated that a rapid transit route will be implemented along this section of Richmond Street in the near future thereby broadening transit opportunities for the building's residents.

Active and animated frontages are provided on the three outward facing frontages, being towards Ross Park, Richmond Street, and Raymond Avenue. Active frontages are achieved by placing amenity areas, pedestrian accesses, and commercial spaces along frontage locations. Activity is minimized along the easterly façade of the building to preserve privacy for adjacent dwellings.

The topography of the subject lands and surrounding lands is flat except for the Thames River and its associated banks.

The subject lands are located at the easterly side of a node of high density residential development along this section of Richmond Street.

Landmarks proximate to the subject lands include the Thames River (north), UWO Richmond Gates (South), St. Peter's Seminary (southeast), and Windermere on the Mount (north).

Additional land uses within the 800m radius include the University of Western Ontario (including University Hospital), King's University college, Windermere-on-the-Mount retirement residence, additional institutional uses along Windermere Road (Scouts Canada, Ivey Spencer Leadership Centre, Spencer Lodge YMCA). Low density residential uses extend to the south of the subject lands as part of the Broughdale and North London neighbourhoods. Commercial uses within 800m are limited, consisting largely of a small block between the UWO gates and Huron Street, offering restaurants, financial institution, and a convenience store. A wide range of additional amenities are available at UWO and King's College.

Figure 24 – Spatial Analysis (400m and 800m)



Figure 23 – Site Analysis

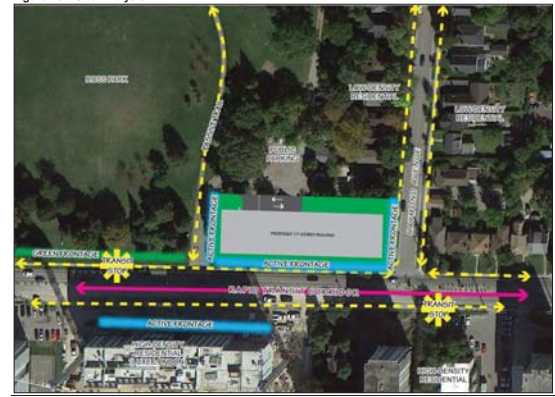


Figure 24 shows the subject lands and notable features and land uses within 400m and 800m radii. The two radii represent straight line walking distances of approximately 5 and 10 minutes, although due to sidewalk networks and other barriers, this circles may not represent true walking distances. The subject lands are located along an arterial road (Richmond Street), proximate to other arterial, primary, and secondary collector roads. The area is well served by transit, and is well suited to active transportation.

Notable features within 400m include Ross Park, Thames Valley Parkway trail, the Thames River, and existing high density residential uses on the west side of Richmond Street. The 400m radius roughly corresponds with the north bank of the Thames River as it meanders north of the subject lands, physically separating lands to the north.

Land uses within 400m include a mix of low and high density residential, institutional and open space. A portion of the Elgin Hall parking area is within the 400m radius, but not any buildings. The UWO gates lands lie just outside the 400m radius.

### 1.6 SHADOW STUDY

A shadow study, prepared by SRM Architects, shows anticipated shadow effects of the proposed building on the surrounding lands (Appendix D). Although the proposed development will cast shadows during certain times of the day on some adjacent properties, the majority of shadowing falls on the southerly portion of Ross Park, minimizing the effects of shadowing in the area.

During the spring and winter equinoxes (March 20, and September 23) beginning at 4pm, minor shadowing is anticipated in the rear yards of adjacent single detached dwellings. As the sun sets, shadows extend over dwellings along Raymond Avenue. However, it is noted that shadows are already present at this location due to the *Luxe London* building to the west; the proposed development has minor impacts.

During the winter months, nearly all the shadowing is on Ross Park, with very little shadowing on any residential lands; only a small portion of the rear yards of the adjacent residential lots are affected.

During the summer months shadow impacts are reduced overall due to the increased angle of the sun.

The shadow existing shadow impacts from the *Luxe London* building are similar to, and in some cases greater than, the impacts from the proposed development, as the *Luxe* is two storeys higher than the proposed development. Shadow impacts from the proposed development are limited due, in part, to the 6-storey podium.

Overall, the shadow impact of the proposed development does not add significant amounts of shadow to nearby residential areas.

