

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee
From: George Kotsifas P. Eng.,
Managing Director, Development & Compliance Services and
Chief Building Official
Subject: 1635 Richmond (London) Corporation
1631-1649 Richmond Street
Public Participation Meeting on: July 22, 2019

Recommendation

That, on the recommendation of the Director, Development Services, the following actions be taken with respect to the application of 1635 Richmond (London) Corporation relating to the property located at 1631-1649 Richmond Street:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on July 30, 2019 to amend the Official Plan **BY AMENDING** policies 3.5.25 and 3.5.26 of the Specific Policies for Residential Areas;
- (b) the proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on July 30, 2019 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan as amended in part (a) above, **BY AMENDING** the Residential R9 Special Provision/Convenience Commercial Special Provision (R9-7(20)/CC4(3)) Zone and Residential R9 Special Provision (R9-7(23)) Zone;
- (c) the proposed by-law attached hereto as Appendix "C" **BE INTRODUCED** at the Municipal Council meeting on July 30, 2019, to amend The London Plan **BY AMENDING** specific policies 823_ and 825_ of the Transit Village Place Type;

IT BEING NOTED THAT the amendments will come into full force and effect concurrently with Map 1 and Map 7 of The London Plan.

Executive Summary

Summary of Request

The requested amendment will permit the development of a 7-storey, 291 unit apartment building. The requested amendment will also remove existing permissions for townhouse dwellings.

Purpose and the Effect of Recommended Action

The purpose and effect of the recommended action is to permit the development of a 7-storey, 291 unit apartment building with 196 parking spaces. The recommended action will further remove existing permissions for townhouse dwellings.

Rationale of Recommended Action

1. The recommended amendment is consistent with the Provincial Policy Statement, 2014;
2. The recommended amendment conforms to the in-force policies of The London Plan;
3. The recommended amendment conforms to the in-force policies of the 1989 Official Plan;
4. The recommended amendment conforms to the Richmond Street-Old Masonville Master Plan and Urban Design Guidelines.

Analysis

1.0 Site at a Glance

1.1 Property Description

The subject site is located on the west side of Richmond Street. Surrounding land uses include a mixed-use office/residential building to the north, CF Masonville Place to the east, low rise residential to the south, and low rise residential to the west. The site is currently undeveloped, however construction of a 6-storey apartment building is underway.



Figure 1: Subject site (northerly view from Richmond Street)



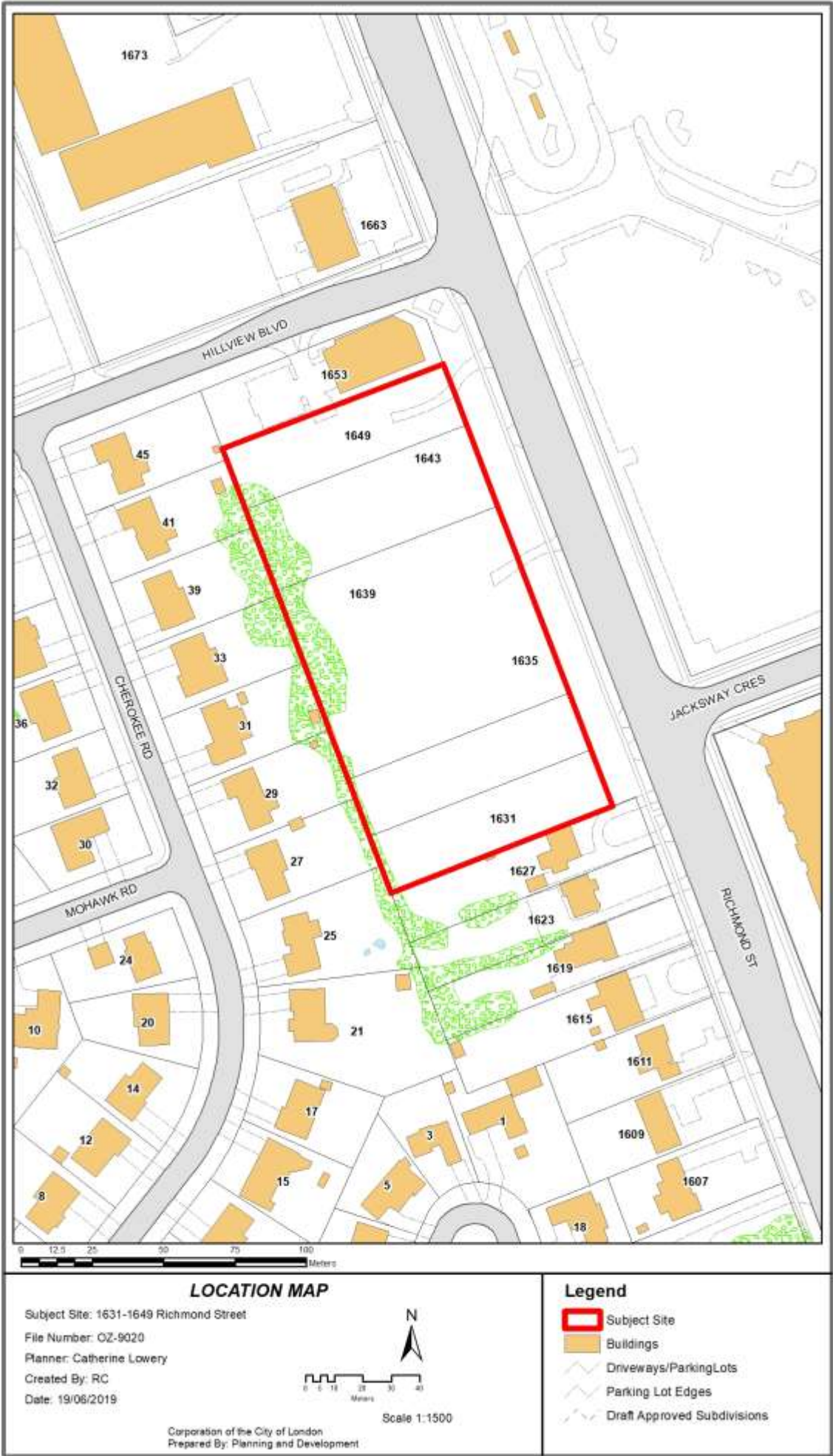
Figure 2: Subject site (southerly view from Richmond Street)

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

- Official Plan Designation – Multi-Family, Medium Density Residential; also subject to site specific policies
- The London Plan Place Type – Transit Village Place Type; also subject to site specific policies

- Existing Zoning – Residential R9 Special Provision/Convenience Commercial Special Provision (R9-7(20)/CC4(3)) Zone and a Residential R9 Special Provision (R9-7(23)) Zone

1.3 Location Map



1.4 Site Characteristics

- Current Land Use – Undeveloped
- Frontage – 166 metres (410 feet)
- Depth – 93 metres (230 feet)
- Area – 1.52 hectares (3.81 acres)
- Shape – Rectangular

1.5 Surrounding Land Uses

- North – Mixed-Use (Office/Residential)
- East – CF Masonville Place
- South – Low Rise Residential
- West – Low Rise Residential

1.6 Intensification

- The requested development proposes 291 residential units;
- The proposed units represent intensification within the Built-area Boundary;
- The proposed units would be constructed within the Primary Transit Area.

2.0 Description of Proposal

2.1 Development Proposal

The applicant is proposing two 7-storey apartment buildings with a total of 291 units and 196 parking spaces. Removal of previously approved townhouse dwellings is also proposed.

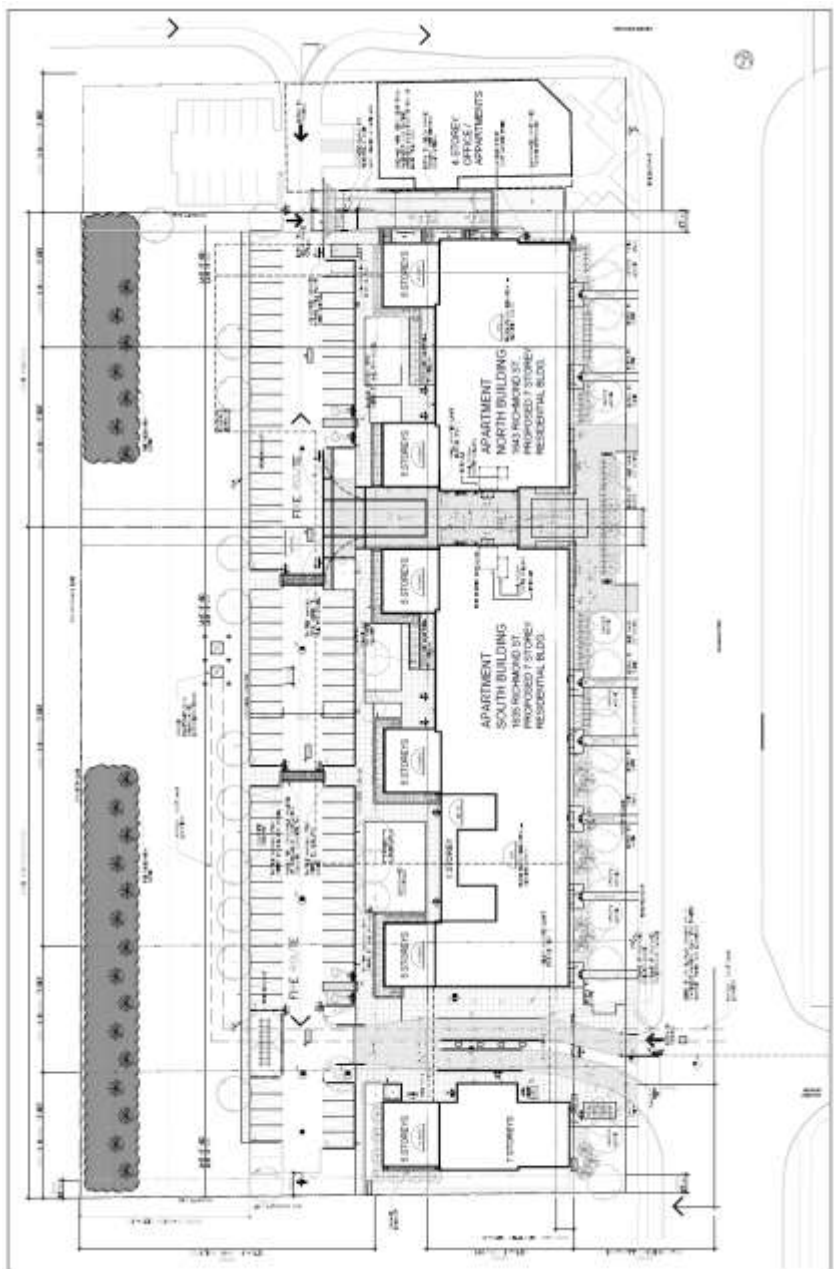


Figure 3: Conceptual site plan



Figure 4: Conceptual rendering (front view from Richmond Street)



Figure 5: Conceptual rendering (back view)

3.0 Relevant Background

3.1 Planning History

In April of 2004, an application for a Zoning By-law amendment was received for the lands at 1639 Richmond Street requesting that the subject property be rezoned to permit cluster townhouse and stacked townhouse uses (Z-6670). Recognizing the merit in considering the development of this portion of the Richmond Street corridor/Masonville Node in a more comprehensive manner, City Staff were subsequently directed to initiate a Zoning By-law amendment application for the remainder of the lands along the corridor comprising 1607-1653 Richmond Street (Z-6673).

As a result of the City initiated re-zoning process in 2004, Council amended the Zoning By-law to permit the development of cluster dwellings in the form of single detached, semi-detached, and townhouses for the lands between 1607-1653 Richmond Street. This Zoning By-law included an “h-5” holding provision requiring that a public site plan review be conducted and the applicant enter into a development agreement with the municipality prior to its removal.

In September of 2009, the property owner submitted an application to remove the “h-5” holding provision for the lands at 1639 Richmond Street in order to facilitate a proposed cluster townhouse development and a public site plan review was conducted at a meeting of the Planning Committee (H-7705). Site Plan Staff recommended that the proposed site plan, landscape plan, building elevations and development agreement be approved.

Notwithstanding the recommendation of Site Plan Staff, this application was referred back to Staff in order to address community concerns. In December of 2009, the property owner appealed the application for site plan approval to the Ontario Municipal Board (OMB) on the basis that the municipality failed to make a decision on approval of the application within the 30-day prescribed time period. In January of 2010, the property owner also appealed the request to remove the holding provision to the OMB on the basis of the municipality's non-decision. In September of 2010, the OMB issued a decision indicating that it was satisfied that the proposed development was consistent with the Official Plan and Zoning By-law and approved the site plan and ordered that the holding provision be lifted. Municipal Council subsequently lifted the "h-5" holding provision at 1639 Richmond Street in November of 2010.

On March 7, 2011, in light of continuing community concerns regarding the approved site plan and cluster townhouse development proposed for 1639 Richmond Street, the Built and Natural Environment Committee (BNEC) received a letter from the ward councillor requesting that a City-initiated zoning amendment be undertaken for these lands to consider a form and intensity of development that:

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

On March 21, 2011, Municipal Council resolved:

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

In response to this Council resolution, Planning Staff undertook a series of consultation sessions with representatives of the Old Masonville Community, the owner of 1639 Richmond Street, Civic Administration, and the Ward Councillor. The result of these collaborative consultation efforts was a new vision for the lands encompassing 1607-1653 Richmond Street which adds residential intensity along the Richmond Street corridor and Masonville node while increasing the setbacks from the existing single detached dwellings to the south and west, reducing the number of bedrooms per dwelling unit, and appealing to a wide mix of residents.

