

Report to Planning and Environment Committee

To: Chair and Members
Planning and Environment Committee
From: George Kotsifas, Deputy City Manager, Planning and
Economic Development
Subject: Draft Masonville Secondary Plan
Date: August 30, 2021

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the draft Masonville Secondary Plan:

- (a) The Masonville Secondary Plan, as attached in Appendix “A”, **BE RECEIVED** for information and **BE CIRCULATED** for further public engagement with the community and stakeholders.

IT BEING NOTED that a public participation meeting will be held on October 18th, 2021 at the Planning and Environment Committee for the adoption of the Masonville Secondary Plan.

Executive Summary

The purpose and effect of the recommended action is for Municipal Council to receive the final Masonville Secondary Plan for consideration and information prior to adoption. The Masonville Secondary Plan will be brought forward for adoption at a public participation meeting scheduled for October 18th, 2021.

Linkage to the Corporate Strategic Plan

The Masonville Secondary Plan contributes to implementing the Strategic Plan through Building a Sustainable City and Strengthening Our Community. The Masonville area is within a strategic location for growth and intensification which supports Londoners’ access to affordable public transit where they work and live. The Masonville Secondary Plan coordinates growth and development in a well-planned and sustainable manner over the long term. The Secondary Plan will promote pedestrian safety and active transportation connections and ensure that new development will fit within and enhance the surrounding community.

Climate Emergency

On April 23, 2019, Council declared a Climate Emergency. The Masonville Secondary Plan supports the City’s commitment to reducing and mitigating climate change by providing compact development forms that will encourage land use intensification and ‘inward and upward’ residential growth at an appropriate location. It also aligns land use planning with transportation planning to facilitate transit-supportive developments and encourage active transportation. The Masonville Secondary Plan supports an efficient use of existing urban lands to manage growth and reduce the demand for sprawl.

Analysis

1.0 Background Information

1.2 Previous Reports Related to this Matter

March 29, 2021 – Planning and Environment Committee: Public Participation Meeting for the Draft Secondary Plan

March 1, 2021 – Planning and Environment Committee: Masonville Secondary Plan – Introduction of the Draft Secondary Plan

October 7, 2019 – Planning and Environment Committee: Masonville Transit Village Secondary Plan – Principles Update Report

January 7, 2019 – Planning and Environment Committee: Masonville Transit Village Secondary Plan – Terms of Reference Report

1.3 Purpose of the Masonville Secondary Plan

The London Plan identifies four Transit Villages, which are intended to be exceptionally designed, high density, mixed-use urban neighbourhoods connected by transit to the Downtown and to each other. These Transit Villages are intended to support intense forms of mixed-use development. 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 encourages mixed-use buildings, and permits a broad range of residential, retail, service, office, cultural, institutional, hospitality, entertainment, recreational and other related uses. Under the current policy framework that allows for bonus zoning, a range of heights between two storeys (or 8m) up to 15 storeys are permitted, with bonusing allowed up to 22 storeys.

The Masonville Transit Village is located in an existing built-up area, which has opportunities for significant infill, redevelopment, and an overall more efficient use of land to support transit. 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 also addresses compatibility and transition to existing uses within the Transit Village and the surrounding neighbourhood.

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. At its meeting October 15, 2019, Municipal Council endorsed the draft principles that would shape the development of the draft plan. At its meeting of March 23, 2021, Municipal Council received the draft Masonville Secondary Plan and staff were directed to circulate the draft plan to gather feedback and comments.

1.4 Study Area

The study 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 also identified in Figure 1 as the hatched area. 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 recognized as existing policy and incorporated into this Secondary Plan.

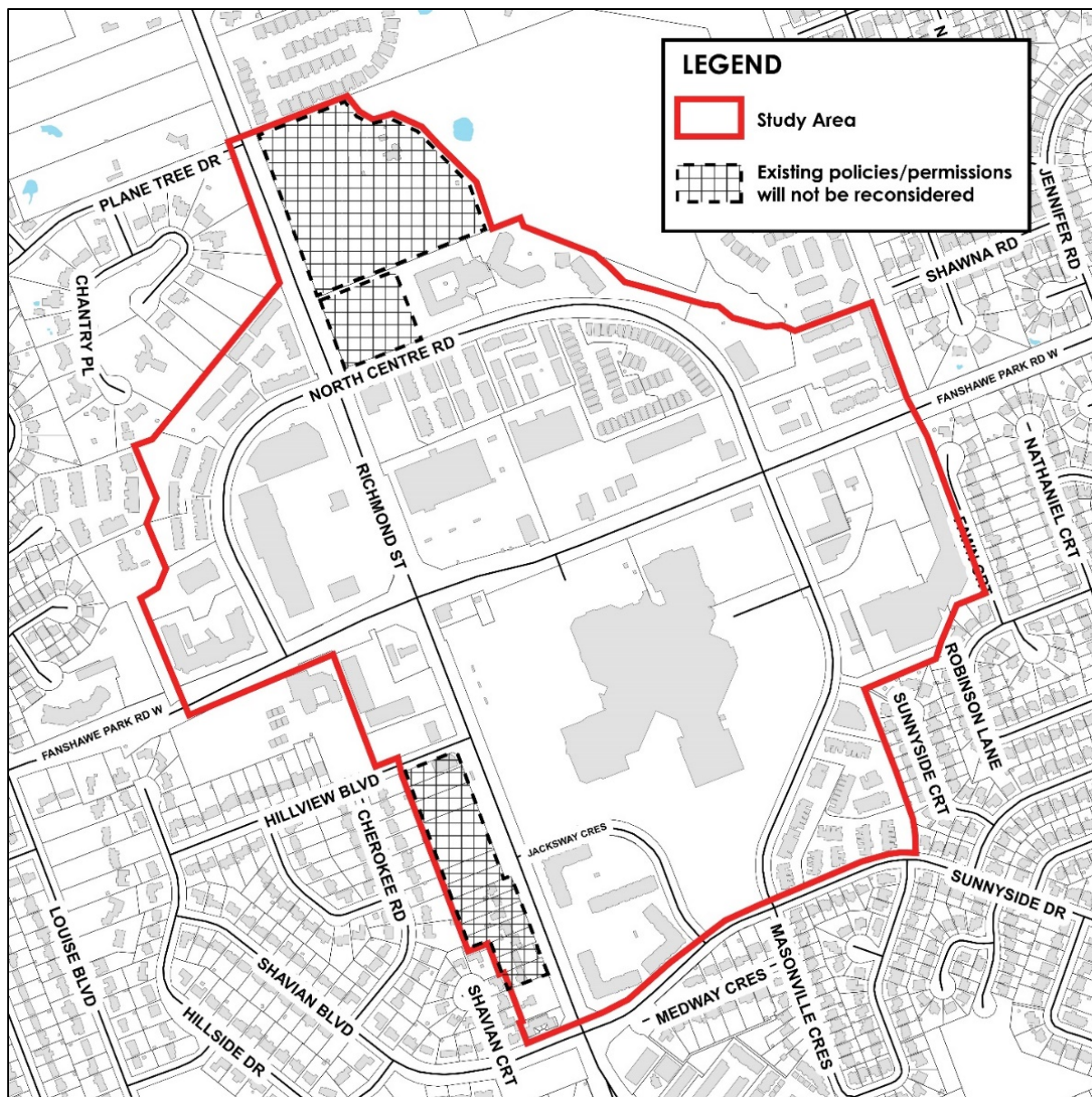


Figure 1 - Map of Study Area

2.0 Community Engagement

2.1 Engagement Overview and Summary of Feedback

Following Municipal Council's adoption of the Terms of Reference in 2019, staff began the Masonville Secondary Plan study. Broad public engagement was undertaken to promote awareness of the plan and capture ideas and feedback. To date, over 130 interested parties have provided their contact information to stay updated about the study. In addition to the interested parties, over 150 other Londoners have informally engaged with staff about the study through Planner "Office Hours". The following describes the study outreach to date.

2.2 Community Information Meeting #1

March 27, 2019: City Planning staff hosted a Community Information Meeting to introduce the Masonville Transit Village planning study to the community. This was the first Community Information Meeting for the study attended by approximately 40 people. Information was provided on timelines and process, existing conditions in the area, and the topics that would be considered in the study.

2.3 Walk and Imagine My Neighbourhood Tour

May 23, 2019: City Planning staff hosted a "Walk and Imagine My Neighbourhood" tour to walk around the project's study area with residents and discuss their ideas about the existing conditions and vision for the future. Approximately 18 people participated in the walking tour and a "virtual walking tour" was also posted on the project website to allow those who were unable to participate in the walking tour the opportunity to comment.

2.4 Community Information Meeting #2

September 18, 2019: City Planning staff hosted a Community Information Meeting to provide an update on the study and feedback received to date, and review three built out scenarios for positive and negative features. Approximately 50 people attended.

2.5 Planner “Office Hours”

Planning staff held “Office Hours” for individuals to find out more about the Masonville Secondary Plan. These “Office Hours” provide an informal opportunity for community members to learn about the study and provide feedback. Over 150 people engaged with staff through these “Office Hours” activities to learn more about the Masonville Secondary Plan 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, 2019, April 9, 2019, April 11, 2019, April 16, 2019, April 25, 2019
- Masonville Farmers’ Market – May 17, 2019, June 21, 2019, August 16, 2019
- Outdoor Movie Night at Hastings Park – June 21, 2019
- CF Masonville Place – August 16, 2019
- Richmond Woods – April 10, 2019

2.6 Bus Stop Survey

August 16, 2019: Planning staff attended the bus terminal and surveyed transit riders about their use of public transit, trip destination and duration, what they do when they are waiting and what would make the experience better. Approximately 16 surveys were conducted.

2.7 Masonville Public School Activity

December 8, 2020: Planning staff held a planning activity with a grade 8 class from the Masonville Public School to capture comments from a youth perspective on the secondary plan.

2.8 Planner “Virtual Office Hours”

During the weeks of April 12 – 16, 2021 and April 26 – 30, 2021 there were a series of daily virtual office hours available for the public or interested parties to drop-in and speak to a planner through an active zoom call.

2.9 Virtual Community Information Meeting

On April 22, 2021, Planning staff held a virtual Community Information Meeting to present the draft Masonville Secondary Plan and respond to questions and comments from the public. The local councillors were in attendance, as well as City transportation staff and the City’s consultant retained to complete the Transportation Impact Assessment. The Community Information Meeting had over 50 viewers and participants.

2.10 Green in the City Seminar – The Future of Masonville: Planning for Sustainable Growth

On March 30, 2021 the draft Masonville Secondary Plan was featured as part of a virtual seminar series called ‘Green in the City’ that explored local issues through a sustainability lens. The series is a collaborative effort between the London Public Library, London Environmental Network, City of London and City Symposium. Upwards of 50 local and city-wide residents attended the event virtually which focused on the Masonville area and featured the draft Masonville Secondary Plan, local stormwater management improvements and the TD Green Energy Park.

2.11 Get Involved Website

Throughout the preparation of the draft Masonville Secondary Plan, the Get Involved website has provided an opportunity for individuals to learn about the Masonville Secondary Plan and provide feedback on the study. The website contains previous

community engagement event materials for the public to access, as well as contact information for the project team. The website will continue to be updated as information is available.

2.12 Summary of Comments and Themes

The overarching themes from the various consultation events include the following:

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

The feedback received from the public and interested parties since the beginning of the project has informed and shaped the development of the Secondary Plan. The overarching themes that have arisen from the circulation of the draft Secondary Plan include the following:

- Increase intensity and height for mid-rise areas to allow for bonusing
- Concern with connections, increased activity, loss of screening and residential priority street for Fawn Court
- Concern with new park and road creation
- Concern with minimum heights
- No allowance for 'interim' development
- Reconsider existing specific policy areas
- Recognize existing back of house facility areas
- Redeveloping parking areas will still need parking
- More people in the area will increase the amount of traffic and cars
- Various minor policy and wording changes and suggestions

The feedback and comments received during the circulation of the draft Secondary Plan have led to revisions and refinements during the production of the final Masonville Secondary Plan. Items that have resulted in more substantive changes to the plan, or have been raised as major concerns are outlined in section 4.0 - Discussion and Considerations of this report.

3.0 Policy Framework

3.1 Provincial Policy Statement, 2020

The *Provincial Policy Statement (PPS)*, 2020 provides policy direction on matters of provincial interest related to land use planning and development. The policies support the integration of land use planning, growth management, transit-supportive development and optimization of transit investments to minimize land consumption and servicing costs (1.1.1.e)). The final Masonville Secondary Plan effectively integrates land use and transit to create a transit-oriented node.

The PPS identifies that settlement areas shall be the focus of growth and development and that densities should efficiently use land and be transit-supportive where transit is planned, exists or may be developed (1.1.3.2.f)). There is an existing transit station and bus interchange within the Masonville Plan area as well as higher-order 'express' transit routes. A higher level of intensity and a broader range of land uses are planned for the Masonville area to capitalize on the transit opportunities and promote a development pattern that has convenient access to these connections. The PPS promotes the supply of housing in proximity to transit corridors and stations to facilitate compact form and minimize the cost of housing (1.4.3.e)&f)). A broad range of residential uses will be permitted and encouraged in the plan area to best utilize and benefit from transit.

The PPS promotes a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and support current and future uses of transit and active transportation (1.6.7.4). A development pattern that encourages development in close proximity to transit services will provide convenient access for residents and employees to use transit and reduce single vehicle trips. New green connections will encourage more active transportation options like walking and cycling within and to the plan area.

The PPS prepares for the impacts of a changing climate by supporting major commercial land uses that are well served by transit where it exists or is to be developed (1.8.c). The existing Masonville Plan area is a popular and well-established commercial shopping precinct. The final Masonville Secondary Plan will build on this character and diversify the uses to create a more complete community where people can readily access transit, services, shopping and green spaces within a walkable community.

A well-designed built form and sense of place is promoted by the PPS (1.7.1.e)). The design policies of the final Masonville Secondary Plan focus on creating an active and engaging walkable, pedestrian-oriented environment. Areas of intensification will be designed to create vibrancy and activity, and will be buffered from lower density residential areas to create effective transitions.

3.2 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 Masonville Plan area is within the Transit Village Place Type in *The London Plan* which is intended to be an exceptionally designed, high-density mixed-use urban neighbourhood connected by rapid transit (806). Transit Villages 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 (808). The Masonville Transit Village is one of four Transit Villages in the City and is planned to be a major destination and development area for the north, to create a vibrant and diverse complete neighbourhood.

Policy 1556 of *The London Plan* provides the direction to prepare a Secondary Plan to elaborate on the policies of *The London Plan*. Policy 1557 identifies instances that may warrant the preparation and adoption of a Secondary Plan, including areas within the Transit Village Place Type that may require vision and more specific policy guidance for transitioning from their existing form to the form envisioned by *The London Plan*. Policy 810 identifies that secondary plans for transit villages may be prepared to guide redevelopment, establish street and pathway networks, identify park spaces, establish more detailed policies for land use, intensity and built form, and establish transitional and interface policies. The final Masonville Secondary Plan provides a framework for growth and development as well as direction for new connections, parks, community and transit facilities.

3.3 1989 Official Plan

The lands within the study area have a variety of designations including: Enclosed Regional Commercial Node (ERCN), Office Area (OA), Multi-Family, High Density Residential (MFHDR), Multi-Family, Medium Density Residential (MFMDR), Low Density Residential (LDR), and Open Space (OS). The various designations permit a wide range of commercial, retail, shopping, office, mid-rise and high-rise residential forms. The final Masonville Secondary Plan will build on the planning direction from the *1989 Official Plan* and provide additional details for the type and location of development, as well as a vision for the overall node.

4.0 Discussion and Considerations

4.1 Transit

As the name suggests, the Masonville Transit Village is a major mixed-use destination with a centrally located transit station. A major characteristic of the transit village is to strategically integrate land use and both existing and planned transit services. Transit is a powerful opportunity for this area that can be a catalyst for new development to transform an area dominated by surface parking lots into an exciting and active transit-oriented community.

There is an existing transit station in the form of a bus interchange operated by the London Transit Commission (LTC) in the northwest portion of the CF Masonville Place parking lot, which provides a high standard of service and connectivity to the various parts of the City and the rest of the transit network. The existing transit station serves as a terminal and layover with 6 bus stops, servicing 8 bus routes across the City. There are services to the Natural Science Building, White Oaks Mall, Pond Mills, Stoney Creek, Fanshawe College, and the Downtown, with half of the routes operating frequent service (every 15 minutes) on weekdays.

The transit station could be enhanced or extended in the existing location, incorporated within a new building or provided at an alternative centrally located space within the Secondary Plan area. There are significant opportunities for residential intensification within the Secondary Plan which will support transit service by efficiently utilizing existing transit services and growing ridership. New and existing residents and workers within the plan area will benefit from the connectivity which provides access for a wide range of socio-economic groups. Lands surrounding the transit station also have the potential to provide park and ride facilities for commuters to transfer from private automobile trips to public transit.

The Masonville Transit Village is also a potential terminus for future rapid transit. A completed Environmental Assessment for a full Rapid Transit system has been prepared for the City of London which includes two Rapid Transit routes, operating in north-east and south-west alignments. The 'north leg' terminus extends into the Masonville Secondary Plan area.

In May of 2017 City Council approved the Bus Rapid Transit (BRT) network, and in July of 2017, the Rapid Transit Initiative Master Plan was approved by Council to develop a bus rapid transit network to achieve the mobility goals of *The London Plan*. The Environmental Project Report (EPR) for London's Bus Rapid Transit was approved by Municipal Council on May 8, 2018. This report identified lands within the Masonville Secondary Plan boundary as the north extent of the north-east rapid transit route.

In March of 2019, Municipal Council voted not to fund the north leg of the rapid transit system. The detailed design and construction of the north leg of the rapid transit system will not move forward at this time, though the EPR still identifies the Masonville Secondary Plan boundary as the north extent of the north-east rapid transit route. Further enhancements to transit services will continue to enhance the viability and development interest for the Masonville Secondary Plan.

4.2 Protected Major Transit Station Area (PMTSA) Intensity

The *Planning Act* defines Protected Major Transit Station Areas (PMTSA) as areas “surrounding and including an existing or planned higher order transit station or stops” (S.16(15)). Municipal Council approved the designation of PMTSAs in the City of London on December 8, 2020, which was Ministry approved without any changes on May 28, 2021. The Masonville PMTSA aligns with the Transit Village Place Type, which surrounds the existing interchange and includes planned higher order transit. This area is intended to accommodate increased residential and employment growth with highly urban, mixed-use, transit-supportive forms of development.

Planning and development applications within the Masonville PMTSA will be evaluated to ensure that they provide for an adequate level of intensity to support minimum targets established. A higher level of intensity is envisioned to support transit, utilize infrastructure and services, and ensure that the limited amount of land within this secondary plan is most efficiently utilized. The intensity targets are intended to apply to the entire PMTSA and are established in *The London Plan*, including:

- i) A minimum of 150 residents and jobs combined per hectare.
- ii) A minimum density for residential development of 45 units per hectare.
- iii) A minimum floor area ratio for non-residential uses of 0.50.

