

Report to Planning and Environment Committee

**To: Chair and Members
Planning & Environment Committee**

**From: John M. Fleming
Managing Director, Planning and City Planner**

**Subject: The Tricar Group
230 North Centre Road**

Public Participation Meeting on: November 12, 2018

Recommendation

That, on the recommendation of the Managing Director, Planning and City Planner, the following actions be taken with respect to the application of The Tricar Group relating to the property located at 230 North Centre Road:

- (a) The proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on November 20, 2018 to amend the Official Plan to change the designation of the subject lands **FROM** a Multi-Family, Medium Density Residential designation, **TO** a Multi-Family, High Density Residential designation;
- (b) The proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on November 20, 2018 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan as amended in part (a) above, to change the zoning of the subject property **FROM** a Holding Residential R5/R7/R8 (h-5*R5-7/R7*D75*H12/R8-4*H12) Zone, **TO** a Holding Residential R9 Bonus (h-183*R9-7*B(_)) Zone.

The B(_) Bonus Zone shall be implemented through one or more agreements to provide for an apartment building height of 15 storeys or 56 metres (183.7ft) with an increased density of up to 192 units per hectare in return for the provision of the following facilities, services, and matters:

- 1) A high quality development which substantially implements the site plan and elevations as attached in Schedule "1" to the amending by-law:

Podium

- i) The inclusion of podium townhouse units, seven along the Richmond Street frontage and seven along the North Centre Road frontage;
- ii) Brick as the primary material on the street-facing elevations;
- iii) Individual unit entrances with front door access for all townhouse units;
- iv) Ground floor units with walkways leading to the City sidewalk for all street facing townhouse units;
- v) A prominent principle entrance into the apartment building that is easily identifiable by including some or all of the following: a change of massing, a higher level of clear glazing, and/or the incorporation of canopies;
- vi) A multi-level parking structure that is buffered from the street-facing facades by the inclusion the townhouse units.
- vii) Architectural details and design elements on the north podium elevation that will be visible to those entering the City from the north.

Mid Rise Portions

- i) A material and colour palette that provides for a cohesive design between all elements of the building including the podium, the mid-rise portions and the tower. This could include the inclusion of brick and/or a similar colour to the brick cladding on the podium;

- ii) A high proportion of glass materials and a relatively low proportion of exposed concrete or similar materials, including floor to ceiling window walls. Use of clear glass balcony barriers;
- iii) The inclusion of window walls on the eight floor matching the top levels of the tower portion.

Tower

- i) A material and colour palette that provides for a cohesive design between all elements of the building including the podium, the mid-rise portions and the tower. This could include the inclusion of brick and/or a similar colour to the brick cladding on the podium.
- ii) A high proportion of glass materials and a relatively low proportion of exposed concrete or similar materials, including floor to ceiling window walls. Use of clear glass balcony barriers;
- iii) A step-back of the fourteenth and fifteenth floors on all tower elevations.
- iv) The inclusion of window walls on the fourteenth and fifteenth floors.
- v) The design of the top of the towers that provides interest to the skyline and is well integrated with the design language of the overall building.
- vi) Incorporation of mechanical room with the roofline of the tower.

2) Transit Station

The financial contribution of funding to the future Transit Station at Masonville Mall in the amount of 1% of the construction value up to \$250,000, for the provision of facilities, services, programming, public art or other matters for positive project enhancements to be provided at the time of site plan approval or construction of the station, whichever occurs first.

- 3) 1 level of underground parking
- 4) Publicly accessible civic space located at the southwest corner of the site.
- c) The Site Plan Approval Authority **BE REQUESTED** to consider the following design issues through the site plan approval process:
 - i) Consider designing the exterior elevations of the amenity room with more prominence and relate it further to the corner entrance rather than the design of the townhouses. Both the entrance and amenity room could appear as one from the outside, this would provide for a stronger building presence at the corner;
 - ii) On the south elevation of the corner entrance, extend the glass/spandrel treatment further east up to the brick on the townhouse;
 - iii) Explore ways to provide interest on the west façade of the 3 storey townhouse at the corner entrance, this could be achieved in many ways including; greenwall, vines, mural, brick patterns, etc...
 - iv) Remove the columns on the balconies on the west elevation of the midrise portion along Richmond Street similar to what is shown on the east elevation. Alternatively, if the columns are necessary consider moving them up against the building making them appear as an extension of the building rather than columns.
 - v) As three new townhouse units have been added to the east elevation of the podium, consider locating these townhouses further south immediately north of the towns along North Centre Rd as this would provide for an active edge on a very visible portion of building and would provide for a more welcoming entrance to the site.
 - vi) Ensure any visible portions of the north podium elevation include architectural details and design elements that provide interest in order to avoid large blank portions of wall on the podium. This is important as this northern façade will be seen by those entering the City, southbound, at this important gateway.

Executive Summary

Summary of Request

The requested amendment is to permit a site-specific bonus zone to allow for a 15-storey apartment building which will include 222 residential units. This includes 7 podium units along North Centre Road, 7 podium units along Richmond Street and 3 podium units along the north-east corner of the site.

Purpose and the Effect of Recommended Action

The purpose and effect of this Official Plan and zoning change is to permit a residential apartment building with a maximum height of 15-storeys which will include 222 residential units. This includes 7 podium units along North Centre Road, 7 podium units along Richmond Street and 3 podium units along the north-east corner of the site. The bonus zone shall be implemented through one or more agreements to facilitate the development of the requested apartment building in return for a financial contribution towards the future transit hub at Masonville Mall, a publicly accessible civic space at the corner of North Centre Road and Richmond Street, provision of 1 level of underground parking and the construction of the high quality form of development illustrated in Schedule "1" of the amending by-law.

Rationale of Recommended Action

1. The recommended amendment is consistent with the PPS 2014.
2. The recommended amendment is consistent with the City of London Official Plan policies and Transit Village Place Type policies of The London Plan.
3. The recommended amendment facilitates the development of an undeveloped lot and encourages an appropriate form of development.
4. The bonusing of the subject site ensures the building form and design will fit within the surrounding area while providing a high quality design standard.
5. The subject site is located in a location where intensification can be accommodated given the existing municipal infrastructure, the nearby arterial roads (Richmond Street & Fanshawe Park Road), large commercial node, and existing and future public transit facilities in the area.

Analysis

1.0 Site at a Glance

1.1 Property Description

The subject site is located on the northeast corner of the Richmond Street and North Centre Road intersection. The site is approximately 1.16 ha in size and is currently undeveloped. The subject site was previously part of a large block of land created through a plan of subdivision in 1997. The eastern portion of this block developed for a continuum-of-care facility (Richmond Woods Retirement Village) while the western portion (the subject site) remained vacant. The subject site was created through a consent application (2016) which severed the subject site from the Richmond Woods Retirement Village development. The lands directly south are designated and used for Office uses while the remainder of the lands on the south side of North Centre Road are designated as High Density Residential through the 1989 Official Plan and have been developed as townhomes. To the north is a large estate lot owned by Western University that underwent a rezoning in 2014 for a mix of medium density residential type uses. The zoning was approved on April 15, 2014. To the west of the site are lands that are also designated for High Density Residential uses that were developed as one and two storey townhomes.

1.2 Current Planning Information (see more detail in Appendix D)

- Official Plan Designation – Multi-Family, Medium Density Residential
- The London Plan Place Type – Transit Village
- Existing Zoning – Holding Residential R5/R7/R8 (h-5*R5-7/R7*D75*H12/R8-4*H12) Zone

1.3 Site Characteristics

- Current Land Use – Vacant
- Frontage – 80 metres
- Depth – 105 metres
- Area – 1.16 ha
- Shape – Rectangular

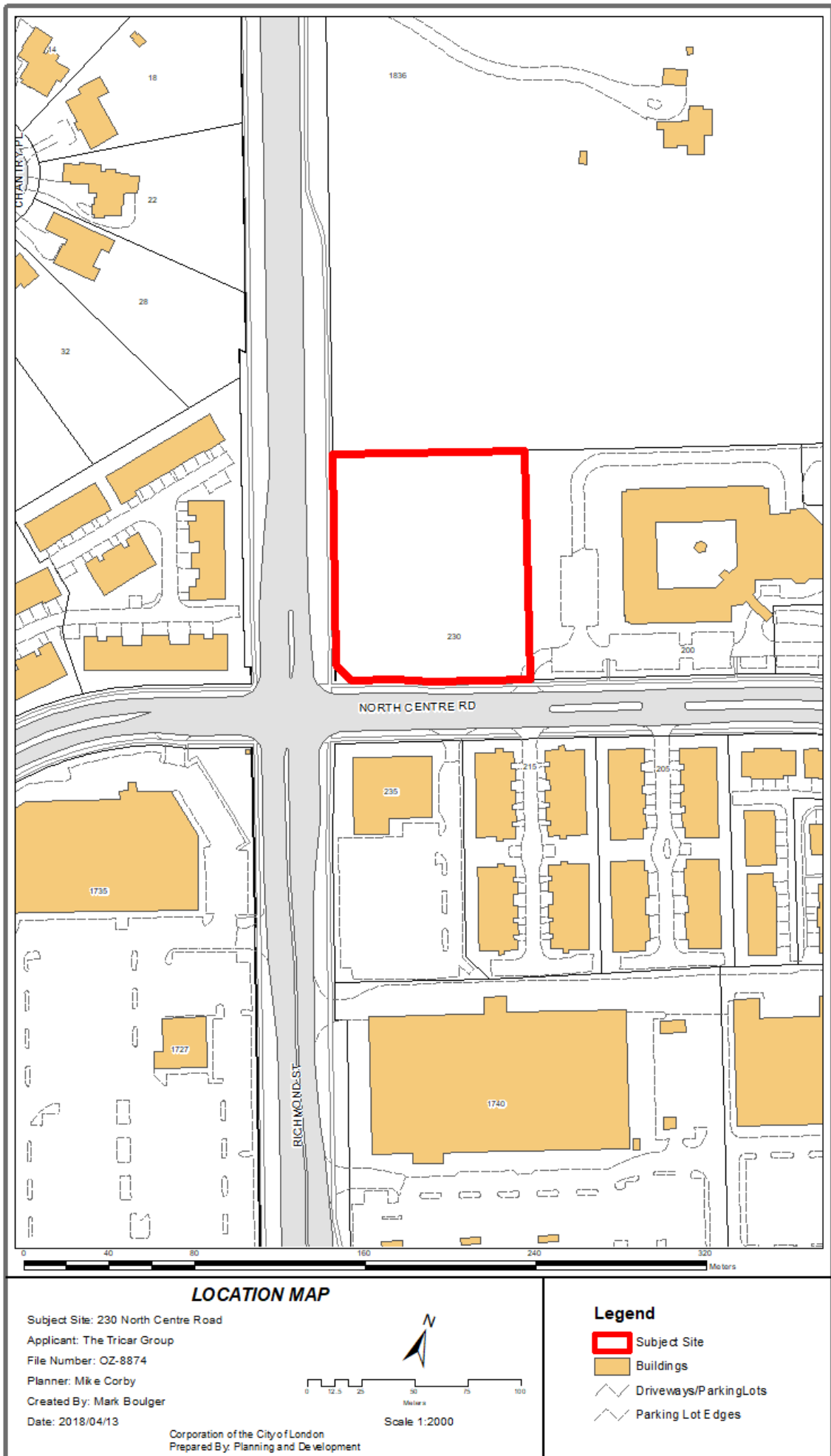
1.4 Surrounding Land Uses

- North – Large Estate Lot
- East – Continuum-of-Care Facilities
- South – Office/Commercial/Residential
- West – Residential/Commercial

1.5 Intensification (identify proposed number of units)

- The proposed development will represent intensification within the Built-area Boundary
- The proposed development will represent intensification within the Primary Transit Area

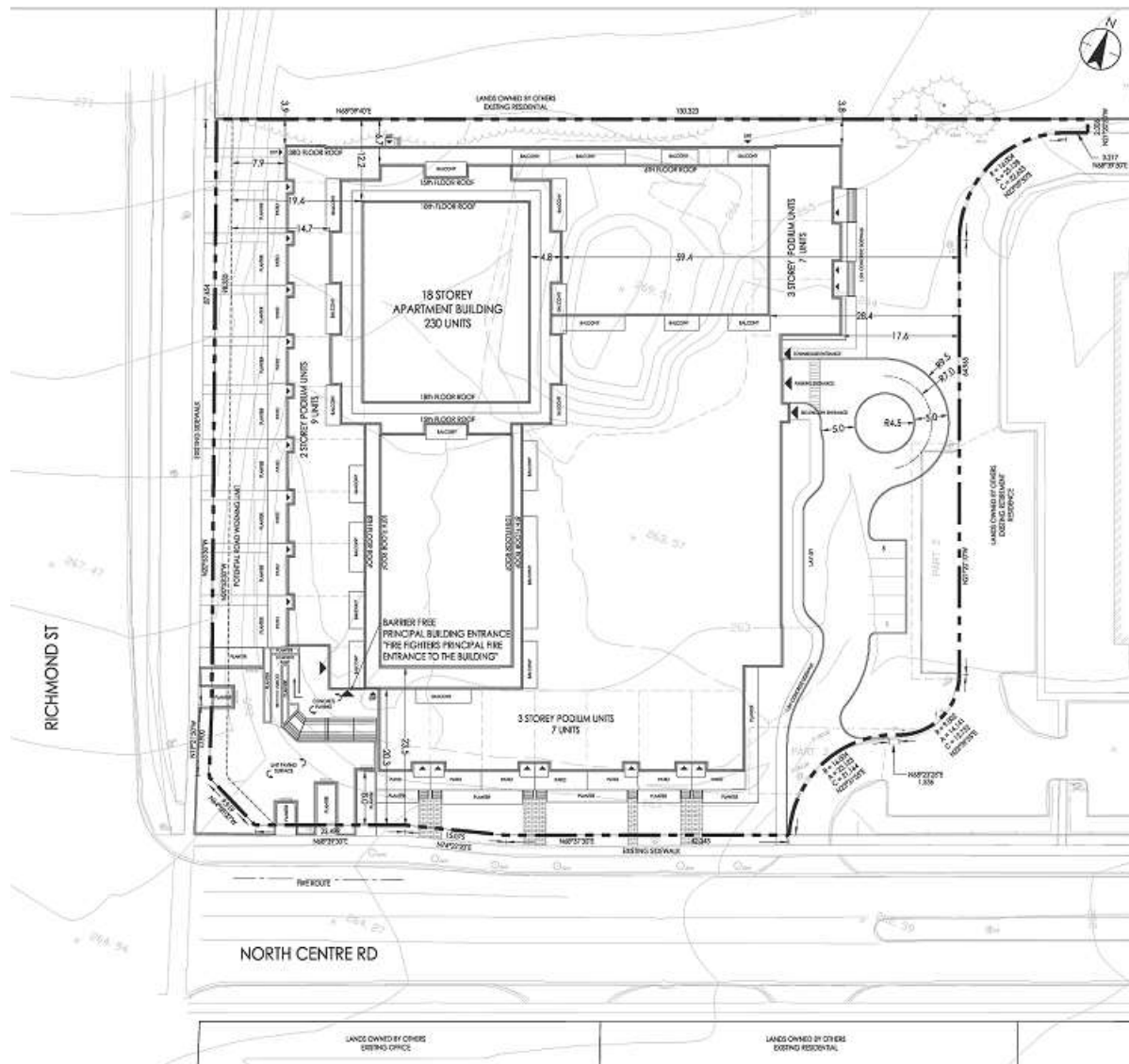
1.6 Location Map



2.0 Description of Proposal

2.1 Development Proposal

The proposal is for a 15-storey apartment building at a maximum height of 56m (183.7ft) which will include 222 residential units. This includes 7 podium units along North Centre Road, 7 podium units along Richmond Street and 3 podium units along the north-east corner of the site. An 8-storey wing is located along Richmond Street and a 6-storey wing is located along the northerly property limit creating an L-shaped development.