### CONCLUSIONS

The proposed development meets the City's Urban Design requirements by remaining consistent with the existing built form and enhancing the streetscape along the Richmond Street corridor and providing a compatible interface with existing low density residential uses to the east and south. The Richmond Street elevation provides extensive glazing and will make use of the 'eyes-on-the-street' approach to public safety. Architectural elements include a range of cladding materials, decorative and visually

stimulating cornice lines and overhangs, and a tower and podium design. The proposal introduces an attractive, architecturally pleasing building along the street frontage, with street oriented features to enhance the pedestrian environment.

## 2.0 DESIGN PRINCIPLES AND DESIGN RESPONSES

### 2.1 CONCEPT DESIGN

The proposed development provides for a visually stimulating 17-storey building design with a 6-storey podium, making use of a variety of cladding materials and extensive glazing (Figures 25-26).

Figure 25 – Conceptual rendering (looking southeast)



The ground floor features large sections of glazing, allowing sunlight penetration into the building. Pedestrian oriented features, such as benches and planters, will be incorporated into the public sidewalk environment in front of the building along Richmond Street. This provides an inviting pedestrian experience in front of the building, and an

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facing Richmond Street. The top of the podium is visually delineated with a decorative cornice line which overhangs the roof line. The southerly portion of the podium is clad in spandrel glass and windows.

The tower features a decorative cornice line at the top of the 15<sup>th</sup> floor (16<sup>th</sup> floor on the northeast corner) to denote the approach of the top of the building. This design feature is repeated at the top of the building to denote the building cap.

### 2.2 PUBLIC REALM

The public realm abuts the subject lands to the north, south, and west. The building engages the public realm at these locations by providing animation along the street (Raymond Street and Richmond Street), and through the commercial unit which interfaces with Ross Park. The commercial unit also provides the opportunity for an outdoor patio facing the park. The ground floor of the building is comprised nearly of entirely windows, providing views into and out of the building, and allowing passive surveillance of the street.

Public sidewalks along Richmond Street and Raymond Avenue are proposed to be maintained in their current state until such time as Richmond Street is widened to accommodate future rapid transit facilities.

Extensive landscaping, similar to that of the recently constructed *Luxe London* building on the west side of Richmond Street, will be incorporated into the proposed development to soften the look of the building and provide for a quality pedestrian environment.

## 3.0 COMPATIBILITY REPORT

### 3.1 BUILT FORM ELEMENTS

The proposed apartment building has been designed to address Richmond Street in a manner that is consistent with *Luxe London* building on the west side of Richmond Street. The building has been positioned at the front lot line to enhance the streetscape and define the public realm. Massing and cladding materials are consistent with the *Luxe London* building and are compatible with existing buildings in the area. Treatment of grade level is compatible and complimentary to the adjacent high density residential buildings to the west. The 6-storey podium provides a compatible interface with adjacent

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enhancement to the Richmond Street streetscape. Furthermore, a commercial unit at the north end of the building which features floor-to-ceiling windows will provide a compatible and animated interface with Ross Park to the north. Internal amenity space along Raymond Avenue will serve to animate the internal program of the building.

Figure 26 – Conceptual rendering (looking northeast)



Two levels of parking are provided above the ground floor. Vehicular parking areas are screened from view through the use of architectural metal screening, and are not visible from pedestrian areas. A decorative cornice line denotes the change from the parking levels to dwelling units above.

Above the two levels of parking, cladding materials change to architectural stone, spandrel glass, coloured concrete, and windows. Architectural stone is used to form a vertical element on the northerly portion of the tower while the remainder of the tower is clad in decorative concrete. The podium portion of the building is clad mainly in architectural stone to visually denote it as a separate feature of the building, with decorative concrete used to create a vertical element running from the ground to the roof

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single detached residential dwellings on Raymond Avenue, as shown in the Raymond Street cross section diagram.

Decorative cornice lines are included to visually delineate the top of each portion of the building. Additionally, vertical elements on the northeasterly corner of the tower and westerly face of the podium add to the visual interest building.

Overall, the proposed development provides an opportunity to make a more efficient use of the subject lands with a well designed apartment building. The proposed development fits in well with the Richmond Street streetscape and is compatible with the surrounding neighbourhood.

### 3.2 MASSING AND ARTICULATION

The proposed apartment building is relatively narrow due to the depth of the subject lands and the required road widening along Richmond Street. This results in massing that is most evident when viewed from the east and west, but is minimized when viewed from the north and south. The massing of the building is further reduced by the stepping-down of the building from the 17-storey tower to the 6-storey podium. The use of a podium serves to create a height transition both from west to east and north to south, lessening the visual impact of the building. Overall, the building is less massive than adjacent buildings to the west and, through the use of the podium, is compatible with adjacent residential uses to the east and south. Visual representations of massing is presented in the massing models shown in Appendix C

Building articulation is accomplished through the podium feature and through the use of architectural elements. Vertical and horizontal architectural features clad in decorative coloured concrete add visual interest in the building.