The City retained consultant DTAH at the draft plan stage to undertake modelling based on the anticipated amount of people and jobs per hectare (PPJ/Ha) that could achieve the intention of a PMTSA. These projections provide a detailed forecast on the eventual build-out of the plan area, and a measurement to ensure that the anticipated population is able to be well supported by infrastructure and parks.

The modelling and projections prepared at the time of the draft Secondary Plan identified a total of 193PPJ/Ha based on the ultimate development over a horizon of at least the next 25 years. The projections demonstrated there is sufficient development potential planned to achieve a minimum of 150PPJ/Ha for the PMTSA, while also maintaining existing residential neighbourhoods. The revisions of the draft plan to the final plan are considered minor in nature and generally consistent with the modelling completed during the draft plan stage.

4.3 Inclusionary Zoning

As a designated PMTSA, the Masonville Secondary Plan area is eligible for the future consideration of Inclusionary Zoning. Inclusionary Zoning could require that a certain number of units or gross floor area within residential development be set aside as affordable housing for a set period of time. The Terms of Reference for Inclusionary Zoning were brought forward in January of 2021, and work is underway to develop the Draft Assessment Report as per Provincial requirements.

The Masonville PMTSA is anticipated to experience high residential growth during the planning horizon, which makes it an appropriate and desirable area to integrate Inclusionary Zoning. Inclusionary Zoning within the Masonville Secondary Plan area will be implemented through the Official Plan policies within *The London Plan* or through the development of a Community Planning Permit System (CPPS). Inclusionary Zoning has the potential to deliver a level of affordable housing that will create housing choice and diversity, and serve to replace units previously secured through bonusing. The Secondary Plan sets out an overall objective that 25% of the total number of residential units meet the Provincial definition of affordable housing and identifies a range of tools such as Inclusionary Zoning to help achieve this objective.

4.4 Bonusing

Bonusing under section 37 of the *Planning Act* contemplates greater heights and densities for developments in exchange for the provision of certain services, facilities or matters provided as community benefits. Recent changes under Bill 108 to the *Planning Act* removed section 37 Bonusing and replaced the mechanism with a Community Benefit Charge. The City is transitioning away from using Bonus Zoning; however while

the permissions exist, planning and development applications can be made under the existing framework for site-specific bonus zones. Eventually other tools such as a Community Benefits Charge By-law or Inclusionary Zoning may provide certain community benefits that were formerly achieved through Bonus Zoning. The final Secondary Plan policies utilize bonusing in the interim by referring back to the existing policies of *The London Plan* for certain areas that would qualify for bonus zoning. When the parent policies of *The London Plan* are updated to transition away from bonusing, the policies applicable within the Secondary Plan area will therefore be updated automatically.

4.5 Richmond and Fanshawe Intersection

Fanshawe Park Road and Richmond Street are two major transportation corridors within the city and the Fanshawe Park Road/Richmond Street intersection is a focal point for development within the plan area. The City completed a Municipal Class Environmental Assessment (EA) for the Fanshawe Park Road/Richmond Street intersection in 2018. Improvements to the intersection were identified to address existing traffic volumes, future traffic volumes, intersection safety, pedestrian and cyclist movements, access management issues, existing transit movements, and future Bus Rapid Transit needs.

The preferred intersection design includes westbound dual left turn lanes, northbound dual left turn lanes, a southbound slotted left turn lane, an eastbound slotted left turn lane and northbound and eastbound right turn lanes as well as additional through lanes westbound and eastbound in the vicinity of the intersection. Other design features include improved pedestrian and cycling facilities, landscaping and urban design elements. The improvements will better accommodate pedestrian and vehicle traffic passing through and will support the additional population associated with the Secondary Plan in the future.

4.6 Transportation Impact Assessment

A consistent theme arising from public consultation was concern regarding existing and future traffic and movements within the plan area, and Stantec was retained to undertake a Transportation Impact Assessment (TIA) and Parking Study for the study area. A 'Future Background Scenario' assessed the street network operations based on traffic growth until 2045 based on the assumption that no changes are made to the study area land uses and a 'Future Total Traffic Scenario' assessed the estimated site trips generated by anticipated development in the plan area. Improvement and mitigation measures for both scenarios were modelled and evaluated. This work assessed the existing traffic in the area and evaluated anticipated impacts for the projected growth in the area. Some of the notable findings include:

- Less than 10% of peak period trips to and/or from the Masonville study area are internal to Masonville, meaning that 90% of the trips during peak period originate from areas beyond the study area.
- The existing conditions assessment found that all movements operate within capacity during the AM peak hour, except for the northbound left at the Richmond Street and Fanshawe Park Road intersection. During the PM peak hour, various movements operate over capacity and with a level of service of 'F', primarily at the Richmond Street and Fanshawe Park Road intersection, and at the Fanshawe Park Road West and North Centre Road Intersection.
- Operational constraints continue to be experienced at the intersection of Richmond Street and Fanshawe Park Road in the Future background Scenario in the AM peak hour, and many new capacity issues emerge in the Future Background scenario during the PM peak hour. This finding indicates that growth in the study area to 2045 will create capacity issues even without redevelopment of Masonville and its new anticipated site trips.
- An improved Future Background Scenario was developed to address the capacity issues expected based on the Future Background Scenario and

anticipated development. Recommended mitigation measures such as intersection improvements and storage lanes reduce movements and delays of concern.

- The Future Total Traffic Conditions Scenario assessed trip generation based on the land use and build-out scenario contemplated by the plan. During the AM peak hour, the existing capacity issues at the Richmond and Fanshawe intersection are exacerbated and various new movements operate over capacity compared to the Future Background Scenario. During the PM peak hour, almost all of the study area intersections have movements that operate at a Level of Service (LOS) F over capacity due to the background increase in traffic volumes and the additional proposed development volumes.
- An improved Future Total Scenario was developed to offset both the capacity issues already present and the capacity issues caused by the anticipated developments. Mitigation measures are mostly based on the measures tested in the Improved Future Background Scenario with a number of additional improvements. During the AM peak hour, the mitigation measures at the signalized intersections reduce the delays on movements of concern, and during the PM peak hour with the exception of the Richmond and Fanshawe intersection, and the West Masonville Place entrance and Fanshawe intersection, the mitigation measures reduce delays on movements of concern to 100s or less and volume to capacity (V/C) values to mostly below or slightly over 1.0.
- The review of parking supplies in comparable cities located in proximity to higher-order transit showed that reductions near major transit stations were typically 20%-30% below general city requirements, with up to 50% reduction for more urban areas. The reductions for parking requirements for areas that are located in close proximity to rapid transit reflect the multi-modal travel behaviour that is typical of a transit-oriented development.

The Transportation Impact Assessment and Parking Study that was completed for the Masonville Secondary Plan provides a high-level overview of the anticipated trends based on the projected growth as well as the existing situation. Development and redevelopment is expected to occur gradually over the next 25+ years, and as individual future developments are proposed, Transportation Impact Assessments will be required for site specific applications to review projected impacts.

4.7 Parkland and Community Facilities

The Masonville Secondary Plan area totals approximately 89ha and does not have any public parks within it. There are a few parks and open spaces in the surrounding area including: Plane Tree Park to the northwest; Virginia Park and the Gibbons wetland to the northeast; Carriage Hill Park and Camden Crescent Park to the southeast; and Helen Mott Shaw Park to the southwest. The intent of the plan is to provide additional parkland within the plan area to support existing and future residents and complement other parks in the surrounding area.

The Masonville Secondary Plan area is a highly urban, developed environment that will transition based entirely on infill and redevelopment. In recognition of this unique situation, the parkland provision will be based on modified standards to reflect the intent for this area. Parkland within the study area will recognize the highly urban setting and have features and facilities that provide a wide range of activities in smaller footprints than more traditional suburban park examples. There are three new parks identified within the Secondary Plan area in the northeast, northwest, and southeast quadrants of the intersection of Fanshawe Park Road and Richmond Street. The size and future function of these parks relates to the amount of development potential in the area.

There have been some concerns raised about the amount of parkland dedication identified for new park space and how the City will acquire the land. Under the existing parkland dedication policies, the City is entitled to receive 5% land dedication for

residential lands or the alternative calculation of 1 hectare per 300 residential units, whichever is greater. For commercial lands, the rate is 2% for land dedication. Creating new public open spaces to support new residents and employees in the area is an important feature of the Secondary Plan to provide functional green space, usable recreation areas and support a more balanced community to accommodate anticipated growth. In most cases, the amount of future parkland identified is less than the total requirement set out in the Parkland Dedication By-law and additional dedication will be collected as cash-in-lieu payments for parkland.

There is an existing identified need for a neighbourhood-scale Community Centre for London North as per the *Parks and Recreation Master Plan*. The Masonville Secondary Plan area is potentially an ideal location based on planned levels of intensification. The Secondary Plan policies permit such a use in any location within the plan boundary. The Masonville branch of the London Public Library is currently located within the plan area. The library serves as a community facility and would benefit from the clustering of future similar facilities nearby.

4.8 Land Use

The London Plan contemplates a broad range of residential, retail, service, office, cultural, recreational, institutional, hospitality, entertainment, recreational and other related uses within the Transit Village Place Type (811). The final Masonville Secondary Plan will continue to permit a wide range of uses for the majority of the study area to encourage activity and a broad range of land uses. The Plan also identifies strategic transition areas comprised of and/or near existing neighbourhoods where a scoped range of uses are appropriate to be located. The uses proposed within the final Secondary Plan area are consistent with the vision for the Masonville Transit Village, provide effective areas of transition, and will support the transformation of the area into a vibrant, exciting, transit-oriented hub.

4.9 Permitted Heights

Within the Transit Village Place Type in *The London Plan*, all new buildings will be a minimum height of two storeys to encourage efficient use of land, mixed-use developments and to shift the development pattern away from single occupant, single storey developments going forward.

The Transit Village Place Type policies in *The London Plan* contemplate up to high-rise forms in the area with a wide range of two storeys up to a maximum of 22 storeys as per the intensity policies of *The London Plan*. Those policies require that any developments greater than 15 storeys in height, utilize site-specific bonusing to achieve the maximum contemplated of 22 storeys (813*). The permitted heights in the plan area refine those heights permitted for the entire Transit Village and designate areas of low, mid and high-rise development forms where they are appropriately situated and buffered. Individual sites may not allow for the full range of heights permitted and will be determined at the time of a Zoning By-law Amendment application. The greatest heights of up to 22 storeys with bonusing are oriented to the lands that front on Richmond Street and Fanshawe Park Road within the High-rise area.

The designated Mid-rise areas contemplate a range of two (2) storeys up to eight (8) storeys and surround the highest intensity development areas, and provide a more moderate development potential to transition towards lower rise forms. Requests have been received to allow for greater heights within the mid-rise areas through tools such as bonusing and the use of an angular plane. The mid-rise areas provide an important buffer to ensure transition occurs between low-rise areas and high-rise areas, while still providing adequate development potential to achieve the minimum intensity targets and meet the vision of the Secondary Plan. Further, the boundary between various height areas is not intended to be rigid and depending on the development forms proposed, there could be some flexibility in the interpretation of the boundaries where appropriate.

The designated Low-rise areas permit between two (2) storeys to four (4) storeys, and encompass lands located in or near existing low-rise uses. It is anticipated that there would be fewer and more moderate redevelopment opportunities in the Low-rise areas.

4.10 Built Form

The built form policies in the final Masonville Secondary Plan provide detailed guidance for low-, mid- and high-rise buildings to facilitate well-designed built forms that contribute to the transit village character while providing sympathetic transitions and minimizing any adverse impacts. The greatest heights in the plan area are contemplated along Fanshawe Park Road and Richmond Street where there is strategic proximity to the transit station and adequate separation distance from lower density residential areas. Orienting higher development forms to these main streets provides an opportunity for an enhanced ground floor that is activated with commercial spaces and pedestrian movements, and consistent with *The London Plan* policy that the base of all buildings will be designed to establish and support a high-quality pedestrian environment (814_7). The Secondary Plan also prioritizes certain streets to provide minimum amounts of active commercial uses at grade to cluster commercial areas and promote pedestrian movements.

The Urban Design Peer Review Panel expressed some concerns with the level of specificity for design elements such as required podium creation for high-rise forms through discussion and review of the plan. Certain design aspects have been revisited to provide for more flexibility, design creativity and architectural choice regarding building features, while also ensuring important features, such as a comfortable pedestrian street level, are provided.

4.11 Fawn Court

One of the boundaries of the Secondary Plan area is Fawn Court which forms the east edge of the study area. There have been specific concerns raised by residents for this area of the plan and the direction contained in the draft Secondary Plan. The draft plan previously identified the western edge of Fawn Court as a residential priority street to direct that any future redevelopment of the properties contained within the plan area present an active residential interface with this street. This policy direction has been removed from the final Masonville Secondary Plan in response to the objections raised and new redevelopments will not be required to have an active frontage along Fawn Court.

In the draft plan there were two future active transportation connections for pedestrians/cyclists identified as an east-west connection and a north-south connection to Fawn Court. The east-west connection has been removed to respond to residents' concerns raised, though the north-south connection has been retained as it provides a convenient and desirable link to Fanshawe Park Road to reach transit services. The Uplands Trail is also located on the north side of Fanshawe Park Road in this location, which could provide a future connection to the neighbourhoods to the north of Masonville if the requirements for a protected crossing are satisfied.

4.12 Interim Development

Concern has been raised that there would be little flexibility for 'interim' development to occur in the area prior to more comprehensive, large-scale redevelopment. Interim development in this instance was described as the continued development of single-storey commercial building forms. The Masonville Secondary Plan represents a new direction forward for how the area will grow and change which is a departure from the previous policies and permissions, but is consistent with the vision set out in *The London Plan*. One notable change is that the plan requires a minimum of two storeys for new built forms to encourage mixed-use developments and a more efficient use of land. Allowing for the continued development form of single storey and single tenant commercial development does not contribute to the creation of a more balanced, mixed-use, high intensity urban area.

The interim development the City considers appropriate in this area consists of minor additions to existing buildings that does not trigger the need for Site Plan Approval. This approach provides flexibility to existing owners and affords businesses with the opportunity for minor growth or expansion. New development and redevelopments will

be required to achieve the vision and principles of the Secondary Plan and conform to the new direction set out in the land use and built form policies.

5.0 Masonville Secondary Plan Structure

The Masonville Secondary Plan is comprised of eight sections and six schedules. The Masonville Secondary Plan aims to achieve the following vision:

The Masonville Secondary Plan Area will be an exceptionally designed, high density, mixed-use urban neighbourhood, with convenient access to quality public transit and community gathering spaces. Through infill and redevelopment, the Masonville area will become an exciting complete community that is balanced with places to live, work and play.

The Secondary Plan is based upon the following over-arching principles:

- Build a connected community that encourages transit use and active transportation.
- Green the community through a network of public spaces.
- Develop a pedestrian-oriented environment that is safe, comfortable, and animated at street level.
- Promote exceptional design.
- Identify opportunities for intensification
- Create a complete community that provides a mix of uses, housing types and affordability.

The policies and principles of the Masonville Secondary Plan provide a greater level of detail and more specific guidance for the Masonville Area than the general Transit Village Place Type policies of *The London Plan*. The Masonville Secondary Plan is based on the local context and provides a refinement for the anticipated growth and development that is unique to the Masonville community. The Masonville Secondary Plan is being brought forward prior to the Public Participation Meeting to allow adequate review time for the public and interested parties prior to being recommended for adoption.

Conclusion

The Masonville Secondary Plan is based on the parent policies of *The London Plan* and has been developed with community and stakeholder input. The final Masonville Secondary Plan refines the policies and direction established in the draft plan to help shape and transform the Masonville area. The Masonville Secondary Plan will be brought forward for adoption at a future date of the Planning and Environment Committee at the same time as a Public Participation Meeting will be scheduled.

Prepared by: **Sonia Wise, MCIP, RPP**
Senior Planner, Site Plans

Reviewed by: **Britt O'Hagan, MCIP, RPP**
Manager, Community Building, Urban Design and Heritage

Recommended by: **Gregg Barrett, AICP**
Director, Planning and Development

Submitted by: **George Kotsifas, P.Eng.**
Deputy City Manager, Planning and Economic Development

Appendix A



Masonville

Secondary Plan

August 2021





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1.0 Introduction

1.1 Background

The name “Masonville” was originally attributed to a tavern named “Mason House” built in 1858 as well as a post office established in 1874 at the intersection of Highways 4 and 22 (Richmond Street and Fanshawe Park Road). Masonville was a toll gate on the Proof Line Road (now Richmond Street) making it a popular place to stop. The historic draw of the area has continued to the current day with a wide variety of retail, shopping and commercial uses attracting visitors from the region and throughout the City.

The Masonville Secondary Plan area includes lands around the intersection of Richmond Street and Fanshawe Park Road, which is currently occupied by primarily low-rise commercial buildings, multi-unit residential uses, and large expanses of surface parking. The Masonville Transit Village Place Type is identified as an area for growth in *The London Plan*, and is beginning to see redevelopment interest with the addition of new apartment buildings and infill commercial development.

Masonville is an existing hub for transit services and was part of an Environmental Assessment to evaluate city-wide rapid transit options. The area is designated as a Protected Major Transit Station Area which will accommodate additional population and jobs in a transit-oriented format.

There are future challenges and opportunities that come with higher-order transit service, infrastructure upgrades, redevelopment and intensification. This Secondary Plan will provide a framework for future growth and redevelopment, public and private investment in the area, and to transform Masonville into a connected, mixed-use community with a high-quality public realm.

Photo Credit: City of London, 1950



1.2 Location

The Masonville Secondary Plan includes approximately 89 hectares (219 acres) of land within the Urban Growth Boundary and Built Area Boundary in north London. The Secondary Plan applies to all properties in the Masonville community that are within the Transit Village Place Type in *The London Plan*. These lands generally extend along Richmond Street between Plane Tree Drive to the north and Shavian Boulevard to the south; and along Fanshawe Park Road between the Masonville Public School to the west and Fawn Court to the east. The Secondary Plan area boundary is illustrated in Schedule 1.