On October 17, 2011 Planning Staff reported back to the Built and Natural Environment Committee indicating that Civic Administration had initiated an application for Official Plan and Zoning By-law amendments for these lands (OZ-7965), consistent with the March 21, 2011 Council resolution, and, additionally, were preparing a Master Plan to be considered for adoption as a Guideline Document to the Official Plan. At this time, Civic Administration were also directed to have a traffic impact assessment prepared to assist with area transportation policies and development conditions, to identify the costs associated with storm sewer capacity improvements required to accommodate the proposed development between Hillview and Shavian Boulevards, and to identify sources of financing to undertake these works in 2012.

On January 10, 2012, Council resolved to introduce a series of by-laws to amend the Official Plan and Zoning By-law. The proposed amendments were intended to facilitate development that is consistent with the concept prepared collaboratively by the range of

stakeholders during the 2011 planning process. Further to Council's general support for the proposed amendments, it was resolved that:

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

The above clause withheld three readings of the enacting by-laws in order to provide assurance to the City and the Community that the development of 1631, 1635 and 1639 Richmond Street would proceed in a manner consistent with the concept prepared collaboratively among stakeholders. Planning Staff had preferred the use of a holding provision on all of the properties, however the owner of 1639 Richmond Street expressed concern with the use of the holding provision on his lands. The recommendation to withhold three readings of the enacting by-laws until site plan approval was obtained for the apartment proposal was viewed by Staff as a suitable compromise.

In October of 2013, Planning Staff received correspondence from the owner of 1631, 1635, and 1639 Richmond Street expressing his on-going commitment to undertake construction of the proposed development concept created in collaboration with the community, but also expressing a concern about the cost and uncertainty of undertaking a site plan approval process which will culminate in the introduction of the three readings of the by-laws which may then subsequently be appealed to the Ontario Municipal Board. As an alternative, the property owner requested that the City revise the previous amendments such that his lands be rezoned to facilitate the proposed development concept with holding provisions, consistent with the approach favoured by Planning Staff in 2011. The intended result was to be that: the property owner would achieve certainty with regard to his land use permissions prior to him initiating the Site Plan approval process; the community would obtain safeguards in the form of holding provisions which would require that the proposed development concept be approved prior to the removal of the holding provision; and, the City would also benefit by knowing that any investment made in the form of stormwater infrastructure improvements would be adequately sized to accommodate a certain form of development.

As a result of the property owner's request and Staff's previous support for the use of holding provisions on the properties including 1631, 1635 and 1639 Richmond Street, Planning Staff prepared a report to the Planning and Environment Committee seeking direction to initiate new applications which would provide for a form of development that is consistent with the concept plan developed through the 2011 planning process but include the use of holding provisions to secure certainty in the final design of future development.

On November 19, 2013, Municipal Council resolved that on the recommendation of the Managing Director, Planning and City Planner, the following actions be taken with respect to the lands on the West Side of Richmond Street, between Hillview Boulevard and Shavian Boulevard:

- (a) Civic Administration **BE DIRECTED** to process an amended Zoning By-law amendment application and to re-initiate discussions with the community regarding the implementation of the proposed development concept for the lands located at 1631, 1635 and 1639 Richmond Street, as appended to the staff report dated November 12, 2013 as Appendix "A"; it being noted that Appendix "A" was developed collaboratively with the property owner (Mr. Farid Metwaly), staff and members of the community and provided the basis for the previously proposed amendments; it being further noted that on January 10, 2012, the Municipal Council resolved to withhold three readings of the enacting by-laws for the previously initiated Official Plan and Zoning By-law amendments until such time as the owner of 1631, 1635 and 1639 Richmond Street obtains site plan approval for these lands to ensure that development proceeds in accordance with the proposed development concept; it also being noted that the Civic Administration has*

previously initiated an application for Official Plan and Zoning by-law amendments for these lands at the direction of the Municipal Council and prepared a Master Plan to be considered for adoption as a Guideline Document to the Official Plan.

On January 21, 2014, revised Official Plan and Zoning By-law amendments were presented to the Planning and Environment Committee to allow for adoption of the previously considered approvals with holding provisions to provide further assurances as to the ultimate form of development. On January 28, 2014, Municipal Council adopted the recommended Official Plan and Zoning By-law amendments which resulted in the re-designation of the subject lands to “Multi-Family, Medium Density Residential”, the adoption of special Official Plan policies to Section 3.5 – Policies for Specific Residential Areas of the Official Plan, the adoption of the *Richmond Street Old-Masonville Master Plan and Urban Design Guidelines* as a guideline document to the Official Plan and the rezoning of the subject properties to allow for the development of multiple attached dwellings such as row houses or cluster houses, low-rise apartment buildings, small scale nursing homes, rest homes, and homes for the aged with a convenience commercial component. Holding provisions were also applied to ensure development occurs in accordance with the *Richmond Street-Old Masonville Master Plan and Urban Design Guidelines*.

On February 27, 2014, appeals were submitted by McKenzie Lake Lawyers LLP on behalf of Richmond Medical Centre Inc. (owner of 1653 Richmond Street), and Circelli Law on behalf of Anthony Circelli (owner of 1609 Richmond Street), in opposition to Municipal Council's decision to approve the Official Plan and Zoning By-law amendments. On October 20, 2014, Mr. Circelli withdrew his appeal leaving Richmond Medical Centre Inc. as the sole appellant. At the time of appeal, Richmond Medical Centre Inc. had also submitted an application to the City for a site specific Official Plan and Zoning By-law amendment to allow for the development of a small-scale medical/dental office at 1653 Richmond Street (OZ-8310), which was adopted by Municipal Council on October 14, 2014. Following approval of this Official Plan and Zoning By-law Amendment, the parties came to an agreement and the Ontario Municipal Board allowed the appeal of Richmond Medical Centre Inc. on February 4, 2015.

On May 19, 2015, a public participation meeting was held related to Site Plan Control application SP-15011562. On September 15, 2015, Municipal Council removed the holding provisions (H-8519) and on December 22, 2015, conditional Site Plan Control Approval was granted for two six-storey apartment buildings and 18 townhouse dwellings (220 units total). This approved development concept is currently under construction.

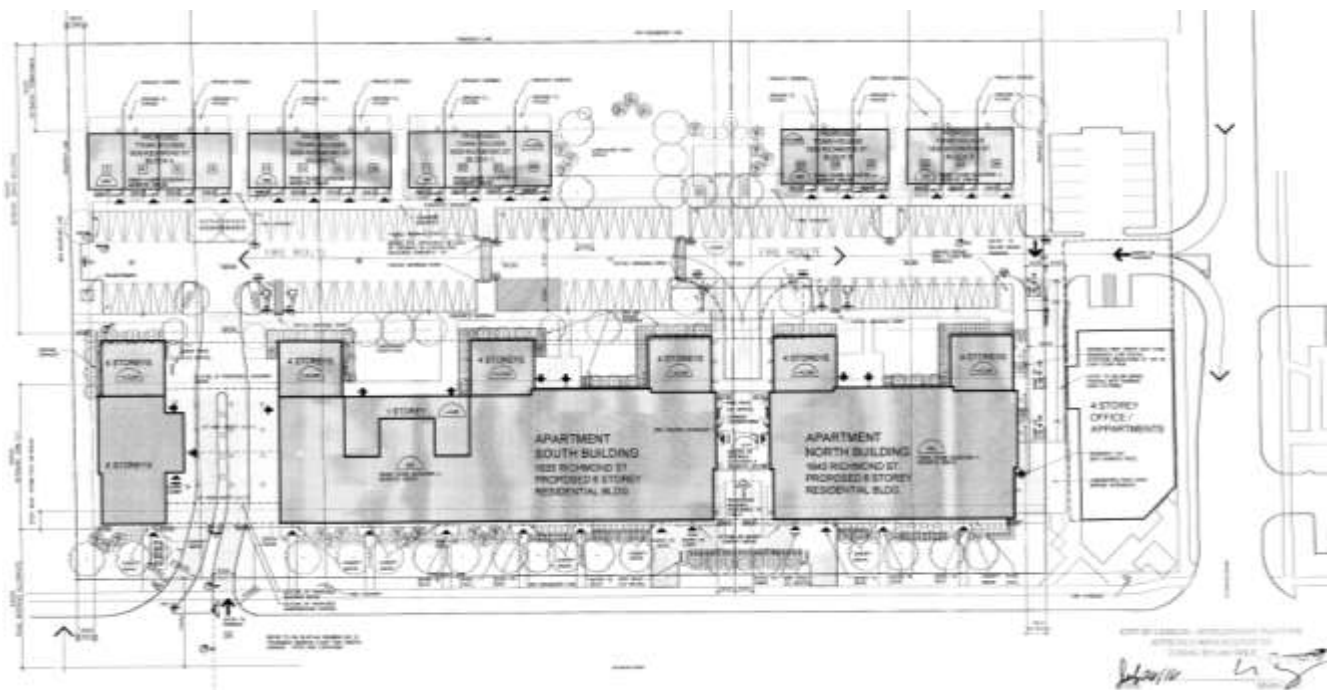


Figure 6: Approved site plan (SP-15011562)

3.2 Requested Amendment

The applicant is requesting to rezone the subject lands to amend the existing

Residential R9 Special Provision/Convenience Commercial Special Provision (R9-7(20)/CC4(3)) Zone and Residential R9 Special Provision (R9-7(23)) Zone. Amended special provisions would permit an increased maximum building height of 22 metres, (whereas a maximum of 20 metres is permitted), a reduced minimum parking supply of 196 spaces (whereas 205 spaces are required), and remove special provisions related to cluster townhouses. An additional special provision requiring a minimum 28 metre setback from the rear property line to the surface parking is also recommended.

3.3 Community Engagement (see more detail in Appendix B)

Two written responses were received from neighbouring property owners, which will be addressed later in this report. One response expressed support for the requested amendment, while the other identified concerns related to the additional height. Two phone calls were received; one requesting clarification and one expressing concerns regarding traffic.

Prior to submission of the complete application, the applicant hosted a community information meeting to present the proposed changes to the approved development concept. This meeting was held on April 18, 2018.

3.4 Policy Context (see more detail in Appendix C)

The Provincial Policy Statement, 2014

The Provincial Policy Statement (PPS) 2014, provides policy direction on matters of provincial interest related to land use planning and development. All decisions affecting land use planning matters shall be “consistent with” the policies of the PPS.

Section 1.1 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 directs cities to make sufficient land available to accommodate this range and mix of land uses to meet projected needs for a time horizon of up to 20 years. Planning authorities are also directed to provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents (1.4). Further, a land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation (1.6.7.4).

The London Plan

The London Plan is the new Official Plan for the City of London (Council adopted, approved by the Ministry with modifications, and the majority of which is in force and effect). *The London Plan* policies under appeal to the *Local Planning Appeals Tribunal* (Appeal PL170100) and not in force and effect are indicated with an asterisk throughout this report. *The London Plan* policies under appeal are included in this report for informative purposes indicating the intent of City Council, but are not determinative for the purposes of this planning application.

The subject site is in the Transit Village Place Type of The London Plan on a Rapid Transit Boulevard, as identified on *Map 1 – Place Types and *Map 3 – Street Classifications. The site is also subject to Specific Policy Areas 9 and 10 for the Transit Village Place Type pertaining to the Richmond Street-Old Masonville Area and 1643, 1649, and 1653 Richmond Street, as identified on *Map 7 – Specific Policy Areas.

1989 Official Plan

The subject site is designated Multi-Family, Medium Density Residential in the 1989 Official Plan. The site is also subject to specific policies pertaining to 1643, 1649, and 1653 Richmond Street and the Richmond Street-Old Masonville area, which are verbatim to those of The London Plan.

4.0 Key Issues and Considerations

4.1 Issue and Consideration # 1: Use, Intensity, and Form

Provincial Policy Statement, 2014 (PPS)

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 (including, affordable housing and housing for older persons), employment and institutional uses to meet long-term needs. It promotes cost-effective development patterns and standards to minimize land consumption and servicing costs. The PPS encourages settlement areas to be the main focus of growth and their vitality and regeneration shall be promoted (1.1.3). 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 surrounding infrastructure, public service facilities and are also transit-supportive (1.1.3.2).

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). It encourages 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 (1.4.3).

The recommended amendment will facilitate a transit-oriented development within an established settlement area with an appropriate level of infrastructure and public service facilities available. The proposed 7-storey apartment buildings contribute to a mix of housing types, support active transportation, and provide choice and diversity in housing options. No new roads or infrastructure are required to service the site, therefore the development makes efficient use of existing services. As such, the recommended amendment is consistent with the policies of the PPS.

The London Plan

The Transit Villages identified in The London Plan are located in existing built-up areas. However, all of these locations have opportunities for significant infill, redevelopment, and an overall more efficient use of the land. A more compact, efficient built form is essential to support our transit system and create an environment that places the pedestrian and transit user first (809_). Permitted uses within this place type include a broad range of residential, retail, service, office, cultural, institutional, hospitality, entertainment, recreational, and other related uses (811_1). Normally, buildings within the Transit Village Place Type will be a minimum of either two storeys or eight metres in height and will not exceed 15 storeys (*813_1).

The site is subject to specific policies for the Transit Village Place Type pertaining to the Richmond Street-Old Masonville Area and 1643, 1649, and 1653 Richmond Street. These lands are situated along an important gateway into the City of London from the north, along an important transit corridor, and are adjacent to Masonville Mall, a regional activity centre and major node. Given the prominent location, it is desirable to increase the net residential density of these lands to facilitate the development of an aesthetically pleasing, functional, and transit-supportive residential development while simultaneously preserving the residential amenity of the abutting low density residential lands to the west and south, and providing for a limited amount of accessory commercial space intended to service the day-to-day convenience needs of the future residents and immediate neighbourhood (821_).

The specific policies pertaining to this site establish a number of policies to achieve a

transit-oriented, pedestrian-friendly design. Key principles include: increased setbacks from the low density residential areas to the west of the subject lands, requiring a mix of bedroom counts of 1, 2, and 3 bedroom units, implementing a mix of at-grade and underground parking to provide greater opportunity for landscaped open space (822_1-5). Further, apartment buildings shall be oriented toward the Richmond Street Corridor with front yard depths from apartment buildings to Richmond Street minimized and decreased building heights from east to west (822_6-8).