### 3.3 ARCHITECTURAL TREATMENT

Overall, the buildings elevations have been divided into a series of components that are defined by complementary changes in height, and cladding materials. The design recognizes the division and articulation of the base, middle and cap of the building by placing nearly 100% glazing on the ground floor, followed by the incorporation of architectural metal screening on floors two and three for parking. The bulk of the building

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above is clad in decorative coloured concrete with use of architectural stone to provide visual interest. A significant portion of each elevation consists of vision glass, allowing views into and out of the building. The appearance of all of the building elevations have been further articulated by introduction of cornices that define the major changes in cladding materials on the elevations.

The colours and finishes of masonry cladding material such as architectural stone, coloured concrete, and spandrel glass have been selected based on the range of colours found within the existing neighbourhood with specific reference to buildings on nearby sections of Richmond Street and Raymond Avenue.

To provide visual and physical reference to the single family houses within the area and to provide a sense of human scale the lower portions of the facade have been designed to include cornices and changes in cladding materials at the second and third floors.

Architectural treatments for the proposed apartment building provide for a high quality building design that is visually stimulating and aesthetically pleasing. The overall design is reminiscent to that of the *Luxe London* building on the west side of Richmond Street. The use of a variety of cladding materials, in conjunction with cornice lines and vertical elements, serves to visually delineate different parts of the building and provide a human scale.

The overall design of the building conveys a modern look while being respectful to the older character of the low density residential component of the neighbourhood.

## APPENDIX A – SITE PLAN, FLOOR PLANS, ELEVATIONS, AND STREETSCAPE RENDERINGS

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RENDERING  
1240 RICHMOND STREET, LONDON

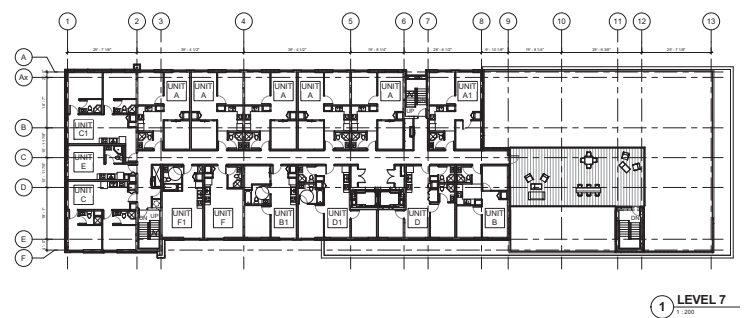
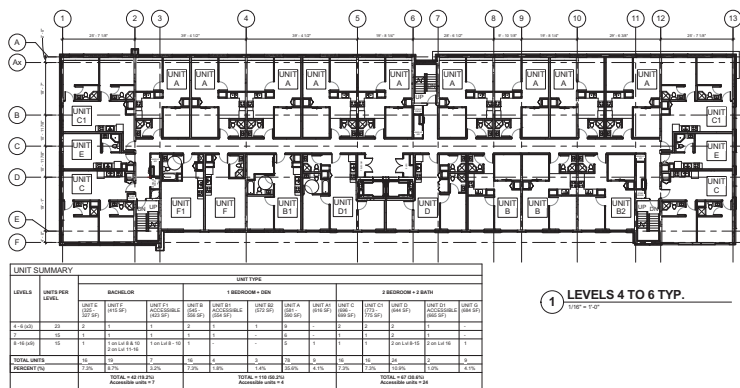
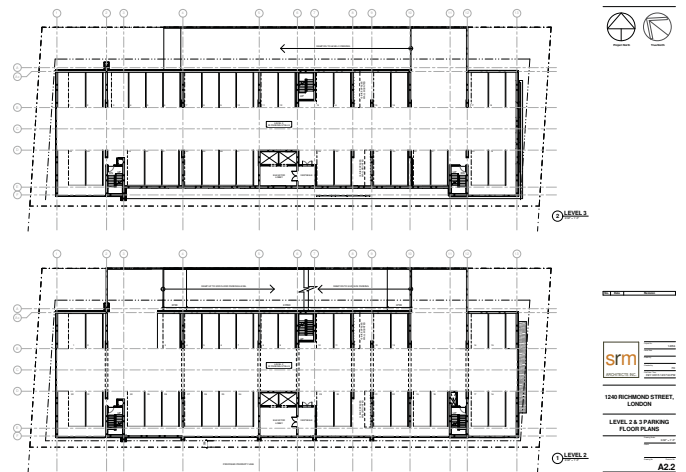
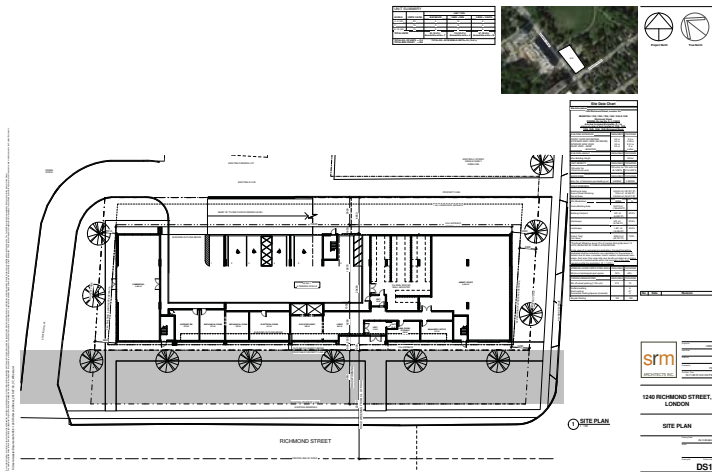
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RENDERING  
1240 RICHMOND STREET, LONDON