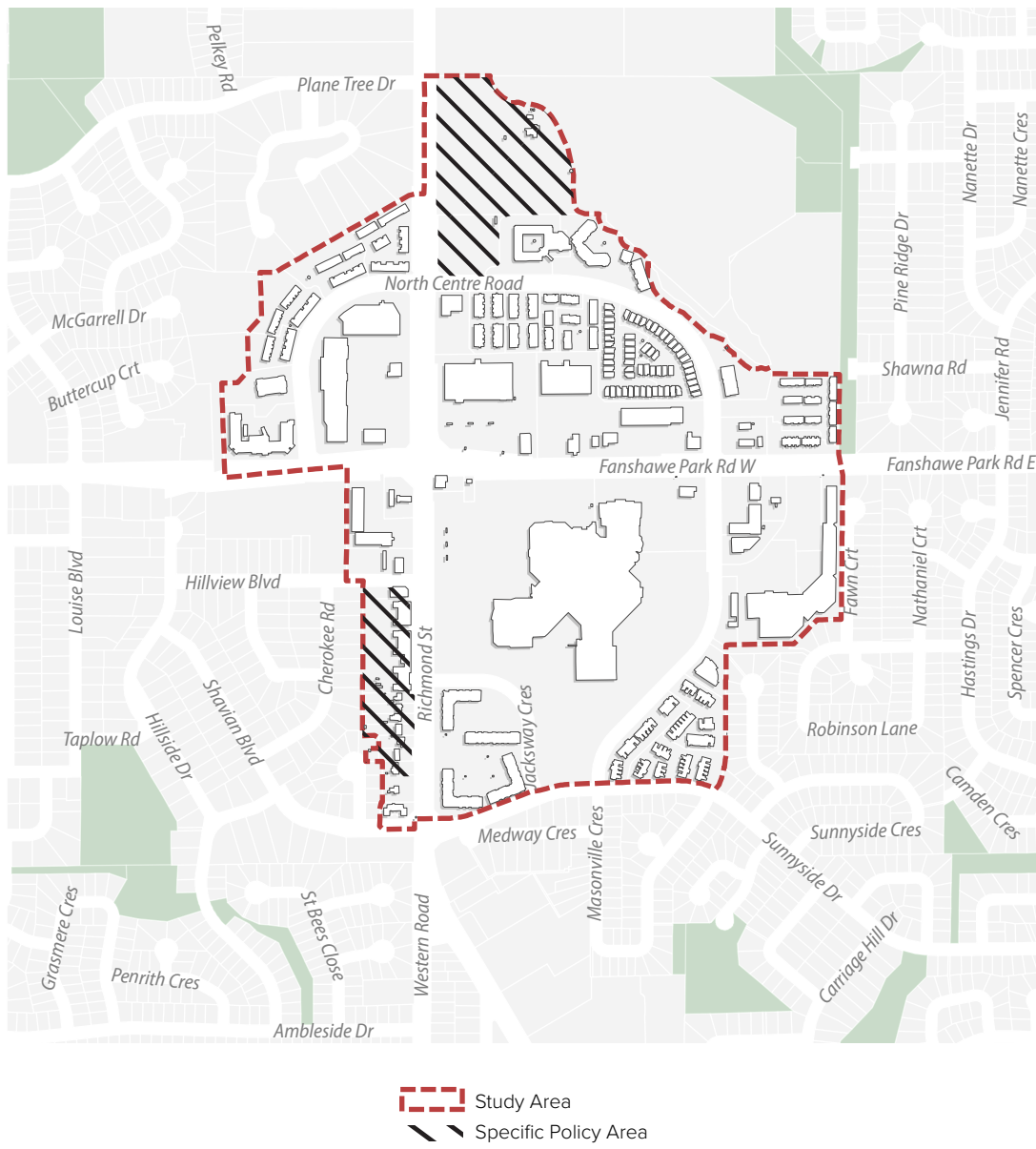


Figure 1: Boundary of Study Area

1.3 Purpose and Use

The purpose of this Secondary Plan is to establish a vision, principles, and detailed policies for the Masonville Secondary Plan area that provide a consistent framework to evaluate future developments and public realm improvements. The intent of the policies is to provide direction and guidance to ensure the Secondary Plan area continues to evolve into a vibrant, connected and mixed-use community that enhances the human-scale quality of streetscapes, and integrates new and existing development, people and open spaces in a compatible and cohesive way.

The policies in this Secondary Plan apply to all properties in the boundary of the Masonville Secondary Plan area unless where specifically noted as only applying to a specific property or area. The policies of this Secondary Plan provide a greater level of detail than the policies of the Official Plan. Where the policies of the Official Plan provide sufficient guidance to implement the vision of this Secondary Plan, these policies are not repeated. As such, the policies of this Secondary Plan should be read in conjunction with the Official Plan and any other applicable policy documents. If an instance arises where the Official Plan and this Secondary Plan appear to be inconsistent, consideration will be given to the additional specificity of the Secondary Plan, and the Secondary Plan shall prevail.

The schedules form part of this Secondary Plan and have policy status whereas other figures and photographs included in the Secondary Plan are provided for graphic reference, illustration, and information. The policies of this Secondary Plan that use the words “will” or “shall” express a mandatory course of action. Where the word “should” is used, suitable alternative approaches that meet the intent of the policy may be considered.

The policies of this Secondary Plan will be implemented through mechanisms set out in this Secondary Plan, public investments in infrastructure and public realm improvements, as well as other tools available to the City including the Zoning By-law and Site Plan Control By-law. Planning and development applications will be evaluated based on the Planning and Development Application policies in the Our Tools section of *The London Plan* and this Secondary Plan to ensure that the permitted range of uses and intensities is appropriate within the surrounding context.

Any required funding associated with the recommendations in the Secondary Plan are subject to availability and approval of funding through the Corporation’s multi-year budget process.



1.4 Vision

The Masonville Secondary Plan area will be an exceptionally designed, high density, mixed-use urban neighbourhood, with convenient access to quality public transit and community gathering spaces. Through infill and redevelopment, the Masonville area will become an exciting complete community that is balanced with places to live, work, and play.

1.5 Principles

To realize the unique vision for the Masonville area, the development of this Secondary Plan has been guided by the following principles:

- i) Principle 1: Build a connected community that encourages transit use and active transportation.
 - a) Create a connected system of pathways and sidewalks that increase pedestrian and cycling permeability through the plan area and connect to transit and key destinations.
 - b) Increase permeability through large commercial blocks during site development by creating a more fine-grain street network to improve connectivity and walkability throughout the area.
 - c) Prioritize pedestrian and active transportation movements through the plan area.



- ii) Principle 2: Green the community through a network of public spaces.
 - a) Create new public parks and open spaces within the plan area that are publicly accessible, functional and exciting.
 - b) Create a variety of public spaces including plazas, parks and open spaces that cater to many different needs and preferences and provide opportunities for diverse activities.
 - c) Reduce the amount of hard surfaced parking area in the plan area and introduce soft landscaping and other forms of greening to beautify the area, improve pedestrian comfort and aid in stormwater management.
 - d) Enhance new and existing streets with the addition of trees, soft landscape areas and green infrastructure.
- iii) Principle 3: Develop a pedestrian-oriented environment that is safe, comfortable, and animated at street level.
 - a) Shift the primary mode of transportation in the plan area from the current dependency on the automobile to pedestrian movements.
 - b) Locate active uses at grade that provide a better environment for pedestrians and encourage walking throughout the plan area.
 - c) Delineate pedestrian connections and minimize the potential for pedestrian and vehicular conflicts.
 - d) Strategically locate and screen blank building facades, loading and utility areas to minimize impacts and ensure they do not detract from a positive streetscape environment.

iv) Principle 4: Promote exceptional design.

- a) Ensure a high standard of architectural quality and composition for new development throughout the plan area that reflects the character of Masonville.
- b) Construct functional and attractive built forms and public spaces that people want to use.
- c) Encourage pedestrian-oriented development that includes human-scale interest, texture, articulation, a mix of materials and ground floor activation into the base of buildings.

v) Principle 5: Identify opportunities for intensification

- a) Encourage infill and redevelopment of underutilized land to support an efficient use of land and transit ridership.
- b) Support intense forms of mixed-use development to create vibrancy in the area while providing an effective transition to existing lower density areas, cultural heritage resources and sensitive land uses.
- c) Transition to more vertically-integrated mixed-use forms as opposed to segregating residential and non-residential uses.

vi) Principle 6: Create a complete community that supports a mix of uses, housing types and affordability.

- a) Provide a mix of residential dwelling types that cater to the needs of all ages, stages of life, socio-economic groups and household structures.
- b) Ensure residential dwellings are designed and delivered in a compact form.
- c) Provide a variety of employment, shopping, dining and service opportunities, including live/work opportunities.
- d) Design housing options to encourage social interaction, and a sense of community amongst residents.





2.0 Community Structure

The Community Structure Plan, illustrated in Schedule 2 of this Secondary Plan and described below, focuses on establishing connectivity, providing an appropriate transition to the surrounding mature neighbourhoods and concentrating areas of intensification. The elements identified in the Community Structure Plan will assist with implementing the vision for the area.

2.1 Areas of Intensity

The two main transportation corridors of Richmond Street and Fanshawe Park Road intersect in the plan area forming a major central point of convergence. Lands surrounding this intersection have excellent access to the existing transit station and are well separated from existing lower density neighbourhoods. The most intensive land uses and built forms are directed to these arteries to transform the intersection into a vibrant, transit-oriented, mixed-use focal point for the area. New development along these frontages will have active commercial ground floors to create interest and animation along the street and support a walkable main street environment.

2.2 Areas of Sensitivity

Surrounding the area of intensity at the Richmond and Fanshawe intersection is a transition area where mid-rise developments are permitted to step down the higher heights to more sensitive land uses like low-rise residential development and cultural heritage resources. The majority of the plan area will feature a wide variety of uses and intensities, though the plan recognizes the existing low density mature neighbourhoods that are intended to be preserved. Land

use for existing lower density residential areas is generally limited to a range of low-rise, residential uses and small-scale commercial uses that are compatible with the existing neighbourhoods. New development in proximity to these areas of sensitivity will provide effective transition in built form and massing to ensure a sympathetic transition.

Cultural heritage resources within and adjacent to the Masonville Secondary Plan area shall be conserved. New development adjacent to cultural heritage resources will be sensitively designed to achieve a compatible relationship to the cultural heritage resource.

2.3 Gathering Spaces

New public parks are planned to provide outdoor amenity spaces to new and existing residents in the three major quadrants of the plan area. These new parks are equitably distributed throughout the plan area so users will have convenient access without having to cross major roads to access them, and will create focal points for community gathering, recreation and activities.

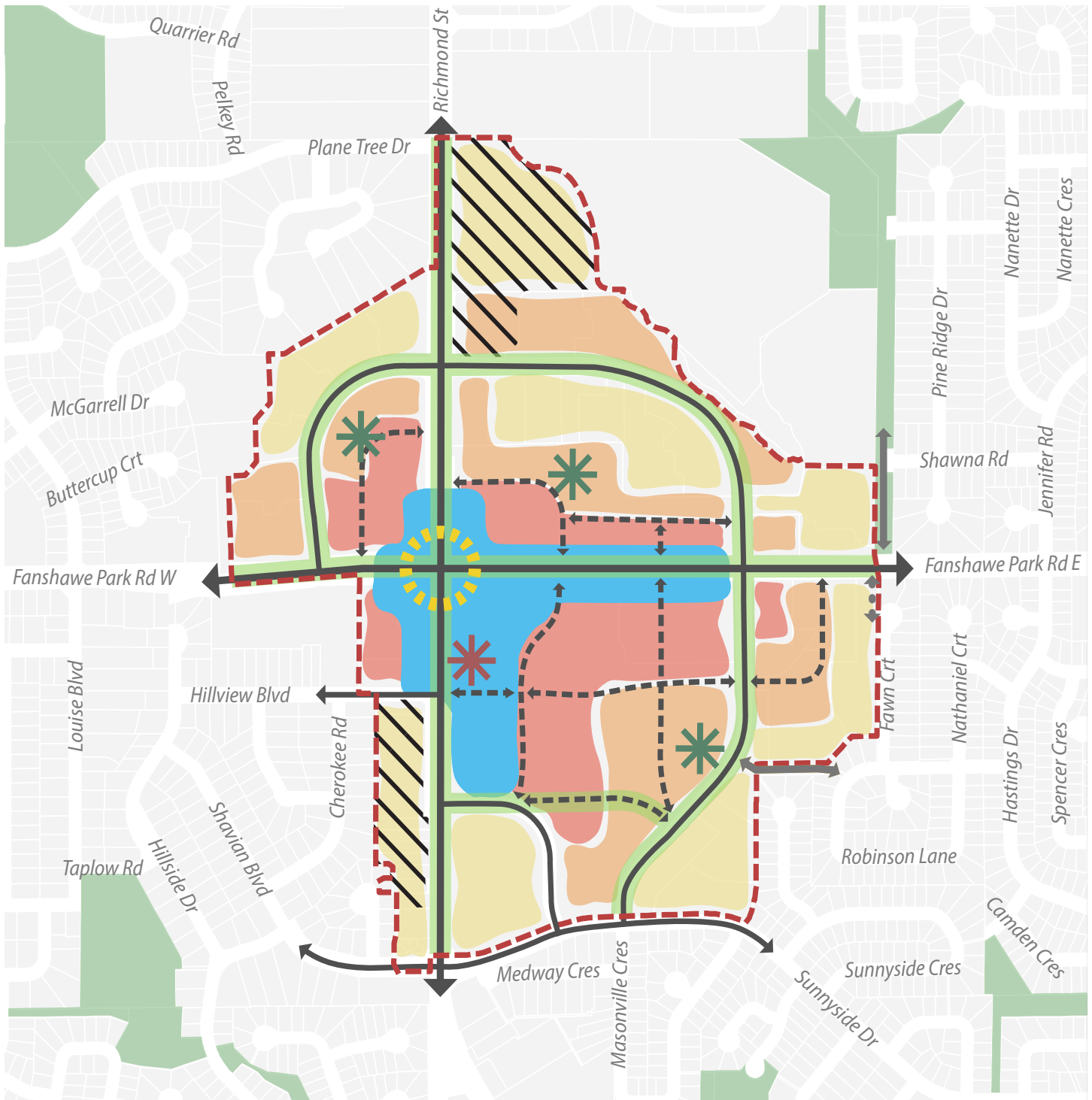
2.4 Transit Station

The existing Transit Station consists of a bus interchange which provides an important hub of connectivity from Masonville to the rest of the City. The Transit Station will serve as a focal point for development in the area and may be enhanced or expanded over time through public and private investment and service improvements. Pedestrian and cyclist movements and facilities will be prioritized in and around the station to increase the convenience and comfort of transit users. A diverse mix of commercial and service offerings will increase activity along the street, and the proximity to higher intensity uses along Fanshawe and Richmond will provide convenient access for residents.

2.5 Moving Around

The creation of new connections through a system of public and/or private streets will decrease block sizes and increase the permeability of the area to create a more walkable environment. These connections will provide new opportunities to green the corridors with tree plantings to provide shade for pedestrian comfort and better manage stormwater runoff. Active transportation will be improved through the new connections and will become a more appealing method of moving around. The new connections will provide alternative routes to new open spaces, community facilities, the Transit Station and other destinations of interest.

Fanshawe Park Road, Richmond Street and North Centre Road connecting into the east-west portion of Jacksway Crescent will be prioritized for enhanced cycling facilities to promote safe and inclusive recreation and travel for all abilities. These active transportation connections or 'greenways' will provide routes throughout the plan area to destinations of interest and existing multi-use pathways.



- Study Area
- Commercial Priority Area
- High-rise
- Mid-rise
- Low-rise
- Enhanced Cycle Routes
- Specific Policy Area
- Main Intersection
- Transit Station
- Parks
- Future Connections
- Existing Active Transportation Connections
- Future Active Transportation Connections

Figure 2: Community Structure Plan





3.0 General Policies

3.1 Mobility and Public Realm

Mobility in the plan area is based on all movements and infrastructure required for pedestrians, cyclists, motorists, and transit users. The street network within the Masonville Secondary Plan area consists of existing public streets such as: Main Streets (Fanshawe Park Road and Richmond Street North), Rapid Transit Boulevard, Neighbourhood Connectors and Neighbourhood Streets as well as new planned streets, that may be either public or private. For the purpose of this plan, the term 'private street' shall refer to privately-owned, publicly-accessible streets that connect with the street network to create an integrated system for enhanced pedestrian, cycling and vehicular connectivity. The mobility policies are based on:

- i) Street Network
- ii) Streetscape and Public Realm
- iii) Private Streets
- iv) Parking



3.1.1 Street Network

The connections shown on Schedule 5 represent a conceptual street network in a modified grid pattern that supports walking, cycling, access to transit and efficient movement of emergency services. New connections within the plan area will be created as public roads or as private roads that are publicly accessible. Additional connections not identified on Schedule 5 may also be provided. The street network is based on the following policies:

- i) The design of streets will prioritize pedestrian movement through the provision of wide sidewalks, benches, trees, landscaping, lighting, safe crossings and other streetscape elements that improve pedestrian comfort.
- ii) Transit and active transportation will be supported through the design of the street network to connect to key destinations, open spaces and transit.
- iii) Connections shown on Schedule 5 are intended to increase permeability through large commercial blocks to create smaller development blocks and a more fine-grain street network that promotes pedestrian movement by allowing for variation in routes and making walking easier and more efficient.
- iv) The provision and construction of connections in Schedule 5 are required where a development parcel fronts on, is adjacent to, or requires the access of a connection, and shall be determined at the time of planning and development applications such as, but not limited to: Zoning by-law amendments, plans of subdivision and site plans.
- v) Large development sites and/or sites



that propose partial or phased development shall show new vehicular, pedestrian and cycling connections as part of a Conceptual Master Development Plan.

- vi) Future active transportation connections identified on Schedule 5 will provide additional or enhanced pedestrian and cycling linkages as 'greenways' to the existing recreational pathway network as well as providing better access throughout the plan area and surrounding the Transit Station.
- vii) All new connections surrounding the Transit Station shall be designed to provide enhanced pedestrian infrastructure such as two (2) metre minimum sidewalk widths, tree plantings and landscaping, benches and seating areas, and other features to accommodate high levels of pedestrian traffic from people using transit.
- viii) All new connections should be designed to be landscaped with tree planting and stormwater management controls to serve as greened corridors connecting park spaces, open spaces and community facilities.
- ix) The use of common elements condominiums should be considered for the ownership, use and maintenance of common laneways and private roads between multiple property owners.
- x) Variations to Schedule 5 may be considered by the City by exception based on circumstances such as topography, proposed abutting land uses, and opportunities to implement other objectives from the *Transportation Master Plan*, the *Cycling Master Plan*, the future *Mobility Master Plan* and this Secondary Plan, in accordance with the policies in section 7.9 of this Plan.



- xi) All street typologies within the plan area should provide a variety of features to support a broad range of different users.
- xii) The creation of private streets shall be in accordance with the policies in section 3.1.3.