A number of considerations have been given to the design of the proposed development to satisfy these principles. The buildings have been oriented toward Richmond Street with a 50 metre rear yard setback providing separation from the existing low density residential properties to the west. As well, both at-grade and underground parking has been provided, along with a 28 metre setback separating the at-grade parking lot from the properties to the west. The existing zoning restricts the number of bedrooms to three per unit and as no change to this regulation has been requested, the bedroom cap will be maintained. The buildings have been oriented such that they front Richmond Street with minimized front yard setbacks. The building height steps down to 5-storeys on the westerly side of the building, providing a transition towards the low density residential properties to the west.

Notwithstanding the general policies of the Transit Village Place Type, the specific policies for the Richmond Street-Old Masonville Area and 1643, 1649, and 1653 Richmond Street apply a maximum density of 200 units per hectare and a maximum building height of 6-storeys for apartment buildings. The applicant is proposing to remove the townhouse dwellings previously approved for this site in return for the seventh storey on the apartment buildings, resulting in a combined density of approximately 188.76 units per hectare. However, the addition of the seventh storey exceeds the maximum building height of 6-storeys permitted by the specific policies, resulting in the need for an amendment to The London Plan.

The proposed development is consistent with the previously approved development concept, which is currently under construction on the subject site. Staff is satisfied that removal of the previously proposed townhouse dwellings and the addition of a seventh storey is appropriate for this site and further, conforms to the general policies of the Transit Village Place Type and the specific policies for the Richmond Street-Old Masonville Area and 1643, 1649, and 1653 Richmond Street. As such, staff is satisfied the recommended amendment is in conformity with The London Plan.

1989 Official Plan

In the Multi-Family, Medium Density Residential designation the primary permitted uses include multiple-attached dwellings, such as row houses or cluster houses; low-rise apartment buildings; rooming and boarding houses; emergency care facilities; converted dwellings; and small-scale nursing homes, rest homes and homes for the aged (3.3.1). Height and density limitations in the Multi-Family, Medium Density Residential designation are normally 4-storeys and 75 units per hectare (3.3.3.i) and 3.3.3.ii)). However, the site is also subject to specific policies applicable to the west side of Richmond Street and the Richmond Street-Old Masonville area, which establish site specific height and density permissions for this site as well as various design objectives and criteria consistent with that of The London Plan.

The specific policies pertaining to 1643, 1649, and 1653 Richmond Street and the Richmond Street-Old Masonville Area are verbatim to those in The London Plan, as they have been perpetuated in the specific policies for the Transit Village Place Type. As such, staff is satisfied the recommended amendment is in conformity with the 1989 Official Plan.

Richmond Street – Old Masonville Master Plan and Urban Design Guidelines

The initial 6-storey apartment development and townhouse proposal has received Site Plan Approval and is currently under construction. Through the Site Plan process, the proposed development was reviewed under the *Richmond Street – Old Masonville*

Master Plan and Urban Design Guidelines to ensure the design was in accordance with the adopted guidelines. The site and building design at that time were considered to be in accordance with the following relevant principles:

- Orient buildings along Richmond Street so that Richmond Street façades have multiple visible front entrances to provide an active pedestrian environment.
- Create a defined street wall along Richmond Street by providing building frontage along no less than 75 percent of the eastern property line of the subject lands to support the visual and spatial continuity of the streetscape.
- Provide multiple pedestrian connections into the interior of the subject lands from Richmond Street.
- Provide private rear yard amenity space for the westerly townhouses toward the western property line so that this private rear yard amenity space for the townhouses abuts the private rear yard amenity space of the existing dwellings along Cherokee Road.
- Provide visual interest at the terminus of the driveway directly across from Jacksway Crescent through building location and architectural detail and/or landscape features to provide a visually attractive sightline into the subject lands.
- Design building façades to express a defined base proportionally, approximately one third of the height of the building, a middle, and a top to contribute to a human-scaled measured pedestrian environment, conceal roof top mechanical equipment, and provide a visually interesting skyline.
- Break up building massing by employing recesses and projections that are prominent enough to provide visual interest and assist in providing solar protection.
- Use high quality building materials, such as masonry, that are compatible within the context of the existing streetscape.
- Balance the proportion of façade cladding to ensure that there is a minimum of 50 percent glazing on apartment frontages facing Richmond Street and apartment frontages facing Hillview Boulevard.
- Outdoor living spaces of individual living units should be provided in the form of fully- or partially-recessed balconies, consistent with the built form of the multi-storey residential buildings in the neighbourhood, to maximize the privacy of the spaces from the public realm. Where outdoor living spaces cannot be provided, a Juliet balcony should be provided.
- Building corners that are highly visible from the public realm should have a high degree of architectural detail. The built corner at the intersection of Hillview Boulevard and Richmond Street as well as the built corners at the entry to the site across from Jacksway Crescent at Richmond Street require special architectural attention. Other building corners that are visible from the public realm should also be addressed through additional architectural details.
- Clearly define the first storey of buildings by employing overhead weather protection and using contrasting materials and/or colours to provide a human-scaled environment along Richmond Street and Hillview Boulevard.
- Provide a sensitive transition to the existing structures abutting the subject lands by gradually decreasing the building height from north to south and from east to west within the subject lands.
- Design the westerly townhouses to be compatible in massing and architectural

style with the single detached dwellings along Cherokee Road, particularly in providing pitched roofs and exterior masonry cladding.

- Provide for residents outdoor common amenity spaces, which are located and designed to maximize potential use.
- Use landscaping to clearly delineate outdoor public and private space and improve pedestrian wayfinding.
- Screen the western and southern property lines with a continuous combination of fencing and dense landscaping to maximize privacy between abutting outdoor uses.
- Preserve existing mature tree coverage within the required rear yard and side yard setbacks along the western and southern perimeters of the subject lands.
- Provide tree cover within the site and along the Richmond Street to provide shade for pedestrians and generally reduce solar gain.

As part of the complete Official Plan and Zoning By-law Amendment application, the applicant provided an Urban Design Brief addressing the necessary design considerations under the 1989 Official Plan, The London Plan, and the *Richmond Street-Old Masonville Master Plan and Urban Design Guidelines*. The amended development proposal is generally consistent with the approved 6-storey development concept, with the exception of the seventh storey and removal of townhouse dwellings. As such, staff is satisfied the recommended amendment and revised building design to include an additional storey is in accordance with the principles of the *Richmond Street-Old Masonville Master Plan and Urban Design Guidelines*.

Urban Design staff have reviewed the conceptual site plan, conceptual renderings, and Urban Design Brief submitted in support of the application and offered the following comment:

As the building is now proposed to be 7 storeys in height, provide a set back above the fifth or sixth storey in order to provide for a more human scale along the Richmond Street corridor. Alternatively, provide for alternate design (change in material and/or fenestration) on the top two floors of the building in order to break up the massing.

It is noted that refinement of the building design, including use of materials, will be addressed through a future Site Plan process.

4.2 Issue and Consideration # 2: Parking and Traffic

As part of the requested amendment, the applicant is seeking a parking reduction to permit a total of 196 spaces, whereas 205 spaces are required. A minor variance was approved in 2017 (A.159/17) to permit 148 parking spaces for the 220 units proposed at that time (0.67 spaces per unit). 57 additional parking spaces at a rate of 0.8 spaces per unit are required for the 71 new units proposed through this application. Given the site's location within a Transit Village and proximity to existing transit services (including a transit hub at CF Masonville Place), staff is satisfied the requested reduction of nine spaces is minor and appropriate. The requested parking reduction contributes to a transit-oriented and pedestrian-friendly development that is intended for this area of the city.

Through the circulation of this application, the Old Masonville Ratepayers Association requested the 28 metre setback from the rear property line to the surface parking lot, as shown on the conceptual site plan in Figure 3, be formalized through the zoning. The intent of this additional regulation is to give added comfort to the community that the landscaped open space buffer between the proposed development and neighbouring residential properties will be maintained in a manner that is consistent with the Design Guidelines and Special Policies. Staff and the applicant are agreeable to this suggestion

and as such, an additional special provision is recommended requiring a minimum 28 metre setback from the surface parking lot to the rear property line.

One member of the public expressed concerns regarding traffic congestion as a result of the development, as well as vehicles stopping on Richmond Street in front of the proposed buildings. A Traffic Impact Assessment was undertaken through the review of the previous development proposal for the site, which concluded that traffic impacts would be minimal. As well, the site has been designed such that egress would be restricted to right turns only in order to alleviate congestion on Richmond Street and Hillview Boulevard. A left turning lane has been constructed on Hillview Boulevard giving access to the subject site and the mixed-use building at 1653 Richmond Street. Access to surface parking at the rear of the site for pick-up and drop-off would be provided via the internal private driveway, avoiding the need for vehicles to stop along Richmond Street.

More information and detail is available in the appendices of this report.

5.0 Conclusion

The recommended amendment is consistent with the Provincial Policy Statement and conforms to the relevant in-force policies of The London Plan, including but not limited to the Transit Village Place Type, and the in-force policies of the 1989 Official Plan. Further, the recommended amendment is in accordance with the *Richmond Street-Old Masonville Master Plan and Urban Design Guidelines*, and will facilitate transit-oriented, pedestrian-friendly development that is appropriate for the site and contributes to a mix of housing types.

Prepared by:	Catherine Lowery, MCIP, RPP Planner II, Development Services
Recommended by:	Paul Yeoman, RPP, PLE Director, Development Services
Submitted by:	George Kotsifas, P.ENG Managing Director, Development and Compliance Services and Chief building Official
Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Development Services.	

Appendix A

Bill No. (number to be inserted by Clerk's Office)
2019

By-law No. C.P.-1284-
A by-law to amend the Official Plan for
the City of London, 1989 relating to 1631-
1649 Richmond Street.

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

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

PASSED in Open Council on July 30, 2019.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – July 30, 2019
Second Reading – July 30, 2019
Third Reading – July 20, 2019

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

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to amend a policy in Sections 3.5.25 and 3.5.26 of the Official Plan for the City of London to permit a maximum height of 7-storeys for apartment buildings and to remove townhouse permissions.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 1631-1649 Richmond Street in the City of London.

C. BASIS OF THE AMENDMENT

The recommended amendment is consistent with the Provincial Policy Statement, 2014 and is in conformity with the 1989 Official Plan. The recommended amendment will facilitate the development of 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:

1. Section 3.5.25 of the Official Plan for the City of London is repealed in its entirety and replaced with the following:

The subject lands are located on the west side of Richmond Street, south of Hillview Boulevard, including the lands that are municipally known as 1643, 1649 and 1653 Richmond Street. These lands are situated along an important gateway into the City of London from the north, along a future rapid transit corridor, and are adjacent to Masonville Mall, a regional activity and employment centre. Given the prominent location of the subject lands, it is desirable to increase the scale of development and range of uses permitted on these lands. It is intended that the following site-specific policies will facilitate the development of an aesthetically pleasing, functional and transit-supportive development which simultaneously preserves the residential amenity of the abutting low density residential lands to the west. A limited amount of medical/dental office space within a mixed-use building may be provided to service surrounding neighbourhoods and provide an effective pedestrian oriented interface with the corner of Richmond Street and Hillview Boulevard. Future development of these lands shall be generally in accordance with a conceptual block development plan developed in support of a Zoning By-law amendment application which meets the general intensification criteria outlined in Section 3.2.3 and the Urban Design Principles outlined in Section 11 of the Official Plan as well as the following site-specific policies:

- a) For the lands located at 1643 and 1649 Richmond Street, the permitted uses shall include apartment buildings. For the lands located at 1653 Richmond Street, the permitted uses shall include apartment buildings and small-scale medical/dental offices up to a maximum gross floor area

of 430m² within the ground floor of an apartment building. For the lands located at 1643, 1649 and 1653 Richmond Street, the location of apartment buildings shall be restricted to the eastern portion of these properties, thereby locating the maximum heights and densities away from the existing single detached dwellings to the west.

- b) Notwithstanding the height and density maximums identified in the general Multi-Family, Medium Density Residential policies, a maximum density of 200 units per hectare shall be permitted, subject to the regulations of the Zoning By-law. A maximum height of up to 6-storeys shall be permitted for 1653 Richmond Street and a maximum height of up to 7-storeys shall be permitted for 1643 and 1649 Richmond Street, subject to the regulations of the Zoning By-law.
- c) The development of the subject lands will occur in a comprehensive manner wherein internal driveway connections are required to connect various phases of development and redevelopment as well as properties to the south including 1607-1639 Richmond Street. The properties at 1607-1639 Richmond Street will be developed for residential uses and include convenience commercial uses at 1631 and 1635 Richmond Street. Similarly, mutual access to underground parking facilities may be provided to properties within this block to connect various phases of development. Mutual access to Hillview Boulevard shall be provided through these properties for the benefit of all of the subject properties identified in this special policy as well as all properties located south of the subject lands, on the west side of Richmond Street including 1607-1639 Richmond Street.
- d) Applications for Zoning By-law amendments will require the submission of a comprehensive block development plan which shall include a site plan and conceptual building elevations, which conform to the policies of this Section. Holding provisions may be utilized to ensure a development agreement is entered into with the City of London which provides assurances that the ultimate form of development be consistent with the conceptual block development plan. The requirement to provide a conceptual block development plan is intended to ensure that development, which may occur in phases over time, generally appears and functions as a comprehensive development.
- e) Other principles that will guide the development of the conceptual block development plan and the associated zoning regulations include:
 - i) Minimum setback distances from low density residential properties to the west shall be specified in the Zoning By-law in order to provide for significant buffering opportunities.
 - ii) The construction of below-grade parking shall be required. Limited opportunities for surface parking may be provided. Above-grade parking structures shall not be permitted. Additional below-grade

parking shall be encouraged to reduce the amount of surface parking area and, if required, to maintain the minimum lot coverage and landscaped open space requirements specified in the Zoning By-law.

