

## Report to Planning and Environment Committee

**To:** Chair and Members  
Planning & Environment Committee  
**From:** John M. Fleming  
Managing Director, Planning and City Planner  
**Subject:** The Corporation of the City of London  
Masonville Transit Village Secondary Plan - Update  
**Meeting on:** October 7, 2019

## Recommendation

That, on the recommendation of the Managing Director, Planning and City Planner the following report **BE RECIEVED** for information.

## Executive Summary

Staff are in the process of undertaking the Masonville Transit Village Secondary Plan study, to develop a Secondary Plan for the lands near the intersection of Fanshawe Park Road that are designated in the Transit Village Place Type in The London Plan.

## Analysis

### 1.0 Background

#### 1.1 Purpose of a the Masonville Transit Village Secondary Plan

The London Plan identifies four Transit Villages, which are intended to be exceptionally designed, high density, mixed-use urban neighbourhoods connected by rapid transit to the Downtown and to each other. These Transit Villages are intended to support intense forms of mixed-use development. While these Transit Villages are located in existing built-up areas, these locations have opportunities for significant infill, redevelopment, and overall more efficient use of land to support transit. The terminal transit station that is to be located in each of these Transit Villages is to be the focal point of the Transit Village.

The lands around the intersection of Richmond Street and Fanshawe Park Road, including lands fronting on portions of North Centre Road and Sunnyside Drive, in the Masonville neighbourhood are identified as one of the Transit Villages in The London Plan, referred to as the "Masonville Transit Village". The Transit Village Place Type permits a broad range of residential, retail, service, office, cultural, institutional, hospitality, entertainment, recreational and other related uses, with a range of permitted heights between two to 15 storeys, up to 22 storeys with Type 2 Bonus Zoning. Mixed-use buildings are also encouraged.

Currently, the area within the Masonville Transit Village is primarily occupied by low-rise retail, attached residential uses and large expanses of surface parking. It is anticipated that the area will undergo redevelopment through infill and intensification over time to realize the vision of the Transit Village Place Type. The development of a Secondary Plan is intended to provide a greater level of detail and more specific guidance for the Masonville Transit Village than the general Transit Village Place Type policies, to create a plan for the future development of a Transit Village that is unique to the Masonville community. The Secondary Plan will also address issues of compatibility and transition to existing uses within the Transit Village and the surrounding neighbourhood.

It is anticipated that a Secondary Plan will be developed for all four Transit Villages to provide greater detail to guide their future development as complete communities that are compatible with surrounding neighbourhoods. The Masonville Transit Village, given the recent development pressure in that area, will be the first of these four Transit Villages to undergo the development of a Secondary Plan.

At its meeting of January 15, 2019, Municipal Council approved the Terms of Reference for the Masonville Transit Village Secondary Plan study, thereby directing Staff to undertake the development of a new Secondary Plan to guide future development in the Masonville area

## 1.2 Study Area

The study area, the area that will be subject to the policies in the Masonville Transit Village Secondary Plan, encompasses all lands within the Transit Village Place Type in The London Plan that are located near the intersection of Fanshawe Park Road and Richmond Street. A map detailing the study area can be found in Figure 1 below.

Select properties have been subject to recent Official Plan and/or Zoning By-law Amendments that have involved significant public consultation. These properties are identified in Figure 1. The intention of the existing policy framework and zoning permissions that apply to these sites will not be reconsidered through the Secondary Plan study, but will be incorporated into the Secondary Plan.