3.1.2 Streetscape and Public Realm

The public realm in the Masonville Secondary Plan area will develop into a pedestrian and bicycle-friendly environment that will prioritize walking, cycling, and transit use based on the following policies:

- i) Pedestrian and cyclist comfort and safety will be prioritized in the streetscape design for all public and private streets and the design of the public realm.
- ii) All portions of North Centre Road are identified as priority cycling routes and shall provide cyclist infrastructure in any future public works, lifecycle renewal, or offsite improvements associated with development.
- iii) Future public works projects or offsite improvements associated with development along Fanshawe Park Road and Richmond Street shall incorporate vegetative features to minimize the visual and auditory impacts of vehicular traffic on pedestrians.
- iv) Future public works projects in the Masonville Secondary Plan area will incorporate soft landscaping, where feasible, to improve stormwater management.
- v) Utilities should be located within the vehicle portion of the street or under the sidewalk to optimize growing space for trees, and utility boxes should be located underground where possible.

- vi) Vertical streetscape elements such as lighting, signage, parking meters, bicycle parking, utilities and garbage receptacles shall be designed and placed in a coordinated manner to enhance pedestrian comfort, maintain a direct clearway and minimize obstacles.
- vii) Street tree planting and landscaping is encouraged along all public and private streets to provide shade for pedestrians, retain stormwater for ground water recharge, reduce the heat-island effect and enhance the aesthetic of the plan area.
- viii) Patio spaces, small plazas, and courtyards are encouraged to be integrated into new development and should be oriented to the street for visibility and access.
- ix) New high-rise multi-unit residential developments shall include indoor and outdoor communal amenity spaces for residents.
- x) Pedestrian-scale lighting and decorative light standards distinctive to the Secondary Plan area may be used to enhance the vibrancy and sense of place.
- xi) The Transit Station shall be designed as a landmark facility and community focal point with high quality treatments and decorative features.

3.1.3 Private Streets

Private streets within the plan area are intended to function as publicly accessible streets for pedestrians, cyclists and motorists, while providing flexibility and efficient use of land for private owners. An easement and agreement with the City shall be entered into to secure public

access over private streets at the time of partial or full construction. The design and function of private streets shall implement the following:

- i) Private streets shall be designed to provide the same function as public streets for pedestrians, cyclists and motorists.
- ii) Where new private streets are created and retained in private ownership, they shall complement the road pattern, and connect to the established grade of public roads and public sidewalks with an appropriate design that achieves minimum separation requirements for intersections and other City standards.
- iii) The private streets should provide for a streetscape and sidewalk environment designed for pedestrians, with features that include wide sidewalks, trees and feature plantings, decorative paving, and low impact development.
- iv) Private developments are permitted to utilize the space above and below private streets for such uses as aerial art fixtures, decorative lighting or underground parking, provided there is no conflict for the use of the space by vehicles, pedestrians or cyclists.
- v) Private streets may utilize alternative paving and surface materials to be flexibly designed (ie. as a woonerf) and used for festivals, events and gatherings.
- vi) The construction of private streets and provision of a public access easement shall occur where a development parcel fronts on, is adjacent to, or requires the access of a private street identified in Schedule 5.

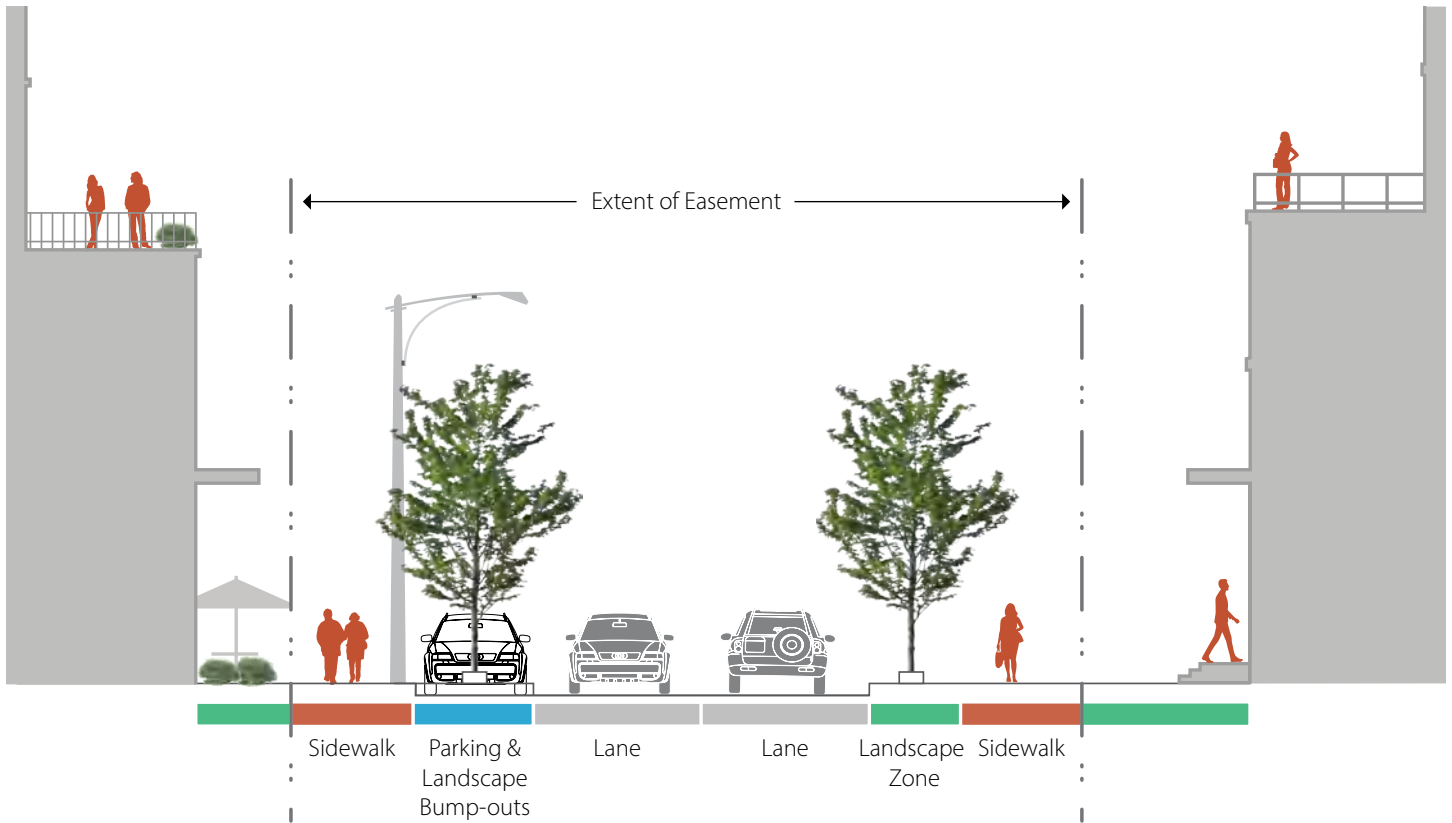


Figure 3: Typical Cross-section of a Private Street with a variety of standard and additional elements shown.

- vii) Large development sites and/or sites that have partial development proposed shall show the full extent of private streets, pedestrian connections and any cycling connections as part of a Conceptual Master Development Plan.
- viii) The east-west extension of Jacksway Crescent shall be designed at a higher standard as a major east west connector and as a major 'greenway' cycling connection to planned cycle lanes along North Centre Road.
- ix) The east-west connection of Hillview Boulevard to the Masonville Mall entry at North Centre Road is prioritized as a future public road, if and when, the existing enclosed shopping centre redevelops.

3.1.3.1 Standard Elements for Private Streets

- i) Sidewalks shall be provided on both sides of new private streets and should be designed in accordance with the minimum widths and acceptable gradient as set out in the Design Specifications and Requirements Manual.
- ii) Sidewalks should be separated from the travelled portion (lane) of private streets by a buffer area comprised of a minimum of one metre landscape strip zone, or on-street parking area.

- iii) The travelled portion (lanes) of the private street shall be provided in accordance with the lane widths set out in the Design Specifications and Requirements Manual.
- iv) Private roads that are identified for enhanced cycle facilities shall incorporate bicycle lanes at the minimum width specified by the Design Specifications and Requirements Manual, either within the travelled portion of the street, or within the boulevard. 'Sharrows' are not an acceptable alternative where an enhanced cycling facility is identified.
- v) The extent of private streets defined as the publicly-accessible area will be interpreted as the outer edge from one sidewalk to another. An easement over the extent of private streets shall be entered into with the City to provide public access. Streetscape elements such as lighting, street furniture and landscaping located outside of this extent will be considered as part of the landscape open space, amenity space and site design.
- vi) Traffic calming measures may be applied to encourage low traffic speeds and volumes, to minimize conflicts between users and to discourage cut-through traffic. Where warranted, traffic calming measures are to be addressed at the time of site plan, and include, but are not limited to such features as: raised crossings, chicanes, speed cushions, and tree planting or other vertical elements located adjacent to the curb.
- ii) Plantings may be incorporated in alternative forms such as landscape planters or containers where underground constraints exist, such as underground parking or utilities.
- iii) Where a private street is providing on-street parking, landscape bump-outs should be provided at all new intersections and mid-block for street segments longer than 6 parking spaces, to break up large stretches of parking areas and provide opportunities for trees and other streetscape furniture and amenities.
- iv) Landscape bump-outs should be a minimum of 25m² to provide adequate space to incorporate multiple tree planting, low-impact development and rain gardens.
- v) Pedestrian-scale lighting, street furniture and signage should be included where appropriate to improve pedestrian safety and comfort, without detracting from the function or design of the space.

3.1.3.2 Additional Elements for Private Streets

- i) Plantings should be installed in permanent landscaped areas, and should include tree plantings where adequate soil volumes exist.

3.1.4 Parking

- i) On-street parking may be provided along public and private streets within the plan area to support street-level commercial uses and residential drop-offs and deliveries, where it does not conflict with pedestrian and cycling priority or constrain transit operation.
- ii) On-street parking (parallel, perpendicular or angled) provided within the publicly-accessible extent of private streets will be counted towards any parking requirements on the adjacent development site(s).



- iii) Off-street parking shall be designed to reduce the visual impact of the parking from the public realm and should be provided as underground parking or structured parking integrated into the building and wrapped in active uses along all facades facing streets or public spaces.
- iv) Structured parking should be designed in a flexible manner with an appropriate floor to ceiling height to allow the conversion to alternative active uses in the future. Structured parking ramps should not have parking located on them.
- v) Where surface parking is provided, these surface parking lots shall be environmentally responsible and well-designed to address the following:
 - a) Reduce the visual impact of surface parking lots through the use of landscaping.
 - b) Incorporate sustainable materials and technologies.
 - c) Create direct, comfortable, and safe pedestrian routes from parking to streets and buildings.
 - d) Mitigate the urban heat island effect through shade tree planting and landscaping.
 - e) Manage stormwater quality and quantity on-site.
 - f) Landscape islands within parking areas should be a minimum of 25m² to provide adequate space for multiple tree plantings, low-impact development, and rain gardens.
 - g) Enhance the safety and attractiveness of the public realm.

- viii) Joint access to adjacent parking lots (above or below ground) on adjoining properties should be established where feasible.
- ix) With the exception of purpose-designed on-street parking spaces, parking should not be located between a building and a public or private street.
- x) Access to parking areas should be located on lower order streets, where possible, and driveway/laneway access points consolidated to minimize curb cuts and pedestrian conflicts.
- xi) Reduced parking standards may be considered for new developments that demonstrate offset measures such as integrated vehicle share programs for residents, shared on-site parking between different land uses, and proximity to transit.
- xii) Bicycle parking and supportive facilities such as change rooms and showers should be provided for all new development and are encouraged.

3.2 Green Development and Sustainable Design

The Secondary Plan addresses the climate emergency by providing a compact form of development that reduces urban sprawl and encourages active transportation and the use of public transit. The design of green spaces and use of building technologies will also help to achieve sustainability principles and address the climate emergency.



3.2.1 Green Spaces

Development in the plan area is encouraged to achieve a high standard of environmental sustainability by incorporating the following green space policies:

- i) Reduce private automobile dependence through the provision of new pedestrian and cycling connections that encourage active transportation options and provide convenient links to transit facilities.
- ii) Create a more green and livable community through the provision of new parks, green spaces, and gathering places.
- iii) Existing healthy trees should be protected where possible and new treescapes shall be integrated into the design of streetscape, public spaces and within development sites to contribute to the character of the area, build a sustainable tree canopy, reduce the heat island effect, moderate sun and wind, and improve ground filtration.
- iv) Urban agriculture and food production opportunities will be encouraged to be integrated into buildings and landscapes through elements such as community gardens, private gardens, greenhouses, roof-top gardens, and edible landscaping.

3.2.2 Green Buildings

Development and building design in the plan area is encouraged to achieve a high standard of environmental sustainability through incorporation of the following green building policies:

- i) Dedicated areas should be provided within buildings for the collection and storage of recycling and organic waste that is equally as convenient as the garbage facility.

- ii) Development is encouraged to reduce impacts on the environment through achieving green building best practices such as LEED certification, net-zero or net-positive greenhouse gas emissions, and through efficient design and energy usage.
- iii) Building construction is encouraged to minimize the waste of materials, water and other limited resources, and utilize recycled and reclaimed materials.
- iv) Development should use durable materials that help to conserve energy by lowering maintenance and replacement costs. Development is encouraged to use locally harvested, recovered, manufactured or extracted building materials.
- v) Green roofs or cool roofs should be installed on all new mid-rise and high-rise developments, including surface materials with high solar and thermal reflectivity to help reduce the impact of buildings on the climate.
- vi) Building orientation should maximize opportunities for passive solar gain where possible, and utilize green building technologies such as solar devices.
- vii) Electric vehicle charging stations should be installed in all new mid-rise and high-rise developments.
- viii) The use of alternative green energy sources such as district energy and solar is encouraged where available.

3.3 Stormwater Management

Currently, the Masonville Secondary Plan area is highly impervious. New development and redevelopment within the area will provide opportunities to substantially improve stormwater management through the implementation of water quality controls and integration of Low Impact Development (LID). Stormwater controls should be integrated along corridors, parks and linkages to not only provide an aesthetically appealing and cohesive pedestrian network but also improve sustainability within the area. The following policies apply to stormwater management within the Masonville Secondary Plan area:

- i) Stormwater will be considered as a resource to be utilized and not as a waste product for disposal.
- ii) Stormwater management facilities and LIDs should be incorporated as focal points and design features within the community and should be delivered in a way that is compatible with, and enhances the vibrant, urban character of the area.
- iii) Use of irrigation systems is discouraged. Efforts to utilize stormwater as a resource and/or the selection of native, drought tolerant plants is preferred.
- iv) Stormwater management shall be incorporated into all new development or redevelopment sites, surface parking areas and other hard surface development.
- v) Sustainable stormwater management techniques should be utilized such as enhanced use of organic cover, and/or reduced vehicle lane width to reduce the runoff and impervious area coverage and to relieve stormwater management demands.





- vi) Low Impact Development (LID) principles and practices shall be promoted and showcased to improve water quality and reduce runoff volumes through infiltration or filtration including the use of: bioretention in surface parking landscape islands, free-draining garden planters, grassed swales (depressed areas), underground infiltration systems such as third pipe-systems or infiltration galleries, green roofs, rain gardens and rain harvesting vessels/ barrels.
- vii) Pathways or other public spaces should be located adjacent to naturalized and/or greened LIDs, on both public and private lands where possible.
- viii) Above ground stormwater management facilities and features will be designed to fulfill their planned function while also contributing positively to the aesthetic of the area.

3.4 Community Facilities

At the time this Secondary Plan was developed, the Masonville Secondary Plan area had very limited spaces for community use or gathering. In accordance with the City of London *Parks and Recreation Master Plan*, a future neighbourhood scale community centre is planned to serve the London North area and the Masonville area could be an ideal location. Council will undertake a separate site selection process to determine the appropriate location for the facility.

As the Masonville Secondary Plan area grows and develops, the need for community spaces will continue to increase. Future community spaces within the Masonville Secondary Plan area will be guided by the following policies:

- i) Community spaces such as community centres, schools and libraries should be designed to meet the needs of current and future residents as the area grows.
- ii) Community centres, schools and libraries are permitted in all land use areas within the Secondary Plan area.
- iii) Community centres, schools and libraries may be designed as separate stand-alone buildings or as part of an integrated multi-use building. The creation of a community hub with multiple community facilities and planned open space is encouraged.
- iv) The possibility of including a new community centre within a private mixed-use development with residential and/or commercial uses will be explored, as opportunities arise.
- v) Community facilities will be designed as landmark buildings. The ground floor of any community facility use will be designed to contribute to the vibrancy and animation of the public or private street.
- vi) The integration of community spaces with affordable housing is encouraged.



3.5 Protected Major Transit Station Area

Transit Villages like the Masonville Transit Village are designated as Protected Major Transit Station Areas (PMTSA) in *The London Plan*, and second only to the downtown for permitted intensity. A higher-level of intensity is envisioned for development in this plan area to support the provision of higher-order transit. The minimum intensities for Transit Villages identified in the PMTSA policies of *The London Plan* shall apply for the entire Masonville Secondary Plan area, with the exception of minimum and maximum heights, where the policies of this plan shall prevail.

Large development sites and/or sites that have partial development proposed shall delineate the extent of the development block(s) as part of a Conceptual Master Development Plan to establish a calculable area to apply the minimum standards identified in the Protected Major Transit Station Area policies for tracking purposes.

3.6 Transit Station

The existing Transit Station consists of a bus interchange which provides an important hub of connectivity from Masonville to the rest of the City. The Transit Station will continue to serve as a focal point for development in the area and may be enhanced, expanded or relocated over time through public and private investment. The Transit Station shall be designed to be functional, accessible and attractive to serve as a focal point and landmark for the Masonville Secondary Plan

area. The following policies apply to the Transit Station:

- i) Improvements to, or redevelopment of, the Transit Station may be as a stand-alone structure or incorporated into a building.
- ii) Pedestrian connections to and from the station shall include wider sidewalks with a minimum width of two (2) metres and designed to enhance pedestrian comfort.
- iii) Mid-block pedestrian and active transportation connections should be provided between new and existing buildings in and around the station to facilitate pedestrian and cyclist permeability through the area.
- iv) Pedestrian and transit vehicle movements will have priority in and around the station area.
- v) Ground floor uses surrounding the station, shown in Schedule 6, shall be active and oriented to the station with building entrances and direct pedestrian connections.
- vi) Decorative design features, public art, unique street furniture, and lighting will be encouraged to highlight the station and to establish a distinct sense of place.



3.7 Parks

At the time this Secondary Plan was developed, there were no public parks within the Masonville Secondary Plan area, which totals approximately 89ha. It is anticipated that the plan area will accommodate a high growth rate and substantially add to the existing population upon plan build-out. Open space is a necessary component of a thriving community and a vital feature to create a complete community.