- iii) Apartment buildings shall include primary entrances oriented toward the Richmond Street corridor. Primary entrances may be oriented toward the corner of Richmond Street and Hillview Boulevard along the northern portion of the site.
- iv) Yard depths from the apartment buildings to Richmond Street and Hillview Boulevard shall be minimized.
- v) Existing vegetation along the western property line shall be retained to the greatest extent possible with additional vegetation maximized to provide for privacy between the subject lands and the abutting low density residential uses to the west.

2. Section 3.5.26 of the Official Plan for the City of London is repealed in its entirety and replaced with the following:

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

- i) In addition to the requirements identified in the Richmond Street-Old Masonville Master Plan and Urban Design Guidelines, the key principles to be implemented through the development of these lands include the following:
 - Increasing setback distances from low density residential areas to the west and south of the subject lands to provide for enhanced buffering opportunities.
 - Facilitating appropriate intensity by establishing a cap on the number of bedrooms at 3 per dwelling unit.
 - Apartment buildings shall be required to include a mix of 1, 2, and 3 bedroom units.

- Mitigation of impacts onto the surrounding established low density residential neighbourhood by lowering the maximum height of townhouse dwellings and restricting the above-grade height of basements through the use of zoning regulations.
- Implementing a mix of at-grade and below-grade parking to provide opportunities for more landscaped open space. Above-grade parking decks shall not be permitted. Below-grade parking shall be utilized in the development of the properties located at 1631, 1635, 1639, 1643, 1649 and 1653 Richmond Street in the event that parking requirements cannot be provided at grade without an accompanying reduction in the lot coverage and/or landscaped open space coverage regulations.
- Apartment buildings shall be oriented toward the Richmond Street corridor as well as Hillview Boulevard along the northern perimeter.
- Front yard depths from the apartment buildings to Richmond Street and Hillview Boulevard shall be minimized.
- Decreasing the height of the buildings from east to west and from north to south such that the greatest heights shall be located at the northern and eastern portions of the subject lands with lower heights along the western and southern portion of the subject lands.
- Retaining existing vegetation and providing for dense landscaping to maximize privacy between the subject lands and the abutting low density residential properties to the west and south.
- Limiting the number of townhouse dwellings to four per block to break up the visual massing.
- Require the comprehensive development of these lands through the use of internal driveway access and limited mutual access points.

ii) In addition to the Richmond Street-Old Masonville Master Plan and Urban Design Guidelines and the key principles identified above, the following policies will provide additional guidance for the development of these lands:

- a) For the lands located at 1607, 1609, and 1611 Richmond Street, the permitted uses shall be cluster townhouses and cluster stacked townhouses. The location of the cluster stacked townhouses shall be restricted to the eastern portion of 1609 and 1611 Richmond Street, directly abutting the Richmond Street corridor, thereby locating the maximum heights and densities away from the abutting low density residential lands to the south and west. To implement these uses, a maximum net density of 45 units per hectare shall be permitted and the maximum height of the permitted uses shall be regulated by the Zoning By-law. Mutual

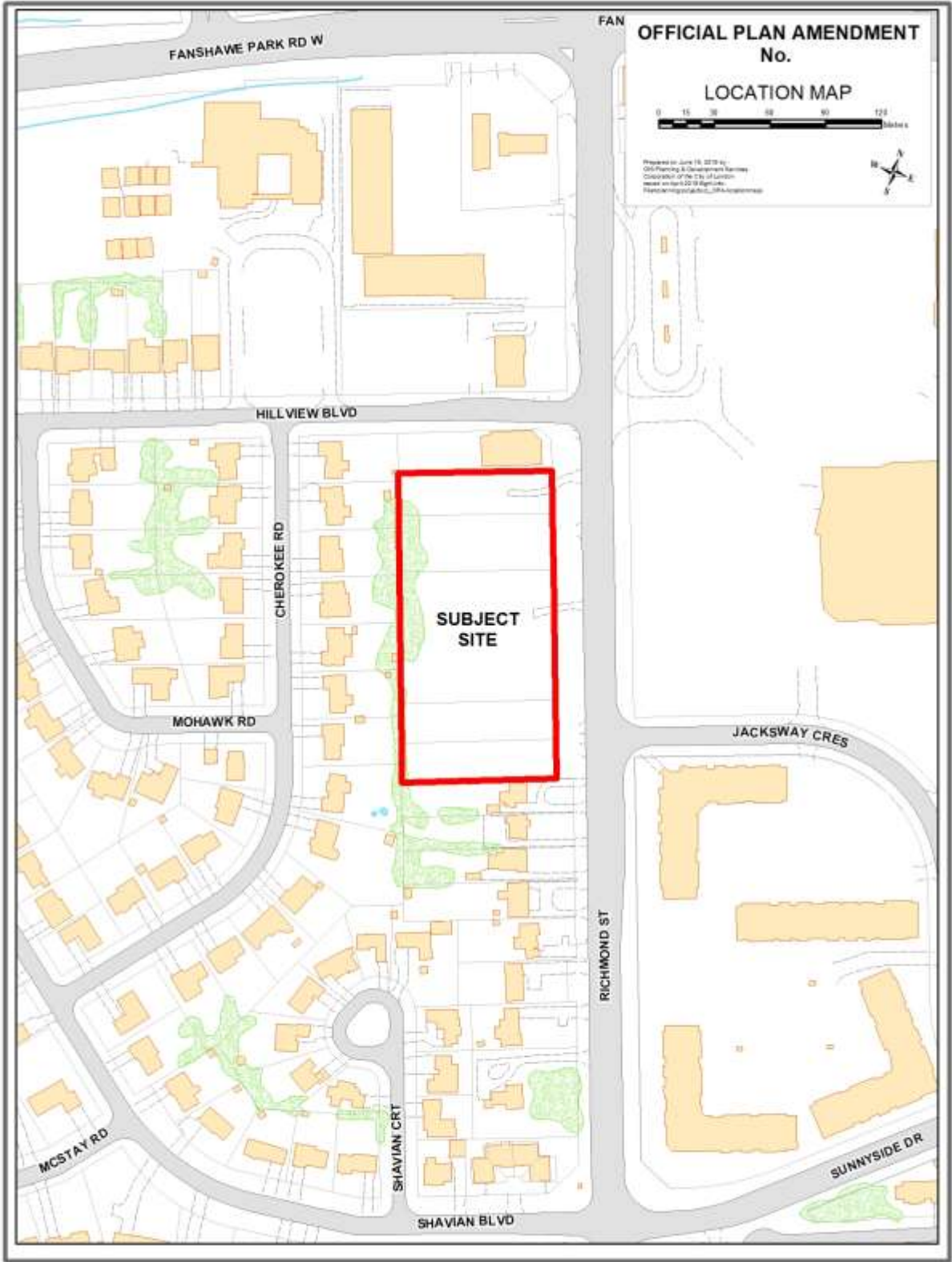
access to Richmond Street may be required through these properties and, if so, it shall be provided for the benefit of all the subject properties identified in this Special Policy.

- b) For the lands located at 1615, 1619, 1623, and 1627 Richmond Street, the permitted uses shall include apartment buildings and cluster townhouses. The location of the apartment buildings shall be restricted to the eastern portion of these properties, thereby locating the maximum heights and densities away from the existing single detached dwellings to the west. Notwithstanding the density maximums identified in the general Multi-Family, Medium Density Residential policies, a maximum net density of 150 units per hectare shall be permitted and a maximum height of four-storeys shall be permitted for the apartment building, subject to the regulations of the Zoning By-law.
- c) For the lands located at 1631, 1635, and 1639 Richmond Street, the permitted uses shall include apartment buildings and limited convenience commercial uses on the ground floor of the apartment building which service the day-to-day convenience needs of the residents of the immediate neighbourhood. Any commercial uses must be integrated within the residential apartment building and are not intended to be within a “stand-alone” commercial structure. The exact range of permitted convenience commercial uses shall be specified in the Zoning By-law. The location of the apartment buildings shall be restricted to the eastern portion of these properties, thereby locating the maximum heights and densities away from the existing single detached dwelling to the west. Notwithstanding the height and density maximums identified in the general Multi-Family, Medium Density Residential policies, a maximum net density of 200 units per hectare and a maximum height of 7-storeys shall be permitted for the apartment building, subject to the regulations of the Zoning By-law.

Mutual access to Richmond Street shall be provided opposite Jacksway Crescent for the benefit of all the subject properties identified in this Special Policy. The construction of below-grade parking shall be required below the apartment building to supplement the surface parking area. Additional below-grade parking shall be encouraged to reduce the amount of surface parking area and, if required, to maintain the minimum lot coverage and landscaped open space coverage requirements.

- d) For the lands located at 1643 and 1649, the permitted uses shall include apartment buildings. For the lands located at 1653 Richmond Street, the permitted uses shall include apartment buildings and small-scale medical/dental offices up to a maximum gross floor area of 430m² within the ground floor of an apartment building. The location of the apartment buildings shall be restricted to the eastern portion of these properties, thereby locating the maximum heights and densities away from the existing single detached dwellings to the west. Notwithstanding the height and density maximums identified in the general Multi-Family, Medium Density Residential policies, a maximum density of 200 units per hectare shall be permitted, subject to the regulations of the Zoning By-law. A maximum height of up to 6-storeys shall be permitted for 1653 Richmond Street and a maximum height of up to 7-storeys shall be permitted for 1643 and 1649 Richmond Street, subject to the regulations of the Zoning By-law.

Mutual access to Hillview Boulevard shall be provided through these properties for the benefit of all the subject properties identified in this Special Policy. The construction of below-grade parking shall be required below the apartment building to supplement the surface parking area. Additional below-grade parking shall be encouraged to reduce the amount of surface parking area and, if required, to maintain the minimum lot coverage and landscaped open space coverage requirements.



Appendix B

Bill No. (number to be inserted by Clerk's Office)
(2019)

By-law No. Z.-1-19_____

A by-law to amend By-law No. Z.-1 to
rezone an area of land located at 1631-
1649 Richmond Street.

WHEREAS 1635 Richmond (London) Corporation has applied to rezone an
area of land located at 1631-1649 Richmond Street, as shown on the map attached to
this by-law, as set out below;

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

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

2) Section Number 13.4 of the Residential R9 (R9-7) Zone is amended by repealing
and replacing the following subsections:

R9-7(20) 1631, 1635, and 1639 Richmond Street

a) Permitted Uses

- i) Apartment buildings
- ii) Senior citizens apartment buildings
- iii) Continuum-of-care facilities

b) Regulations

- | | | |
|-------|--|--|
| i) | Lot Frontage
(Minimum) | 70.0 metres (229.6 feet) |
| ii) | Lot Area
(Minimum) | 0.60 hectares (1.4 acres) |
| iii) | Front Yard Depth
road (maximum) | 3.0 metres (9.8 feet) from the ultimate
allowance |
| iv) | Interior Side Yard
Depth (Minimum) | 3.0 metres (9.8 feet) |
| v) | Lot Coverage
(Maximum) | 45% |
| | Density
(Maximum) | 200 units per hectare (80 units per
acre) |
| vi) | Bedrooms per dwelling unit
(Maximum) | 3 |
| vii) | Parking Standard
(Minimum) | 0.67 parking spaces per dwelling unit |
| viii) | No part of any required front yard, required side yard, or required rear
yard shall be used for any purpose other than landscaped open space
except where a common internal driveway connects to abutting
properties located in a required side yard or provides vehicular access
to Richmond Street located in the required front yard. | |
| ix) | Height
(first 25.0 metres of lot depth)
(Maximum) | 22.0 metres (72.2 feet) |
| x) | Height
(beyond the first 25.0 metres of lot depth)
(Maximum) | 15.0 metres (49.2 feet) |
| xi) | Setback from Rear
Property Line | 50.0 metres (164.0 feet) |

- (Minimum)
- xii) Surface Parking Area 28 metres (91.9 feet)
Setback from Rear Property
Line (Minimum)

R9-7(23) 1643, 1649, and 1653 Richmond Street

a) Regulations for 1643 and 1649 Richmond Street

- i) Permitted Uses:
Apartment Buildings
- ii) Frontage 50 metres (165 feet)
(Minimum)
- iii) Lot Area 0.4 hectares (1 acre)
(Minimum)
- iv) Interior Yard Depth 3 metres (10 feet)
(Minimum)
- v) No part of any required front yard, required side yard, or required rear yard shall be used for any purpose other than landscaped open space except where a common internal driveway connects to abutting properties located in a required side yard, or where access to an underground parking garage is necessary in a required side yard.
- vi) Height 22.0 metres (72.2 feet)
(first 25.0 metres of lot depth)
(Maximum)
- vii) Height 15.0 metres (49.2 feet)
(beyond the first 25.0 metres
of lot depth) (Maximum)
- viii) Setback from Rear Property 50.0 metres (164 feet)
Line (Minimum)
- ix) Surface Parking Area 28 metres (91.9 feet)
Setback from Rear Property
Line (Minimum)

b) Regulations for 1653 Richmond Street:

- i) Permitted uses:
Apartment Buildings
Medical/Dental Offices on ground floor of an apartment building
- ii) Frontage 20 metres (66 feet)
(Minimum)
- iii) Lot Area 0.16 hectares (0.4 acres)
(Minimum)
- iv) Interior Yard Depth 3 metres (10 feet)
(Minimum)
- v) Exterior Yard Depth 0.0 metres (0.0 feet)
(Minimum)
- vi) No part of any required front yard, required side yard, or required rear yard shall be used for any purpose other than landscaped open space except where a common internal driveway connects to abutting properties located in a required interior side yard, where access to an underground parking garage is necessary in a required interior side yard, where a common driveway provides vehicular access to Hillview Boulevard in the required exterior side yard, or where a vestibule structure is required to provide secondary entrance to an underground parking structure in accordance with the Ontario Building Code in the required rear yard.