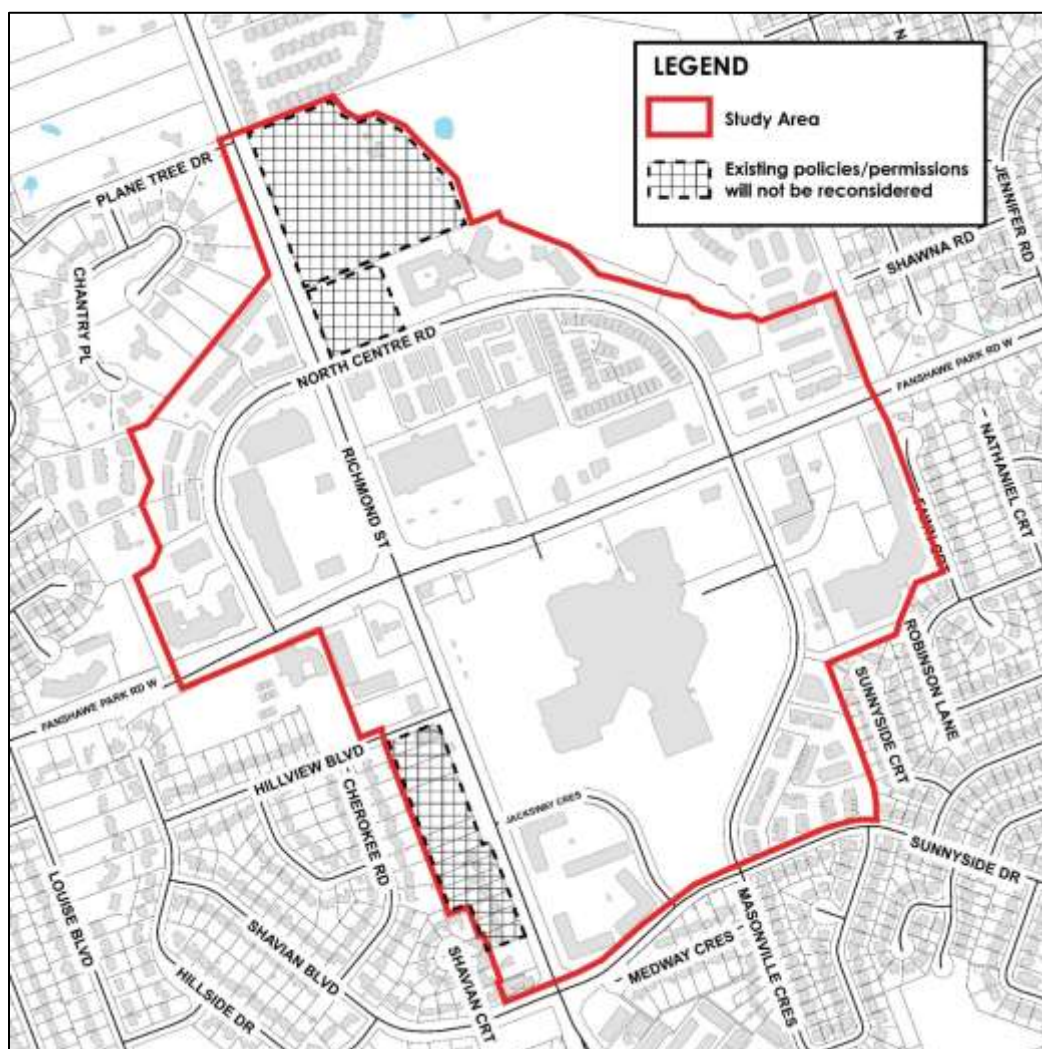


Figure 1 - Map of Study Area

## 1.3 Overview of the Study Process

Following Municipal Council's adoption of the Terms of Reference, Staff began the Masonville Transit Village Secondary Plan study.

AECOM has been retained to undertake a sanitary capacity analysis for the study area, and will be reviewing the potential build out that could result from the policies in the Secondary Plan (once developed) to ensure that sufficient sanitary capacity is accounted for through the planning process.

DTAH has been retained to undertake modelling and provide urban design support for the study. DTAH has been involved in the development of other transit-supportive planning exercises, including the City of Mississauga's Reimagining the Mall study that

is looking at how existing shopping centres can be redeveloped to be more transit-supportive.

Staff will be hiring a consultant to undertake a parking study to ensure that any proposed changes to the required parking provision are appropriate.