The intent of this Secondary Plan is to establish parkland within the plan area to support existing and future residents and complement the parks in the nearby area. The Masonville Secondary Plan area will be highly urban environment that will be based entirely on infill and redevelopment. In recognition of this unique situation, the parkland provision will be based on modified standards from those set out in the *Parks and Recreation Master Plan* and the *Design Specifications and Requirements Manual* to reflect the intent for this area. Smaller, more intense urban parks will be utilized in this highly urbanized plan area in place of traditional larger neighbourhood parks. Future parks and open spaces within the Masonville Secondary Plan area will be guided by the following policies:

- i) As development occurs, the provision of new public parks and privately-owned, public spaces (POPS) is identified as a priority.
- ii) The provision of land for future public parks is prioritized over the collection of cash-in-lieu to establish locations for new open spaces within the Secondary Plan area.
- iii) The identification and consideration of land for future public park dedication shall be undertaken through all planning and development



applications and shown as part of a Conceptual Master Development Plan. Parkland dedication will occur prior to the issuance of a building permit, or may be secured through an easement, holding provision, or agreement entered into with the City, to the City's satisfaction.

- iv) New public parks will be required for the northwest, northeast and southeast quadrants of the intersection of Fanshawe Park Road and Richmond Street as identified in Schedule 2 the Community Structure Plan, including:
 - A new park is required in the southeast quadrant of the study area at the classification level of 'urban park' with a minimum size of 1.75ha.
 - A new park is required in the northeast quadrant of the study area at the classification level of 'urban park' with a minimum size of 0.5ha.
 - A new park is required in the northwest quadrant of the study area at the classification level of 'urban park' with a minimum size of 0.5ha.
- v) New open space and/or POPS will be encouraged for the southwest quadrant of the intersection of Fanshawe Park Road and Richmond Street.
- vi) New public parks shall have at least one public street frontage.
- vii) New parks should be located and designed to be buffered from vehicular traffic on Fanshawe Park Road and Richmond Street where possible.



- viii) Publicly-owned parkland is preferred, however in instances where this may not be possible, or where retaining private ownership may provide additional community benefits, such as activities and programming, POPS may be acceptable alternative to the satisfaction of the City.
- ix) Where POPS are provided in private ownership they shall be publicly accessible as established through an easement and agreement entered into with the City.
- x) An expanded range of activities, programming, events and uses may be permitted on POPS as established through an agreement with the City.
- xi) Enhanced pedestrian space or public plazas are encouraged for the lands at the intersection of Richmond Street and Fanshawe Park Road.
- xii) New POPS such as seating areas, plazas and forecourts should be provided in high-traffic pedestrian areas such as at intersections and primary building entrances, to increase pedestrian comfort, enhance wayfinding and contribute to the community character.
- xiii) Safe, convenient and enhanced pedestrian and cycling connections will be established within the boulevard along Fanshawe Park Road to the Uplands Trail from North Centre Road.
- xiv) Pedestrian and cycling connections identified on Schedule 5 and additional pedestrian and cycling connections that are not shown on Schedule 5 will be determined through site specific development applications.

3.8 Housing Mix and Affordability

The Masonville Secondary Plan represents an opportunity to provide a wide range of housing options, including affordable housing for the plan area and the City as a whole. Development within the plan area will contribute to providing accessible, affordable, and quality housing options that people will want to live in. It is the objective of this Plan that a minimum 25% of all new residential development within the entire plan area meet the Provincial definition of affordable housing. The City will work with other government agencies, the not-for-profit sector, and private developers to promote innovative housing forms, development techniques, and incentives that will facilitate the provision of affordable housing. The following policies shall apply to all lands within the Masonville Secondary Plan:

- i) Provide for a range and mix of housing types, including affordable forms of housing, to achieve a balanced residential community.
- ii) Provide live/work opportunities for people to live near current or future jobs in the plan area.
- iii) New mid-rise and high-rise developments shall include a mixture of unit sizes and configurations, including a mix of bachelor, 1, 2, and 3-bedroom units.
- iv) Grade-related multi-level units, townhouse-style units and live/work units should be incorporated into the base of mid-rise and high-rise residential development along appropriate street-frontages to promote walkability, activation and different dwelling style choices.

- v) Each site-specific development proposal will be assessed on its ability to contribute to affordable housing.
- vi) Affordable housing units within market housing buildings shall be integrated with shared lobbies and amenities.
- vii) The indoor and outdoor communal amenity spaces included in new developments should support a variety of age groups, including children, adults, seniors and families.
- viii) Secure and convenient storage areas are encouraged for strollers, mobility aids and other equipment to support the needs of a diverse population.
- ix) Available tools and provisions under the *Planning Act*, such as bonusing or inclusionary zoning, will be used to secure affordable housing units at the time of development applications.
- x) The utilization of innovative design features, construction techniques, or other tenure arrangements for residential developments, to broaden the provision of affordable housing will be encouraged.

3.9 Community Benefits

Community benefits are the facilities, services and matters that enhance the area with desirable attributes to be provided through new development and redevelopments. Council may deliver community benefits through the broad suite of tools afforded by the *Planning Act*, such as, but not limited to, Bonusing, a Community Benefits Charge, Site Specific Zoning Applications and/or a Community Planning Permit System. The provision of community benefits in return for greater height or density does not have to be provided on the same site as the proposed development. Community benefits that will be prioritized for the Masonville Secondary Plan area include:

- i) Provision of affordable housing that meets the Provincial definition established through an agreement with the City.
- ii) Additional dedication of parkland above and beyond the minimum requirements specified in the Parkland Conveyance and Levy By-law.
- iii) Development of privately-owned public spaces (POPS) and community elements such as publicly accessible promenades, parks, gardens, plazas, or seating areas.
- iv) Advanced provision of Development Charge (DC) and/or Community Benefits Charge (CBC) planned and identified facilities, features or matters.
- v) Contribution to the development of transit amenities, features, commuter parking, and/or other facilities.







4.0 Land Use

The Masonville Secondary Plan area is intended to develop as a high-density, mixed-use, urban neighbourhood. The following policies will facilitate the development of a thriving mixed-use community with a diversity of uses, while recognizing existing mature neighbourhoods that are intended to be maintained. Permitted land uses are shown on Schedule 3 and described in the following policies:

4.1 General

- i) The following uses are permitted anywhere within the plan area: community facilities such as community centres, schools and libraries; transit facilities, public and private parks, and private streets.
- ii) New single detached dwellings, semi-detached dwellings and duplex dwellings are not permitted.
- iii) New auto-oriented, restricted automotive uses and service stations are not permitted.
- iv) Auto-oriented, restricted automotive uses and service stations that are existing on the date of the passing of this plan may continue to operate and are encouraged to transition to other permitted uses.
- v) No more than 20,000m² of office space will be permitted in the plan area, and no more than 5,000m² of office space will be permitted in any individual building.

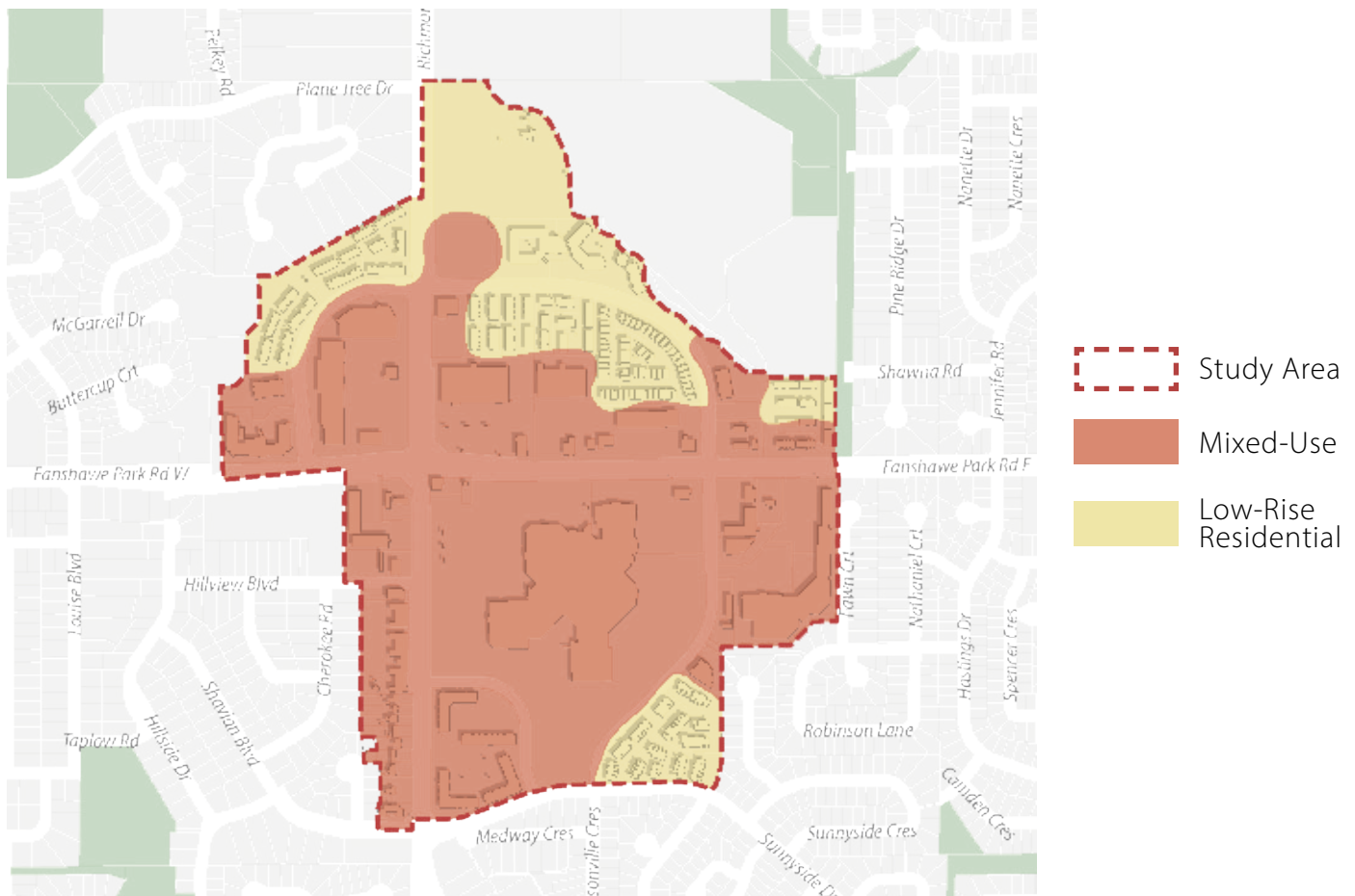


Figure 4: Land Use Areas

4.2 Mixed-Use Area

The Mixed-Use Area encompasses most of the plan area and includes a wide variety of uses to support the development of a vibrant, mixed-use transit supportive village.

4.2.1 Permitted Uses

- i) A broad range of retail, commercial, service, cultural, entertainment, recreational and residential uses are permitted.
- ii) Mixed-use buildings are the preferred form of development with active ground floor commercial uses and residential uses above, unless otherwise specified in Schedule 6.
- iii) New single-storey, stand-alone commercial, retail and other non-residential buildings are not permitted.

4.3 Low-Rise Residential Area

The Low-Rise Residential Area generally encompasses the outer edges of the Secondary Plan and includes a variety of existing low-rise and low-density residential neighbourhoods. The existing mature neighbourhoods are intended to be maintained, though there is opportunity for a limited amount of compatible intensification within the Low-Rise Residential area.

4.3.1 Permitted Uses

- i) A range of low-rise residential uses including triplexes, fourplexes, townhouses, stacked townhouses, and low-rise apartment buildings may be permitted.
- ii) Within low-rise apartment buildings, small-scale convenience uses, such as convenience stores and cafes are permitted up to a maximum gross floor area of 300m².

4.4 Priority Ground Floor Uses

4.4.1 Commercial Character Streets

To facilitate the clustering of commercial uses and provide for more intimate residential streets, Schedule 6 identifies where Commercial Character Streets and Residential Character Streets are required. These streetscape characters are generally aligned with the land uses on Schedule 3, and further described in section 6.5 Ground Floor Design.

The lands fronting the intersection of Richmond Street and Fanshawe Park Road, and the future streets surrounding the Transit Station are identified in Schedule 6 as Commercial Character Streets. These streets require mandatory active ground floor commercial uses at grade to promote pedestrian movements and create vibrancy at a focal point in the plan area. Active ground floor commercial uses are those uses that encourage regular and frequent movement to and from building entrances that activate the streetscape with high volumes of people. For the purpose of this plan, active ground floor commercial uses include, but are not limited to:

- i) Retail
- ii) Restaurant
- iii) Service
- iv) Recreational
- v) Cultural
- vi) Entertainment
- vii) Institutional
- viii) Community Facilities

4.4.2 Residential Character Streets

Portions of North Centre Road where there are existing mature residential neighbourhoods, are identified as Residential Character Streets on Schedule 6. These Residential Character Streets require active ground floor residential uses that provide a residential interface through existing low-rise residential areas to enhance the residential streetscape and promote pedestrian movements.

4.4.3 Flexible Character Streets

For all other streets that are not shown on Schedule 6, non-residential ground floors are encouraged, but not required. All other streets can have either active ground floor commercial uses or active residential ground floor uses, or a combination of both.

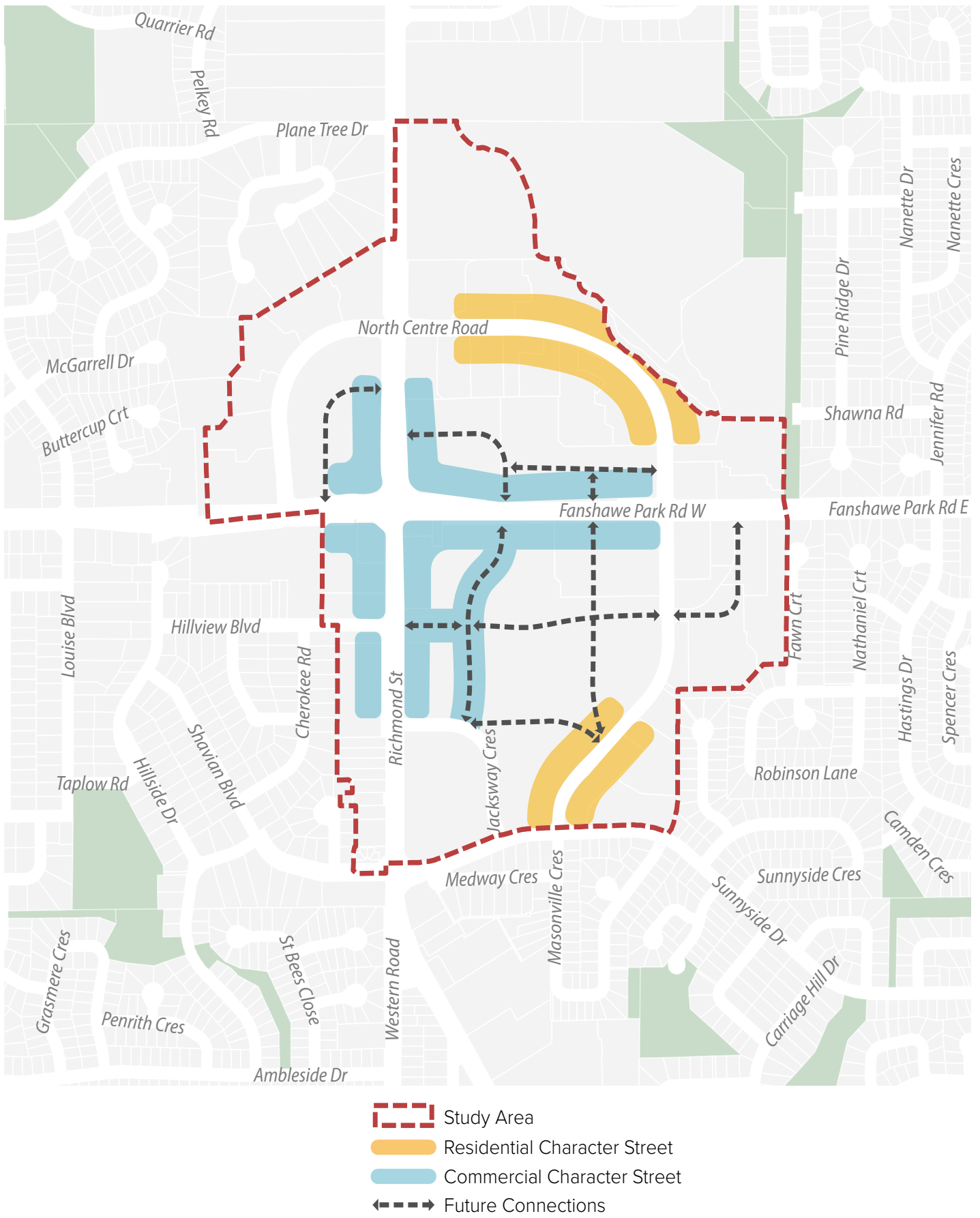


Figure 5: Priority Streets



5.0 Height

The range of permitted heights will vary throughout the Secondary Plan as identified on Schedule 4 to focus areas of intensity and ensure transitions in height to existing sensitive uses. Within the plan area, intensity of development is based on High-Rise, Mid-Rise and Low-Rise permitted height areas. The boundaries between the various areas identified on Schedule 4 are not intended to be rigid and allow some flexibility for creative design solutions, such as the transition of height within a single building. The following policies apply to the entire plan area, unless otherwise specified:

5.1 Minimum Heights

The minimum permitted height for all lands within the Masonville Secondary Plan area shall be no less than two storeys to facilitate an efficient use of land and encourage mixed-use development forms.

5.2 High-Rise Area

The High-Rise Area allows the greatest building height in the plan area and is concentrated along Richmond Street and Fanshawe Park Road, which is the main intersection and focal point for development. There is significant opportunity for intensification due to the high availability of surface parking lots, and the separation distance to the Low-Rise Areas and existing neighbourhoods. There is strategic proximity to the Transit Station, and this area will feature the tallest building heights and greatest intensity in the plan area to support public transit.



Up to high-rise building forms are permitted in the High-Rise Area and the maximum permitted heights shall be up to 22 storeys, in accordance with the Transit Village intensity policies of *The London Plan*.