A total of 308 parking spaces for the development have been accommodated through one level of underground parking and two levels of podium parking screened by the townhouse units along Richmond Street and North Centre Road. 5 parking spaces are available at grade with additional visitor parking accommodated within the parking structure. Vehicular access is provided through a joint access at the easterly edge of the property along North Centre Road.

3.0 Relevant Background

3.1 Planning History

The subject site and surrounding lands on the northeast corner of Fanshawe and Richmond Street were designated through the 1989 Official Plan and subject to a rezoning application in 1995 which was appealed to the OMB. While the zoning amendment was under appeal a plan of subdivision application was submitted to the City seeking to implement the proposed ZBA that was still under appeal. Due to the zoning being under appeal Council refused the subdivision application which was then consolidated at the OMB in order for both matters to be dealt with at the same time. In

1997 all appeals were withdrawn and the proposed by-laws came into effect resulting in the zoning and property fabric that exists on these sites today.

On September 23, 2016 a consent application was submitted to sever the subject site from the lands to the east which received conditional approval from the consent authority on January 25, 2017 and the conditions of consent were cleared on September 21, 2017.

On February 8, 2018 an application was accepted for a 22-storey apartment building at a maximum height of 73.2m (240ft), with a total of 230 residential units (199 uph) constructed on a 2-3 storey podium. The proposal provided 7 podium units fronting North Centre Road and Richmond Street.

On June 13, 2018 a revised development proposal was submitted for an 18-storey, L-shaped residential apartment building which included 215 residential units (186uph) with 7 podium units being provided along North Centre Road and 9 podium units along Richmond Street.

On August 15th, 2018 a further revision to the design was submitted which proposed an 18-storey, L-shaped residential apartment building which included 230 residential units (199uph). This included 7 podium units along North Centre Road, 7 podium units along Richmond Street and 3 podium units along the north-east corner of the site.

On September 24th, 2018 Staff presented a recommendation for approval of the final design for the proposed 18-storey, L-shaped residential apartment building. The recommendation from the committee resulted in a referral back to Staff to ensure that an additional community meeting consultation occurred between Staff, the community and the applicant.

Subsequent to the community meeting held on October 4, 2018 a final design was submitted which proposed a 15-storey, L-shaped residential apartment building which will include 222 residential units (192 uph). This included an 8-storey mid-rise portion and 7 townhouse units along Richmond Street, 7 townhouse units on North Centre Road, a 6-storey mid-rise portion parallel to the north property line, and 3 podium townhouse units at the north east-corner of the site.

3.2 Requested Amendment

The requested amendment is for an Official Plan amendment from a Multi-Family, Medium Density Residential designation to a Multi-Family, High Density Residential designation.

The amendment also includes a Zoning By-law amendment from a Holding Residential R5/R7/R8 (h-5*R5-7/R7*D75*H12/R8-4*H12) Zone, to a Residential R9 Bonus (R9-7*B(_)) Zone to allow for the proposed apartment building. The bonus zone would permit a residential density of 192uph and maximum height of 56 metres in return for eligible facilities, services and matters outlined in Section 19.4.4 of the Official Plan. Other provisions such as interior/exterior side yard setbacks and lot coverage may also be considered through the re-zoning process as part of the bonus zone.

3.3 Community Engagement

In keeping with the Council direction received on September 24, 2018, Staff held an additional community meeting on October 4, 2018. The meeting included individuals from the surrounding Condominium Boards, Richmond Woods, active community members, the Ward 5 Councillor, the applicant, and City Staff.

During the meeting the community members presented a prioritized list of their concerns to Staff and the applicant. There prioritized list of concerns are summarized below and the email is attached as Appendix C.

1) Reduction of Height / Shadowing / Density:

- Seeking a development that stays within the medium density designation but can be bonused up to 9-10 storeys in height.

2) Street traffic concerns (parking, pedestrian safety concerns)

- Provide solutions to help with the increase in traffic on North Centre Road.
 - Pedestrian bridge/crosswalk (along North Centre and Richmond Street), installation of stop sign, yield signs, no-left turn signs at the one-shared driveway entrance. Installing no parking signs along the side of the street, create/enforce paid parking with no-parking hours between rush-hour.

3) Green space needed

- Insufficient green space being provided for the community.
- Only provides options for the future tenants.
- It would be a benefit to the community if proper green space be added to the design, and increase the quality of life for all residents.

4) Aesthetically pleasing design (tied)

- The new alternative design (based on bonusing within the MFMDR) has to fit within the character of the community.
- Not a concrete slab.

4) Outdoor visitor parking (tied)

- 5 outdoor parking spaces are not enough.
- Under-ground visitor parking is not sufficient, as it is locked and not accessible to all visitors.
- Visitors will just park on the street for convenience.
- Increased on street parking will result in traffic and parking concerns for the surrounding properties.

6) Geotechnical report

- Seeking legal paperwork that ensures a geotechnical report would be required.
- The community discussed the idea that this should be completed by third party. This way a non-biased report is created to ensure that the high water table isn't an issue for the development.

7) Wetland and Nature impact

- Concerned about the building's impact on the wildlife in the area and if there is anything that can be required to protect it from this development.
- Can the City put in place any initiatives that offset habitat loss due to the development?
- Can Tricar contribute to this cause?

8) Viewshed loss

- The ability to reduce the loss of views can be achieved through a redesign at the community's desired scale.

9) One shared driveway

- Through further clarification the Community understands why there is only one proposed entryway.
- Is there ways that the City can make this entryway safer for oncoming traffic and pedestrians?

10) Privacy concerns

- Can the new proposal find a way to give established neighbours more privacy?

Along with the community outlining their main concerns the additional community meeting also provided an opportunity to have an open dialogue between the community, Staff and the applicant and helped all parties involved to understand each

other's concerns and allowed Staff and the applicant to provide some clarification on questions that were raised.

The Staff report submitted on September 24th, 2018 took into account and addressed many of the issues identified above. Some additional points of clarification are provided below:

Reduction of Height / Shadowing / Density:

- The use of MFMDR and bonusing provisions generally does not allow for heights of 9-10 storeys. This is usually achieved through the MFHDR designation.

Geotechnical report.

- As identified by the building division at the July 16th meeting of the Planning and Environment Committee a Geotechnical report is required at the time of applying for a building permit. The developer cannot proceed until this report is submitted and cleared by Staff.
- Staff also recommended the adoption of a holding provision to ensure a Hydrogeological report is completed.
- Noting that the community is specifically worried about the ground water and wells in the area planning staff are recommending an alternative holding provision to the one presented at the September 24, 2018 meeting of the PEC. The holding provision recommended as part of this amendment is specific to the community's concern related to monitoring potential impact on private wells and implementing mitigation measures (if necessary):
h-183 Purpose: To ensure that development will not have any negative impacts on the groundwater in the area, with specific attention given to any negative impacts on existing wells, a Hydrogeological Study shall be prepared by a qualified professional and submitted to the City to evaluate the potential impact of the proposed development to area private wells and provide recommendations for monitoring post construction impacts and possible mitigation measures to the satisfaction of the City Engineer prior to the removal of the h-183 symbol. Any recommendations contained therein shall be incorporated into the development agreement to the satisfaction of the City of London.
- A third party review is not required. The applicant must hire a qualified professional to complete the report.

Wetland and Nature impact.

- Parks Planning Staff and the UTRCA were circulated on all variations of this application. No concerns were expressed about the potential loss of habitat in the area.
- The site is located a significant distance away from the natural feature.

One-shared driveway (safety)

- The proposed entrance will be required to meet all site plan standards and will ensure the entrance is safe.

During the community meeting some additional concerns were also raised that were not on the list. These include:

Fire/Road Closure

A member of the community expressed concerns that in the event of a fire Richmond Street would be required to be closed and if it did need to be closed how would traffic be detoured?

Staff, followed up with the Fire Department who identified that it is hard to answer the question exactly as variables like hydrant location, vehicles, fire location will all factor on how a fire is fought. That being noted, there is a hydrant on North Centre Road across the street, which would likely be the Fire Department's initial response point. This would

not require Richmond Street to be closed. If smoke conditions and fire conditions are a hazard to Richmond Street it would be closed. In this instance traffic would have to be detoured north of North Centre Road intersection and onto Plane Tree Drive coming out onto Fanshawe Park Rd West.

UTRCA

The City is requiring that a hydrogeological study be completed as part of the Site Plan Approval stage and preliminary studies already undertaken by a qualified engineer show that limited dewatering will be required to develop the site.

At the most recently community meeting, concerns continue to be expressed about the potential impact on the Arva Moraine Wetland. The UTRCA has twice previously responded to the Notice of Application expressing no concerns. Staff followed up with the UTRCA to specifically enquire if the proposed dewatering posed a concern relative to the ESA. The Upper Thames River Conservation Authority confirmed that they have no objection or concerns relating to the proposed development at 230 North Centre Road. The proposed development is setback greater than 120 metres from the boundary of the Arva Moraine Wetland. The 120 metre setback (area of interference) was established by the Province as an acceptable distance for which development can occur outside of a Provincially Significant Wetland (PSW) without the need to complete studies such as Environmental Impact Statement or Hydrogeological Report.

3.4 Outcome/Changes

As a result of the additional community meeting the applicant made additional revisions to the final development proposal to help address the community's concerns. The main change is a reduction in storeys which has resulted in a reduction in scale and massing. The tower portion is now proposed at 15-storeys in height and the 10-storey mid-rise portion along Richmond Street has been reduced to 8-storeys. These changes will reduce shadow impacts on the abutting lands as well as reduce the overall massing and scale of the building. The overall unit count has also been reduced from 230 units to 222 units resulting in an overall density of 192 uph. Staff are supportive of the proposed changes.

Although the height of the final design has been reduced from the proposal that was recommended for approval by Staff on September 24th, 2018 the same planning rationale used in Staff's report are still relevant and can be used to justify Staff's revised recommendation for approval of the final proposal. The September 24th, 2018 planning report has been included as Appendix D to this report.

5.0 Conclusion

The recommended amendment is consistent with the Provincial Policy Statement, 2014 and conforms to the City of London Official Plan policies and Transit Village Place Type policies of The London Plan. The proposal facilitates the development of an undeveloped lot and encourages an appropriate form of development. The bonusing of the subject site ensures the building form and design will fit within the surrounding area while providing a high quality design standard. The subject lands are situated in a location where intensification can be accommodated given the existing municipal infrastructure, the nearby arterial streets, large commercial node, and existing and future public transit facilities in the area.

Prepared by:	Mike Corby, MCIP, RPP Current Planning
Submitted by:	Michael Tomazincic, MCIP, RPP Manager, Current Planning
Recommended by:	John M. Fleming, MCIP, RPP Managing Director, Planning and City Planner

November 5, 2018
MC/mc

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Appendix A

Bill No. (number to be inserted by Clerk's Office)
2018

By-law No. C.P.-1284-
A by-law to amend the Official Plan for
the City of London, 1989 relating to 230
North Centre Road.

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

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

PASSED in Open Council on November 6, 2018.

Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading – November 6, 2018
Second Reading – November 6, 2018
Third Reading – November 6, 2018

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

A. PURPOSE OF THIS AMENDMENT

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

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 230 North Centre Road in the City of London.

C. BASIS OF THE AMENDMENT

The recommended amendment is consistent with the Provincial Policy Statement, 2014, and the Multi-Family, High Density Residential policies of the Official Plan and the Transit Village Place Type policies of The London Plan.

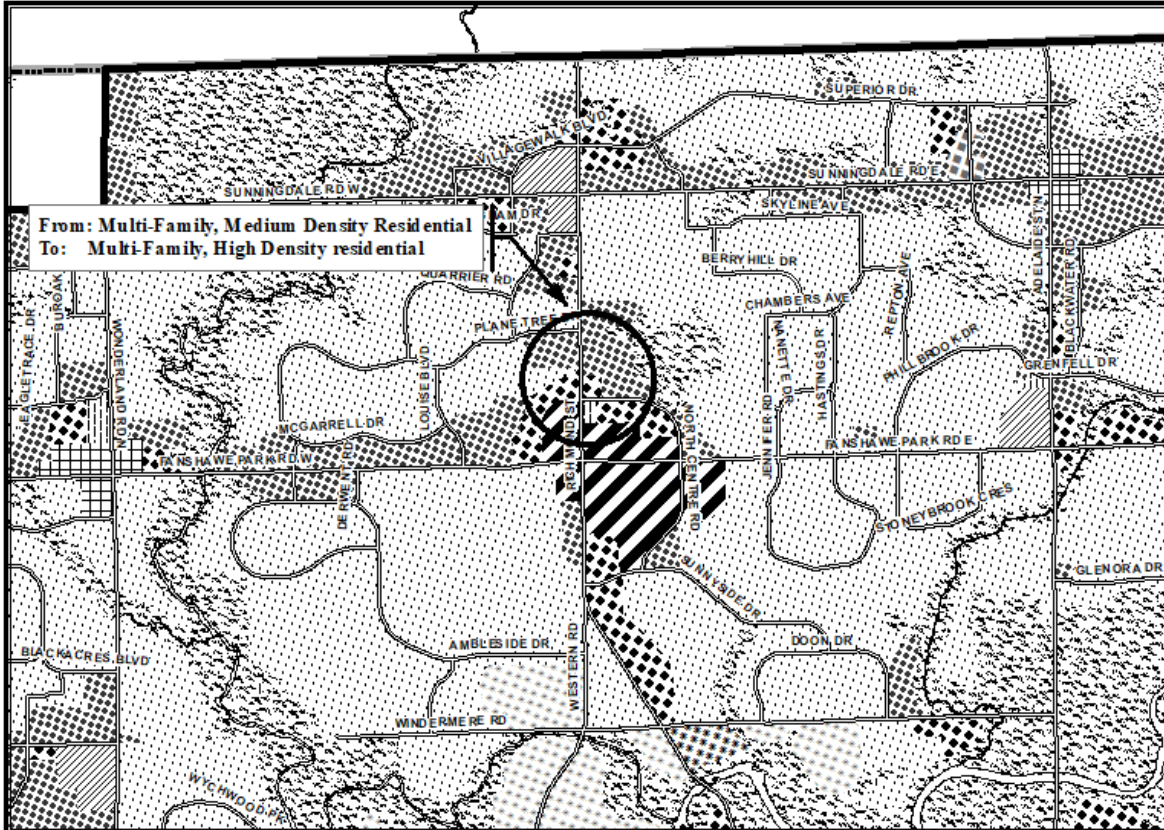
The recommended amendment will facilitate a residential apartment building which is compatible with the surrounding land uses.

D. THE AMENDMENT

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

Schedule "A", Land Use, to the Official Plan for the City of London Planning Area is amended by designating those lands located at 230 North Centre Road in the City of London, as indicated on "Schedule 1" attached hereto from Multi-Family, Medium Density Residential to Multi-Family, High Density Residential.