Staff from City Planning, Development Services, Parks and Recreation Services, Rapid Transit Implementation, Environmental and Engineering Services, Neighbourhood, Children, and Fire Services, and the Housing Development Corporation have been involved in the study to date and will continue to be involved in the study as it evolves.

Staff have undertaken stakeholder meetings and a variety of community consultation exercises to engage community members and other stakeholders in the development of the Masonville Transit Village Secondary Plan. This engagement is detailed in Section 2.0 of this report.

From this, Staff have developed Draft Principles that, when finalized, will form the basis of policies in the Draft Secondary Plan.

## **2.0 Community Engagement**

### **2.1 Engagement Overview and Summary of Feedback**

To date, the Masonville Transit Village Secondary Plan study has involved a robust community engagement process. This community engagement will continue for the duration of the study, as Staff will continue to seek opportunities to engage with the community and other stakeholders to get their feedback on how they would like to see the area develop in the future. To date, approximately 80 interested parties have provided their contact information to stay updated about the study. In addition to the interested parties, 150 other Londoners have informally engaged with Staff about the study through Planner “Office Hours”. The following describes the study outreach to date.

The feedback received from the public has helped inform the development of Draft Principles that will form the basis of the policy framework in the Secondary Plan. The feedback that has been received and will continue to be received through various engagement activities will also help to inform the specific policies that will be included in the Secondary Plan.

### **2.2 Community Information Meeting #1**

On Wednesday, March 27, 2019, City Planning staff hosted a Community Information Meeting at The Church of St. Jude, All Saints Hall (1537 Adelaide Street North) from 6:30 p.m. to 8:30 p.m. The purpose of the meeting was to introduce the Masonville Transit Village Planning Study to the community, provide information on timelines and process, existing conditions in the area, and the topics that would be considered in the study. The meeting consisted of a presentation by Staff followed by a question and answer period. After the question and answer period, meeting attendees could participate in breakout tables led by City Staff or review panels seeing input on the study in an open house format.

This was the first Community Information Meeting of the Study. The meeting was attended by approximately 40 people.

The following provides a summary of the feedback received at the meeting:

- Concern about how future development would transition to existing low-rise residential development both adjacent to and within the Study Area:
- Desire for information about population targets
- Desire for enhanced connections to surrounding area
- Concern about traffic volumes
- Desire to see examples of how the area could build out to better provide comments

The feedback received at the first Community Information Meeting aided in the development of the Draft Principles and will be considered in the development of policies in the Draft Secondary Plan.

### **2.3 Walk and Imagine My Neighbourhood Tour**

On Thursday, May 23, 2019, City Planning staff hosted a Walk and Imagine My Neighbourhood Tour from 6:30 p.m. to 8:00 p.m. The purpose of walking tour was for Staff to walk around the project's study area with residents and discuss their ideas about the current conditions and vision for the future.

Approximately 18 people participated in the walking tour. A "virtual walking tour" was also posted on the Get Involved study website, to allow those who were unable to participate in the walking tour the opportunity to comment.

The following provides a summary of the feedback received at the meeting:

- Pedestrian environment needs improvement
- Desire for additional greening
- Need for community gathering spaces (ie. civic squares, parks etc.)
- Opportunities for intensification in certain location, but need to transition to low-rise development
- Desire for buildings to front onto sidewalks to be more accessible for pedestrians
- Concerns about traffic volumes in the study area
- Need to consider opportunities for bike lanes
- Pedestrian connections to the Masonville bus terminal need improvement

The feedback received at the Walk and Imagine My Neighbourhood Tour aided in the development of the Draft Principles and will help to inform the development of policies in the Draft Secondary Plan.

### **2.4 Community Information Meeting #2**

A second Community Information Meeting was held on Wednesday September 18, 2019 at The Church of St. Jude All Saints Hall (1537 Adelaide Street North) from 6:30 p.m. to 8:30 p.m.. This meeting was attended by approximately 50 people.