Additional regulations for Apartment Buildings:

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

- ii) (Maximum)
Height 17 metres (56 feet)
(beyond the first 25.0 metres of lot depth)
(Maximum)
- iii) Setback from Rear Property 50.0 metres (164 feet)
Line (Minimum)

Additional regulations for Medical/Dental Offices:

- i) Gross Floor Area 430 sq. metres (4,630 sq. feet)
(Maximum)
 - ii) Parking 1 space/15 sq. metres GFA
- c) Regulations applicable to and measured based on R9-7(23) Zone Boundaries:
- i) Density 200 units per hectare (80 units per
(Maximum) acre)
 - ii) Lot Coverage 45%
(Maximum)
 - iii) Front Yard Depth 3 metres (10 feet)
(Maximum)
 - iv) Bedrooms per Dwelling Unit 3
(Maximum)
 - v) Rear Yard Depth 15 metres (49 feet)
 - vi) Parking for Residential Uses 0.67 spaces/unit

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 July 30, 2019.

File: OZ-9019
Planner: C. Lowery

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – July 30, 2019
Second Reading – July 20, 2019
Third Reading – July 30, 2019

Appendix C

Bill No. (number to be inserted by Clerk's Office)
2019

By-law No. C.P.-XXXX-____

A by-law to amend The London Plan for
the City of London, 2016 relating to 1631-
1649 Richmond Street.

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

1. Amendment No. (to be inserted by Clerk's Office) to The London Plan for
the City of London Planning Area – 2016, 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 July 30, 2019.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – July 30, 2019
Second Reading – July 30, 2019
Third Reading – July 30, 2019

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

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to amend a policy in Sections 823_ and 825_ of The London Plan for the City of London to permit a maximum height of 7-storeys for apartment buildings and to remove townhouse permissions.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 1631-1649 Richmond Street in the City of London.

C. BASIS OF THE AMENDMENT

The recommended amendment is consistent with the Provincial Policy Statement, 2014 and is in conformity with the in-force policies of The London Plan. The recommended amendment will facilitate the development of a residential apartment building which is compatible with the surrounding land uses.

D. THE AMENDMENT

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

The London Plan is hereby amended as follows:

1. Specific policy 823_ for the Transit Village Place Type of The London Plan for the City of London is repealed in its entirety and replaced with the following:

823_ In addition to the Richmond Street-Old Masonville Master Plan and Urban Design Guidelines and the key principles identified above, the following policies will provide additional guidance for the development of these lands:

1. For the lands located at 1607, 1609, and 1611 Richmond Street, the permitted uses shall be cluster townhouses and cluster stacked townhouses. The location of the cluster stacked townhouses shall be restricted to the eastern portion of 1609 and 1611 Richmond Street, directly abutting the Richmond Street corridor, thereby locating the maximum heights and densities away from the abutting low density residential lands to the south and west. To implement these uses, a maximum net density of 45 units per hectare shall be permitted and the maximum height of the permitted uses shall be regulated by the Zoning By-law.
2. Mutual access to Richmond Street may be required through these properties and, if so, it shall be provided for the benefit of all the subject properties identified in this specific policy.
3. For the lands located at 1615, 1619, 1623, and 1627 Richmond Street, the permitted uses shall include apartment buildings and cluster townhouses. The location of the apartment buildings shall be restricted to the eastern portion of these properties, thereby locating the maximum heights and densities away from the existing single detached dwellings to the west. Notwithstanding the general Transit Village Place Type policies,

a maximum net density of 150 units per hectare shall be permitted and a maximum height of four storeys shall be permitted for the apartment building, subject to the regulations of the Zoning By-law.

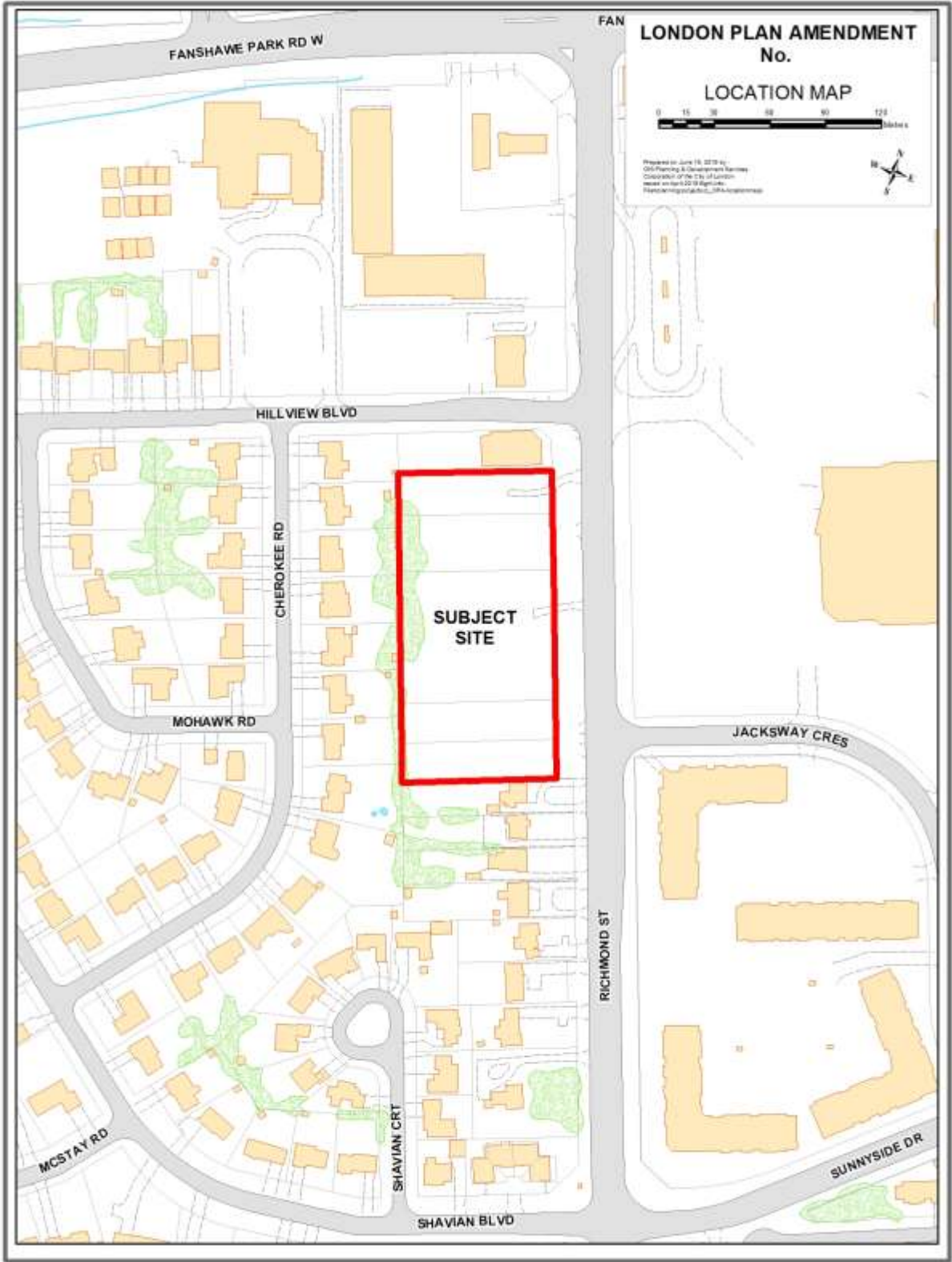
4. For the lands located at 1631, 1635, and 1639 Richmond Street, the permitted uses shall include apartment buildings and limited convenience commercial uses on the ground floor of the apartment building which service the day-to-day convenience needs of the residents of the immediate neighbourhood. Any commercial uses must be integrated within the residential apartment building and are not intended to be within a “stand-alone” commercial structure. The exact range of permitted convenience commercial uses shall be specified in the Zoning By-law. The location of the apartment buildings shall be restricted to the eastern portion of these properties, thereby locating the maximum heights and densities away from the existing single detached dwellings to the west. Notwithstanding the general Transit Village Place Type policies, a maximum net density of 200 units per hectare and a maximum height of seven storeys shall be permitted for the apartment building, subject to the regulations of the *Zoning By-law*.
2. Specific policy 825_ for the Transit Village Place Type of The London Plan for the City of London is repealed in its entirety and replaced with the following:

825_ The subject lands are located on the west side of Richmond Street, south of Hillview Boulevard, including the lands that are municipally known as 1643, 1649 and 1653 Richmond Street. These lands are situated along an important gateway into the City of London from the north, along a future rapid transit corridor, and are adjacent to Masonville Mall, a regional activity and employment centre. Given the prominent location of the subject lands, it is desirable to increase the scale of development and range of uses permitted on these lands. It is intended that the following site-specific policies will facilitate the development of an aesthetically pleasing, functional and transit-supportive development which simultaneously preserves the residential amenity of the abutting low density residential lands to the west. A limited amount of medical/dental office space within a mixed-use building may be provided to service surrounding neighbourhoods and provide an effective pedestrian-oriented interface with the corner of Richmond Street and Hillview Boulevard. Future development of these lands shall be generally in accordance with a conceptual block development plan developed in support of a zoning by-law amendment application which meets the Intensification policies in the Our City part, and City Design chapter of this Plan, as well as the following site specific policies:

1. For the lands located at 1643 and 1649 Richmond Street, the permitted uses shall include apartment buildings. For the lands located at 1653 Richmond Street, the permitted uses shall include apartment buildings and small-scale medical/dental offices up to a maximum gross floor area of 430m² within the ground floor of an apartment building. For the lands located at 1643, 1649 and 1653 Richmond Street, the location of apartment buildings shall be restricted to the eastern portion of these properties, thereby locating the maximum heights and densities away from the existing single detached dwellings to the west.

2. Notwithstanding the height and density maximums identified in the general Transit Village Place Type policies, a maximum density of 200 units per hectare shall be permitted, subject to the regulations of the *Zoning By-law*. A maximum height of up to six storeys shall be permitted for 1653 Richmond Street and a maximum height of up to seven storeys shall be permitted for 1643 and 1649 Richmond Street, subject to the regulations of the *Zoning By-law*.
3. The development of the subject lands will occur in a comprehensive manner wherein internal driveway connections are required to connect various phases of development and redevelopment as well as properties to the south including 1607-1639 Richmond Street. Similarly, mutual access to underground parking facilities may be provided to properties within this block to connect various phases of development. Mutual access to Hillview Boulevard shall be provided through these properties for the benefit of all of the subject properties identified in this specific policy as well as all properties located south of the subject lands, on the west side of Richmond Street including 1607-1639 Richmond Street.
4. Applications for zoning by-law amendments will require the submission of a comprehensive block development plan which shall include a site plan and conceptual building elevations, which conform to the policies of this section. Holding provisions may be utilized to ensure a development agreement is entered into with the City of London which provides assurances that the ultimate form of development be in accordance with the conceptual block development plan. The requirement to provide a conceptual block development plan is intended to ensure that development, which may occur in phases over time, generally appears and functions as a comprehensive development.
5. Other principles that will guide the development of the conceptual block development plan and the associated zoning regulations include:
 - a. Minimum setback distances from low density residential properties to the west shall be specified in the Zoning By-law in order to provide for significant buffering opportunities.
 - b. The construction of below-grade parking shall be required. Limited opportunities for surface parking may be provided. Above-grade parking structures shall not be permitted. Additional below-grade parking shall be encouraged to reduce the amount of surface parking area and, if required, to maintain the lot coverage and landscaped open space requirements specified in the Zoning By-law.
 - c. Apartment buildings shall include primary entrances oriented toward the Richmond Street corridor. Primary entrances may be oriented toward the corner of Richmond Street and Hillview Boulevard along the northern portion of the site.
 - d. Yard depths from the apartment buildings to Richmond Street and Hillview Boulevard shall be minimized.

- e. Existing vegetation along the western property line shall be retained to the greatest extent possible with additional vegetation maximized to provide for privacy between the subject lands and the abutting low density residential uses to the west.



Appendix D – Public Engagement

Community Engagement

Public liaison: On February 6, 2019, Notice of Application was sent to 275 property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on February 7, 2019. A “Planning Application” sign was also posted on the site.

3 replies were received.

Nature of Liaison: The purpose and effect of this Official Plan and zoning change is to permit two 7-storey apartment buildings with a total of 291 units. Possible amendment to Policies 3.5.25 and 3.5.26 in the 1989 Official Plan and Policies 823_ and 825_ in The London Plan to permit a building height of 7-storeys and to remove policies related to townhouse dwellings. Possible change to Zoning By-law Z.-1 FROM a Residential R9 Special Provision/Convenience Commercial Special Provision (R9-7(20)/CC4(3)) Zone and a Residential R9 Special Provision (R9-7(23)) Zone TO a Residential R9 Special Provision/Convenience Commercial Special Provision (R9-7(20)/CC4(3)) Zone and a Residential R9 Special Provision (R9-7(23)) Zone. Amended special provisions would permit an increased maximum building height of 22 metres, whereas a maximum of 20 metres is permitted, a reduced minimum parking supply of 196 spaces, whereas 205 spaces are required, and remove special provisions related to cluster townhouses. The existing range of permitted uses would continue to apply to the site. All other existing special provisions would continue to apply to the site.

Responses: A summary of the various comments received include the following:

Concern for:
Increased Height:

A concern for the requested increased height and the request to amend the Zoning By-law after already receiving approval for development.

Parking Setback from Rear Lot Line:

Request that a minimum 28 metre setback from the rear lot line to the parking area (as shown on the conceptual site plan) be written into the Zoning By-law to ensure it is maintained.

Traffic Congestion and Layby Traffic:

Concerns that vehicles will stop along Richmond Street in front of the proposed buildings, blocking traffic and causing congestion. Also concerned that there will be traffic impacts and congestion as a result of this development.