5.3 Mid-Rise Area

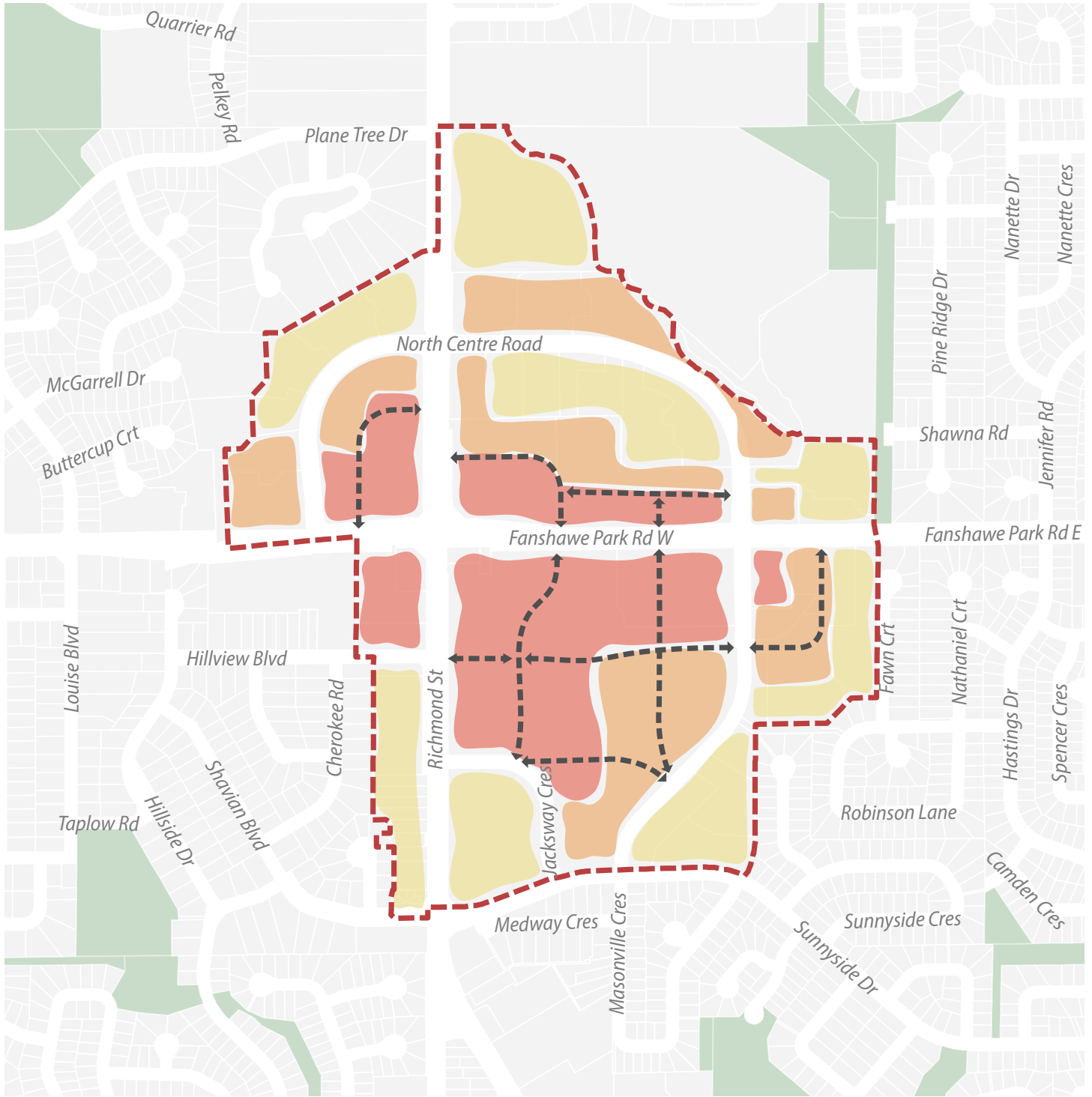
The Mid-Rise Area will provide an important transition for building heights from the High-Rise Areas to the Low-Rise Areas and existing neighbourhoods. New development will be designed to provide transitions in building height and massing, and utilize screening and buffering to provide a sensitive interface with lower forms of development.

Up to mid-rise building forms are permitted in the Mid-Rise Area and the maximum permitted heights shall be up to eight (8) storeys.

5.4 Low-Rise Area

The Low-Rise Area is generally comprised of, or located in proximity to, existing mature residential neighbourhoods, or low-rise residential uses. New development within these areas will be based on low-rise development forms to ensure compatible scale and building heights.

Low-rise building forms will be permitted in the Low-Rise Area and the maximum permitted heights shall be up to four (4) storeys.



- Study Area
- High-Rise Area [2 - 22 Storeys]
- Mid-Rise Area [2 - 8 Storeys]
- Low-Rise Area [2 - 4 Storeys]
- Future Connections

Figure 6: Permitted Heights





6.0 Built Form

The Built Form policies guide the development of new buildings in the Secondary Plan area. These policies provide policy direction on building typologies and design as a framework for how the area will develop into an exceptionally-designed, high-density urban neighbourhood and provide effective transition to ensure development is an appropriate fit with existing low-rise residential uses.

6.1 General

The following policies apply to all new development in the Masonville Secondary Plan area, unless otherwise specified:

- i) The height and massing of new buildings shall fit within a 45 degree angular plane, starting at 7m above grade and measured from the property boundary of lands in the Neighbourhoods Place Type and/or any lands in the Low-Rise Residential Land Use Area in the Masonville Secondary Plan area as shown on Schedule 3. This is intended to provide a sympathetic transition from lower to higher development forms. All elements of fit and transition must be accommodated within the development site.
- ii) All buildings shall be designed to express three defined components: a base, middle and top. Alternative design solutions that address the following intentions may be permitted:

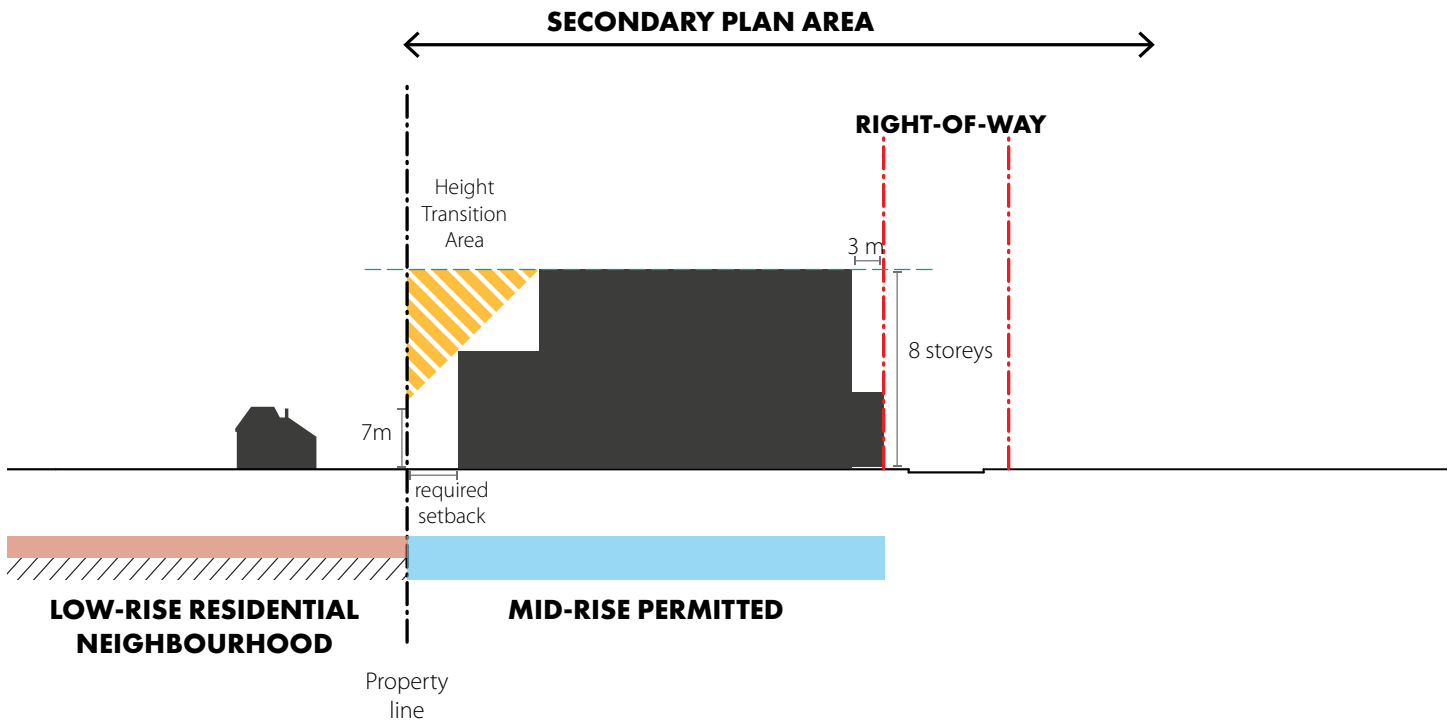


Figure 7: Neighbourhood Transition

- a) the base shall establish a human-scale façade with active frontages including, where appropriate, windows with transparent glass, awnings, porches, canopies, lighting, and the use of materials that reinforce a human scale.
- b) the middle shall be visually cohesive with, but distinct from, the base and top.
- c) the top shall provide a finishing treatment, such as a roof or a cornice treatment, and will serve to hide and integrate mechanical penthouses.
- iii) New development will be designed and massed to minimize the impacts of shadows on parks, POPS, the public realm, and outdoor communal and private amenity spaces.
- iv) The design of buildings should form a well-defined and continuous street wall to support a pedestrian-oriented environment.
- v) Buildings should have articulated façades that create a human-scale rhythm along streetscapes. No extensive blank walls should be visible from the public or private street.
- vi) Usable outdoor amenity spaces that activate the front yard setback, including porches, stoops, courtyards, patios and plazas are encouraged.
- vii) Buildings located at the terminus of vistas or view corridors should incorporate architectural design elements and massing that enhances the terminal view.
- viii) Buildings located at corner sites and intersections shall address and frame the corner with building entrance(s), massing, articulation, and height.
- ix) In addition to the connections shown on Schedule 5, mid-block pedestrian and active transportation connections should be provided between buildings to facilitate pedestrian and cyclist permeability through the area.
- x) Building design should minimize privacy and redevelopment impacts adjacent properties through adequate setbacks and massing orientation.

6.2 High-Rise Buildings

The following policies apply to new high-rise development in the Masonville Secondary Plan area:

- i) For the purpose of this Secondary Plan, High-rise buildings are buildings that are nine (9) storeys in height or taller.
- ii) High-rise buildings should have a minimum 5m stepback at the third storey, fourth storey, or fifth storey, (proportional to the street type), to provide a pedestrian-scale environment at the street wall, limit the visual impact of the building at street level, and mitigate shadow and wind impacts on the public realm.
- iii) High-rise buildings, particularly those on the south side of a public or private street should incorporate additional setbacks, or terracing, above the fifth storey to mitigate shadow and provide better sunlight penetration at street level.
- iv) High-rise buildings should be designed with slender towers that allow shadows to move quickly, minimize the obstruction of views and limit the visual mass and overlook as experienced from nearby properties and the public realm.
- v) High-rise buildings should have a maximum tower floor plate of 1,000 square metres above the eighth storey, with the length to width ratio not exceeding 1:1.5 to minimize shadowing and visual impact from all approaches.
- vi) Towers shall not have any blank façades.
- vii) Tower design and orientation is encouraged to provide privacy for occupants through techniques such as angling and offsetting towers.





- viii) High-rise buildings should have a minimum separation distance of 25 metres between towers. This separation distance is intended to:
- a) Minimize the impacts of shadows and loss of sunlight on surrounding streets, open spaces, and nearby properties.
 - b) Provide access to natural light and a reasonable level of privacy for occupants of high-rise buildings.
 - c) Enhance the provision of pedestrian-level views of the sky between tall buildings particularly as experienced from adjacent streets, pedestrian connections, and open spaces.
 - d) Minimize the impacts of uncomfortable wind conditions on streets, pedestrian connections, open spaces, and surrounding properties.
- v) All portions of High-rise buildings above the street wall stepback should be setback a minimum of 12.5 metres from the interior property line of any adjacent site that could accommodate high-rise or mid-rise development, or from the centre line of any public or private street, to protect and preserve the development potential of adjacent properties.
- vi) The top portion of the tower shall be designed to create an integrated and attractive finish to the building and contribute to the quality and character of the Masonville skyline. The top portion of the tower shall integrate the mechanical penthouse and be distinctive from the rest of the building through the use of stepbacks, articulation, change in materials or other architectural features.

6.3 Mid-Rise Buildings

The following policies apply to new mid-rise development in the Masonville Secondary Plan area:

- i) For the purpose of this Secondary Plan, Mid-rise buildings are buildings five (5) storeys in height up to and including eight (8) storeys in height.
- ii) Mid-rise buildings should have a minimum 3m setback at the third, fourth, or fifth storey, (proportional to the street type), to provide a pedestrian-scale environment at the street wall, limit the visual impact of the building at street level, and mitigate shadow and wind impacts on the public realm.
- iii) Mid-rise buildings, particularly those on the south side of a public or private street should incorporate additional setbacks, or terracing, above the fifth storey to mitigate shadow impacts and provide better sunlight penetration at street level.





6.4 Low Rise Buildings

The following policies apply to new low-rise development in the Masonville Secondary Plan area:

- i) For the purpose of this Secondary Plan, Low-rise buildings include forms such as townhouses, stacked townhouses and low-rise apartment buildings up to and including four (4) storeys in height.
- ii) Garages for new Low-rise buildings should be located at the rear of buildings and accessed from a private driveway to minimize pedestrian-vehicle conflicts, create a pedestrian-oriented public realm and ensure vehicles do not dominate the streetscape. Garages should be integrated into the building design and not project beyond the main building façade. Underground parking is preferred where feasible
- iii) Townhouse units should be limited to no more than eight (8) horizontally-attached units to ensure adequate breaks in the street wall to provide permeability and access.
- iv) Cluster developments will be oriented with active street frontages along public and private streets as a first priority.

6.5 Ground Floor Design

Improving the pedestrian experience is a priority of the Masonville Secondary Plan which requires thoughtful attention to the design of the ground floor. Creating active building façades increases activity and encourages passive surveillance which will in turn, help the Masonville Secondary Plan area evolve into a walkable, pedestrian-friendly neighbourhood.

- i) New residential development will be located close to public and private streets, while providing a modest setback to accommodate building elements, such as landscape buffers, porches, canopies, courtyards and steps.
- ii) New non-residential (commercial) development will be located close to public and private streets, while providing a modest setback for building elements, such as canopies, patios, plazas, public or private forecourts, and doors. Greater building setbacks are permitted to accommodate patios spaces, publicly-accessible plazas, and courtyards.
- iii) Buildings and main entrances shall be oriented toward and front onto public and private streets, public parks and open spaces. Main building entrances shall not front onto surface parking lots.
- iv) Private streets will be treated and considered as street frontages or exterior side yards for the purpose of this plan.
- v) Buildings will have attractive and active frontages onto public and private streets. Blank walls, parking, services, and utilities should not be visible from public and private streets.
- vi) Buildings with frontages along Fanshawe Park Road and Richmond Street shall have their massing, siting and principal entrances oriented to those existing street(s) to establish an animated pedestrian-scale environment. 'Back of house' activities such as loading areas are not permitted along the Fanshawe Park Road and Richmond Street frontages.
- vii) Entrances to retail and commercial units, and lobbies that provide access to uses above the ground floor, will be at grade (flush) and accessible directly from the public or private road in order to activate the sidewalk. Minor grade separations may be considered by exception and accommodated with ramps on constrained sites.
- viii) Non-residential ground floors should be designed to be tall enough to avoid conflicts with overhead elements such as signage, canopies and awnings, and to increase visual connection from interior spaces to the outdoors.
- ix) Glazing should be transparent and maximized for non-residential uses located on the ground floor.
- x) The ground floor of residential buildings within the Mixed-Use area should be designed with the flexibility to accommodate future conversion to non-residential uses, such as providing a raised floor over the slab that can be removed to provide additional ground floor height in the future.
- xi) Where residential units are provided at-grade, the setback will be sufficient to accommodate direct entryways and private amenity spaces for residential units, including any walkways, steps, porches, private courtyards and landscaping areas.

6.5.1 Ground Floor Commercial Design

Where a ground floor commercial use is provided, a minimum of 50% of the building frontage should include active, pedestrian-generating uses. Non-active uses, such as lobbies to upper levels and professional offices may be permitted for the remaining building frontage. Where possible, non-active uses should be provided along lower-order street frontages. Large expanses of blank walls should be avoided along street frontages and located on the back of the building where required.

6.5.2 Ground Floor Residential Design

Where a residential ground floor is provided, a minimum of 50% of the building frontage should include direct access to individual units from the adjacent sidewalks. Residential lobbies, and small-scale, non-residential uses may be permitted for the remaining building frontage. Large expanses of blank walls should be avoided along street frontages and located on the back of the building where required.

6.6 Back of House and Loading Areas

Loading areas are a necessary component of existing and future commercial and residential uses which are an integral part of this Secondary Plan. The following policies are required for new back of house and loading areas:

- i) Loading docks and back of house areas should be located away from Fanshawe Park Road, Richmond Street, North Centre

Road, Jacksway Crescent and the future connections identified in Schedule 5 to not detract from a pedestrian-oriented streetscape.

- ii) Loading docks and back of house areas should be enclosed, set back from the street edge and provide a screening and buffer area. The use of landscaping and building massing should be used to screen the loading docks and back of house areas. Service entrance widths should be limited to the minimum required to be functional.
- iii) Waste storage areas should be located inside buildings to mitigate their visual and odour impacts. Where outside waste disposal areas are necessary, they will be enclosed in materials complementary to the main building and screened with landscaping.



7.0 Our Tools

7.1 Implementation of the Plan

The Masonville Secondary Plan shall be implemented through the following implementation mechanisms:

- i) This Secondary Plan shall be implemented according to the provisions of the *Planning Act*, the *Provincial Policy Statement*, other applicable Provincial legislation, and the provisions of the City of London Official Plan, *The London Plan*.
- ii) Where applicable, approval of development applications shall be conditional upon commitments from the appropriate authorities and the proponents of development to the timing and funding of any required road and transportation facilities. These works will be provided for in site plan agreements. Phasing of the development, based on the completion of the external road works, may be required by the City of London.
- iii) Approval of development applications shall be conditional upon commitments from the appropriate authorities and the proponents of development to the timing and funding of required storm water management, sanitary sewer and water supply facilities. These works shall be provided for in site plan agreements. Phasing of development, based on the completion of external sewer and water services, may be implemented if required by the City of London.
- iv) All municipal works shall be consistent with the policies of this Plan.
- v) All planning and development applications shall conform with the policies of this Plan.

7.2 Interpretation

The following policies are intended to provide guidance in the interpretation and understanding of the policies, objectives, principles and schedules of this Secondary Plan.

- i) The policies and principles contained in the Masonville Secondary Plan are intended to implement this Secondary Plan, as described in Section 1. It is intended that the interpretation of these policies should allow for a limited degree of flexibility according to the following provisions:
- ii) The boundaries between land use areas as shown on Schedule 3 and height areas as shown on Schedule 4 are not intended to be rigid, except where they coincide with physical features such as public streets. The exact determination of boundaries that do not coincide with physical features will be the responsibility of Council. Council may permit minor departures from such boundaries if it is of the opinion that the general intent of this Secondary Plan is maintained and that the departure is advisable and reasonable. Where boundaries between land use designations do not coincide with physical features, any major departure from the boundary will require an Official Plan amendment to this plan.
- iii) Minor variations from numerical requirements in this Secondary Plan may be permitted by Council without an amendment to the Official Plan, provided that the general intent and objectives of this Secondary Plan and Official Plan are maintained.