AMENDMENT NO: _____



Legend

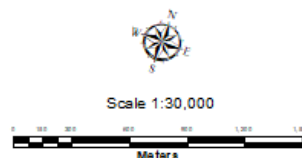
Downtown	Multi-Family, Medium Density Residential	Office Business Park
Wonderland Road Community Enterprise Corridor	Low Density Residential	General Industrial
Enclosed Regional Commercial Node	Office Area	Light Industrial
New Format Regional Commercial Node	Office/Residential	Commercial Industrial
Community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

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

**SCHEDULE 1
TO
OFFICIAL PLAN**

AMENDMENT NO. _____

PREPARED BY: Graphics and Information Services

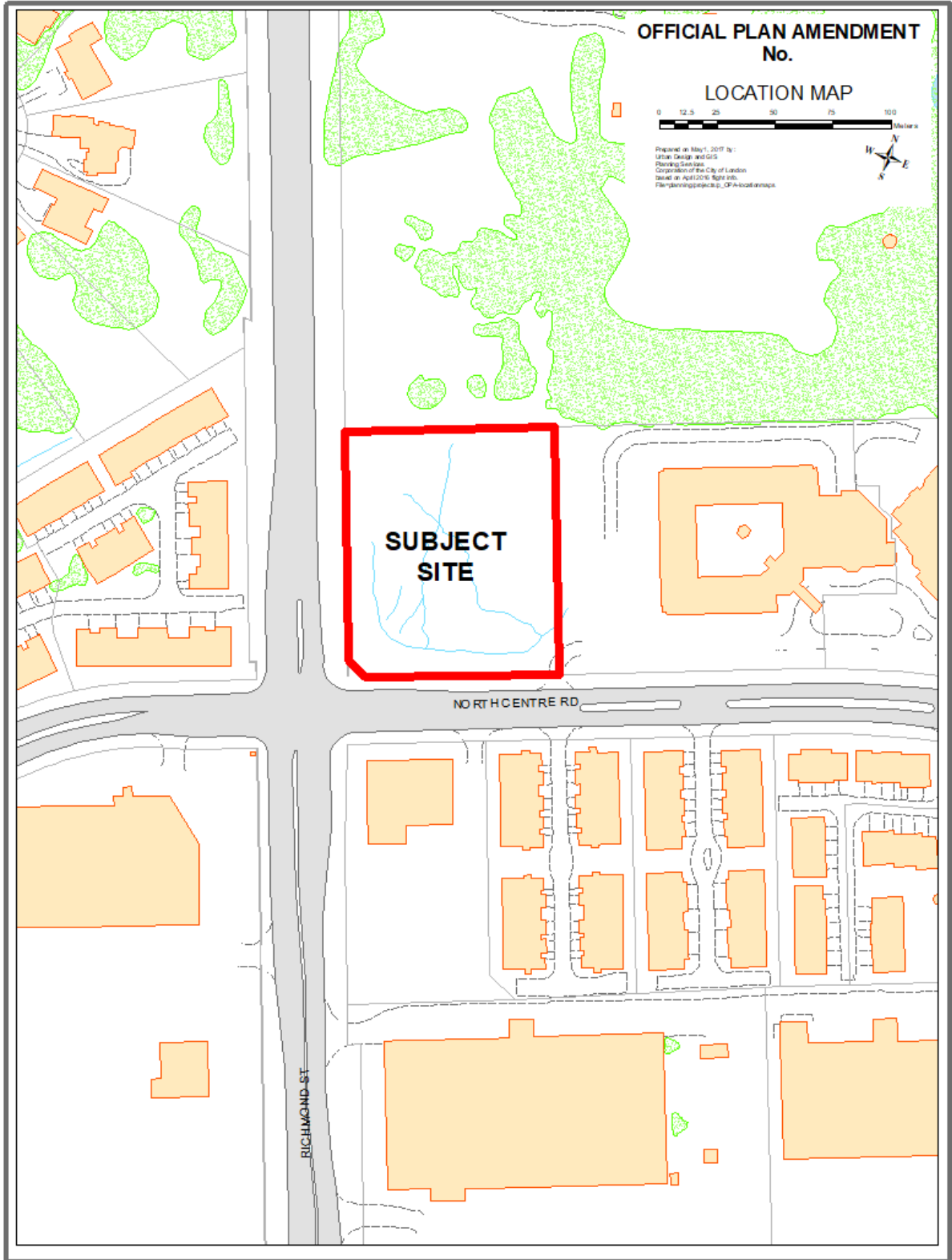


FILE NUMBER: OZ-8874

PLANNER: MC

TECHNICIAN: MB

DATE: 2018/04/13



Appendix B

Bill No. (number to be inserted by Clerk's Office)
2018

By-law No. Z.-1-18_____

A by-law to amend By-law No. Z.-1 to
rezone an area of land located at 230
North Centre Road.

WHEREAS The Tricar Group has applied to rezone an area of land located
at 230 North Centre Road, as shown on the map attached to this by-law, as set out below;

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

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

- 1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to
lands located at 230 North Centre Road, as shown on the attached map comprising
part of Key Map No. A.102, from a Holding Residential R5/R7/R8 (h-5*R5-
7/R7*D75*H12/R8-4*H12) Zone to a Holding Residential R9 Bonus (h-183*R9-
7*B(_)) Zone.
- 2) Section Number 4.3 of the General Provisions in By-law No. Z.-1 is amended by
adding the following new Bonus Zone:

4.3) B(_) 230 North Centre Road

The Bonus Zone shall be implemented through the required development
agreements to facilitate the development of a high quality residential apartment
building, with a maximum of 15-storeys, 222 dwelling units and density of 192 units
per hectare, which substantively implements the Site Plan and Elevations attached
as Schedule "1" to the amending by-law; and

- i) Transit Station

The financial contribution of funding to the future Transit Station at
Masonville Mall in the amount of 1% of the construction value up to
\$250,000, for the provision of facilities, services, programming, public art
or other matters for positive project enhancements to be provided at the
time of site plan approval or construction of the station, whichever occurs
first.

- ii) 1 level of underground parking
- iii) Publicly accessible civic space located at the southwest corner.

The following special regulations apply within the bonus zone upon the execution
and registration of the required development agreement(s):

a) Regulations:

- | | |
|-------------------------|---------------------------|
| i) Density | 192 uph |
| ii) Height
(maximum) | 56 metres
(183.7 feet) |

iii)	Front Yard Depth for floors 1-3 (minimum)	4.5 metres (14.76ft)
iv)	Exterior Side Yard Depth for floors 1-2 (minimum)	7.5 metres (24.60ft)
v)	Rear Yard Depth for floors 1-3 (minimum)	3.5 metres (11.48ft)
vi)	Rear Yard Depth for floors 4-14 (minimum)	6 metres (19.68ft)
vii)	Rear Yard Depth for floor 15 (minimum)	8.5 metres (26.25ft)
viii)	Maximum Lot Coverage (maximum)	64.5%
ix)	Landscaped Open Space (minimum)	28.5%

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

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

PASSED in Open Council on November 20, 2018.

Matt Brown
Mayor


Catharine Saunders
City Clerk

First Reading – November 20, 2018
Second Reading – November 20, 2018
Third Reading – November 20, 2018

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



File Number: OZ-8874
Planner: MC
Date Prepared: 2018/06/14
Technician: MB
By-Law No: Z.-1-

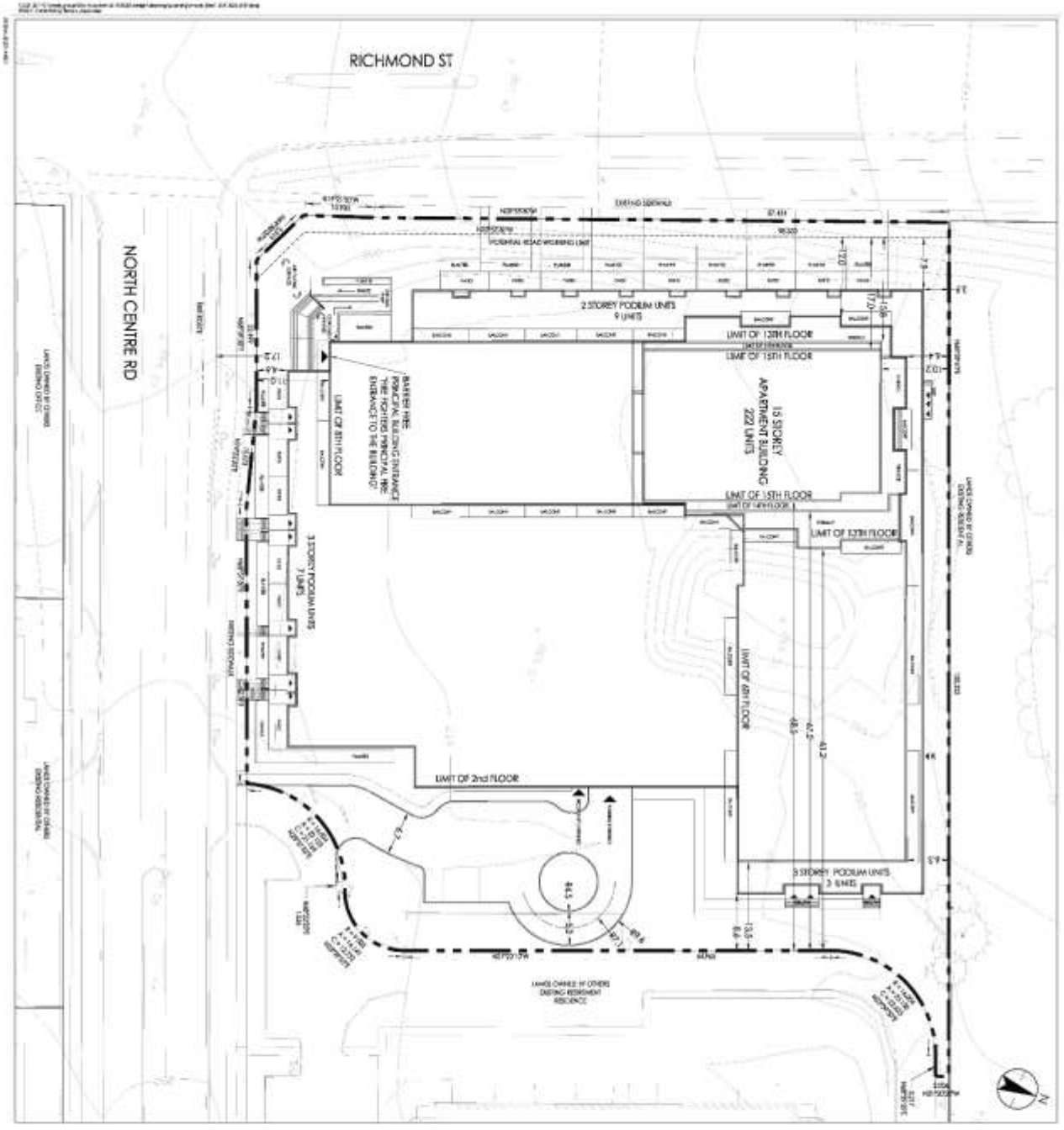
SUBJECT SITE 

1:2,000

0 10 20 40 60 80 Meters



Schedule "1"



STANTEC
 4801177 Queen Avenue East
 Suite 1000
 Toronto, Ontario M2M 3B7
 Canada
 Tel: (416) 291-2200
 Fax: (416) 291-2201
 Email: info@stantec.com
 Website: www.stantec.com

Local Office:
 1000 Bay Street
 Toronto, Ontario M5G 1R2
 Canada
 Tel: (416) 593-8888
 Fax: (416) 593-8889
 Email: info@stantec.com
 Website: www.stantec.com