The purpose of the meeting was to provide an update on the study and relay the comments that have been heard to date, to see if there is anything that has been missed. The Draft Principles that will form the basis for the policies in the Secondary Plan were presented for feedback. The meeting included a presentation by Staff, followed by a question and answer period, and breakout tables. At the breakout tables, three built out scenarios were provided that members of the public were able to comment on. The purpose of these scenarios was not to have members of the public "pick their favourite", rather it was intended to allow participants an opportunity to identify what elements of each of the scenarios they liked or disliked (i.e. where connections are best located, what building heights would be appropriate in a given location, where are the best locations for open space). This was in response to comments that were heard in the first Community Information Meeting, where participants requested having "something to respond to" to better comment on appropriate built form, connections, and open space locations.

The following provides a summary of the feedback received at the meeting:

- Desire to see more members of the community engaged in the study process
- Concern about traffic and congestion in the study area as a result of increased development
- Concern about current and future parking provision for retail establishments
- Questions about the Official Plan and Zoning By-law Amendment application at 1680 Richmond Street (south portion of CF Masonville Place) and how it relates to the Secondary Plan Study process
- Preference for pedestrian-only connections to the surrounding neighbourhoods, rather than vehicular connections
- Scenarios were beneficial to help provide comments on built form, connections, and open space

This feedback received at the second Community Information Meeting will be considered in the finalizing of the Secondary Plan Principles, and will help to inform the policies in the Draft Secondary Plan.

## **2.5 Get Involved Website**

The Get Involved website provides an opportunity for individuals to learn about the Masonville Transit Village Secondary Plan and provide feedback on the study. The materials presented at the second Community Information Meeting on September 18, 2019 have also been added to the website, allowing individuals the opportunity to comment on these materials.

## **2.6 Planner “Office Hours”**

Planning Staff held “Office Hours” for individuals to find out more about the Masonville Transit Village Secondary Plan. These “Office Hours” provide an informal opportunity for community members to learn about the study and provide feedback. Staff held “Office Hours” at the following venues to discuss the study with the community:

- London Public Library, Masonville Branch – April 2, April 9, April 11, April 16, April 25
- Masonville Farmers’ Market – May 17, June 21, August 16
- Outdoor Movie Night at Hastings Park – June 21
- CF Masonville Place – August 16
- Masonville Bus Terminal – August 16
- Richmond Woods – April 10

Over 150 people engaged with Staff through these “Office Hours” activities to learn more about the Masonville Transit Village Secondary Plan study and provide feedback. Staff will continue to conduct “Office Hours” in various locations as the study continues.

# **3.0 Draft Principles**

## **3.1 Draft Principles**

Staff are currently consulting on the following Draft Principles that were presented at the September 18, 2019 Community Information Meeting. When finalized, the principles will form the basis for the policies developed for the Secondary Plan.

The following are the Draft Principles under consideration:

### ***1. Building a connected community***

Much of the Masonville Transit Village is comprised of large blocks of surface parking, with few connections between these blocks and their surroundings. This makes it challenging for people to walk between destinations in the Masonville Transit Village. The Secondary Plan would include policies that provide a framework to break up these large blocks in the future as sites redevelop, with the goal of enhanced connectivity through the area.

### ***2. Greening the Transit Village***

The Masonville Transit Village is primarily comprised of large surface parking lots, with very limited soft landscaping or other forms of greening. The Secondary Plan would include policies such that as these surface parking lots redevelop, soft landscaping and other forms of greening are incorporated. Opportunities to add parks and other privately-owned, publically-accessible open spaces would also be explored. Reducing the amount of hard surfaces would aid in stormwater management in the area. This additional greening would also help to beautify the area and improve the pedestrian environment.

