

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee
From: Scott Mathers, MPA, P.Eng.,
Deputy City Manager, Planning and Economic Development
Subject: Richmond Hyland Inc. c/o Westdell Development Corporation
1737 Richmond Street
Public Participation Meeting on: August 22, 2022

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of Richmond Hyland Inc. c/o Westdell Development Corporation relating to the property located at 1737 Richmond Street:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on September 6, 2022 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, to change the zoning of the subject property **FROM** an Associated Shopping Area Commercial Special Provision (ASA1(5)/ASA2(3)/ASA3(1)) Zone, **TO** a Business District Commercial Special Provision Bonus (BDC1()*B-()) Zone;

The Bonus Zone shall be implemented through one or more agreements to facilitate a high-quality development comprised of a mixed-use apartment building with a maximum height of 22 storeys (80m), and a maximum density of 571 units per hectare, which generally implements the Site Plan, Renderings, Elevations and Views attached as Schedule "1" to the amending by-law, and will also implement the following outstanding design criteria:

1) Additional Building and Site Design Requirements

- i) Reduce the high-rise portion (above 8 stories) as a slender tower (maximum floor plate size of up to 1000 square meters within a 1.5:1 length: width ratio) in order to reduce any possible "slab-like" appearance, shadow impacts, obstruction of sky views and to be less imposing on neighbouring properties and public spaces.
- ii) Articulate the podium facades particularly on the east and west facades with recesses, projections, balconies and terraces, alternating brick tones, fenestration to provide depth and variation in the built form and to enhance the pedestrian environment and break up the massing.
- iii) Reduce the blank wall facades on the west elevation ground level facing North Centre Road. Increase visual interest through the use of increased glazing, public wall art, or additional door access. Provide windows for clear sight lines facing North Centre Road from the section of abutting parking garage where the accessibility parking space is located.
- iv) Provide a separate key access door to the bike storage room facing North Centre Rd for improved bicycle accessibility in and out of the building and improved streetscape activity.
- v) Connect this separate bike storage entrance to the public sidewalk.
- vi) Utilize a decorative or public art wall feature and treatment to address the southwest corner and provide visual interest while breaking up the podium massing and establishing a sense of place through this unique feature.

2) Provision of Affordable Housing

- i) A total of 22 units based on 10% of the "lift" of the number of units

beyond 150 units per hectare (based on 297 total units) be dedicated to affordable rental housing in exchange for the granting of increased height and density. The mix of the dedicated affordable rental units should be reflective of the unit mix for the 22-storey apartment building.

- ii) The affordable housing units should be evenly distributed throughout the individual buildings to the greatest extent possible.
- iii) Rents not exceeding 80% of the Average Market Rent (AMR) for the London Census Metropolitan Area as determined by the CMHC at the time of building occupancy.
- iv) The duration of affordability set at 50 years from the point of initial occupancy.
- v) The proponent enter into a Tenant Placement Agreement (TPA) with the City of London to align the affordable units with priority populations.

(b) **IT BEING NOTED** that the following site and building design criteria, will also be addressed as part of the site plan submission:

- i) Explore ways to reduce the tower floor plate size that can further minimize the shadow impact on the 5th floor amenity space;
- ii) Include active ground-floor uses such as the principal building entrance, lobbies, common amenity areas, and street oriented commercial/residential units, oriented towards the public streets with direct access to the sidewalk along Fanshawe Park Road and North Centre Road in order to activate the street edge;
- iii) The ground floor commercial units shall provide for a store-front design with primary entrances facing Fanshawe Park Road and the internal shopping centre. This should include a higher proportion of vision glass, signage, double doors, an increase in ground floor height, and the potential for canopies and lighting to frame the entrance include direct access from the commercial unit(s) fronting the street to the City sidewalk;
- iv) Provide functional primary entrances (double doors) for the commercial units along both Fanshawe Park Road and North Centre Road with walkways connecting the entrances to the City Sidewalk;
- v) Ensure common outdoor amenity space and landscaping at ground level will include additional elements such as benches and landscaping;
- vi) Lay-by to be removed and the area restored with enhanced landscaping and pedestrian connections to North Centre Road provided.