Design Dates

2018

Project No: 30304

Client: THE BECAP GROUP

Address: 235 NORTH CENTRE ROAD

Location: ON CANADA

Site: SITE PLAN

Project No: 30304

Client: THE BECAP GROUP

Address: 235 NORTH CENTRE ROAD

Location: ON CANADA

Site: SITE PLAN

Project No: 30304

Client: THE BECAP GROUP

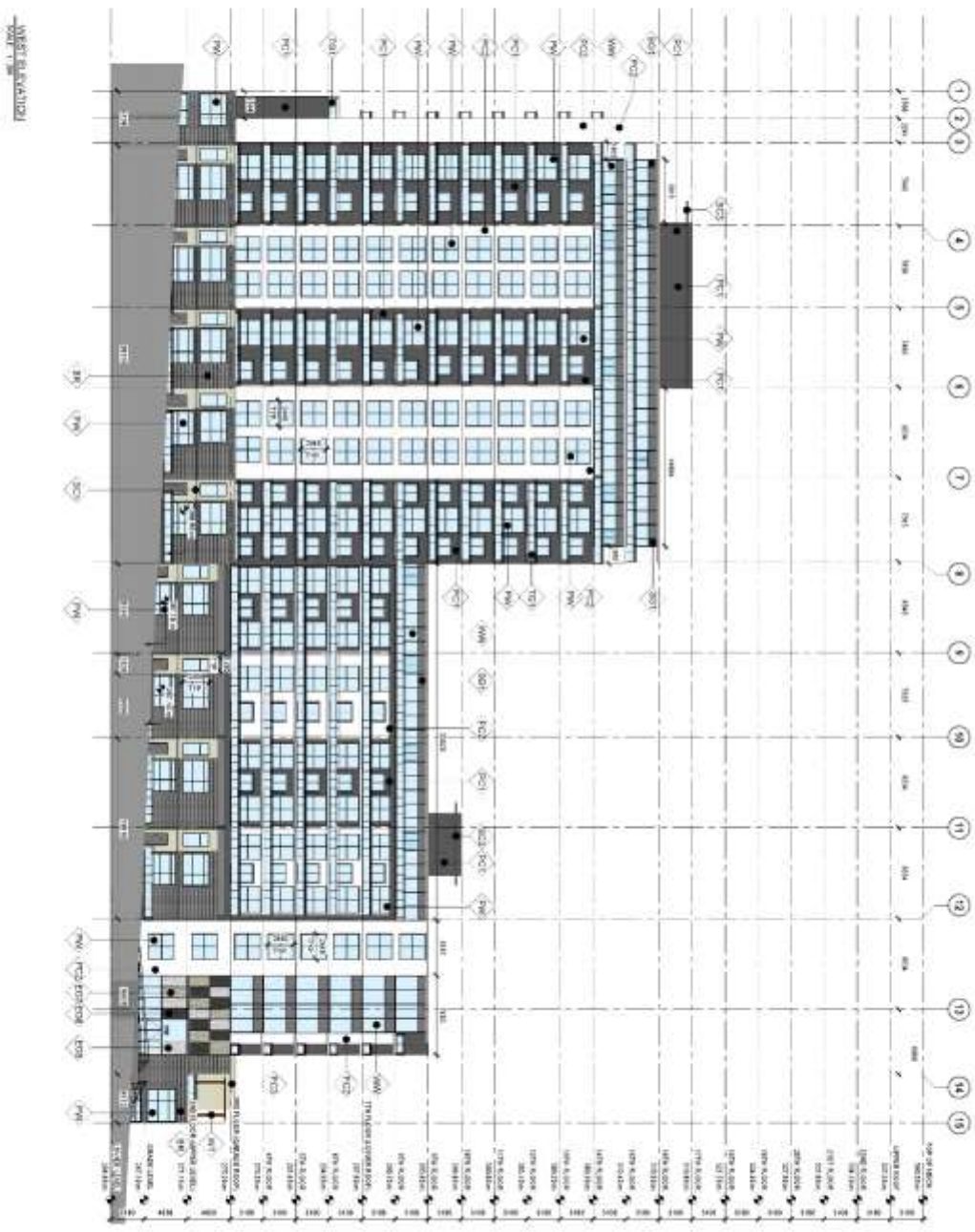
Address: 235 NORTH CENTRE ROAD

Location: ON CANADA

Site: SITE PLAN

NO.	REVISION	DATE	BY	CHKD
1	ISSUED FOR PERMIT	2018-11-15	MC	MC
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- 230 NORTH CENTRE ROAD**
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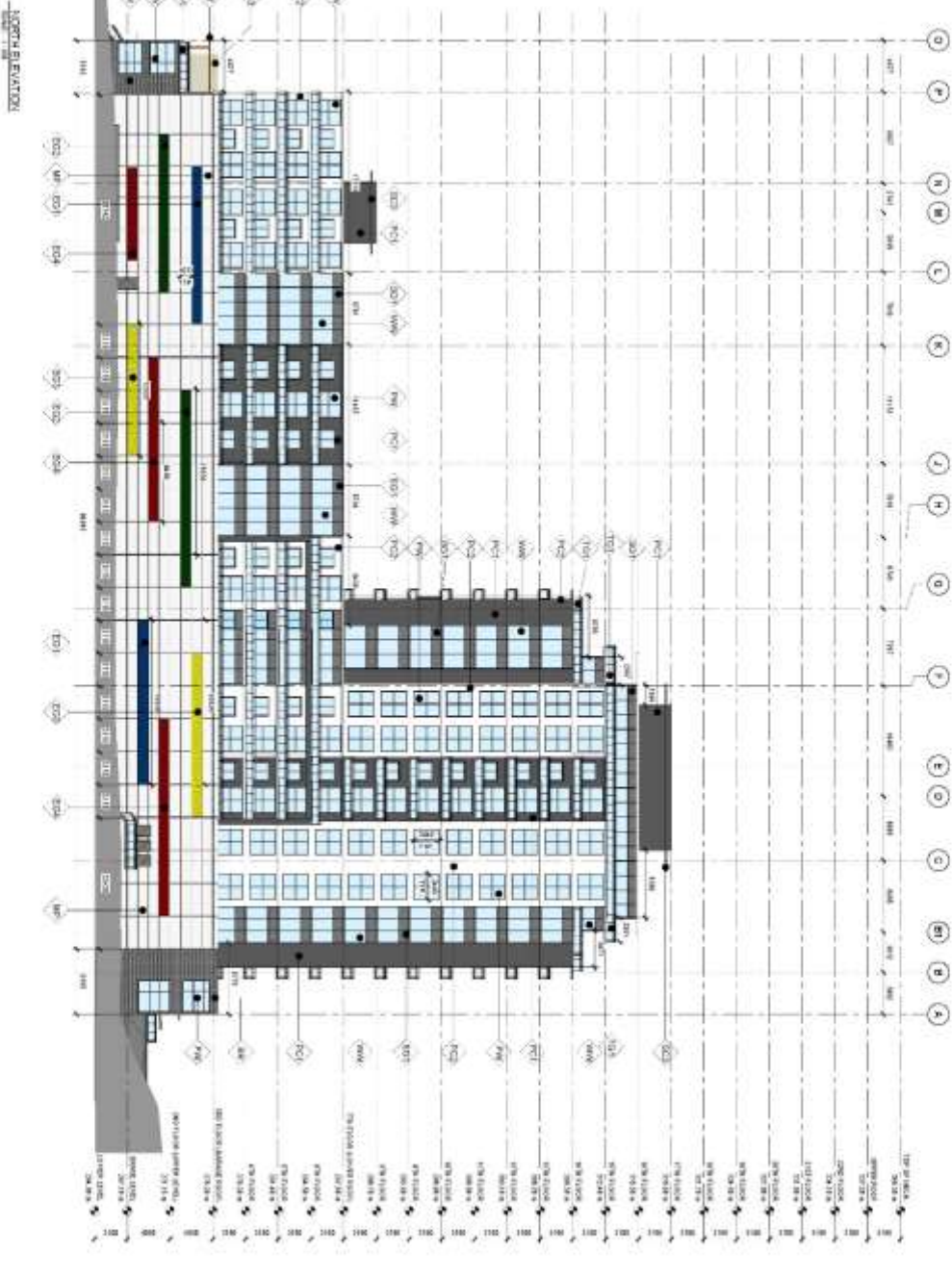


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230 NORTH CENTRE ROAD
 LONDON, ON
 WEST ELEVATION

Project No.	230-N-CR	Sheet	A2-02
Date	11/11/2023	Author	Mike Corby
Client	ALBION	Checker	Mike Corby
Scale	1/8" = 1'-0"	Plotter	24" x 36"

- EXTERIOR FINISH LEGEND**
- ◆ BRICK VENEER - 120MM TALL
 - ◇ CONCRETE SLAB - 150MM TALL
 - ◇ CONCRETE WALL - 200MM TALL
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Appendix C – Community Response

From: Michelle Bogdan Stanescu
Sent: Friday, October 5, 2018 1:27 PM
To: Corby, Mike <mcorby@London.ca>; Tomazincic, Michael <mtomazin@London.ca>
Subject: 230 North Centre Rd - Follow-up

Good Afternoon Michaels,

Thank you for your assistance in coordinating the community + planning staff + developer meeting last night. It was a very positive experience and I believe a number of candid conversations happened. I'm optimistic that this meeting will result in reaching a compromise for the development of 230 North Centre Road. I am hopeful that we can find a good balance between Tricar's revenue benchmarks, the City's vision and community caring infill development.

I wanted to also follow-up on your request last night – i.e the request for me to forward you our community's "*Top 10 Concerns*".

As I mentioned last night, these concerns were circulated to select neighbours. Mainly board members and active neighbours that attended the larger community meeting on Wednesday, October 3rd.

Our concerns (in order of importance to the collective group) are:

— Most Important —

#1 – Reduction of Height / Shadowing / Density: It took over an hour and a half for us to reach a consensus on Wednesday, but our community would be happy to move toward a development that is at medium density (6 floors) + bonusing (up to 50%- 64% bonusing = approx. 3 - 4 additional floors).

#2 - Street traffic concerns. The new proposal needs to provide solutions to help with the increase in traffic on N. Centre Road (parking concerns / pedestrian safety concerns). Last night, we discuss the idea of a pedestrian bridge/crosswalk (along North Centre and Richmond Street), installation of stop sign / yield signs / no-left turn signs at the one-shared driveway entrance. Or the idea of installing no parking signs along the side of the street / create enforce paid parking w/ no-parking hours between rush-hour. We'd be open to the city's suggestions to help alleviate traffic concerns.

#3 - Green space needed. Current plan does not provide enough green space for the community. The plan only provides options for the future tenants of 230 N. Centre Road. With limited walkable parks in our area (Gibbons private land / Wetlands off limits) – it would be a huge benefit to the community if proper green space be added to the design, and increase the quality of life for all residents.

#4 (tied) - Aesthetically pleasing design. At medium density + bonusing, the new alternative design has to fit within the character of the community. Not a concrete slab. We believe Tricar can create a beautiful building, considering the beautiful designs they have done in the past.

#4 (tied) - Outdoor visitor parking. More spots needed. 5 not enough for outdoor parking space. Under-ground visitor parking is not sufficient, as it is locked and not accessible to all visitors. We know a number of visitors will just park on the street for convince. This will create a lot of traffic and parking concerns for the building lots around the area.

#5 - Geotechnical report. Please confirm / send us a copy of the legal paperwork behind the provision that this would enforce the completion of a geotechnical report. Our community also discussed the idea that this should be completed by third party – this way a non-biased report is created to ensure that the high water table isn't an issue for the development of 230 North Centre Rd.

#6 - **Wetland and Nature impact.** What can be done to reduce buildings impact and protect the wildlife in our area. Wild deer, turkeys, turtles, birds and a number of wildlife call this area their home due to the ESA. Can the City put in place any initiatives that offset habitat loss due to the development. Can Tricar contribute to this cause?

#7 - **Viewshed loss.** Can the new medium density + bonusing proposal find ways to reduce the view loss.

#8 - **One-shared driveway.** We did discussed this yesterday – and I believe we understand why there is only one proposed entryway. But are there ways that the City can make this entryway safer for oncoming traffic and pedestrians? See ideas at #2.

#9 - **Privacy concerns.** Can the new proposal find a way to give established neighbours more privacy.

As I mentioned to Adam last night, there are a number of concerns here – but we would be willing to be flexible on the lower issues in order to achieve a compromise on higher (more important) items. The example I used last night was a building with lower density / height might still affect the viewshed. But lower density (units/hectare) and height is our most important concern –and we'd be willing to compromise view shed in order to achieve of our #1 concern.

A final note I wanted to share with you. The community members that attend yesterday and on Wednesday wanted to be clear that our suggestions are just as thought leaders – not as final decision makers. It is our hope that we can bring information back to our neighbours living in our condo corps and surrounding area. We would still like our neighbours to have an opportunity to review a new proposal (if created).

Anyways - that's all for now.

If you have an any questions – feel free to send them my way.
Have a great Friday and happy thanksgiving.

Cheers,
Michelle Stanescu

Appendix D – Staff Report, September 24, 2018

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee
From: John M. Fleming
Managing Director, Planning and City Planner
Subject: The Tricar Group
230 North Centre Road
Public Participation Meeting on: September 24, 2018

Recommendation

That, on the recommendation of the Managing Director, Planning and City Planner, the following actions be taken with respect to the application of The Tricar Group relating to the property located at 230 North Centre Road:

- (c) The proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on October 2, 2018 to amend the Official Plan to change the designation of the subject lands **FROM** a Multi-Family, Medium Density Residential designation, **TO** a Multi-Family, High Density Residential designation;
- (d) The proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on October 2, 2018 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan as amended in part (a) above, to change the zoning of the subject property **FROM** a Holding Residential R5/R7/R8 (h-5*R5-7/R7*D75*H12/R8-4*H12) Zone, **TO** a Holding Residential R9 Bonus (h-132*R9-7*B(_)) Zone.

The B(_) Zone shall be implemented through one or more agreements to provide for an apartment building height of 18 storeys or 62 metres (203.4ft) with an increased density of up to 199 units per hectare in return for the provision of the following facilities, services, and matters:

- 5) A high quality development which substantially implements the site plan and elevations as attached in Schedule "1" to the amending by-law:

Podium

- viii) The inclusion podium townhouse units, seven along the Richmond Street frontage and seven along the North Centre Road frontage;
- ix) Brick as the primary material on the street facing elevations;
- x) Individual unit entrances with front door access for all townhouse units;
- xi) Ground floor units with walkways leading to City sidewalk for all street facing townhouse units;
- xii) A prominent principle entrance into the apartment building that is easily identifiable by including some or all of the following: a change of massing, a higher level of clear glazing, and/or the incorporation of canopies;
- xiii) A multi-level parking structure that is buffered from the street-facing facades by the inclusion the townhouse units.

Mid Rise Portions

- iv) A material and colour palette that provides for a cohesive design between all elements of the building including the podium, the mid-rise portions and the tower. This could include the inclusion of brick and/or a similar colour to the brick cladding on the podium;
- v) A high proportion of glass materials and a relatively low proportion of exposed concrete or similar materials, including floor to ceiling window walls. Use of clear glass balcony barriers;

- vi) A step-back of the ninth and tenth floors on the west, south and east facades;
- vii) The inclusion of window walls on the ninth and tenth floors matching the top levels of the tower portion.

Tower

- vii) A material and colour palette that provides for a cohesive design between all elements of the building including the podium, the mid-rise portions and the tower. This could include the inclusion of brick and/or a similar colour to the brick cladding on the podium.
- viii) A high proportion of glass materials and a relatively low proportion of exposed concrete or similar materials, including floor to ceiling window walls. Use of clear glass balcony barriers;
- ix) A step-back of the sixteenth, seventeenth and eighteenth floors on all tower elevations.
- x) The inclusion of window walls on the sixteenth, seventeenth and eighteenth floors.
- xi) The design of the top of the towers that provides interest to the skyline and is well integrated with the design language of the overall building.
- xii) Incorporation of mechanical room with the roofline of the tower.

6) Transit Station

The financial contribution of funding to the future Transit Station at Masonville Mall in the amount of 1% of the construction value up to \$250,000, for the provision of facilities, services, programming, public art or other matters for positive project enhancements to be provided at the time of site plan approval or construction of the station, whichever occurs first.

7) 1 level of underground parking

8) Publicly accessible civic space located at the southwest corner.

- ci) The Site Plan Approval Authority **BE REQUESTED** to consider the following design issues through the site plan approval process:
 - vii) Consider designing the exterior elevations of the amenity room with more prominence and relate it further to the corner entrance rather than the design of the townhouses. Both the entrance and amenity room could appear as one from the outside, this would provide for a stronger building presence at the corner;
 - viii) On the south elevation of the corner entrance, extend the glass/spandrel treatment further east up to the brick on the townhouse;
 - ix) Explore ways to provide interest on the west façade of the 3 storey townhouse at the corner entrance, this could be achieved in many ways including; greenwall, vines, mural, brick patterns, etc...
 - x) Remove the columns on the balconies on the west elevation of the midrise portion along Richmond Street similar to what is shown on the east elevation. Alternatively, if the columns are necessary consider moving them up against the building making them appear as an extension of the building rather than columns.
 - xi) As three new townhouse units have been added to the east elevation of the podium, consider locating these townhouses further south immediately north of the towns along North Centre Rd as this would provide for an active edge on a very visible portion of building and would provide for a more welcoming entrance to the site.
- d) Pursuant to Section 34(17) of the Planning Act, as determined by the Municipal Council, no further notice **BE GIVEN** in respect of the proposed by-law as the change to the regulation for building height:
 - i. Is minor in nature and

- ii. Continues to implement the building design consistent with the development design circulated with the Notices of Revised Application and Public Meeting.

Executive Summary

Summary of Request

The requested amendment is to permit a site-specific bonus zone to allow for an 18-storey apartment building which will include 230 residential units. This includes 7 podium units along North Centre Road, 7 podium units along Richmond Street and 3 podium units along the north-east corner of the site.

Purpose and the Effect of Recommended Action

The purpose and effect of this Official Plan and zoning change is to permit a residential apartment building with a maximum height of 18-storeys which will include 230 residential units. This includes 7 podium units along North Centre Road, 7 podium units along Richmond Street and 3 podium units along the north-east corner of the site. The bonus zone shall be implemented through a development agreement to facilitate the development of the requested apartment building in return for a financial contribution towards the future transit hub at Masonville Mall, a publicly accessible civic space at the corner of North Centre and Richmond Street, provision of 1 level of underground parking and the construction of the high quality form of development illustrated in Schedule "1" of the amending by-law.