Responses to Public Liaison Letter and Publication in “The Londoner”

Telephone	Written
Bill Davis 25 Cherokee Road London, ON N6G 2N7	Anthony Circelli 1609 Richmond Street London, ON N6G 2M9
Myrna McDermid 29 Cherokee Road London, ON N6G 2N7	Bill Davis 25 Cherokee Road London, ON N6G 2N7

From:
Sent: Friday, February 15, 2019 2:39 PM
To: Lowery, Catherine <clowery@london.ca>
Cc: Morgan, Josh <joshmorgan@london.ca>
Subject: 1631-1649 Richmond Street

Dear Catherine,

I have copied Mr. Josh Morgan on this email.

I am the home owner at 1609 Richmond Street. I have been opposed to this development since I moved into the area in late 2012.

I was against the development when it was brought for 6 stories. Now the developer wish to increase the height to 22 M, and add an additional story, making it 7 stories. This is something that I cannot agree with, and will oppose this Amendment.

Thank you for your time.

Anthony

From: Bill Davis
Sent: Saturday, February 23, 2019 11:04 AM
To: Lowery, Catherine <clowery@london.ca>
Cc: Morgan, Josh <joshmorgan@london.ca>
Subject: Re: OZ-9019 - 1631-1649 Richmond Street

Hi Catherine,

Just responding with our comments on the OP amendment. As you may be aware the developer did host an open house to share the 7 story plan/elimination of the townhouse concept last spring. We were generally supportive of that plan. The new proposal provides a few more details, particularly around the parking design including the numbers. We are in support of this proposal. The only issue that is not clear, is that under the current zoning there was to be a 15m setback at the rear (west side), and 50 m to the 6 story building. That 50m is still referenced in the re zoning. What we are not seeing is any reference to the 15m. And given that the townhomes have been removed (to enable the building to be increased to 7 stories and the number of units increased), it would be our position that the 15 m setback, be increased to 28 m, and embedded in the official zoning. This is to protect against someone trying to come in down the road and putting buildings at the rear of the property. Note the 28m is the current setback shown in the plan to the rear of the parking.

Thanks
Bill Davis, President OMRA

Agency/Departmental Comments

February 13, 2019: Transportation

Please find below Transportations comments:

- Change the inbound radius on the access opposite Jacksway Crescent to 9.0m.

February 19, 2019: Water Engineering

Water servicing can be achieved from the 400mm PVC watermain under the west side of Richmond Street. Specific comments may be provided at the time of development application.

February 19, 2019: UTRCA

The Upper Thames River Conservation Authority (UTRCA) has reviewed this application with regard for the policies in the *Environmental Planning Policy Manual for the Upper Thames River Conservation Authority (June 2006)*. These policies include regulations made pursuant to Section 28 of the *Conservation Authorities Act*, and are consistent with the

natural hazard and natural heritage policies contained in the *Provincial Policy Statement (2014)*. The *Upper Thames River Source Protection Area Assessment Report* has also been reviewed in order to confirm whether the subject lands are located in a vulnerable area. The Drinking Water Source Protection information is being disclosed to the Municipality to assist them in fulfilling their decision making responsibilities under the Planning Act.

CONSERVATION AUTHORITIES ACT

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

DRINKING WATER SOURCE PROTECTION

Clean Water Act

The subject lands have been reviewed to determine whether or not it falls within a vulnerable area (Wellhead Protection Area, Highly Vulnerable Aquifer, and Significant Groundwater Recharge Areas). Upon review, we can advise that the subject lands **are** within a vulnerable area. For policies, mapping and further information pertaining to drinking water source protection please refer to the approved Source Protection Plan at: http://maps.thamesriver.on.ca/GVH_252/?viewer=tsrassessmentreport

RECOMMENDATION

The UTRCA has no objections to this application.

March 6, 2019: London Hydro

London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. Any new or relocation of the existing service will be at the expense of the owner.

March 18, 2019: Engineering

No Comments.

March 27, 2019: Urban Design

I have reviewed the submitted site plans and elevations for the rezoning application at the above noted address and provide the following urban design comments consistent with the Official Plan, applicable by-laws, and guidelines:

- As the building is now proposed to be 7 storeys in height, provide a set back above the fifth or sixth storey in order to provide for a more human scale along the Richmond Street corridor. Alternatively, provide for alternate design (change in material and/or fenestration) on the top two floors of the building in order to break up the massing.

Appendix E – Policy Context

The following policy and regulatory documents were considered in their entirety as part of the evaluation of this requested land use change. The most relevant policies, by-laws, and legislation are identified as follows:

Provincial Policy Statement, 2014

1.1.1 Healthy, liveable and safe communities are sustained by:

- a. promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- b. accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;

1.1.3.1 *Settlement areas* shall be the focus of growth and development, and their vitality and regeneration shall be promoted.

1.1.3.2 Land use patterns within *settlement areas* shall be based on:

- a. densities and a mix of land uses which:
 - 1. efficiently use land and resources;
 - 2. are appropriate for, and efficiently use, the *infrastructure* and *public service facilities* which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
 - 3. minimize negative impacts to air quality and climate change, and promote energy efficiency;
 - 4. support *active transportation*;
 - 5. are *transit-supportive*, where transit is planned, exists or may be developed; and

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

- b. permitting and facilitating:
 - 1. all forms of housing required to meet the social, health and well-being requirements of current and future residents, including *special needs* requirements; and
 - 2. all forms of *residential intensification*, including second units, and *redevelopment* in accordance with policy 1.1.3.3;
- c. directing the development of new housing towards locations where appropriate levels of *infrastructure* and *public service facilities* are or will be available to support current and projected needs;
- d. promoting densities for new housing which efficiently use land, resources, *infrastructure* and *public service facilities*, and support the use of *active transportation* and transit in areas where it exists or is to be developed; and
- e. establishing development standards for *residential intensification*, *redevelopment* and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and *active transportation*.

The London Plan

(Policies subject to Local Planning Appeals Tribunal, Appeal PL170100, indicated with asterisk.)

807_ Second only to the Downtown in terms of the mix of uses and intensity of development that is permitted, Transit Villages are major mixed-use destinations with centrally located rapid transit stations. These stations will form focal points to the Transit Village neighbourhood. Transit Villages are connected by rapid transit corridors to the Downtown and allow opportunities for access to this rapid transit from all directions.

808_ They are intended to support the rapid transit system, by providing a higher density of people living, working, and shopping in close proximity to high-quality transit service. Through pedestrian oriented and cycling-supported development and design, Transit Villages support a healthy lifestyle and encourage the use of the City's transit system to reduce overall traffic congestion within the city.

809_ The Transit Villages identified in this Plan are located in existing built-up areas. However, all of these locations have opportunities for significant infill, redevelopment, and an overall more efficient use of the land. A more compact, efficient built form is essential to support our transit system and create an environment that places the pedestrian and transit user first.

810_ We will realize our vision for Transit Villages by implementing the following in all the planning we do and the public works we undertake:

2. Plan for intense, mixed-use development around transit stations within Transit Villages. This may involve significant restructuring and redevelopment of existing, often single use commercial complexes at these locations.
3. Transition height and intensity between transit stations and surrounding neighbourhoods.
4. Require transit-oriented development forms.
8. Support the provision of a choice of dwelling types with varying locations, size, affordability, tenure, design, and accessibility, so that a broad range of housing requirements are satisfied, including those for families.

811_ The following uses may be permitted within the Transit Village Place Type:

1. A broad range of residential, retail, service, office, cultural, institutional, hospitality, entertainment, recreational, and other related uses may be permitted in the Transit Village Place Type.

*813_ The following intensity policies apply within the Transit Village Place Type:

1. Buildings within the Transit Village Place Type will be a minimum of either two storeys or eight metres in height and will not exceed 15 storeys in height. Type 2 Bonus Zoning beyond this limit, up to 22 storeys, may be permitted in conformity with the Our Tools policies of this Plan.
2. 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.
3. Permitted building heights will step down from the core of the Transit Village to any adjacent Neighbourhoods Place Types.

814_ The following form policies apply within the Transit Village Place Type:

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.
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.
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.

821_ The Richmond Street-Old Masonville area is located on the west side of Richmond Street between Shavian and Hillview Boulevards on lands that are municipally known as 1607, 1609, 1611, 1615, 1619, 1623, 1627, 1631, 1635, 1639, 1643, 1649, and 1653 Richmond Street. These lands are situated along an important gateway into the City of London from the north, along an important transit corridor, and are adjacent to Masonville Mall, a regional activity centre and major node. Given the prominent location, it is desirable to increase the net residential density of these lands to facilitate the development of an aesthetically pleasing, functional, and transit-supportive residential development while simultaneously preserving the residential amenity of the abutting low density residential lands to the west and south, and providing for a limited amount of accessory commercial space intended to service the day-to-day convenience

needs of the future residents and immediate neighbourhood. Future development of these lands shall be in accordance with the Richmond Street-Old Masonville Master Plan and Urban Design Guidelines.

822_ In addition to the requirements identified in the Richmond Street-Old Masonville Master Plan and Urban Design Guidelines, the key principles to be implemented through the development of these lands include the following:

1. Increasing setback distances from low density residential areas to the west and south of the subject lands to provide for enhanced buffering opportunities.
2. Facilitating appropriate intensity by establishing a cap on the number of bedrooms at 3 per dwelling unit.
3. Apartment buildings shall be required to include a mix of 1, 2, and 3 bedroom units.
4. Mitigation of impacts on the surrounding established low density residential neighbourhood by lowering the maximum height of townhouse dwellings and restricting the above grade height of basements through the use of zoning regulations.
5. Implementing a mix of at-grade and below-grade parking to provide opportunities for more landscaped open space. Above-grade parking decks shall not be permitted. Below-grade parking shall be utilized in the development of the properties located at 1631, 1635, 1639, 1643, 1649, and 1653 Richmond Street in the event that parking requirements cannot be provided at grade without an accompanying reduction in the lot coverage and/ or landscaped open space coverage regulations.
6. Apartment buildings shall be oriented toward the Richmond Street corridor as well as Hillview Boulevard along the northern perimeter.
7. Front yard depths from the apartment buildings to Richmond Street and Hillview Boulevard shall be minimized.
8. Decreasing the height of the buildings from east to west and from north to south such that the greatest heights shall be located at the northern and eastern portions of the subject lands with lower heights along the western and southern portion of the subject lands.
9. Retaining existing vegetation and providing for dense landscaping to maximize privacy between the subject lands and the abutting low density residential properties to the west and south.
10. Limiting the number of townhouse dwellings to four per block to break up the visual massing.
11. Requiring the comprehensive development of these lands through the use of internal driveway access and limited mutual access points.

823_ In addition to the Richmond Street-Old Masonville Master Plan and Urban Design Guidelines and the key principles identified above, the following policies will provide additional guidance for the development of these lands:

1. For the lands located at 1607, 1609, and 1611 Richmond Street, the permitted uses shall be cluster townhouses and cluster stacked townhouses. The location of the cluster stacked townhouses shall be restricted to the eastern portion of 1609 and 1611 Richmond Street, directly abutting the Richmond Street corridor, thereby locating the maximum heights and densities away from the abutting low density residential lands to the south and west. To implement these uses, a maximum net density of 45 units per hectare shall be permitted and the maximum height of the permitted uses shall be regulated by the Zoning By-law.
2. Mutual access to Richmond Street may be required through these properties and, if so, it shall be provided for the benefit of all the subject properties identified in this specific policy.
3. For the lands located at 1615, 1619, 1623, and 1627 Richmond Street, the permitted uses shall include apartment buildings and cluster townhouses. The location of the apartment buildings shall be restricted to the eastern portion of these properties, thereby locating the maximum heights and densities away from the existing single detached dwellings to the west. Notwithstanding the general Transit Village Place Type policies, a maximum net density of 150 units per hectare shall be permitted and a maximum height of four storeys shall be

permitted for the apartment building, subject to the regulations of the Zoning By-law.

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

824_ Mutual access to Richmond Street shall be provided opposite Jacksway Crescent for the benefit of all the subject properties identified in this specific policy. The construction of belowgrade parking shall be required below the apartment building to supplement the surface parking area. Additional below-grade parking shall be encouraged to reduce the amount of surface parking area and, if required, to maintain the lot coverage and landscaped open space coverage requirements specified in the Zoning By-law.

825_ The subject lands are located on the west side of Richmond Street, south of Hillview Boulevard, including the lands that are municipally known as 1643, 1649 and 1653 Richmond Street. These lands are situated along an important gateway into the City of London from the north, along a future rapid transit corridor, and are adjacent to Masonville Mall, a regional activity and employment centre. Given the prominent location of the subject lands, it is desirable to increase the scale of development and range of uses permitted on these lands. It is intended that the following site-specific policies will facilitate the development of an aesthetically pleasing, functional and transit-supportive development which simultaneously preserves the residential amenity of the abutting low density residential lands to the west. A limited amount of medical/dental office space within a mixed-use building may be provided to service surrounding neighbourhoods and provide an effective pedestrian-oriented interface with the corner of Richmond Street and Hillview Boulevard. Future development of these lands shall be generally in accordance with a conceptual block development plan developed in support of a zoning by-law amendment application which meets the Intensification policies in the Our City part, and City Design chapter of this Plan, as well as the following site specific policies:

1. For the lands located at 1643 and 1649 Richmond Street, the permitted uses shall include cluster townhouses and apartment buildings. For the lands located at 1653 Richmond Street, the permitted uses shall include apartment buildings and small-scale medical/ dental offices up to a maximum gross floor area of 430m² within the ground floor of an apartment building. For the lands located at 1643, 1649 and 1653 Richmond Street, the location of apartment buildings shall be restricted to the eastern portion of these properties, thereby locating the maximum heights and densities away from the existing single detached dwellings to the west.
2. Notwithstanding the general Transit Village Place Type policies, a maximum density of 200 units per hectare and a maximum height of up to six storeys shall be permitted subject to the regulations of the Zoning By-law.
3. The development of the subject lands will occur in a comprehensive manner wherein internal driveway connections are required to connect various phases of development and redevelopment as well as properties to the south including 1607-1639 Richmond Street. Similarly, mutual access to underground parking facilities may be provided to properties within this block to connect various phases of development. Mutual access to Hillview Boulevard shall be provided through these properties for the benefit of all of the subject properties identified

in this specific policy as well as all properties located south of the subject lands, on the west side of Richmond Street including 1607-1639 Richmond Street.