- iv) Where lists or examples of permitted uses are provided in the policies related to specific land use designations, they are intended to indicate the possible range and types of uses to be considered. Specific uses which are not listed in this Secondary Plan, but which are considered by Council to be similar in nature to the listed uses and to conform to the general intent and objectives of the applicable land use designation, may be recognized as permitted uses in the Zoning By-law.

7.3 Municipal Works

Municipal works shall be consistent with the policies of this Plan. Such works include:

- i) Road development or reconstruction.
- ii) Sewer, water, stormwater and wastewater infrastructure.
- iii) Parks.
- iv) Public facilities.

7.4 Official Plan

- i) Any amendments to the text or schedules of this Secondary Plan represents an Official Plan amendment. Furthermore, amendments to the schedules of this Plan may require amendments to the associated maps of the Official Plan.
- ii) Any applications to amend this Secondary Plan shall be subject to all of the applicable policies of this Secondary Plan, as well as all of the applicable policies of the City of London Official Plan.



7.5 Zoning By-law

- i) Any applications for amendments to the City of London Zoning By-law shall be subject to the policies of this Secondary Plan and applicable policies of the City of London Official Plan
- ii) Consideration of other land uses through a Zoning By-law Amendment shall be subject to Evaluation Criteria for Planning and Development Applications as described in the Our Tools section of The City of London Official Plan. The Zoning By-law may restrict the use or size of some uses.
- iii) The Zoning By-law will provide more detail on individual permitted heights which may not include the full range of heights identified in this Secondary Plan.

7.6 Plans of Subdivision, Plans of Condominium, and Consents to Sever

Any application for subdivision, condominium or consent to sever shall be subject to the policies of this Secondary Plan and applicable policies of the City of London Official Plan.

7.7 Site Plan Approval

Any applications for site plan approval shall be subject to the policies of this Secondary Plan and applicable policies of the City of London Official Plan.

7.8 Guideline Documents

Guideline documents may be adopted by Council to provide greater detail and guidance for development and the public realm elements of the Secondary Plan.

7.9 Street Creation

New public and private streets will be created through the following processes:

- i) Plan of Subdivision.
- ii) Plan of Condominium.
- iii) Site Plan.
- iv) Consent.
- v) Land Dedication.
- vi) Land Purchase.

Schedule 5 shows the Conceptual Street Network. This Secondary Plan establishes a street pattern that represents the foundation for the community and establishes the framework for the layout of land uses. This Secondary Plan identifies the general alignment of roads and allows for minor changes to the street alignments to be made without amendments to this Secondary Plan provided that the general intent and objectives of this Secondary Plan and the Official Plan are maintained. The street network may need to be modestly realigned to address constraints or opportunities such as: topography; proposed abutting land uses; enhanced site or building design; and to implement other objectives from the *Transportation Master Plan*, the *Mobility Master Plan*, the *Cycling Master Plan*, the *Rapid Transit Environmental Assessment*, and this Secondary Plan. Substantive changes or eliminations of any road alignments will require an Official Plan amendment and shall only be permitted where they are consistent with the underlying principles of the Community Structure Plan and this Secondary Plan.

At the subdivision and/or site plan application stage, traffic controls - including the provision of signalized intersections and turning movements -

and frontages that may be subject to full or partial restrictions on individual driveway access, shall be identified within traffic studies required as part of a complete application.

Private Streets may utilize street names to assist with way-finding and establish a sense of place. Speed limit signage, traffic calming techniques such as roundabouts, and other traffic management elements may be considered as part of the street design.

7.10 New Parkland

To ensure that new parkland is delivered concurrently with new development, staff are directed to utilize parkland cash in lieu funding, supplied from this immediate growth area (parkland reserve fund), to support park construction costs that may not be fully covered under future development charge studies and/or future parkland development charge standard rates.

7.11 Stormwater Management

Planning and development applications shall address the following stormwater management policies:

- i) All efforts should be made for new and redevelopment site plans within the area to capture and infiltrate the first 25mm of stormwater onsite during all storm events.
- ii) All overland flows from 250-year flow events in new and redevelopment areas are required to be safely conveyed offsite and are not to impact neighbouring properties.

- iii) In areas that Low Impact Development (LID) cannot be accommodated (i.e., where underground parking exists), the use of oil/grit separators should be used to achieve required total suspended solids (TSS) removal to improve water quality to the satisfaction of the City Engineer.
- iv) In accordance with established policies, the stormwater drainage system will be designed to the satisfaction of the City and all applicable approval agencies having jurisdiction. Where permitted, Permanent Private Systems (PPS) will provide water quality and/or quantity control for storm drainage. Stormwater servicing works for the subject lands will be required to be designed to the satisfaction of the City Engineer.
- v) The implementation of Best Management Practices (BMPs) is encouraged where possible, subject to favourable geotechnical conditions and land development within the plan area, all to the satisfaction of the City Engineer.
- vi) A Stormwater Management Plan may include but not be limited to conceptual stormwater plan, an Environmental Assessment, a functional Stormwater Management Plan, as determined by the City.





7.12 Required Studies

This Secondary Plan identifies the following studies, plans, reports and assessments that may be required to be completed to the satisfaction of the City of London and any agency having jurisdiction, prior to the City considering a development application to be complete and prior to the approval of development applications within parts of, or the entire, Secondary Plan area. The City shall determine on an application by application basis the need for supporting studies, plans and assessments, and when in the approvals process they may be required:

- Archaeological Assessments
- Affordable Housing Strategy or Statement demonstrating response to policies in section 3.8
- Conceptual Master Development Plan: which sets out development areas, development phases, new pedestrian, cycling and street connections, the extent of proposed easements for public access, and new park land in accordance with this plan
- Conceptual Site Design Plan/Building Elevations
- Construction Impact Mitigation Study
- Cultural Heritage Evaluation Report
- D-6 Guideline Compatibility Study
- Environmental Impact Studies
- Functional Servicing Plans (sewer and water)

- Geotechnical Report and/or hydrogeological investigations to support Low Impact Development features
- Green Development Statement demonstrating response to policies in section 3.2
- Heritage Impact Assessment
- Shadow Study
- Stormwater Management Plan demonstrating response to policies in section 7.11
- Storm/Drainage Servicing Report demonstrating reasonable measures to include LID and other traditional stormwater control measures.
- Traffic Impact Assessment
- Tree Inventory, Preservation, Protection and Edge Management Plans
- Urban Design Brief
- Wind Impact Assessment

Additional studies beyond those described above may be required by the City for individual sites and will be identified at the time of pre-application consultation.

Any study that requires a peer review shall be carried out at no cost to the City and subject to approval by the City or any other authority having jurisdiction.







8.0 Specific Policy Areas

The following policies relate to specific sites or areas within the Masonville Secondary Plan area. These policies serve to augment the more general policies in the Masonville Secondary Plan. Where there is a conflict between the following policies and the more general Masonville Secondary Plan policies, these more specific policies shall prevail. Specific Policy Areas are identified in Schedule 1.

8.1 Richmond Street-Old Masonville

- a) The Richmond Street-Old Masonville Area is located on the west sides 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.

- b) 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:
- i. Increasing setback distances from low density residential areas to the west and south of the subject lands to provide for enhanced buffering opportunities.
 - ii. Facilitating appropriate intensity by establishing a cap on the number of bedrooms at 3 per dwelling unit.
 - iii. Apartment buildings shall be required to include a mix of 1, 2, and 3 bedroom units.
 - iv. 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.
 - v. 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.
 - vi. Apartment buildings shall be oriented toward the Richmond Street corridor as well as Hillview Boulevard along the northern perimeter.
 - vii. Front yard depths from the apartment buildings to Richmond Street and Hillview Boulevard shall be minimized.
 - viii. 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.
 - ix. 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.
 - x. Limiting the number of townhouse dwellings to four per block to break up the visual massing.
 - xi. Requiring the comprehensive development of these lands through the use of internal driveway access and limited mutual access points.
- c) 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: 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.

- i. 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.
- ii. 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.
- iii. 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.

- d) 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 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 lot coverage and landscaped open space coverage requirements specified in the Zoning By-law.

8.2 1643, 1649, 1653 Richmond Street

- a) 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:
- i. 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.

- ii. 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.
- iii. 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.
- iv. 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.

- v. Other principles that will guide the development of the conceptual block development plan and the associated zoning regulations include:
 1. 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.
 2. 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.
 3. 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.

4. 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.
5. Yard depths from the apartment buildings to Richmond Street and Hillview Boulevard shall be minimized.
6. 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.
7. The number of townhouse dwellings shall be limited to four per block to break up the visual massing.

8.3 230 North Centre Road

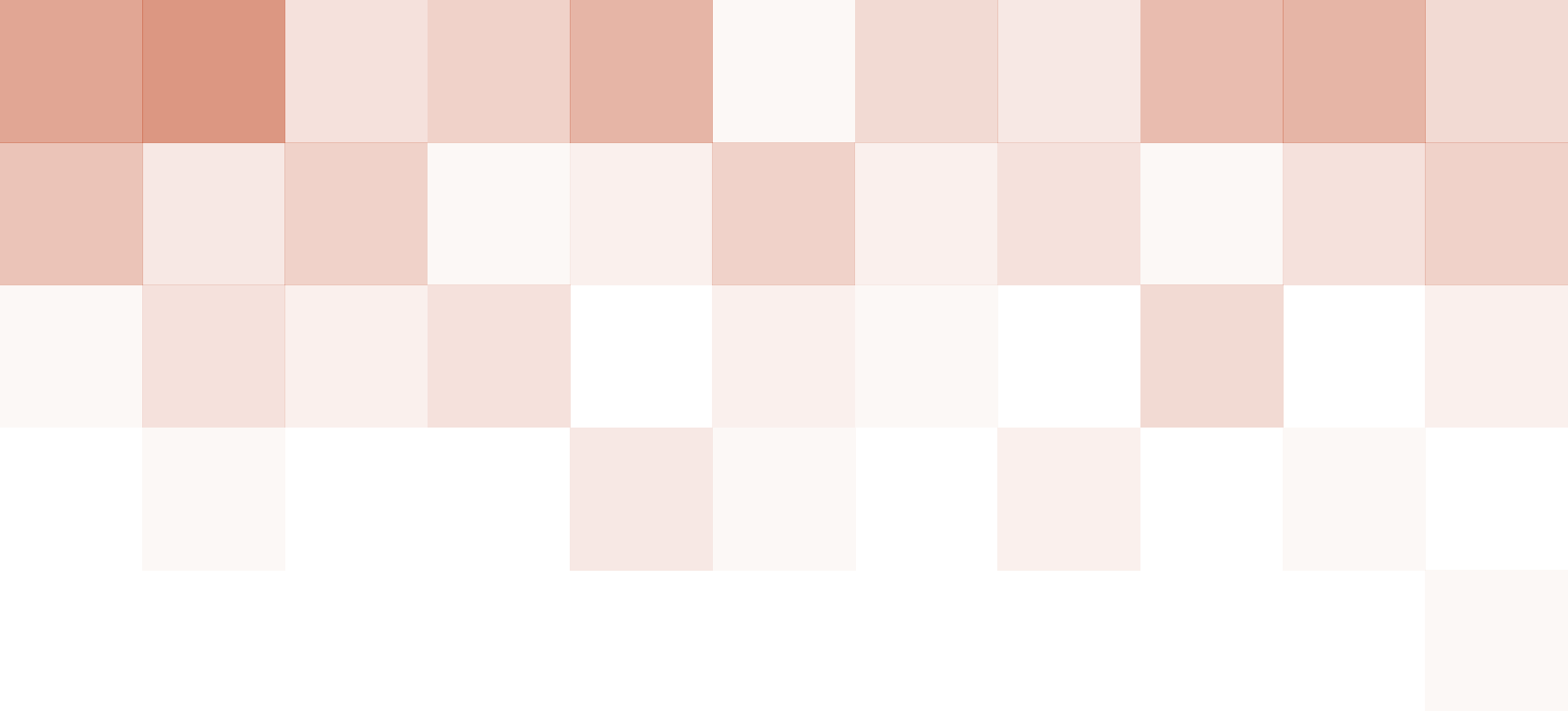
- i) A maximum density of 192 units per hectare and a maximum height of 15 storeys shall be permitted subject to the regulations of the Zoning By-law.

8.4 1836 Richmond Street

- i) Low-rise development is permitted on the western portion of this property, subject to the regulations of the Zoning By-law including the removal of holding provisions.