Rationale of Recommended Action

6. The recommended amendment is consistent with the PPS 2014.
7. The recommended amendment is consistent with the City of London Official Plan policies and Transit Village Place Type policies of the London Plan.
8. The recommended amendment facilitates the development of an undeveloped lot and encourages an appropriate form of development.
9. The bonusing of the subject site ensures the building form and design will fit within the surrounding area while providing a high quality design standard.
10. The subject lands are located in a location where intensification can be accommodated given the existing municipal infrastructure, the nearby arterial roads (Richmond Street & Fanshawe Park Road), large commercial node, and existing and future public transit facilities in the area.

Analysis

1.0 Site at a Glance

1.5 Property Description

The subject site is located on the northeast corner of the Richmond Street and North Centre Road intersection. The site is approximately 1.16 ha in size and is currently undeveloped. The subject site was previously part of a large block of land created through a plan of subdivision in 1997. The eastern portion of this block developed for a continuum-of-care facility (Richmond Woods Retirement Village) while the western portion (the subject site) remained vacant. The subject site was created through a consent application (2016) which severed the subject site from the Richmond Woods Retirement Village development. The lands directly south are designated and used for Office uses while the remainder of the lands on the south side of North Centre Road are designated as High Density Residential through the 1989 Official Plan and have been developed as townhomes. To the north is a large estate lot owned by Western University that underwent a rezoning in 2014 for a mix of medium density residential type uses. The zoning was approved on April 15, 2014. To the west of the site are lands that are also designated for High Density Residential uses that were developed as one and two storey townhomes.

1.6 Current Planning Information (see more detail in Appendix D)

- Official Plan Designation – Multi-Family, Medium Density Residential
- The London Plan Place Type – Transit Village
- Existing Zoning – Holding Residential R5/R7/R8 (h-5*R5-7/R7*D75*H12/R8-4*H12) Zone

1.7 Site Characteristics

- Current Land Use – Vacant
- Frontage – 80 metres
- Depth – 105 metres
- Area – 1.16 ha
- Shape – Rectangular

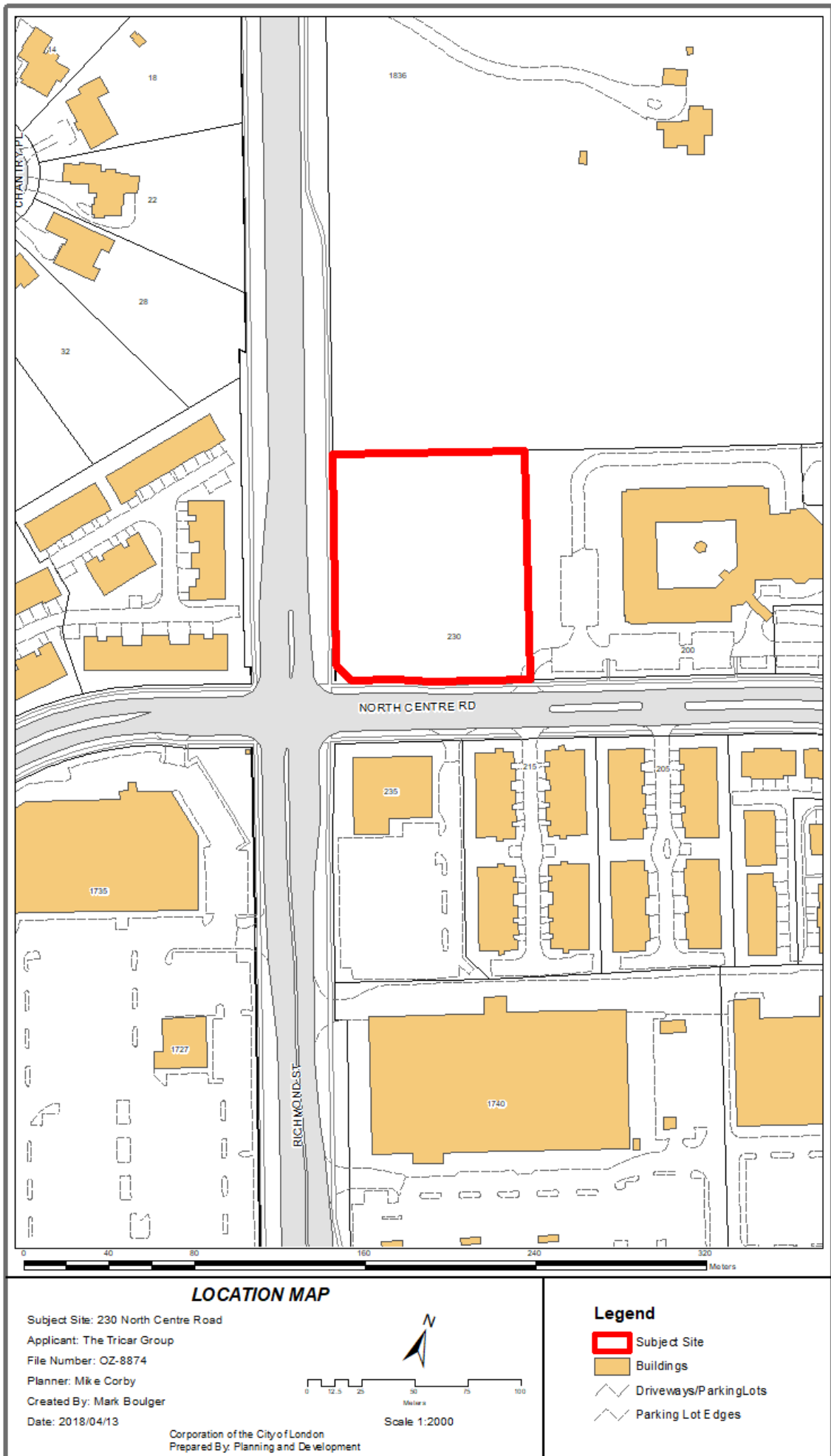
1.8 Surrounding Land Uses

- North – Large Estate Lot
- East – Continuum-of-Care Facilities
- South – Office/Commercial/Residential
- West – Residential/Commercial

1.5 Intensification (identify proposed number of units)

- The proposed development will represent intensification within the Built-area Boundary
- The proposed development will represent intensification within the Primary Transit Area

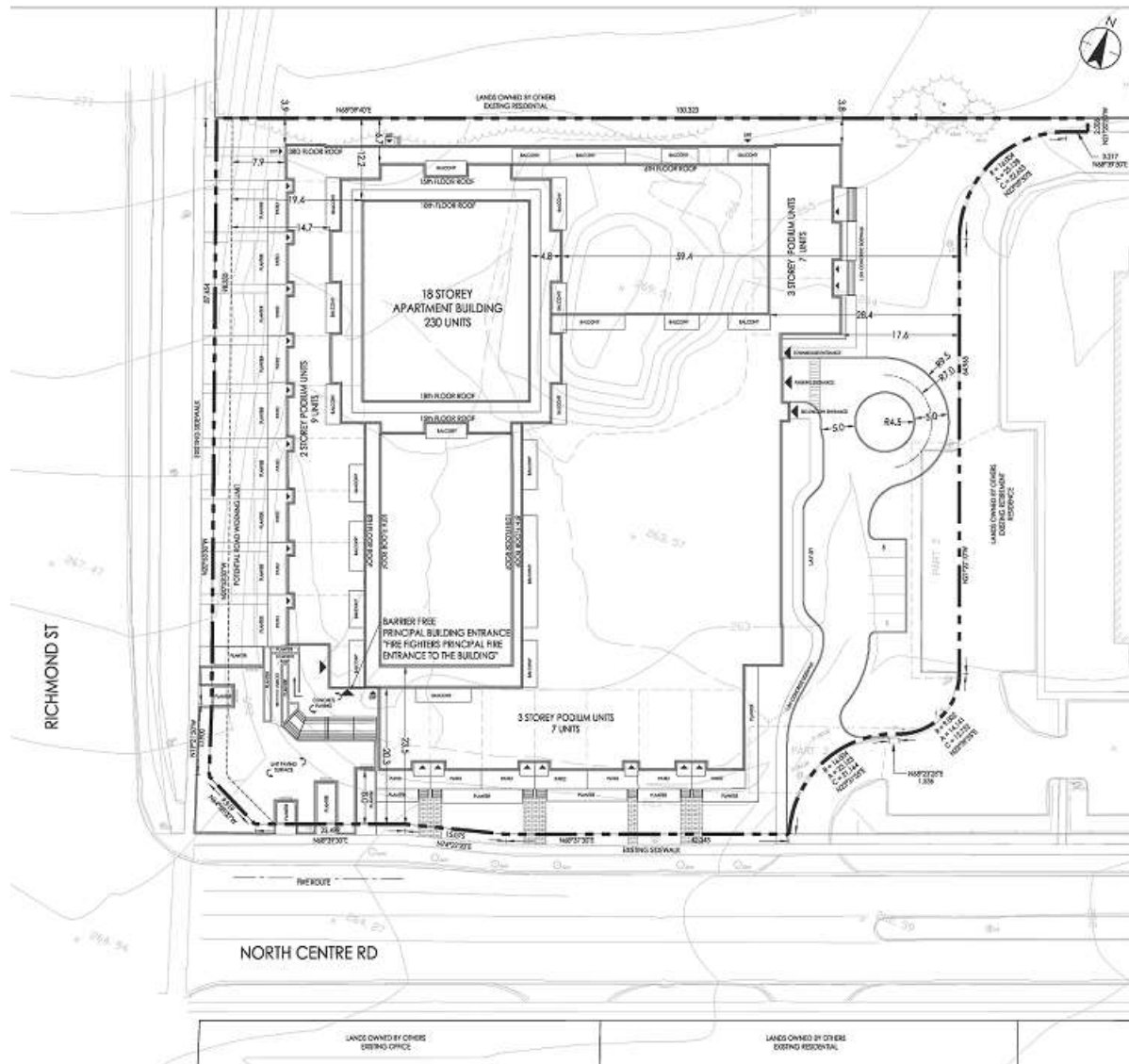
1.6 Location Map



2.0 Description of Proposal

2.1 Development Proposal

The proposal is for an 18-storey apartment building at a maximum height of 61m (200ft) which will include 230 residential units. This includes 7 podium units along North Centre Road, 7 podium units along Richmond Street and 3 podium units along the north-east corner of the site. A 10-storey wing is located along Richmond Street and a 6-storey wing is located along the northerly property limit creating an L-shaped development.



A total of 308 parking spaces for the development have been accommodated through one level of underground parking and two levels of podium parking screened by the townhouse units along Richmond Street and North Centre Road. 5 parking spaces are available at grade with additional visitor parking accommodated within the parking structure. Vehicular access is provided through a joint access at the easterly edge of the property along North Centre Road.



3.0 Relevant Background

3.1 Planning History

The subject site and surrounding lands on the northeast corner of Fanshawe and Richmond Street were designated through the 1989 Official Plan and subject to a rezoning application in 1995 which was appealed to the OMB. While the zoning amendment was under appeal a plan of subdivision application was submitted to the City seeking to implement the proposed ZBA that was still under appeal. Due to the zoning being under appeal Council refused the subdivision application which was then consolidated at the OMB in order for both items to be dealt with at the same time. In 1997 all appeals were withdrawn and the proposed by-laws came into effect resulting in the zoning and property fabric that exists on these sites today.

On September 23, 2016 a consent application was submitted to sever the subject site from the lands to the east which received conditional approval from the consent authority on January 25, 2017 and the Conditions of consent were cleared on September 21, 2017.

On February 8, 2018 an application was accepted for a 22-storey apartment building at a maximum height of 73.2m (240ft), with a total of 230 residential units (199 uph) constructed on a 2-3 storey podium. The proposal provided 7 podium units fronting North Centre Road and Richmond Street.

On June 13, 2018 a revised development proposal was submitted for an 18-storey, L-shaped residential apartment building which included 215 residential units (186uph) with 7 podium units being provided along North Centre Road and 9 podium units along Richmond Street.

On August 15th, 2018 the final design was submitted which proposed an 18-storey, L-shaped residential apartment building which will include 230 residential units (199uph). This includes 7 podium units along North Centre Road, 7 podium units along Richmond Street and 3 podium units along the north-east corner of the site.

3.2 Requested Amendment

The requested amendment is for an Official Plan amendment from a Multi-Family, Medium Density Residential designation to a Multi-Family, High Density Residential designation.

The amendment also includes a Zoning By-law amendment from a Holding Residential R5/R7/R8 (h-5*R5-7/R7*D75*H12/R8-4*H12) Zone, to a Residential R9 Bonus (R9-7*B(_)) Zone to allow for the proposed apartment building. The bonus zone would permit a residential density of 199uph and maximum height of 62 metres in return for eligible facilities, services and matters outlined in Section 19.4.4 of the Official Plan. Other provisions such as interior/exterior side yard setbacks and lot coverage may also be considered through the re-zoning process as part of the bonus zone.

3.3 Community Engagement (see more detail in Appendix B)

The proposed development has been through multiple community engagement processes. Through the original application based on a 22-storey apartment building, 54 responses were received during the community consultation period, with an additional 14 submitted at the Community Information Meeting, which was held on March 21, 2018, where approximately 64 people attended. The most commonly received comments included:

Concerns for:

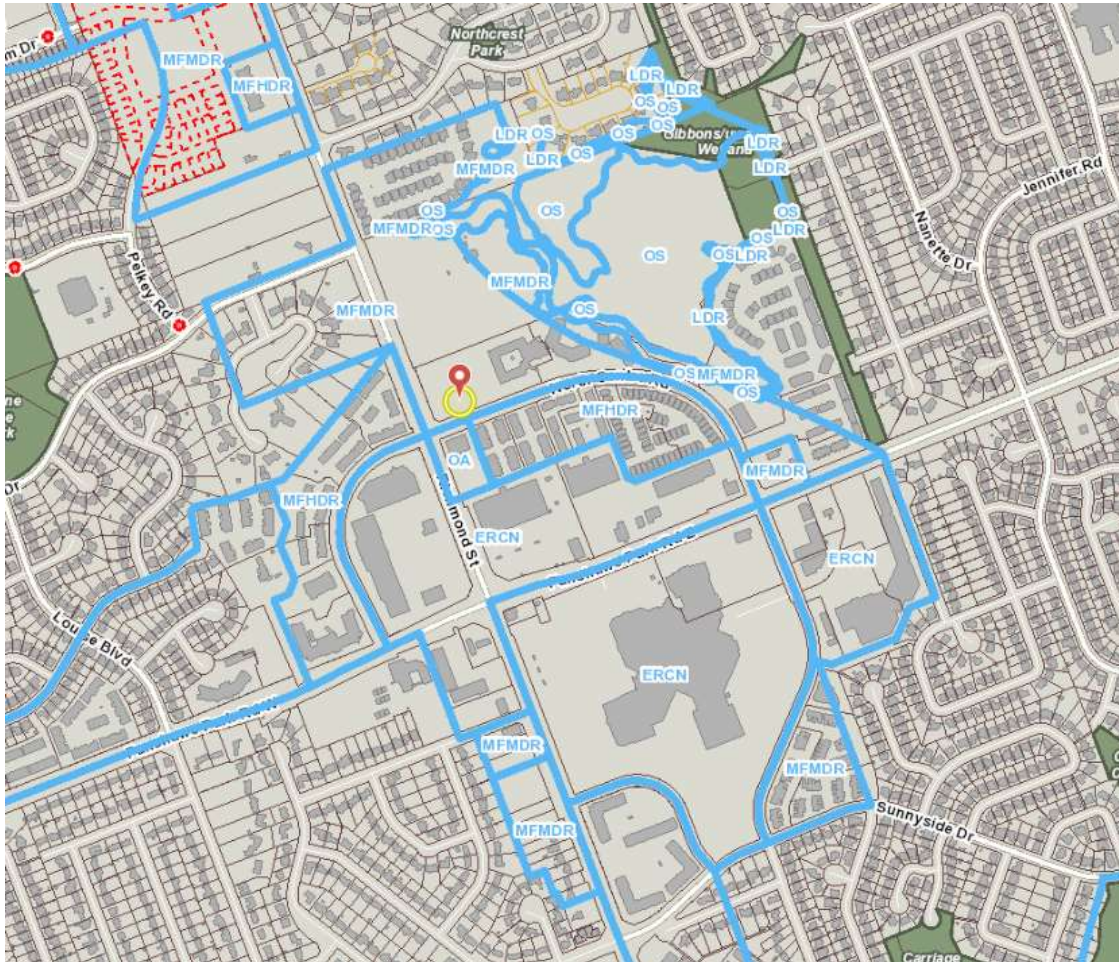
- the proposed height of the building
- the impact of the shadows and loss of sunlight cast by the buildings
- loss of privacy
- proposed scale too large, not in keeping with character of the area.
- limited surface parking
- lack of infrastructure to support the increase in density
- potential increases in traffic along North Centre Road
- safety concerns created for the seniors home and traffic accessing North Centre
- construction traffic/noise and dust

A revised development concept was circulated to the public for an 18-storey development concept with two 8-storey wings along the westerly and northerly property lines. Another Community Information Meeting was held on July 3, 2018. Through the new consultation period 10 new comments were received along with 3 comments from the Community Information Meeting where 31 people attended. Similar concerns that were previously expressed above were raised again, noting the revisions were not substantial enough and similar impacts will exist. These comments can be found in Appendix "B"

24 additional comments were received through a community meeting with the Ward 4 Councillor and are attached in Appendix B.