Executive Summary

Summary of Request

The owner has requested an amendment to Zoning By-law Z.-1 to change the zoning of the subject lands from an Associated Shopping Area Commercial Special Provision (ASA1(5)/ASA2(3)/ASA3(1)) Zone to a Business District Commercial Special Provision Bonus (BDC1()*B-()) Zone, with the intent of constructing a twenty-two (22) storey, mixed commercial/residential apartment building with 276 residential units and 2107 square metres of commercial, with Bonus Zoning. Zoning special provisions were requested to permit all of the commercial and office uses on the first and second floor; a maximum height of 80m (22 storeys) whereas 12m is the maximum; a maximum density of 571 units per hectare; and a reduced minimum parking of 326 spaces, whereas 353 parking spaces are required.

The applicant requested the use of Bonus provisions to allow the increase in density and height. The facilities, services and matters proposed by the applicant to support Bonus Zoning include affordable housing and building design.

The City also initiated an amendment to the 1989 Official Plan to add a special policy to add a Chapter 10 Specific Area Policy to permit a twenty-two (22) storey, mixed

commercial/residential apartment building with 276 residential units and 2107 square metres of commercial, with Bonus Zoning. The intent was to align the 1989 Official Plan policies with The London Plan policies that apply to the site. However, as of May 25th, 2022, an Ontario Land Tribunal decision resolved all remaining policy appeals within The London Plan, effectively bring The London Plan into full force and effect and rescinding the 1989 Official Plan. Therefore, the amendment to the 1989 Official Plan is no longer necessary.

Purpose and Effect of Recommended Action

Staff are recommending a Business District Commercial Special Provision Bonus (BDC1()*B()) Zone, providing for:

- a base zone that would apply in the event development occurs without the use of bonusing, to allow a 15 storey (36 metre) mixed-use apartment building at a maximum density of 150 units per hectare with a minimum front yard depth of 1.0 m. Commercial parking lots, accessory parking and drive throughs are prohibited. These special provisions are recommended to ensure that any development will provide a suitable alignment towards Fanshawe Park Road East;
- a Bonus Zone to facilitate the development of the subject lands with a twenty-two (22) storey, mixed use commercial/office and residential apartment building with 2107 square metres of commercial/office uses limited to the first and second floor, 276 residential units, and up to 320 parking spaces. The Bonus Zone will establish a maximum density of 571 units per hectare. Additional special provisions added to the bonus zone include: commercial parking structures and accessory lots, and drive thrus are prohibited, additional commercial and office uses, limited to the first and second floor of the development, a front yard setback of 1.8 metres for floors 1-2, a 0 metre setback for floors 3-6, and a 4.5 metre setback for floors 7-22, an exterior side yard depth of 4.0 metres, a maximum lot coverage of 69%, a minimum landscape open space of 16%, a maximum gross floor area for commercial and office uses of 2110 square metres, and a minimum parking requirement of 320 spaces. These items reflect the current development concept as submitted by the applicant.

Rationale of Recommended Action

1. The recommended amendment is consistent with the Provincial Policy Statement, 2020, which encourages the regeneration of settlement areas and land use patterns within settlement areas that provide for a range of uses and opportunities for intensification and redevelopment. The PPS directs municipalities to permit all forms of housing required to meet the needs of all residents, present and future;
2. The recommended amendment conforms to the in-force policies of The London Plan including but not limited to, Our City, Key Directions, and City Building, and will facilitate a built form that contributes to achieving a compact, mixed-use City;
3. The recommended amendment secures units for affordable housing through the bonus zone;
4. The recommended amendment facilitates the development of a site within the Built-Area Boundary and the Primary Transit Area with an appropriate form of infill development; and
5. The recommended amendment is consistent with the Council adopted Masonville Secondary Plan.

Linkage to the Corporate Strategic Plan

Building a Sustainable City – London’s growth and development is well planned and sustainable over the long term. The development is within a strategic location for growth

and intensification, with good access to local services, amenities, and public transit. The proposed development and recommended refinements fit within, and enhance, the surrounding community, provide a mix of housing units, and the additional affordable housing units provided as part of the bonus zone add to the affordable housing stock.