4. Applications for zoning by-law amendments will require the submission of a comprehensive block development plan which shall include a site plan and conceptual building elevations, which conform to the policies of this section. Holding provisions may be utilized to ensure a development agreement is entered into with the City of London which provides assurances that the ultimate form of development be in accordance with the conceptual block development plan. The requirement to provide a conceptual block development plan is intended to ensure that development, which may occur in phases over time, generally appears and functions as a comprehensive development.
5. Other principles that will guide the development of the conceptual block development plan and the associated zoning regulations include:
 - a. Minimum setback distances from low density residential properties to the west shall be specified in the Zoning By-law in order to provide for significant buffering opportunities.
 - b. The construction of below-grade parking shall be required. Limited opportunities for surface parking may be provided. Above-grade parking structures shall not be permitted. Additional below-grade parking shall be encouraged to reduce the amount of surface parking area and, if required, to maintain the lot coverage and landscaped open space requirements specified in the Zoning By-law.
 - c. The maximum height of townhouse dwellings and restrictions regarding the above-grade height of basements shall be implemented through the zoning provisions to ensure the visual impacts on adjacent low density properties to the west are minimized.
 - d. Apartment buildings shall include primary entrances oriented toward the Richmond Street corridor. Primary entrances may be oriented toward the corner of Richmond Street and Hillview Boulevard along the northern portion of the site.
 - e. Yard depths from the apartment buildings to Richmond Street and Hillview Boulevard shall be minimized.
 - f. Existing vegetation along the western property line shall be retained to the greatest extent possible with additional vegetation maximized to provide for privacy between the subject lands and the abutting low density residential uses to the west.
 - g. The number of townhouse dwellings shall be limited to four per block to break up the visual massing.

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3.5.25 1643, 1649 and 1653 Richmond Street

The subject lands are located on the west side of Richmond Street, south of Hillview Boulevard, including the lands that are municipally known as 1643, 1649 and 1653 Richmond Street. These lands are situated along an important gateway into the City of London from the north, along a future rapid transit corridor, and are adjacent to Masonville Mall, a regional activity and employment centre. Given the prominent location of the subject lands, it is desirable to increase the scale of development and range of uses permitted on these lands. It is intended that the following site-specific policies will facilitate the development of an aesthetically pleasing, functional and transit-supportive development which simultaneously preserves the residential amenity of the abutting low density residential lands to the west. A limited amount of medical/dental office space within a mixed-use building may be provided to service surrounding neighbourhoods and provide an effective pedestrian oriented interface with the corner of Richmond Street and Hillview Boulevard. Future development of these lands shall be generally in accordance with a conceptual block development plan developed in support of a Zoning By-law amendment application which meets the general intensification criteria outlined in Section 3.2.3 and the Urban Design Principles outlined in Section 11 of the Official Plan as well as the following site-specific policies:

- a) For the lands located at 1643 and 1649 Richmond Street, the permitted uses shall include cluster townhouses and apartment buildings, and non-residential

uses shall be directed to lands to the north. For the lands located at 1653 Richmond Street, the permitted uses shall include apartment buildings and small-scale medical/dental offices up to a maximum gross floor area of 430m² within the ground floor of an apartment building. For the lands located at 1643, 1649 and 1653 Richmond Street, the location of apartment buildings shall be restricted to the eastern portion of these properties, thereby locating the maximum heights and densities away from the existing single detached dwellings to the west.

- b) Notwithstanding the height and density maximums identified in the general Multi-Family, Medium Density Residential policies, a maximum density of 200 units per hectare and a maximum height of up to 6-storeys shall be permitted for subject to the regulations of the Zoning By-law.
- c) The development of the subject lands will occur in a comprehensive manner wherein internal driveway connections are required to connect various phases of development and redevelopment as well as properties to the south including 1607-1639 Richmond Street. The properties at 1607-1639 Richmond Street will be developed for residential uses and include convenience commercial uses at 1631 and 1635 Richmond Street. Similarly, mutual access to underground parking facilities may be provided to properties within this block to connect various phases of development. Mutual access to Hillview Boulevard shall be provided through these properties for the benefit of all of the subject properties identified in this special policy as well as all properties located south of the subject lands, on the west side of Richmond Street including 1607-1639 Richmond Street.
- d) Applications for Zoning By-law amendments will require the submission of a comprehensive block development plan which shall include a site plan and conceptual building elevations, which conform to the policies of this Section. Holding provisions may be utilized to ensure a development agreement is entered into with the City of London which provides assurances that the ultimate form of development be consistent with the conceptual block development plan. The requirement to provide a conceptual block development plan is intended to ensure that development, which may occur in phases over time, generally appears and functions as a comprehensive development.
- e) Other principles that will guide the development of the conceptual block development plan and the associated zoning regulations include:
 - i) Minimum setback distances from low density residential properties to the west shall be specified in the Zoning By-law in order to provide for significant buffering opportunities.
 - ii) The construction of below-grade parking shall be required. Limited opportunities for surface parking may be provided. Above-grade parking structures shall not be permitted. Additional below-grade parking shall be encouraged to reduce the amount of surface parking area and, if required, to maintain the minimum lot coverage and landscaped open space requirements specified in the Zoning By-law.
 - iii) The maximum height of townhouse dwellings and restrictions regarding the above-grade height of basements shall be implemented through the zoning provisions to ensure the visual impacts on adjacent low density properties to the west are minimized.
 - iv) Apartment buildings shall include primary entrances oriented toward the Richmond Street corridor. Primary entrances may be oriented toward the corner of Richmond Street and Hillview Boulevard along the northern portion of the site.
 - v) Yard depths from the apartment buildings to Richmond Street and Hillview Boulevard shall be minimized.
 - vi) Existing vegetation along the western property line shall be retained to the greatest extent possible with additional vegetation maximized to provide for privacy between the subject lands and the abutting low density residential uses to the west.
 - vi) The number of townhouse dwellings shall be limited to four per block to break up the visual massing.

3.5.26 Richmond Street-Old Masonville

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

- i) In addition to the requirements identified in the Richmond Street-Old Masonville Master Plan and Urban Design Guidelines, the key principles to be implemented through the development of these lands include the following:
 - Increasing setback distances from low density residential areas to the west and south of the subject lands to provide for enhanced buffering opportunities.
 - Facilitating appropriate intensity by establishing a cap on the number of bedrooms at 3 per dwelling unit.
 - Apartment buildings shall be required to include a mix of 1, 2, and 3 bedroom units.
 - Mitigation of impacts onto the surrounding established low density residential neighbourhood by lowering the maximum height of townhouse dwellings and restricting the above-grade height of basements through the use of zoning regulations.
 - Implementing a mix of at-grade and below-grade parking to provide opportunities for more landscaped open space. Above-grade parking decks shall not be permitted. Below-grade parking shall be utilized in the development of the properties located at 1631, 1635, 1639, 1643, 1649 and 1653 Richmond Street in the event that parking requirements cannot be provided at grade without an accompanying reduction in the lot coverage and/or landscaped open space coverage regulations.
 - Apartment buildings shall be oriented toward the Richmond Street corridor as well as Hillview Boulevard along the northern perimeter.
 - Front yard depths from the apartment buildings to Richmond Street and Hillview Boulevard shall be minimized.
 - Decreasing the height of the buildings from east to west and from north to south such that the greatest heights shall be located at the northern and eastern portions of the subject lands with lower heights along the western and southern portion of the subject lands.
 - Retaining existing vegetation and providing for dense landscaping to maximize privacy between the subject lands and the abutting low density residential properties to the west and south.
 - Limiting the number of townhouse dwellings to four per block to break up the visual massing.
 - Require the comprehensive development of these lands through the use of internal driveway access and limited mutual access points.
- ii) In addition to the Richmond Street-Old Masonville Master Plan and Urban Design Guidelines and the key principles identified above, the following policies will provide additional guidance for the development of these lands:
 - a) For the lands located at 1607, 1609, and 1611 Richmond Street, the permitted uses shall be cluster townhouses and cluster stacked townhouses. The location of the cluster stacked townhouses shall be restricted to the eastern portion of 1609 and 1611 Richmond Street, directly abutting the Richmond Street corridor, thereby locating the maximum heights and densities away from the abutting low density

residential lands to the south and west. To implement these uses, a maximum net density of 45 units per hectare shall be permitted and the maximum height of the permitted uses shall be regulated by the Zoning By-law. Mutual access to Richmond Street may be required through these properties and, if so, it shall be provided for the benefit of all the subject properties identified in this Special Policy.

- b) For the lands located at 1615, 1619, 1623, and 1627 Richmond Street, the permitted uses shall include apartment buildings and cluster townhouses. The location of the apartment buildings shall be restricted to the eastern portion of these properties, thereby locating the maximum heights and densities away from the existing single detached dwellings to the west. Notwithstanding the density maximums identified in the general Multi-Family, Medium Density Residential policies, a maximum net density of 150 units per hectare shall be permitted and a maximum height of four-storeys shall be permitted for the apartment building, subject to the regulations of the Zoning By-law.
- c) For the lands located at 1631, 1635, and 1639 Richmond Street, the permitted uses shall include apartment buildings, cluster townhouses, and limited convenience commercial uses on the ground floor of the apartment building which service the day-to-day convenience needs of the residents of the immediate neighbourhood. Any commercial uses must be integrated within the residential apartment building and are not intended to be within a “stand-alone” commercial structure. The exact range of permitted convenience commercial uses shall be specified in the Zoning By-law. The location of the apartment buildings shall be restricted to the eastern portion of these properties, thereby locating the maximum heights and densities away from the existing single detached dwelling to the west. Notwithstanding the height and density maximums identified in the general Multi-Family, Medium Density Residential policies, a maximum net density of 200 units per hectare and a maximum height of six-storeys shall be permitted for the apartment building, subject to the regulations of the Zoning By-law.

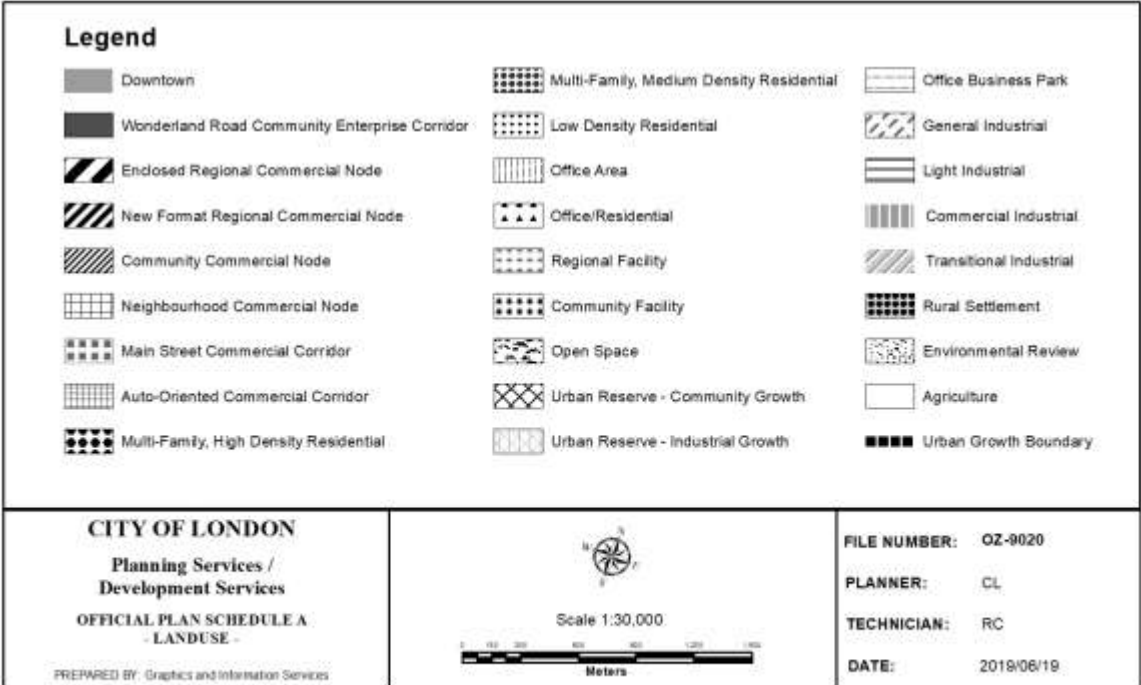
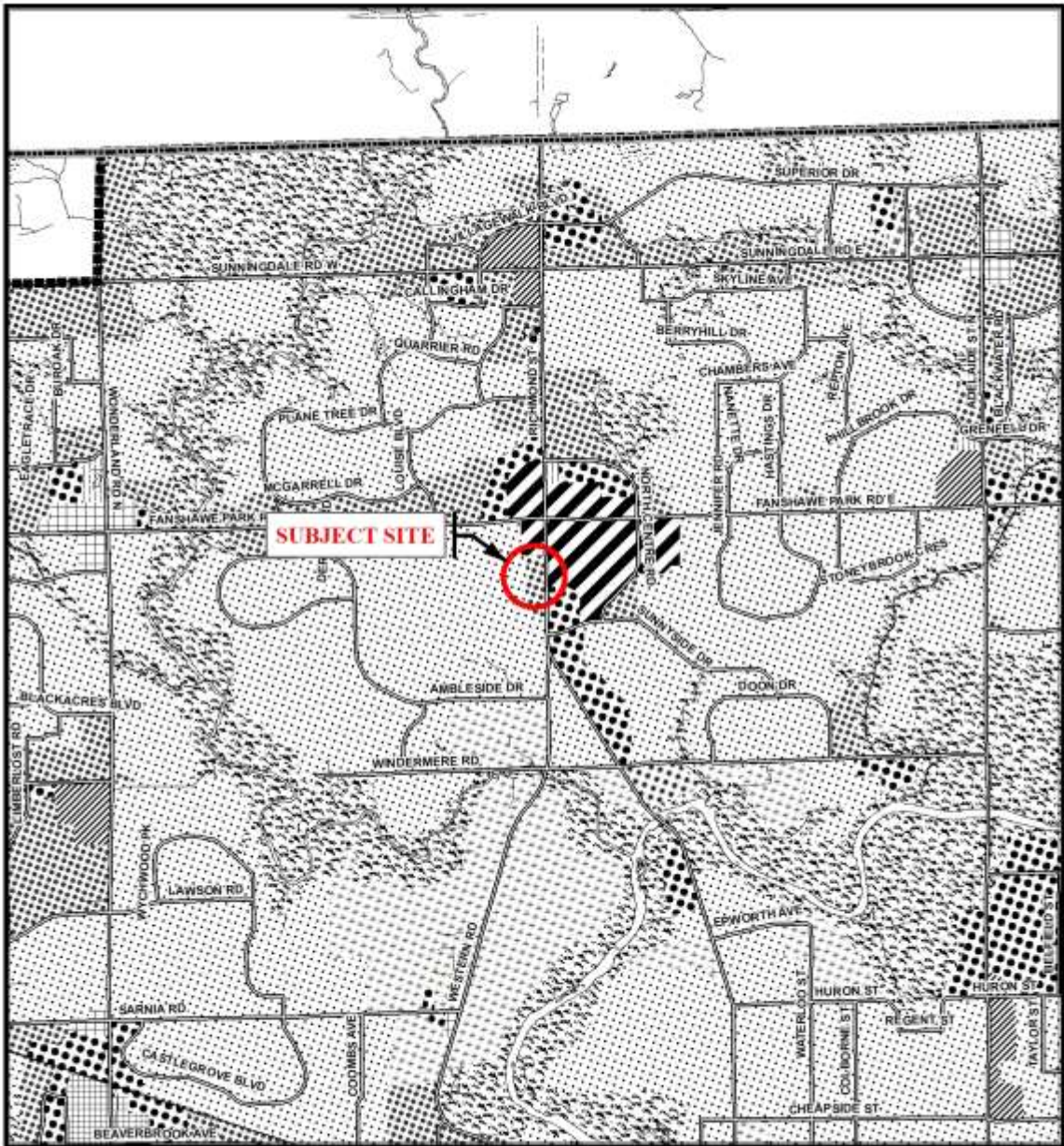
Mutual access to Richmond Street shall be provided opposite Jacksway Crescent for the benefit of all the subject properties identified in this Special Policy. The construction of below-grade parking shall be required below the apartment building to supplement the surface parking area. Additional below-grade parking shall be encouraged to reduce the amount of surface parking area and, if required, to maintain the minimum lot coverage and landscaped open space coverage requirements.