3.4 Policy Context (see more detail in Appendix C)

The subject site is currently located in a Multi Family, Medium Density Residential ("MFMDR") designation which is located along the north side of North Centre Road. The south side of North Centre Road has a Multi-Family, High Density Residential ("MFHDR") designation running along a large portion of North Centre Road. Through this application the applicant is seeking to change the MFMDR designation on the subject site to the MFHDR designation similar to what exists in the area. The London Plan identifies the subject site and surrounding area as a Transit Village Place Type which provides a broad range of uses and significant heights.



Provincial Policy Statement, 2014

The Provincial Policy Statement (PPS) 2014 provides policy direction on matters of provincial interest related to land use and development. Section 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns of the PPS encourages healthy, livable and safe communities which are sustained by accommodating an appropriate range and mix of residential, employment and institutional uses to meet long-term needs. It also promotes cost-effective development patterns and standards to minimize land consumption and servicing costs. The PPS encourages settlement areas (1.1.3 Settlement Areas) to be the main focus of growth and development. Appropriate land use patterns within settlement areas are established by providing appropriate densities and mix of land uses that efficiently use land and resources along with the surrounding infrastructure, public service facilities and are also transit-supportive (1.1.3.2).

The policies of the PPS require municipalities to identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock [1.1.3.3] while promoting appropriate development standards which facilitate intensification, redevelopment and compact form [1.1.3.4] and promoting active transportation limiting the need for a vehicle to carry out daily activities [1.1.3.2, 1.6.7.4].

The PPS also promotes an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents (1.4 Housing). It directs planning authorities to permit and facilitate all forms of housing required to meet the social, health and wellbeing requirements of current and future residents, and direct 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. It encourages densities for new housing which efficiently use land, resources, and the surrounding infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed.

In accordance with section 3 of the Planning Act, all planning decisions “shall be consistent with” the PPS.

Official Plan

The application is to change the current Official Plan designation to Multi-Family, High Density Residential. The Multi-Family, High Density Residential designation is intended to accommodate large-scale, multiple-unit forms of residential development. The Official Plan identifies criteria where high density residential developments should be located (3.4.2 Location). These locations generally are on lands adjacent to major employment centres, shopping areas, major public open space, transportation routes, and where high density development will not adversely affect surrounding land uses. Within these preferred locations the general form of development permitted includes large-scale, multiple-unit forms of residential development (3.4.1. Permitted Uses). Within the MFHDR designation net residential densities will normally be 150 units per hectare (60 units per acre) or less outside of Central London (3.4.3. Scale of Development). The scale of development is also controlled through specific criteria generally applied to large areas designated MFHDR. The policies encourage a mixing of housing types, building heights and densities while providing for a transition in scale, diversity of housing forms and where possible locate the high-rise structures closest to activity nodes (shopping and employment centres) and points of high accessibility (arterial roads, transit service). Massive, at-grade or above-grade parking areas shall not dominate the site and all developments should conform with the urban design principles in Section 11.1.

The MFHDR designation identifies that Council, under the provisions of policy 19.4.4. and the Zoning By-law, may allow an increase in the density above the limit otherwise permitted by the Zoning By-law in return for the provision of certain public facilities, amenities or design features. (3.4.3. Scale of Development, Density Bonus)

The London Plan

The subject site is located within the Transit Village Place Type. Transit Villages are intended to provide a broad range of uses and some of the most intense forms of development in the City. These areas are intended to be “*exceptionally designed, high-density mixed-use urban neighbourhoods connected by rapid transit to the Downtown and each other*”[806]

The intent is that these areas will have the greatest mix of uses and intensity of development outside of the downtown based around a rapid transit station as the focal point of the village [807]. In order to support the rapid transit system higher densities of people living, working and shopping in the area are promoted along with pedestrian oriented and cycling-supported development and design to encourage the use of the City’s transit system to reduce overall traffic congestion within the city [808].

In order to facilitate the development of Transit Villages a broad range of residential, retail, service, office, cultural, institutional, hospitality, entertainment, recreational, and other related uses may be permitted [Permitted Uses_811].

The Intensity [813] policies of the Plan specifically outline that a minimum of either two storeys or eight metres in height is required and heights will not exceed 15 storeys. Type 2 Bonus Zoning beyond this limit permits heights up to 22 storeys. Development applications will be evaluated to ensure that an adequate level of intensity is being provided in order to support the goals of the Place Type while heights are to step down from the core to adjacent Neighbourhood Place Types.

The form [814] of development within the Transit Village is guided by policies that ensure that planning and development applications will conform with the City Design policies of this Plan. They encourage high-quality architectural design and for buildings and the public realm to be pedestrian, cycling and transit-supportive. Underground parking and structured parking integrated within developments is also encouraged along with other form considerations.

The Transit Village also provides an opportunity to bonus for increases in height and density up to 22-storays. Bonusing Provisions Policy 1652 outlines the framework and public facilities, services, or matters that can be provided in order to achieve these increases.

4.0 Key Issues and Considerations

Through the circulation process no departmental concerns were expressed. However, several concerns were raised by the public through the process. The report below addresses these concerns in detail.

4.1 Issue and Consideration # 1 - Use

Provincial Policy Statement, 2014 (PPS)

The proposed development is in keeping with the PPS as it provides an alternative land use within the surrounding context promoting an appropriate range and mix of residential uses. High density developments such as the one proposed promote a cost-effective development pattern helping reduce servicing cost, land consumption and will develop an underutilized property that has remained undeveloped since the approval of a subdivision in 1997 [1.1.1]. The proposed development is within a settlement area helping establish an appropriate land use pattern that contributes to the density and mix of land uses in the area. The apartment will both benefit and support the existing resources, surrounding infrastructure and public service facilities in the area (1.1.3 Settlement Areas). The site is also considered to be transit supportive as it is close proximity to an existing transit node that will be home to a future bus rapid transit station (1.1.3.2) contributing to a healthy, livable and safe communities.

The PPS also promotes an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents (1.4 Housing). It directs planning authorities to permit and facilitate all forms of housing required to meet the social, health and wellbeing requirements of current and future residents, and direct 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. The proposed development is in keeping with this goal of the PPS as the surrounding lands are predominately low-density forms of development. The proposed apartment provides a mix of housing type in the area and provides a density that will help in meeting the projected requirements of current and future residents.

Official Plan

The proposed development of a high-rise apartment requires a change from the existing Multi-Family, Medium Density Residential designation to Multi-Family, High Density Residential. The proposed apartment use is considered a main permitted use within the requested designation (3.4.1. Permitted Uses). The Official Plan identifies where it is appropriate to locate High Density Residential designations (3.4.2. Locations). It identifies that lands in close proximity to large commercial nodes, regional facilities or designated Open Space areas and lands abutting or having easy access to an arterial road are appropriate locations. The subject site is located along Richmond Street, which with is an arterial road, and direct vehicular access to the main entrance is close by. The site is also located in close proximity to one of the city's largest commercial nodes at Fanshawe Road and Richmond Street and a large Open Space designation (see map below).



Additional criteria is also considered when designating lands Multi-Family, High Density Residential. The subject site is in keeping with this criteria as it is considered compatible with the surrounding land uses. The lower forms of development to the west and south of the site are setback across wide rights-of-way and the proposed townhouse units imbedded in the podium on the south façade create a compatible interface helping reduce impacts of the proposed development. The abutting property to the east is developed as a medium density form of development helping to transition down from taller heights of the edge of the community to lower heights in the interior. The proposed development podium steps down to a similar scale as the continuum-of-care facility with the tallest portions of the proposed apartment located on the west side of the property. The subject site is also of a size and shape where a development can provide appropriate buffering and design features to ensure it is compatible within the surrounding area and will not adversely impact the surrounding amenities or character of the area. There are no servicing concerns within the area and the potential increase in traffic to the area is considered minimal and can be absorbed within the anticipated volume of traffic. The site's location is also within convenient walkable distance to public transit service, and shopping facilities.

For the above mentioned reasons it is appropriate to designate the lands as Multi-Family High Density Residential.

The London Plan

The subject site is located within a Transit Village Place Type. The proposed apartment use is in keeping with the vision and role within the city structure as it provides a permitted land use [811] that will help increase the density in the area and provides a high standard of design [806]. It promotes a development based around a rapid transit system where higher densities of people living, working and shopping are encouraged with the goal of reducing overall traffic congestion within the city [807,808]

4.2 Issue and Consideration # 2 – Intensity

The PPS requires municipalities to identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock [1.1.3.3]. The proposed High Density Residential development provides an ideal location and form of development to promote intensification. It is located along an arterial road, in close proximity to a major commercial node with access to multiple bus routes. The surrounding building stock ranges from a continuum-of-care facility, office, townhomes, open space and commercial uses all of which are setback from the site. This proposed intensity of the development can be accommodated on the site and within the surrounding context. The PPS also encourages densities for new housing which efficiently use land, resources, and the surrounding infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed [1.4.3(d)]. The proposed development meets the intent of this PPS policy.

Official Plan

The MFHDR designation provides three ranges of net density within the City excluding provisions for bonusing. In the case of the subject site it is located outside of the Downtown and Central London and is therefore permitted a maximum density of 150 unit per hectare (3.4.3. Scale of Development). As previously indicated, the applicant has applied to increase the density above the permitted 150 uph to 199 uph through bonusing provisions. Density bonusing can be approved by Council, under the provisions of policy 19.4.4. and is a tool used to achieve enhanced development features which result in a public benefit that cannot be obtained through the normal development process in return for permitting increased heights and densities. The Planning Act provides direction on bonusing which allows municipalities to use bonusing provisions in their Official Plan in return for facilities, services, or matters, as are set out in the By-law. The proposed building form and design (discussed in Section 4.3- Form) and provision of a financial contribution to the future transit hub at Masonville Mall, 1 level of underground parking and publicly accessible civic space located at the southwest corner of the property all of which may not otherwise be implemented through the normal development approvals process, allow the proposed development to qualify for Bonus Zoning in conformity to the policies of the Official Plan. These bonusable features are outlined below:

- 1) A high quality development which substantially implements the site plan and elevations as attached in Schedule “1” to the amending by-law:

Podium

- xiv) The inclusion podium townhouse units, seven along the Richmond Street frontage and seven along the North Centre Road frontage;
- xv) Brick as the primary material on the street facing elevations;
- xvi) Individual unit entrances with front door access for all townhouse units;
- xvii) Ground floor units with walkways leading to City sidewalk for all street facing townhouse units;
- xviii) A prominent principle entrance into the apartment building that is easily identifiable by including some or all of the following: a change of massing, a higher level of clear glazing, and/or the incorporation of canopies;
- xix) A multi-level parking structure that is buffered from the street-facing facades by the inclusion the townhouse units.

Mid Rise Portions

- viii) A material and colour palette that provides for a cohesive design between all elements of the building including the podium, the mid-rise portions and the tower. This could include the inclusion of brick and/or a similar colour to the brick cladding on the podium;

- ix) A high proportion of glass materials and a relatively low proportion of exposed concrete or similar materials, including floor to ceiling window walls. Use of clear glass balcony barriers;
- x) A step-back of the ninth and tenth floors on the west, south and east facades;
- xi) The inclusion of window walls on the ninth and tenth floors matching the top levels of the tower portion.

Tower

- xiii) A material and colour palette that provides for a cohesive design between all elements of the building including the podium, the mid-rise portions and the tower. This could include the inclusion of brick and/or a similar colour to the brick cladding on the podium.
- xiv) A high proportion of glass materials and a relatively low proportion of exposed concrete or similar materials, including floor to ceiling window walls. Use of clear glass balcony barriers;
- xv) A step-back of the sixteenth, seventeenth and eighteenth floors on all tower elevations.
- xvi) The inclusion of window walls on the sixteenth, seventeenth and eighteenth floors.
- xvii) The design of the top of the towers that provides interest to the skyline and is well integrated with the design language of the overall building.
- xviii) Incorporation of mechanical room with the roofline of the tower.

2) Transit Station

The financial contribution of funding to the future Transit Station at Masonville Mall in the amount of 1% of the construction value up to \$250,000, for the provision of facilities, services, programming, public art or other matters for positive project enhancements to be provided at the time of site plan approval or construction of the station, whichever occurs first.

3) 1 level of underground parking

4) Publicly accessible civic space located at the southwest corner.

In order to implement the identified items for bonus zoning, section 19.4.4 iv) of the Official Plan states that:

“As a condition to the application of bonus zoning provisions to a proposed development, the owner of the subject land will be required to enter into an agreement with the City, to be registered against the title to the land. The agreement will deal with the facilities, services, or matters that are to be provided, the timing of their provision, and the height or density bonus to be given.”

Bonus zoning is implemented through a development agreement with the City that is registered on title to the lands. The development agreement is intended to “lock in” the design features that will be incorporated into the form of development to merit the additional density. Through the site plan approval process, the proposed development will be reviewed to ensure that all facilities, services and matters that have warranted bonus zoning have been incorporated into the development agreement. These design features are highlighted in the recommendation and the amending by-law included in the illustrations attached as Schedule “1”.