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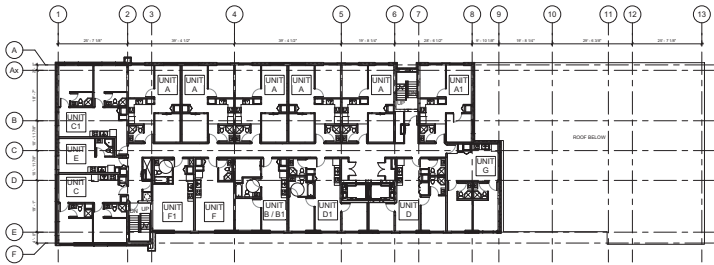
LEVELS 4 TO 6 PLAN  
1240 RICHMOND STREET



LEVEL 7 PLAN  
1240 RICHMOND STREET




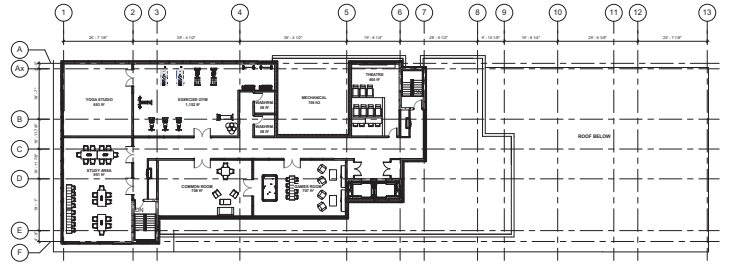




1 LEVEL 8 TO 16 TYP.  
1/200


LEVELS 8 TO 16 PLAN  
1240 RICHMOND STREET

PRELIMINARY DRAWINGS  
2015/05/28 



1 LEVEL 17  
1/200

LEVEL 17 PLAN  
1240 RICHMOND STREET

PRELIMINARY DRAWINGS  
2015/05/28 



1 SOUTH ELEVATION  
2 WEST ELEVATION

  
1240 RICHMOND STREET,  
LONDON  
SOUTH & WEST  
ELEVATIONS  
DSS



3 NORTH ELEVATION  
4 EAST ELEVATION

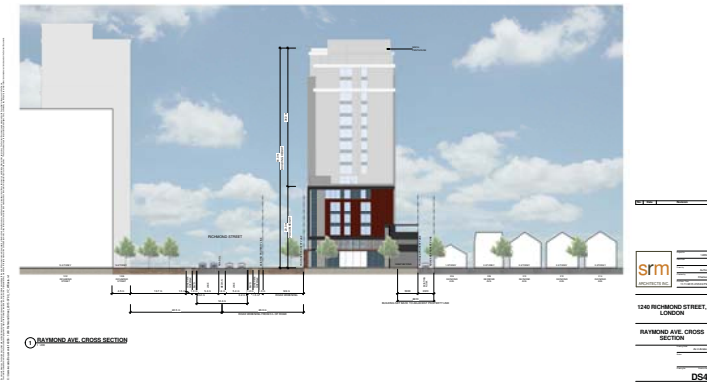
  
1240 RICHMOND STREET,  
LONDON  
NORTH & EAST  
ELEVATIONS  
DSS

APPENDIX B – STREET CROSS SECTIONS



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APPENDIX C – MASSING MODEL



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VIEW FROM CORNER OF RICHMOND ST. AND BAYMOND AVE.