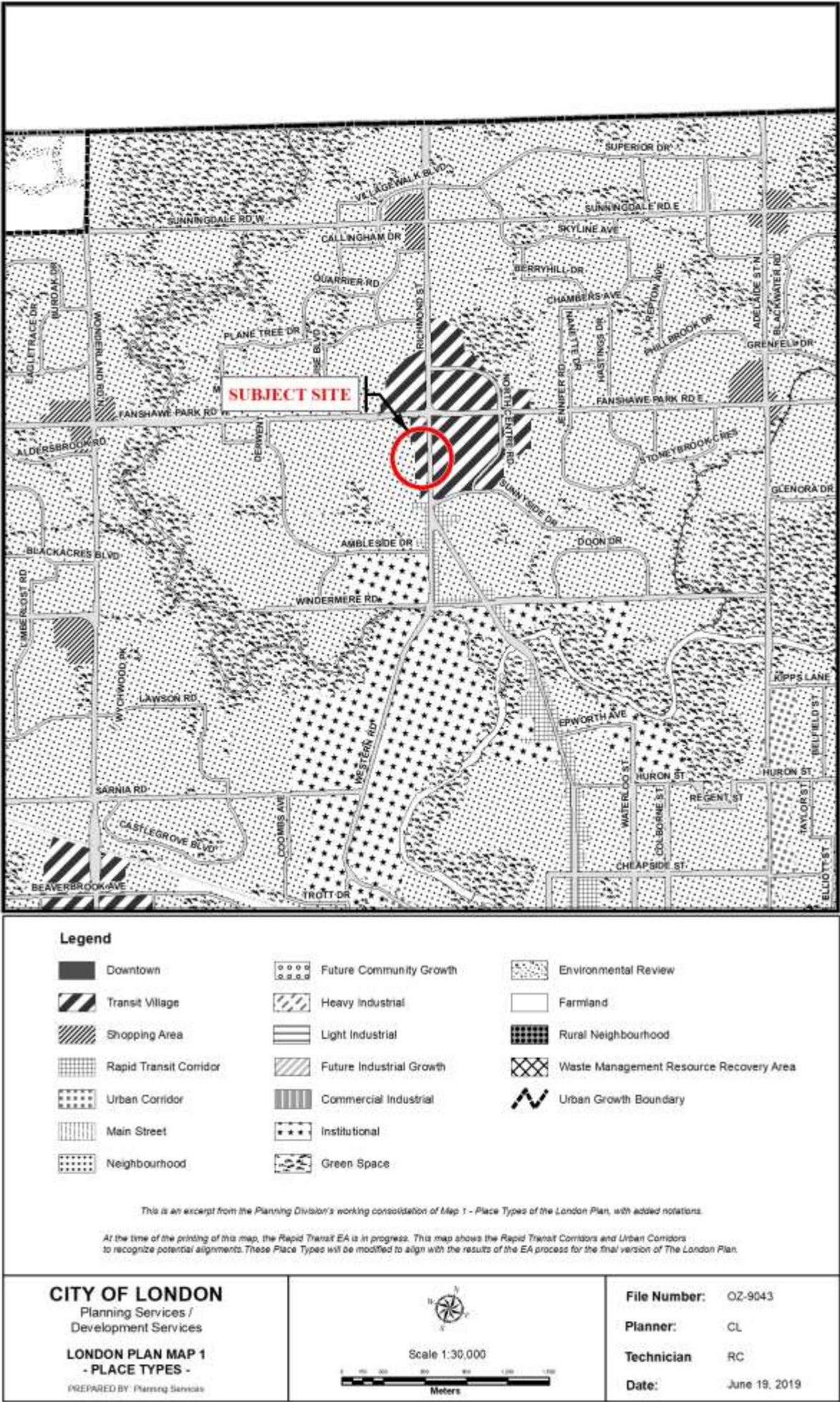
- d) For the lands located at 1643, 1649, and 1653 Richmond Street, the permitted uses shall include apartment buildings and cluster townhouses. The location of the apartment buildings shall be restricted to the eastern portion of these properties, thereby locating the maximum heights and densities away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

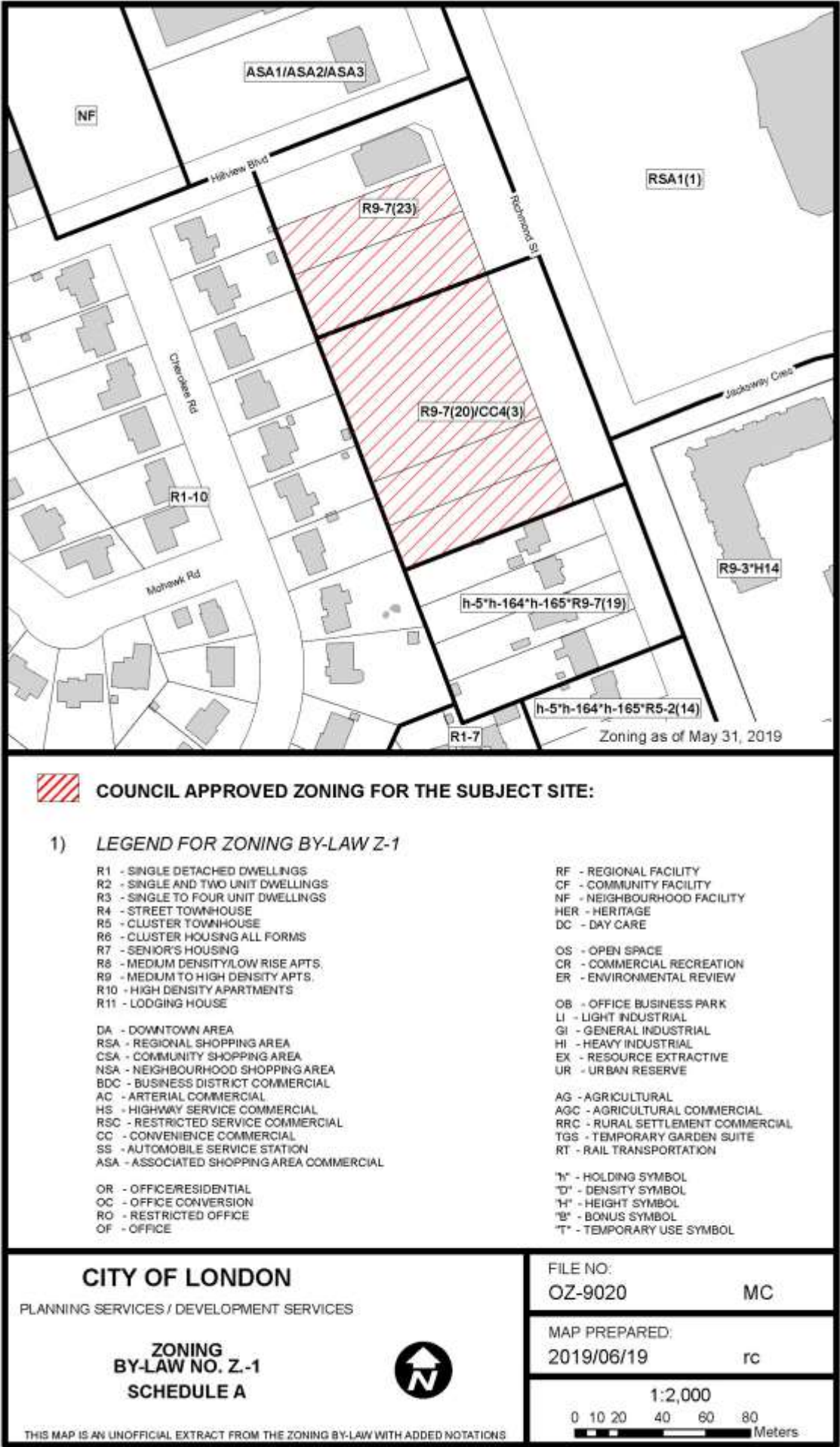
Mutual access to Hillview Boulevard shall be provided through these properties for the benefit of all the subject properties identified in this Special Policy. The construction of below-grade parking shall be required below the apartment building to supplement the surface parking area. Additional below-grade parking shall be encouraged to reduce the amount of surface parking area and, if required, to maintain the minimum lot coverage and landscaped open space coverage requirements.

Appendix F – Relevant Background

Additional Maps







Additional Reports

September 27, 2004 Report to Planning Committee – 1607-1653 Richmond Street (Z-6670/Z-6673)

October 18, 2004 Report to Planning Committee – 1607-1653 Richmond Street (Z-6670/Z-6673)

November 16, 2009 Report to Planning Committee – Public Site Plan Review (S.P. No. 06-032378) – 1639 Richmond Street

March 1, 2010 Report to Planning Committee – Ontario Municipal Board Appeals – 1639 Richmond Street

October 17, 2011 Report to Built and Natural Environment Committee – 1607, 1609 (eastern portion), 1611, 1615, 1619, 1623, 1627, 1631, 1635, 1639, 1643, 1649, and 1653 Richmond Street (OZ-7965)

December 12, 2011 Report to Planning and Environment Committee – 1607, 1609 (eastern portion), 1611, 1615, 1619, 1623, 1627, 1631, 1635, 1639, 1643, 1649, and 1653 Richmond Street (OZ-7965)

December 12, 2011 Report to Planning and Environment Committee – Storm Sewer to Accommodate Intensification on Richmond Street

August 22, 2012 Report to Planning and Environment Committee – Storm Outlet Reconstruction and Upgrade Works to Accommodate 1631, 1635, and 1639 Richmond Street Development and Residential Intensification on Richmond Street

November 12, 2013 Report to the Planning and Environment Committee – 1607, 1609 (eastern portion), 1611, 1615, 1619, 1627, 1631, 1635, 1639, 1649, 1653 Richmond Street (OZ-7965)

January 21, 2014 Report to the Planning and Environment Committee – 1607, 1609 (eastern portion), 1611, 1615, 1619, 1627, 1631, 1635, 1639, 1649, 1653 Richmond Street (OZ-7965)

April 29, 2014 Report to the Planning and Environment Committee – 1607, 1609 (eastern portion), 1611, 1615, 1619, 1627, 1631, 1635, 1639, 1649, 1653 Richmond Street (OZ-7965)

October 7, 2014 Report to the Planning and Environment Committee – 1643, 1649, 1653 Richmond (OZ-8310)

May 19, 2015 Report to the Planning and Environment Committee – 1631, 1635, 1639, 1643 and 1649 Richmond Street Site Plan Public Participation Meeting (SP15-011562)

September 8, 2015 Report to the Planning and Environment Committee – 1631, 1635, 1643, 1649, 1653 Richmond (H-8519)

August 13, 2018 Report to the Planning and Environment Committee – 1631 to 1649 Richmond Street