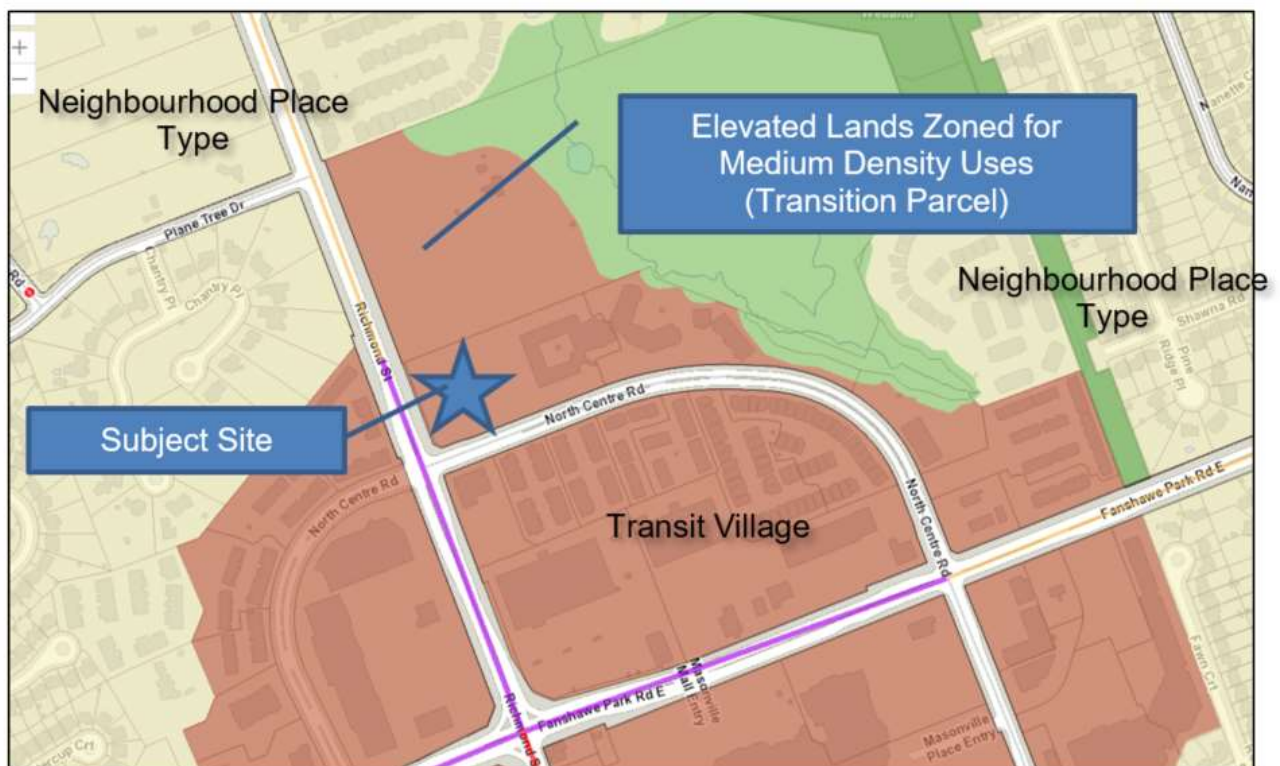
The London Plan

The London Plan clearly encourages an increase in residential densities within its Transit Villages in order to support the commercial uses of the node and the rapid

transit station that is considered the hub of the village. In order to ensure these goals are being met the London Plan provides intensity policies (L13). These policies provide permissions for buildings to have a minimum of either two storeys or eight metres in height and will not exceed 15-storeys in height. However, Type 2 Bonus Zoning is permitted beyond this limit, up to 22-storeys. The proposed development height of 18-storeys is within the range permitted by The London Plan through Type 2 Bonusing which is similar to the bonusing process applied through the 1989 Official Plan.

Planning and development applications within the Transit Village Place Type will be evaluated to ensure that they provide for an adequate level of intensity to support the goals of the Place Type, including supporting rapid transit, efficiently utilizing infrastructure and services, ensuring that the limited amount of land within this place type is fully utilized, and promoting mixed-use forms of development. As previously noted in the Transit Villages policies these areas are already developed and limited opportunities for intensification exists. The subject site provides an ideal location for intensification as it is a vacant property.

The Transit Village also encourages building heights to step down from the core of the Transit Village to any adjacent Neighbourhoods Place Types. The subject's site's location is in close proximity to the main intersection of the Village core and has a large elevated parcel of land zoned for medium density development directly north which provides for the appropriate transition from the proposed 18-storey apartment to the Neighbourhoods Place Type on the edge of the Transit Village.



4.3 Issue and Consideration # 3 - Form

Provincial Policy Statement, 2014 (PPS)

The proposed development is in keeping with the PPS as it provides an opportunity for intensification at an appropriate location taking into account the existing building stock in the area. The proposed development has considered the surrounding building stock by positioning its tallest portions along an arterial road where impacts will be reduced on the surrounding buildings located in the interior of the neighbourhood. The proposal has gone through an extensive design process helping to ensure that an appropriate development standard is established to help implement the intensification of the subject site. The subject site is located in a Transit Village which has convenient amenities, employment and shopping destinations based around a future bus rapid transit hub and currently in close proximity to several bus routes that stop at Masonville Mall. The

building's design and location help promote active transportation as they provide the ability for pedestrian and bicycles to access the nearby facilities and will help limit the need for a vehicle to carry out daily activities in conformity with the goals of the PPS [1.1.3.2, 1.6.7.4].

Official Plan

The proposed form of development has made a strong effort to create a transition in scale through the proposed form of development in response to the surrounding land uses. Townhomes wrap the parking garage along Richmond Street and North Centre Road to create a similar scale and interface with the surrounding office and townhouse units. Additional townhomes have been included along the easterly parking garage to help create an active interface with the abutting continuum-of-care facility.

The development also positions increases in height and massing to appropriate locations. The development is L-shaped above the podium base and is significantly setback from the proposed 2-3 storey townhomes at grade. The mid-rise portion along Richmond Street reaches 10-storys where height is encouraged to locate and is 6-storeys along the northerly part of the site where the abutting lands increase significantly in elevations. The 18-storey tower portion of the apartment is located in the NW corner of the property where height impacts will be minimal. Through the use of the townhomes the development is able to reduce the visual impacts of the proposed parking structure. The main pedestrian access point is located directly at the intersection of Richmond Street and North Centre providing tenants easy access to the surrounding transit services and activity nodes.

The Official Plan also ensures that all developments conform to the Urban Design principles in Section 11.1. As part of a complete application the applicant provided an Urban Design Brief and attended the Urban Design Peer Review Panel to identify how the above-mentioned policies have been achieved through the building design and form. The original 22-storey apartment was well received by Staff and the Urban Design Peer Review Panel. Some minor concerns were raised about improving the cohesiveness of the building by further connecting the podium to the mid-rise and tower portions of the project through alternative design features. Removing the blank façade was suggested on the northwest corner of the podium that is prominent from the street by integrating other architectural elements of the building into this part of the elevation. Extending the proposed townhouse units along the Richmond Street frontage to create a stronger street presence was also recommended. The pedestrian access to the building was encouraged to be redesigned to give priority to accessibility to the front entrance through the reorientation of the access ramp. The proposed amenity area was also considered isolated in nature and the provision of greater surveillance of the area through an internal amenity space looking over it or simply moving it and providing a drop-off/rear-entry to the building was suggested as an alternative design feature.

In an effort to respond to the Urban Design panel's original comments and the public concerns a revised design was submitted and presented to the panel. The main changes included a reduction from 22-storeys to 18-storeys and shifting the height of the building from the SW corner of the site to the NW corner to help reduce shadows on abutting lands. The applicant also extended the townhomes along Richmond Street along the length of the parking structure, removed the at-grade amenity space located in the North East corner and identified that it would be placed atop the parking structure. The applicant provided a drop-off area instead in the NE corner as suggested by the panel and reoriented the accessibility ramp to the front entry. Fenestration to the NW corner was also added to articulate as an entrance to the project. After the revisions were made the proposed 18 storey, L-Shaped building was re-circulated to the public and reviewed by the Urban Design Review Panel. The panel was appreciative of the efforts made to try and address their original comments and provided follow up considerations

The panel provided additional recommendations based on the revised design which included:

- *Recommend an indoor amenity adjacent to rooftop amenity. There should be a mix of passive and active amenities*
- *The tower proportions could benefit from shifting the penthouse to the northwest corner of the floorplan. This will help create an elongated sense of the massing and assist with the overall form/expression of the tower.*
- *The landscape design should consider amenity for townhouses along the street*
- *Entrance design should be further refined to address the blank facades on the sides of the two townhouses - consider adding an active space near the main entry to eliminate the blank wall (side) of townhouse units. Further articulation of the massing in the form of an entrance canopy could also assist in creating a stronger sense of arrival at the corner.*
- *Suggest 3 storey townhouses along Richmond Street*
- *Give further attention to the east façade. At the moment it is hard to discern where the entrances into the building occur.*
- *Give further consideration to the function and design of the drop off area as it may cause confusion as there doesn't appear to be a functional entrance to access the building (other than to the pool)*
- *Wrapping corner with balcony – reconsider if it needs to wrap as these types of balconies tend to be used as storage and has the possibility of being unsightly.*

During the circulation of the revised design similar comments were received from the public along with a concern that the new apartment will impact the view corridor from the lands to the north. As a result the final design being recommended for approval received some additional changes. The wrapped balconies were removed to help reduce the visual massing of the building and townhome units were included along the east podium to help reduce the visual impact on the abutting senior's home. Due to the inclusion of these townhomes however, the proposed drop off circle had to be removed. The wing portion of the building along the north edge of the property was reduced from 8-storeys to 6 storeys and the height along Richmond Street was increased from 8-storeys to 10-storeys. This change in design provides a more effective overall design as it helps tie in the design of the penthouse on top of the tower portion to the mid-rise portion along Richmond Street.

The applicant has also provided their opinion on how the panel's concerns have been address through the final design.

- 1) *We have updated and changed all windows around the tower and podium to large punched windows of the same size.*
- 2) *Window walls have been added on the north and south side of the tower to provide a break between solid material in the tower.*
- 3) *The 2 townhouse units on the corner of the North Centre Road and along Richmond Street have been converted to Amenity Spaces allowing more glazing and a more lively entrance at this corner. The amenity space is double height. The architectural language of the amenity space complements the residential entrance and townhouses through using a combination of the same materials.*
- 4) *The north and south portion of the corner balconies are removed to reduce the weight around the corners of the tower.*
- 5) *3 townhouses are added to the North-east corner of the site. We have also added a secondary entrance near the parking entrance to provide pedestrian access to the elevator lobby from the drop-off area at the East of the site.*
- 6) *We have also reduced the height of the wing on the north side to 6 storeys and increased the height of the wing to the southwest to 10 storeys, to better incorporate the tower and southwest leg. We have a 2m setback on the 9th and 10th floor and use the full window wall to replicate the same look as the 16th to 18th floor of the tower.*

Additional design details that are considered minor in nature have been identified in the recommendation to the Site Plan Approval Authority to consider implementing through the site plan process. It is also important to consider that the proposed form of development will be controlled through the recommended bonus zone ensuring the

design being proposed is what is built. No other apartment building can be built at this height or density on the site without a rezoning. Other potential developments would be restricted to the limitations of the proposed R9-7 zone which is commonly used to implement MFHDR designation.

The London Plan

The London Plan also helps guide the shape of development through form policies. The rationale used above under the current Official Plan in regards to scale and form of development also satisfies form policies of The London Plan. The proposed design is generally in keeping with the City Design Policies of the Plan and a high quality architectural design is being achieved. The development is transit supportive and the base is designed to establish and support a high-quality pedestrian environment [814].

The following form policies apply within the Transit Village Place Type:

1. All planning and development applications will conform with the City Design policies of this Plan.
2. High-quality architectural design will be encouraged within Transit Villages.
3. Buildings and the public realm will be designed to be pedestrian, cycling and transit-supportive through building orientation, location of entrances, clearly marked pedestrian pathways, widened sidewalks, cycling infrastructure, and general site layout that reinforces pedestrian safety and easy navigation.
4. Convenient pedestrian access to transit stations will be a primary design principle within Transit Villages.
5. Consideration should be given to providing publicly-accessible pedestrian connections through a proposed development site connecting with the pedestrian network on existing and future adjacent sites.
6. All public works will ensure a highquality pedestrian environment through streetscape improvements such as widened sidewalks, upgrading the sidewalk material, planting street trees, installing benches and other street furniture, providing pedestrian lighting, and integrating public art.
7. The base of all buildings will be designed to establish and support a high-quality pedestrian environment.
8. Pedestrian traffic associated with rapid transit stations should be considered in the design of the station, the public realm, and adjacent developments.
9. Massing and architecture within the Transit Village should provide for articulated façades and rooflines, accented main entry points, and generous use of glazing and other façade treatments along sidewalk areas such as weather protection features to support a quality pedestrian environment.
10. Creative and distinctive forms of building design are encouraged within the Transit Villages.
11. Surface parking areas should be located in the rear and interior sideyard. Underground parking and structured parking integrated within the building design is encouraged.
12. Shared car and bicycle parking facilities and carshare/bikeshare programs will be encouraged within Transit Villages. Public changerooms and bicycle facilities will be encouraged.
13. Planning and development applications will be required to demonstrate how the proposed development can be coordinated with existing, planned and potential development on surrounding lands within the Transit Village Place Type.

4.4 Issue and Consideration # 4 - Context

Through the public circulation a number of comments expressed that the existing residential community is low-rise and low density in nature and that the proposed high-rise development is not in keeping with the area. It should be noted that the intent of the existing land use designations in the area, planned through the 1989 Official Plan was to see a much larger residential density created through medium and high density developments to support the large commercial node. Although the existing zoning did not fully implement the 1989 Official Plan to its fullest extent it has always been identified and considered good planning to provide an increase in intensity and density in the area. This same rationale has been carried over into The London Plan which promotes increased intensities within the Transit Village in order for it to access local amenities, shopping destination, employment opportunities and support rapid transit.

It should also be noted that comparable development exists at North Centre and Fanshawe Park Road W, just west of Richmond, where a 12-storey apartment is located between a 4-storey apartment building and 2-storey townhomes. The proposed apartment has changed its design to respond to the surrounding land uses and it is not considered out of place to allow for a high quality designed building to be placed within the surrounding context.



4.5 Issue and Consideration # 6 – Traffic

Another main point of contention through this process is the potential increase in traffic that the proposed development will create in relation to the ongoing traffic issues.

Several comments about existing cut through traffic along North Centre Road, the increase in truck and construction traffic and the high volumes of traffic along Richmond Street were received. A traffic impact assessment was not required as part of a complete application as the potential increase in traffic from the proposed development did not warrant the need for the study.

Both Staff and the Ward councillor followed up with the Transportation department based on the public concern and received the following comments.

“In terms of the development, a traffic impact assessment is not required as part of the zoning application nor the Site Plan Consultation. A Site Plan application has not yet been submitted by the developer. The traffic study was not required since the trips generated by the development did not trigger a study as per the TIA guidelines and because the anticipated road improvements to the adjacent Richmond/FPR intersection in the near future based on the EA recommendations.”

Staff reviewed the collision history at the intersection and noted there have been no collisions in the past 5 years (typical period used for collision history) between vehicles and vulnerable road users (pedestrians and cyclists). As part of the Site Plan process staff can work with the applicant in regards to the Traffic Management Plan to limit construction truck traffic impacts to the street (such as only accessing north centre from Richmond). There are no intersection operational concerns associated with this development staff continually review traffic patterns at signalized intersections and make adjustments to traffic signal timing as required to ensure efficient operation. The projected traffic increase for the development is about a total of 70 trips in the AM peak hour and 86 trips in the PM peak hour, the existing transportation infrastructure will be able to accommodate this small increase in traffic.”