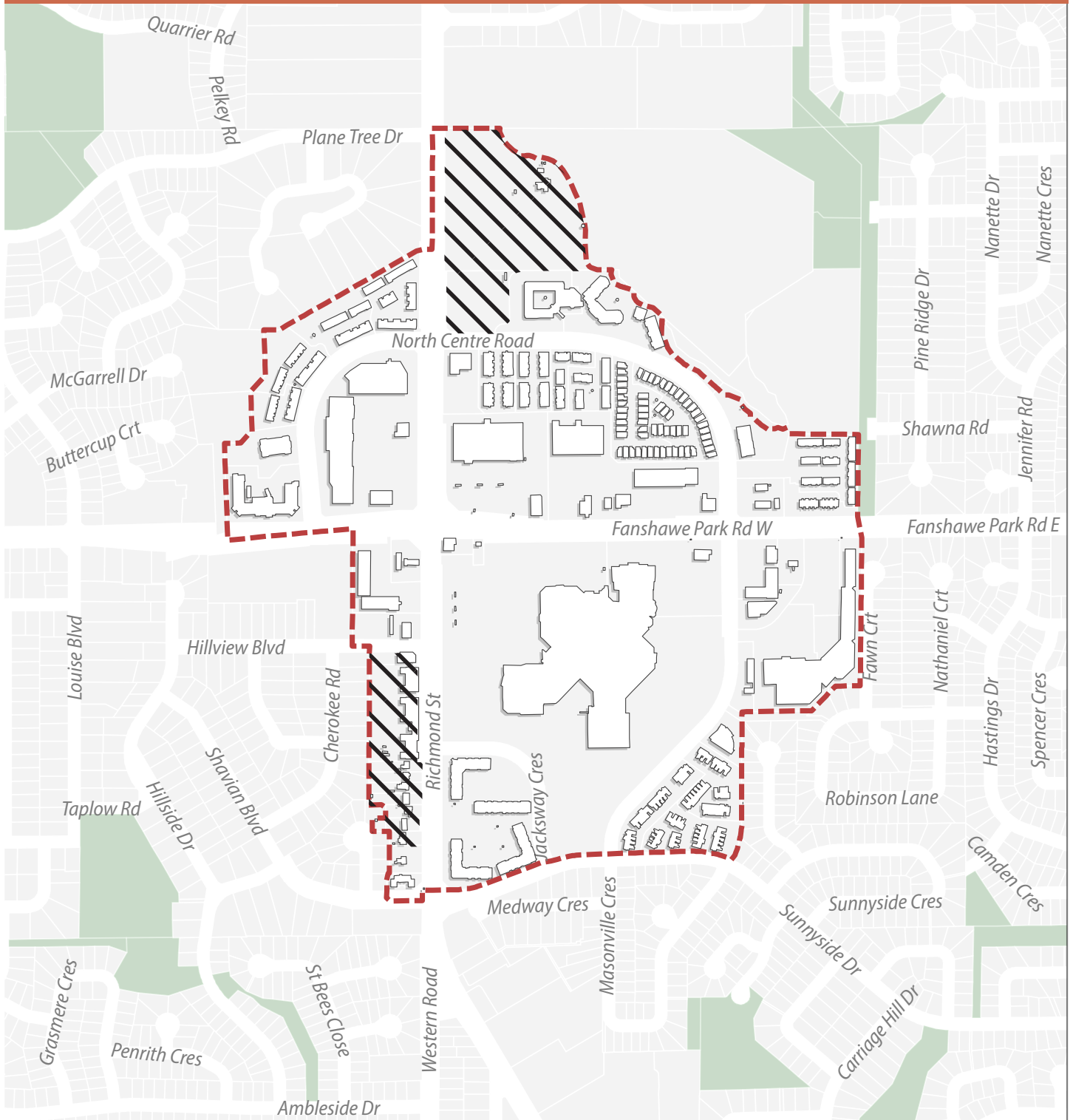








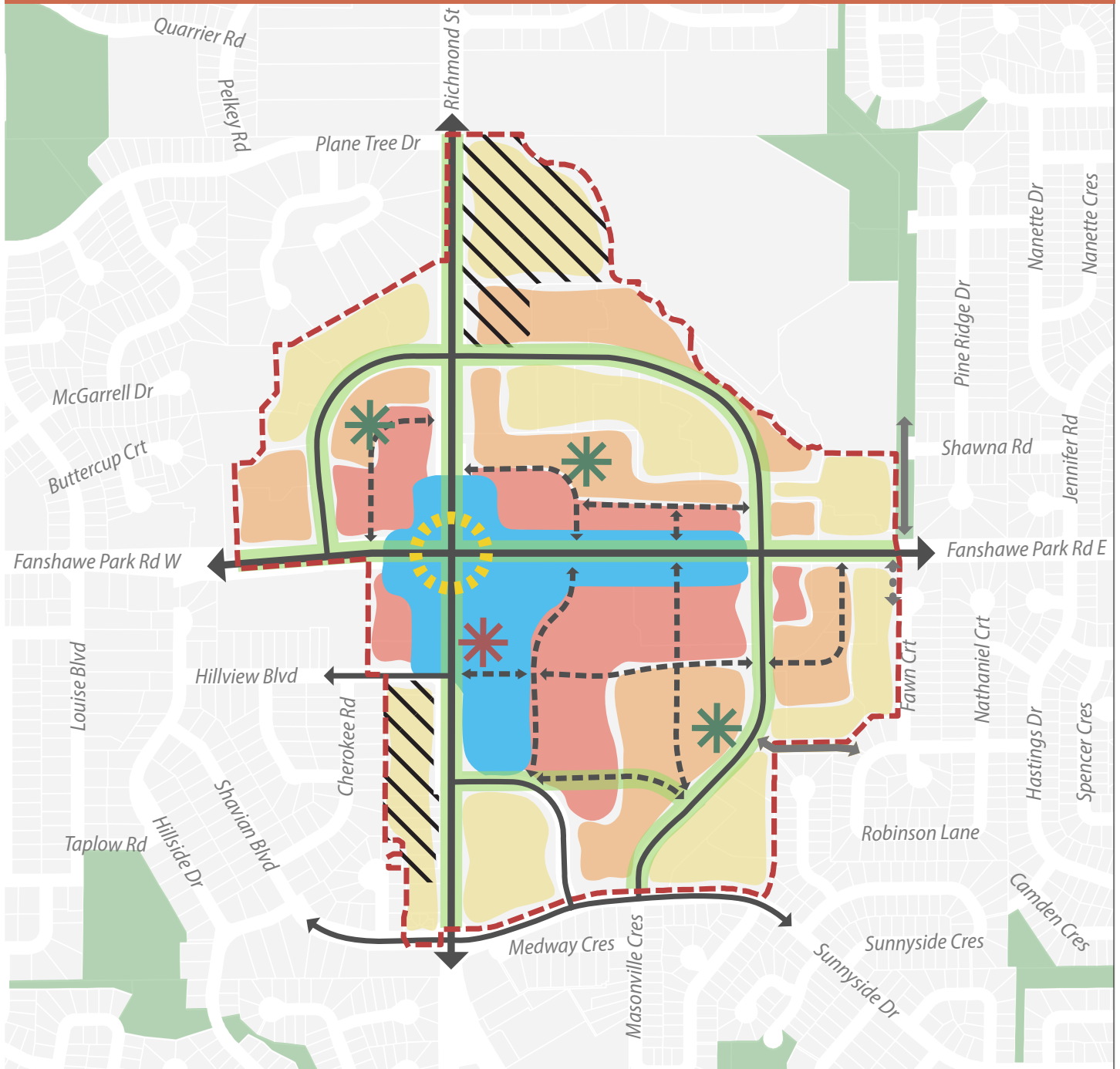
9.0 Schedules

SCHEDULE 1 - PLAN BOUNDARY



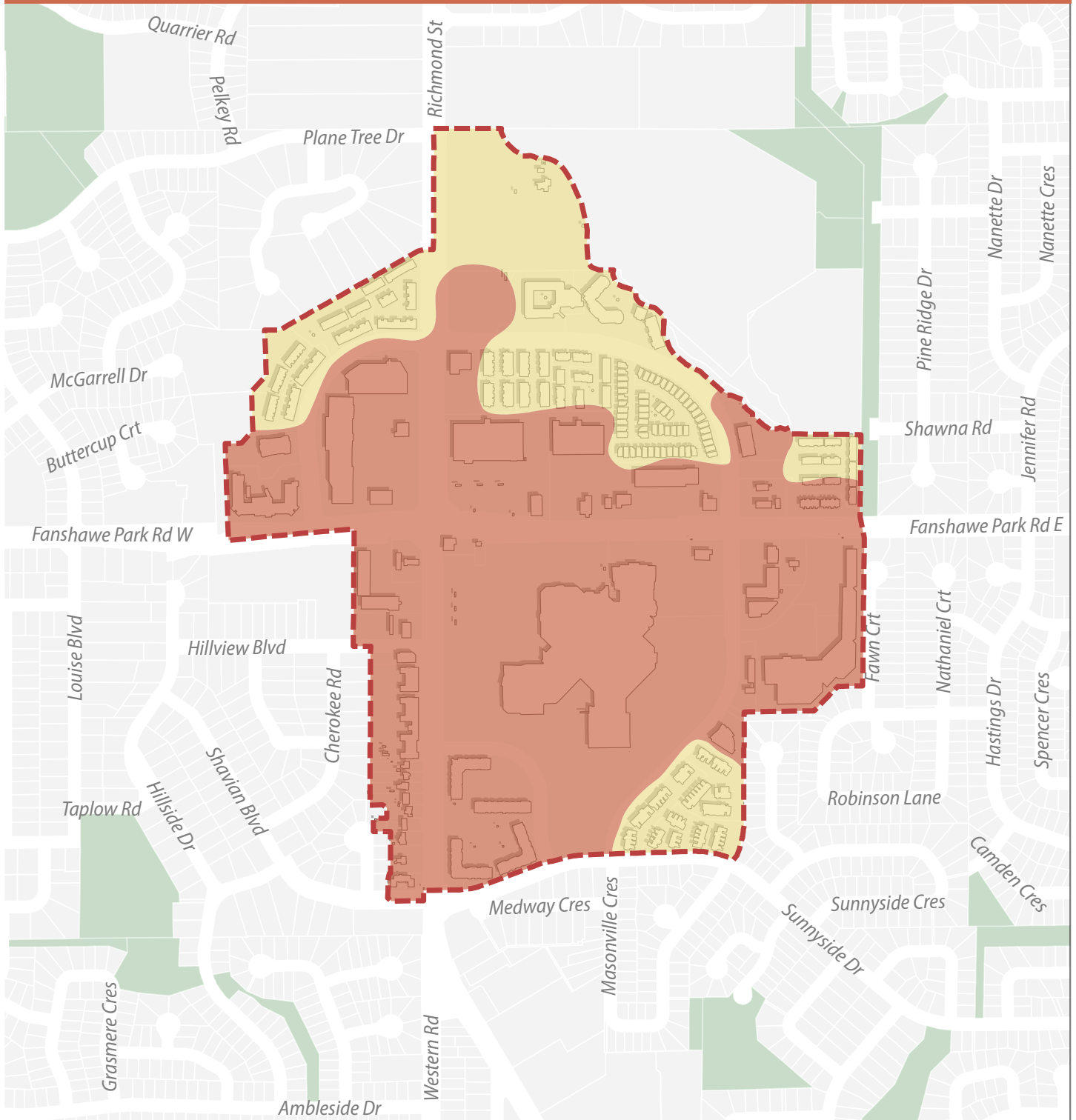
-  Study Area
-  Specific Policy Area




SCHEDULE 2 - COMMUNITY STRUCTURE PLAN



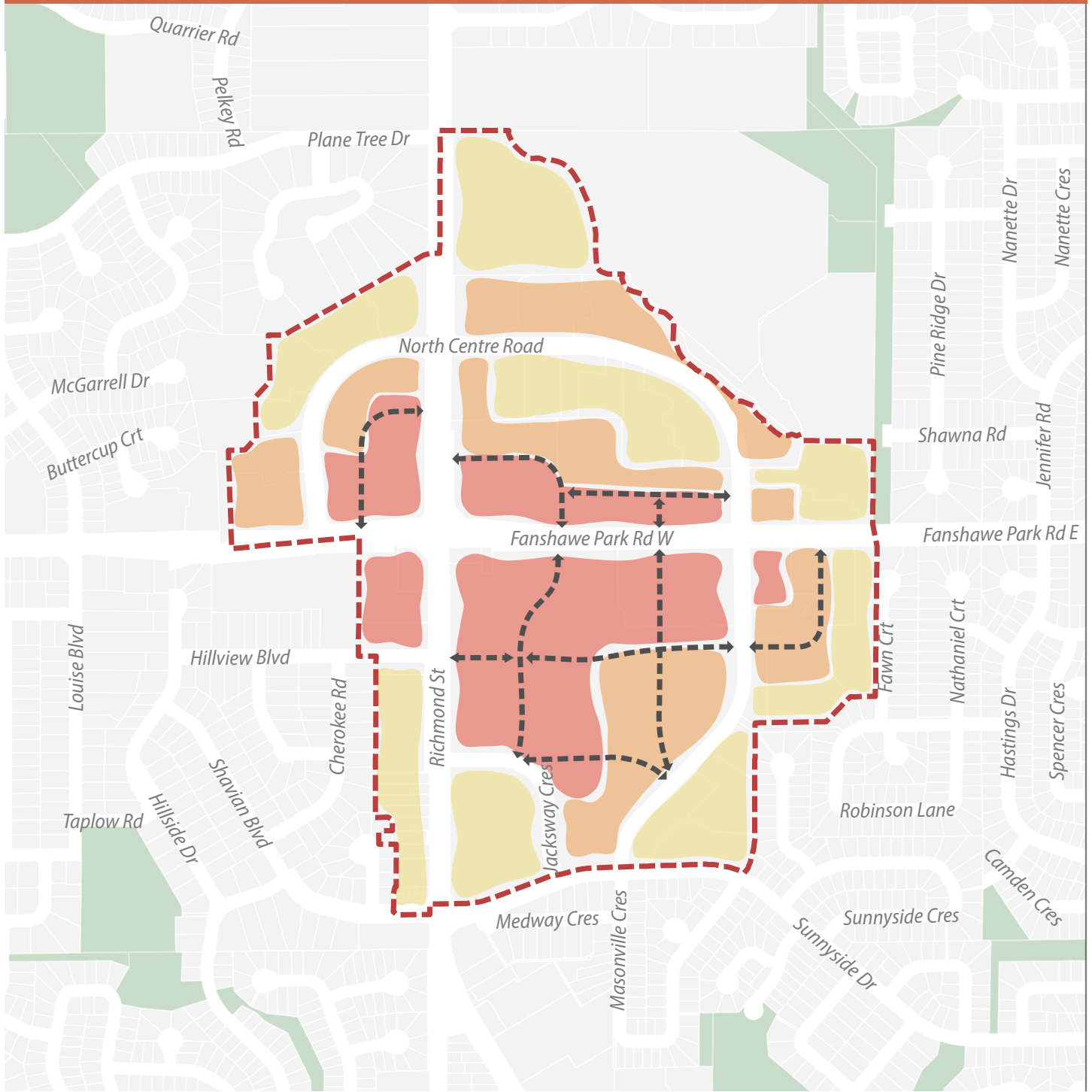
- Study Area
- Commercial Priority Area
- High-rise
- Mid-rise
- Low-rise
- Enhanced Cycle Routes
- Specific Policy Area
- Main Intersection
- Transit Station
- Parks
- Future Connections
- Existing Active Transportation Connections
- Future Active Transportation Connections






SCHEDULE 3 - LAND USE



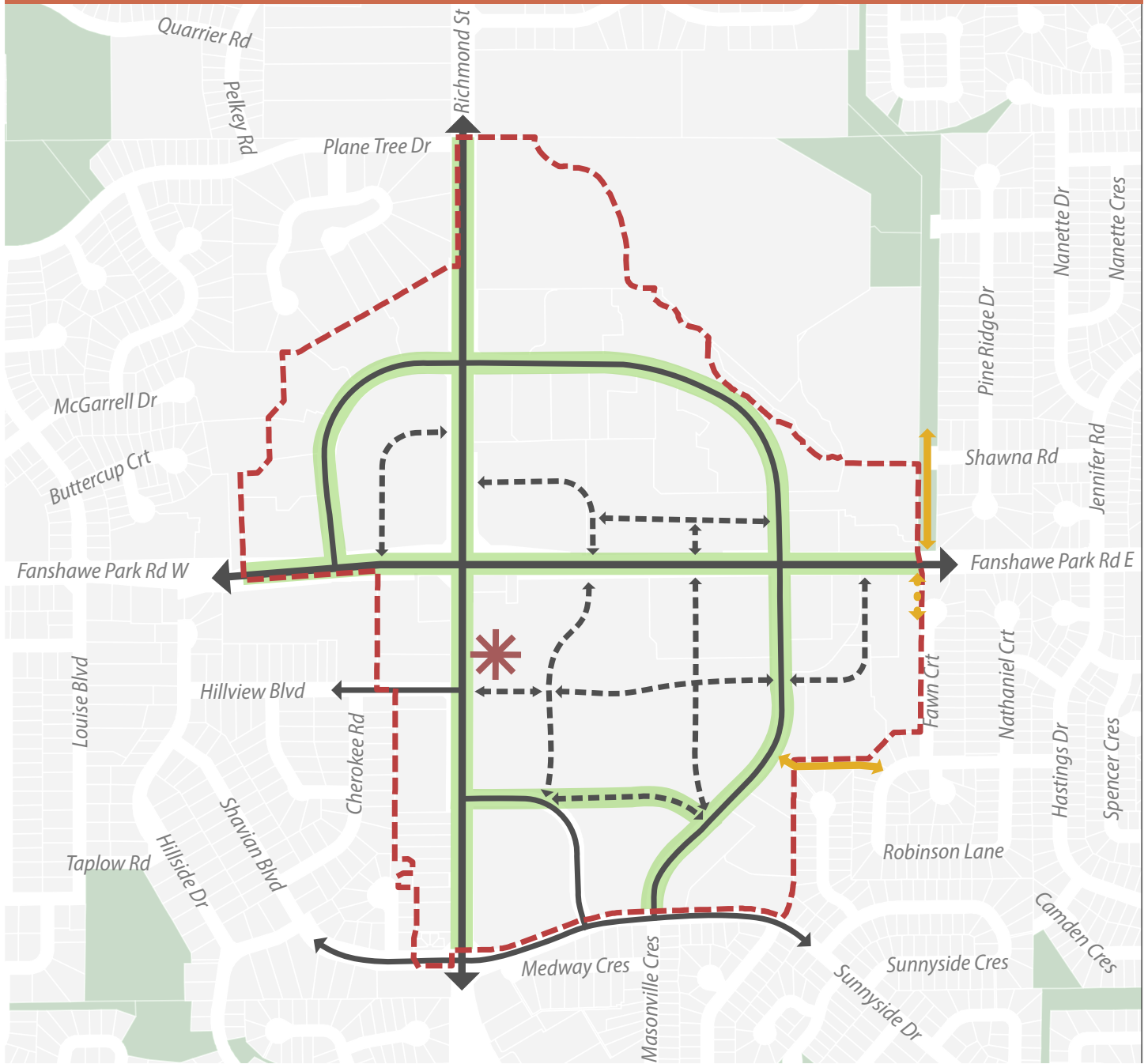
-  Study Area
-  Mixed-Use
-  Low-Rise Residential








SCHEDULE 4 - HEIGHTS



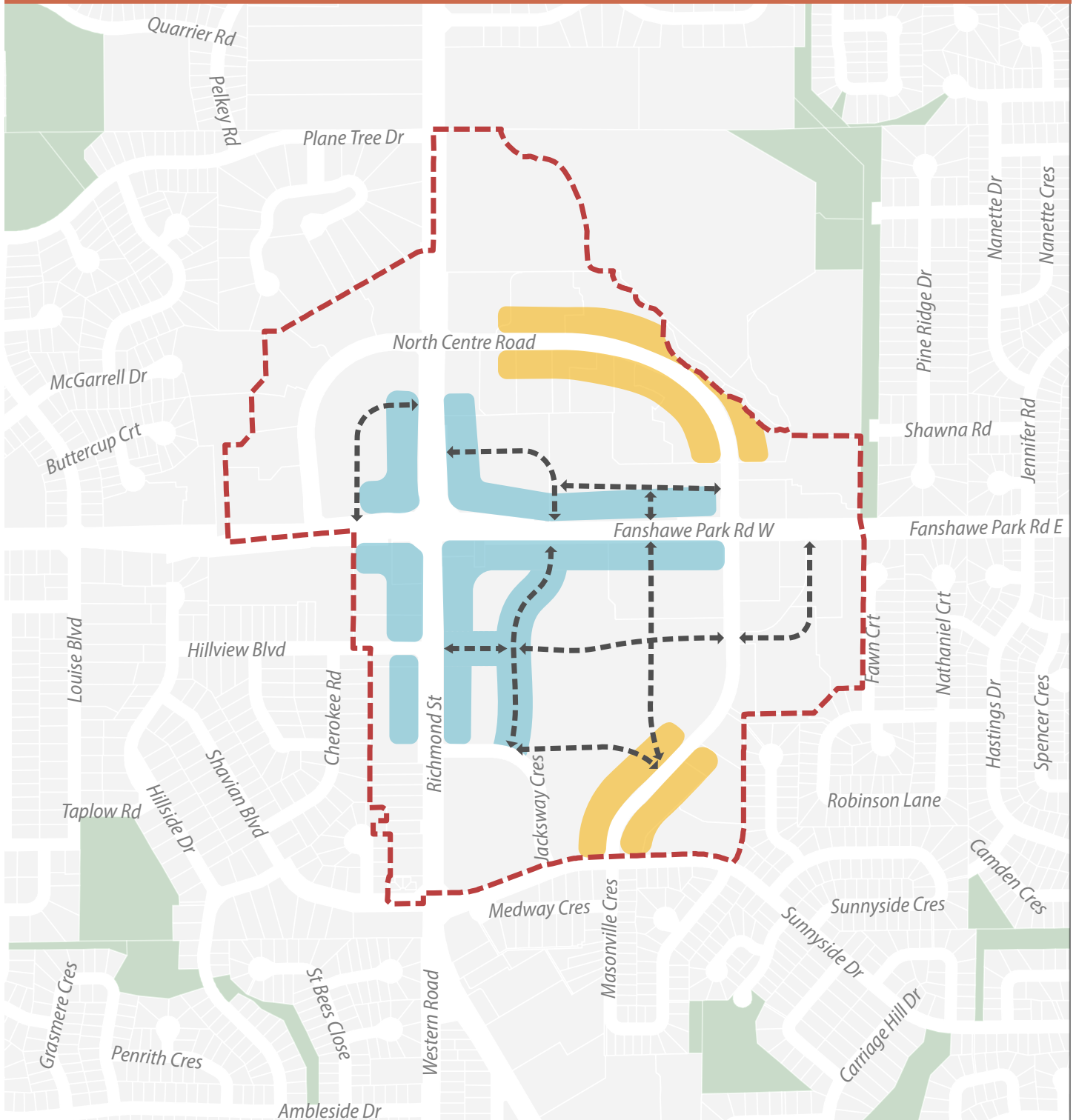
-  Study Area
-  High-Rise Area [2 - 22 Storeys]
-  Mid-Rise Area [2 - 8 Storeys]
-  Low-Rise Area [2 - 4 Storeys]
-  Future Connections

SCHEDULE 5 - CONNECTIONS



-  Study Area
-  Existing Streets
-  Future Connections
-  Existing Active Transportation Connections
-  Future Active Transportation Connections
-  Enhanced Cycle Routes
-  Transit Station

SCHEDULE 6 - PRIORITY GROUND FLOOR USES



- Study Area
- Residential Character Street
- Commercial Character Street
- Future Connections



Planning and Development
August 2021



Appendix B – 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, 2020

- 1.1.1.e – optimize transit investments
- 1.1.3.2.f – land use and densities support transit where planned or exists
- 1.4.3.e – supply of housing in proximity to transit
- 1.6.7.4 – minimize length of vehicle trips and promote active transportation
- 1.7.1.e – well-designed built form
- 1.8.c – prepare for impacts of a changing climate

The London Plan

- 59_8 – mixed-use compact city
- 61_10 - affordable housing in neighbourhoods
- 83 - appropriate intensification
- 91 - built-area boundary intensification target
- 92_2 - primary transit area intensification target
- 495 – accessible and affordable housing
- 806 – exceptionally designed transit villages
- 808 – higher density close to transit services
- 810 – secondary plans for transit villages
- 811 – range of uses
- 813* - intensity policies
- 814_7 – high-quality pedestrian environment
- 1557 – secondary plan policies
- 1638* - bonusing

1989 Official Plan

- Chapter 3 – Residential Land Use Designations
- Chapter 4 – Commercial Land Use Designations
- Chapter 11 – Urban Design
- Chapter 19 – Implementation