### ***3. Creating community gathering spaces***

Many individuals have identified a lack of community gathering spaces within the Masonville Transit Village. While the London Public Library – Masonville Branch provides an important community gathering space, there are no outdoor community

gathering spaces that exist in the community beyond a small reading garden associated with the library. The need for community gathering spaces will only intensify as more residents move into the area. The Secondary Plan would include policies to encourage the development of community gathering spaces, such as parks, civic squares, or privately-owned, publically-accessible open spaces as part of the future redevelopment of sites within the Masonville Transit Village. The Secondary Plan would also include policies to ensure that these spaces are high-quality and provide a comfortable environment for users. The Parks and Recreation Master Plan identifies the need for additional community centres in the north portion of the city, as such the possible inclusion of a neighbourhood community centre in the Masonville Transit Village would be explored should opportunities arise.

#### ***4. Encouraging transit use and active transportation***

The Secondary Plan would include policy direction to encourage transit use and active transportation, including walking and cycling. This would include policies to make these options comfortable and attractive for users. Transit-oriented development forms would be encouraged. The Secondary Plan would also include policies to facilitate the enhanced provision of infrastructure for active transportation, including implementing the City of London Cycling Master Plan. Opportunities for reduced parking requirements would also be explored.

#### ***5. Developing a comfortable pedestrian environment with active uses at the ground floor***

The existing conditions in the Masonville Transit Village are challenging for pedestrians, as in most instances pedestrians must travel across surface parking lots to access retail or other services. These current conditions encourage auto-dependence within the Masonville Transit Village, rather than encouraging people to walk between uses. The provision of active uses at grade, such as cafes, restaurants, grocery stores, shops, and other services would provide a better environment for pedestrians and encourage walking throughout the area.

While parking has been identified as important to service many of the uses in the Transit Village, the Secondary Plan would include policies to ensure that the provision of parking does not detract from the pedestrian environment and minimizes opportunities for pedestrian and vehicular conflicts.

#### ***6. Promoting exceptional design***

As the Masonville Transit Village intensifies, it would develop into an attractive, exceptionally designed community. Design excellence would be promoted. The Secondary Plan would include policies to ensure that new development is of a high level of design.

#### ***7. Identifying opportunities for intensification***

Transit Villages are intended to support transit, by providing a higher density of people living, working and shopping in close proximity to transit. The Masonville Transit Village, much of which is currently occupied by large surface parking lots, provides many opportunities to accommodate intensification. While the goal is to intensify the Transit Village, there are certain areas within the Transit Village that are able to accommodate greater levels of intensity than other areas. The Secondary Plan will provide more detailed guidance on heights, with consideration for the provision of appropriate transitions to low-rise development both within and adjacent to the Masonville Transit Village.

#### ***8. Encouraging a mixed-use community***

While the Masonville Transit Village currently contains a mixture of primarily retail and residential uses, these uses are generally segregated and not well-integrated with each other. The range of permitted uses in the Secondary Plan would encourage a greater diversity of uses including residential, retail, service, office, cultural, institutional, hospitality, entertainment, recreation and other related uses. The Secondary Plan would include policies to facilitate a better integration of a mixture of uses, including policies to encourage mixed-use buildings.

**9. Supporting the provision of a choice of dwelling types.**

While there are currently a mixture of dwelling types in the Masonville Transit Village, the broader Masonville neighbourhood is primarily comprised of single-detached residential dwelling types. The Masonville Transit Village Secondary Plan would continue to encourage the provision of multi-unit residential dwelling types in the Masonville Transit Village, supporting the provision of a choice of dwelling types within the broader Masonville community.

**5.0 Next Steps**

Staff will continue to hear feedback from the community and other stakeholders on the Draft Principles for the Secondary Plan. When finalized, these principles will form the basis for the policies in the Secondary Plan. The feedback that has been heard so far has helped to inform the principles and will also help to inform the development of the Secondary Plan policies.

Staff will develop a Draft Secondary Plan for further public consultation and review. This Draft Secondary Plan will be presented to Municipal Council in Q4, 2019. Staff will continue public consultation throughout the Secondary Plan study process, and will continue to seek creative opportunities to gather public feedback. The Final Secondary Plan is targeted for Q1, 2020.

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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 Planning Services	

September 30, 2019  
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## Appendix A