Transportation Staff also approved a speed study along North Centre Road be undertaken to help address the ongoing concerns of the public. An environmental assessment is also being completed to deal with capacity constraints at Fanshawe and Richmond Street which should help reduce the need for traffic to cut through North Centre Road.

4.7 Issue and Consideration # 6 - Shadows

Another main concern of the public was the shadows cast from the proposed development. Upon review of the shadow studies the design of the building allows the shadows to move relatively quickly, traversing across amenity areas within approximately one hour. Concern has been raised about the amenity space in the centre of the Continuum-of-Care facility to the east and the impacts the shadows will have on that area. An analysis was completed showing the existing shadow from the Continuum-of-Care facility was cast over the outdoor amenity area prior to the shadow of the proposed apartment reaching it. There is a small increase in the shadow within the outdoor amenity area created by the proposed apartment. (See Below)

The full shadow study is attached as Appendix D



4.8 Issue and Consideration # 7 – Ground Water

Based on concerns about a high water table in the area a request was made at the Planning and Environment Committee meeting on July 16th to ensure that a hydrogeological report is completed. Although this would be required through the building permit process a holding provision is being recommended to ensure that it is completed at the site plan approvals process instead. The applicant has completed a preliminary assessment of the site and soil conditions which indicated that no concerns will arise as a result of the proposed apartment building. The report indicates that the proposed depth of construction will not impact the water table and only temporary dewatering may be required to accommodate the proposed footings. The volume of pumped groundwater is unlikely to exceed the MOE standard of 50,000L/ day. If the required volume of pumped water were to be close to or exceed MOE limits the Ministry would be required to provide approval of the development.

h-132 Purpose: To ensure that a Water Balance Study and a Hydrogeological Study is submitted as part of a complete Site Plan Application, the h-132 symbol shall not be removed until the results of each Study are accepted to the satisfaction of the City of London.

5.0 Conclusion

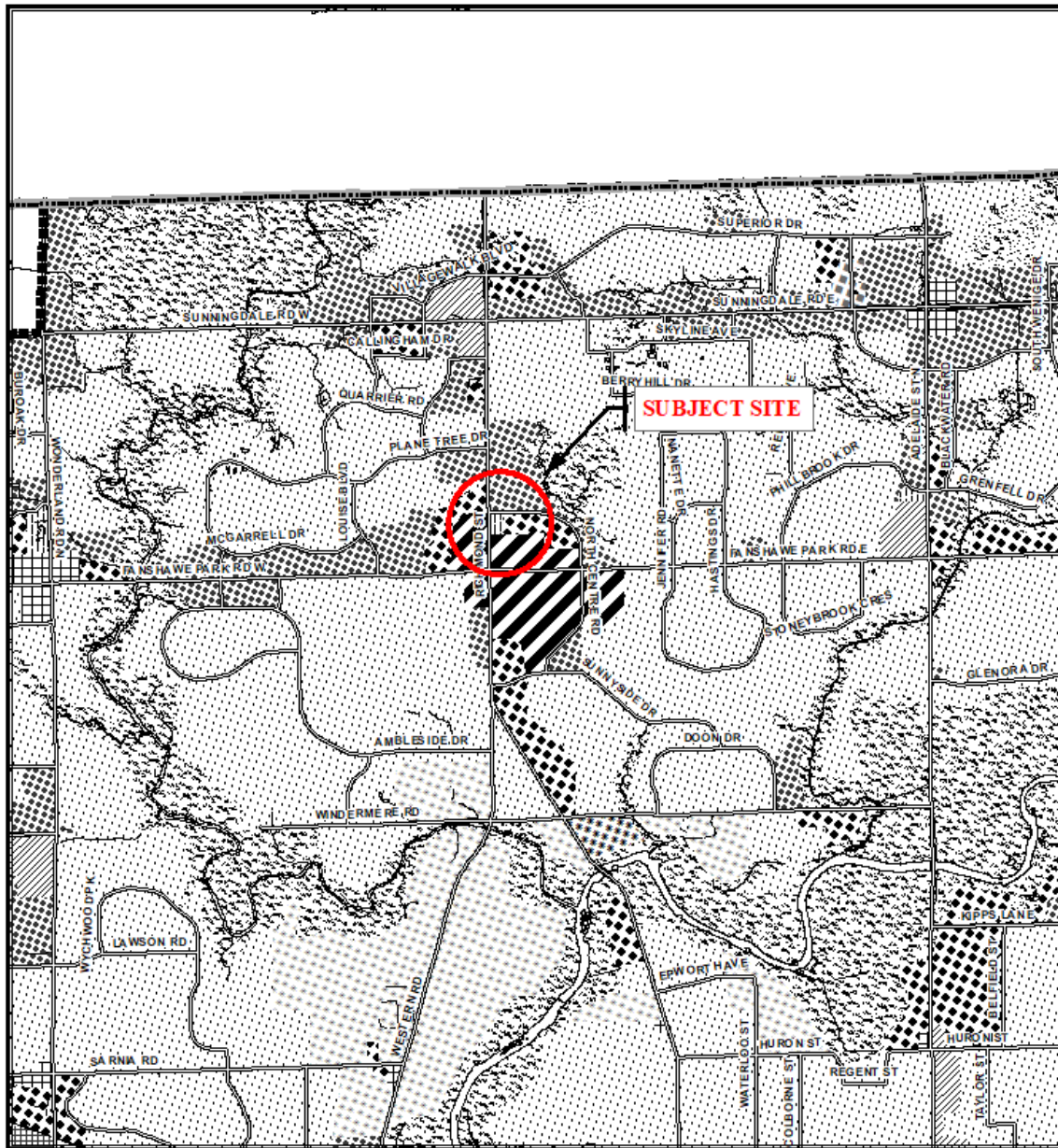
The recommended amendment is consistent with the Provincial Policy Statement, 2014 and conforms to the City of London Official Plan policies and Transit Village Place Type policies of The London Plan. The proposal facilitates the development of an undeveloped lot and encourages an appropriate form of development. The bonusing of the subject site ensures the building form and design will fit within the surrounding area while providing a high quality design standard. The subject lands are situated in a location where intensification can be accommodated given the existing municipal infrastructure, the nearby arterial streets, large commercial node, and existing and future public transit facilities in the area.

Prepared by:	Mike Corby, MCIP, RPP Division Name
Submitted by:	Michael Tomazincic, MCIP, RPP Manager, Division Name
Recommended by:	John M. Fleming, MCIP, RPP Managing Director, Planning and City Planner

November 5, 2018
MC/mc

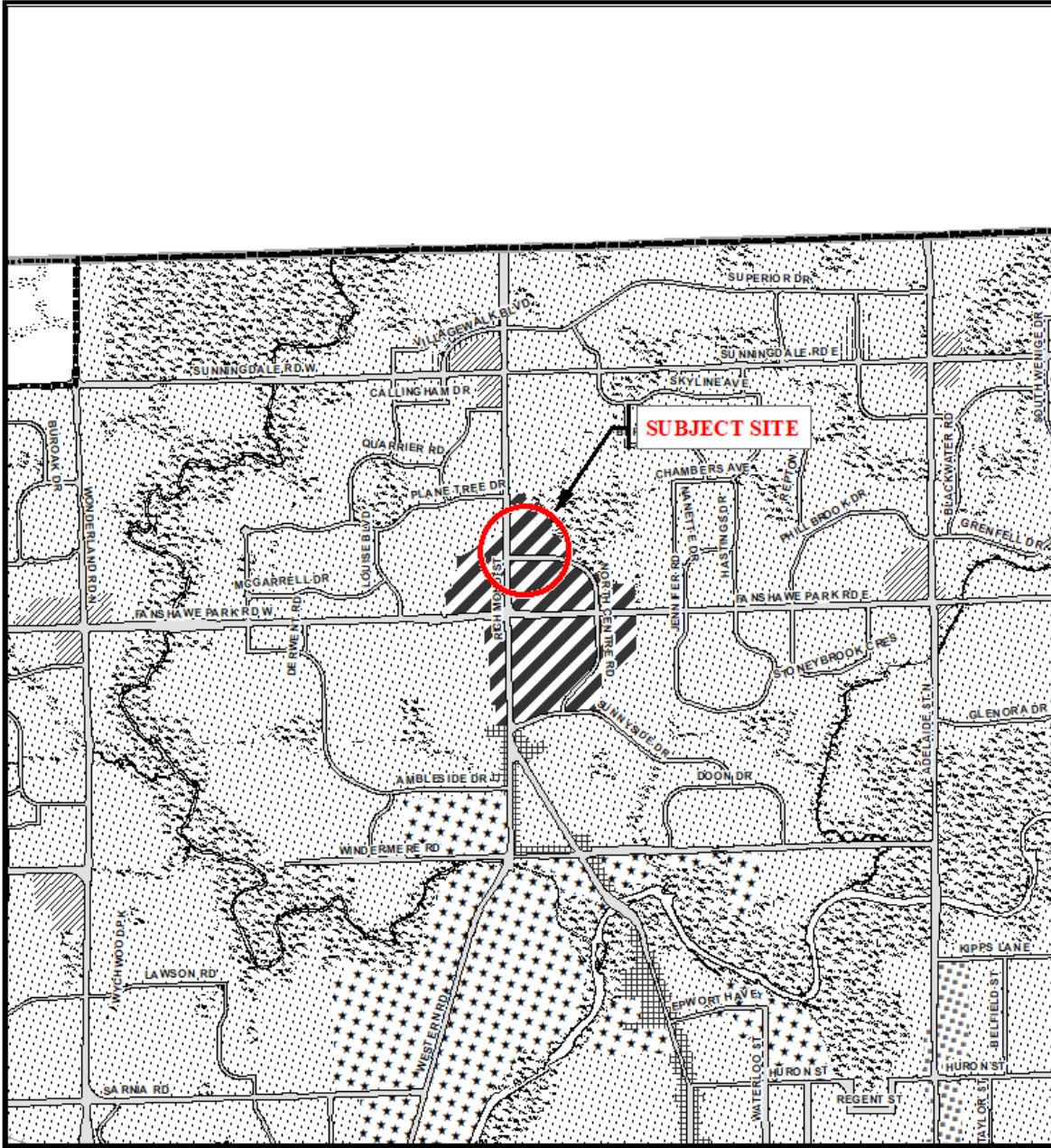
Appendix E – Relevant Background

Additional Maps



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

<p>CITY OF LONDON Planning Services / Development Services OFFICIAL PLAN SCHEDULE A - LANDUSE -</p> <p><small>PREPARED BY: Graphics and Information Services</small></p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: OZ-8874</p>
		<p>PLANNER: MC</p> <p>TECHNICIAN: MB</p> <p>DATE: 2018/04/13</p>



Legend

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

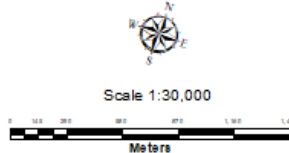
This is an excerpt from the Planning Division's working consolidation of Map 1 - Place Types of the London Plan, with added notations.

At the time of the printing of this map, the Rapid Transit EA is in progress. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of The London Plan.

CITY OF LONDON
 Planning Services /
 Development Services

LONDON PLAN MAP 1
- PLACE TYPES -

PREPARED BY: Planning Services



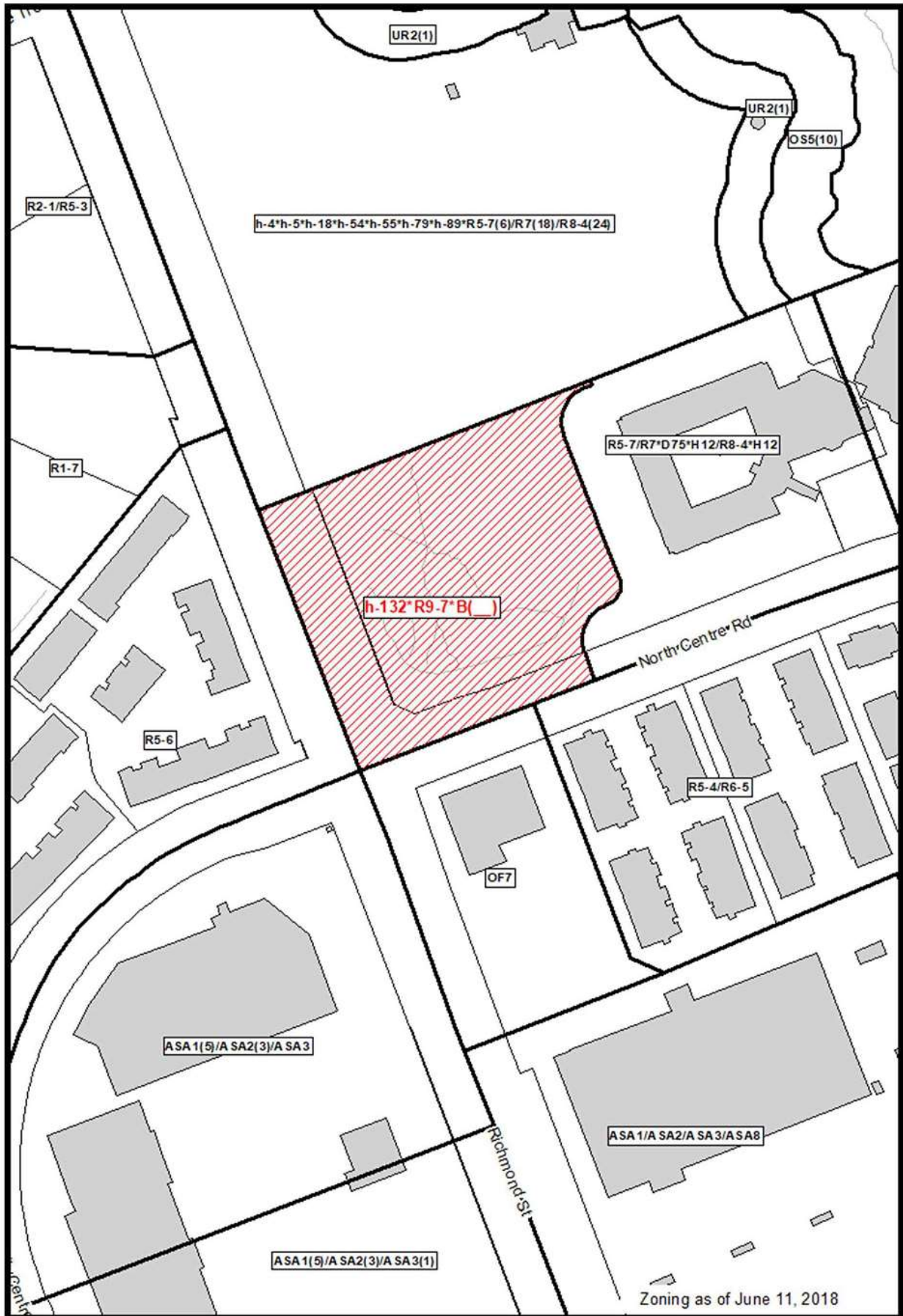
File Number: OZ-8874

Planner: MC

Technician: MB

Date: April 13, 2018

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



File Number: OZ-8874
Planner: MC
Date Prepared: 2018/06/14
Technician: MB
By-Law No: Z.-1-

SUBJECT SITE 

1:2,000

0 10 20 40 60 80 Meters