1340 RICHMOND STREET, LONDON  
 CORNER OF RICHMOND ST. AND BAYMOND AVE.  
 D56



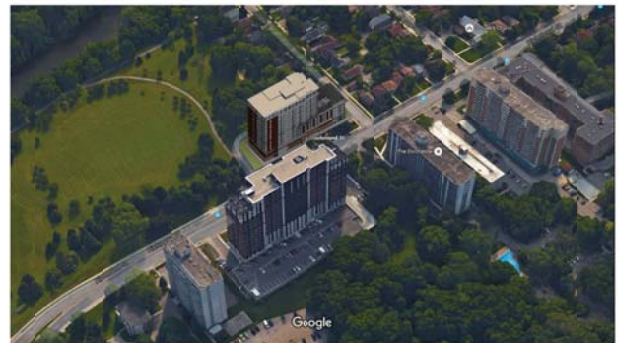
VIEW FROM BAYMOND AVE.

1340 RICHMOND STREET, LONDON  
 VIEW FROM BAYMOND AVE.  
 D57



VIEW FROM ROSS PARK

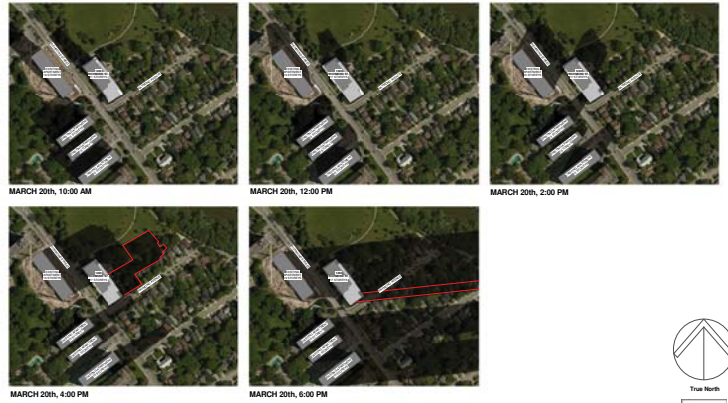
1340 RICHMOND STREET, LONDON  
 VIEW FROM ROSS PARK  
 D58



VIEW FROM RICHMOND STREET

1340 RICHMOND STREET, LONDON  
 VIEW FROM RICHMOND STREET  
 D59

APPENDIX D – SHADOW STUDY



SHADOW STUDY - SPRING EQUINOX  
1240 RICHMOND STREET, LONDON



2015-09-02

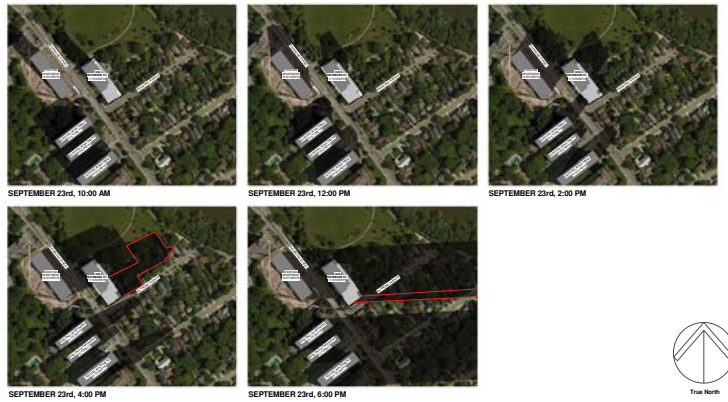
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SHADOW STUDY - SUMMER SOLSTICE  
1240 RICHMOND STREET, LONDON



2015-09-02



SHADOW STUDY - FALL EQUINOX  
1240 RICHMOND STREET, LONDON



2015-09-02



DECEMBER 22nd, 10:00 AM



DECEMBER 22nd, 12:00 PM



DECEMBER 22nd, 2:00 PM



DECEMBER 22nd, 4:00 PM

SHADOW STUDY - WINTER SOLSTICE  
1240 RICHMOND STREET, LONDON



True North



2015-09-02