Climate Emergency

On April 23, 2019, Council declared a Climate Emergency. Through this declaration, the City is committed to reducing and mitigating climate change by encouraging intensification and growth at appropriate locations. This includes intensification and efficient use of existing urban lands and infrastructure within strategic locations such as the downtown, transit villages and corridors. The site is within a prominent location within the Masonville transit village and has convenient access to existing and future transit services. The proposed mixed-use development on this site will benefit from transit and walkable services and will support the response to the Climate Emergency.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

The site has been subject to previous planning approvals through Minor Variance and Site Plan applications. In 2002, a Minor Variance application (A.127/02) was submitted to permit: two outdoor storage containers in connection with the user at 1737 Richmond Street - Michaels Arts and Crafts; and a total of 700 parking spaces, whereas 707 parking spaces were required. This Minor Variance was refused by the Committee of Adjustment on September 16, 2002.

In 2019, a Site Plan application was submitted (SPA19-017) to amend the existing Development Agreement to facilitate the development of three new office/commercial buildings on site. Construction of one of these buildings is complete, while the other two are currently under construction.

A Minor Variance application was also submitted in 2019 (A.042/19) to permit: a lot coverage of 35.2%, whereas a maximum of 30% is permitted; a gross floor area of 17,056 square metres, whereas 15,704 square metres (existing) is the maximum permitted; 641 parking spaces, whereas 700 parking spaces are required; 45 bicycle parking spaces, whereas 57 bicycle parking spaces are required; a drive-through facility for a coffee shop with 8 stacking spaces, whereas 15 stacking spaces are required; and a drive-through facility for a fast-food restaurant with 11 stacking spaces, whereas 12 stacking spaces are required. This Minor Variance was approved by the Committee of Adjustment on May 13, 2019.

A Minor Variance application was submitted in 2020 (A.034/20) to permit: a lot coverage of 36%, whereas a maximum lot coverage of 35.2% is permitted, a height of 15.0 metres, whereas a maximum height of 12.0 metres is permitted; a gross floor area of 17,337 square metres, whereas a maximum gross floor area of 17,056 square metres is permitted; and 630 parking spaces, whereas 641 parking spaces are the minimum number of parking spaces required. This Minor Variance was approved by the Committee of Adjustment on July 16, 2020.

Most recently, a zoning by-law amendment application (Z-9291) was submitted in 2021 to add Food Store to the list of permitted uses, with special provisions to recognize the existing gross floor area of 17,950 square metres, inclusive of patios, and permit a minimum parking supply of 550 spaces for all permitted uses. The zoning by-law amendment was approved by Council on May 4, 2021

Fanshawe Park Road West is an arterial road/Main Street with an average annual daily traffic volume of 32,000 vehicles per day, and Richmond Street is an arterial road/Main Street with an average annual daily traffic volume of 19,500 vehicles per day. Public sidewalks are available along both sides of Fanshawe Park Road West and Richmond Street.

1.3 Current Planning Information

- Official Plan Designation – Enclosed Regional Commercial Node
- The London Plan Place Type – Transit Village
- Existing Zoning – Associated Shopping Area Commercial Special Provision (ASA1(5)/ASA2(3)/ASA3(1)) Zone

1.4 Site Characteristics

- Current Land Use – commercial
- Frontage – 57.5m (188.6 ft)
- Depth – 81.2m (266.5 ft)
- Area – 0.52 ha (1.28 ac)
- Shape – rectangular

1.5 Surrounding Land Uses

- North – commercial
- East – commercial
- South – commercial
- West – seniors home, apartment

1.6 Intensification

The proposed 276 residential units represent intensification within the Primary Transit Area and the Built-Area Boundary.

1.7 Location Map



2.0 Discussion and Considerations

2.1 Original Development Proposal and Requested Amendments (February 2022)

In February, 2022, the City accepted a complete application that proposed a 22 storey, mixed commercial/residential apartment building with 226 residential units and 2527 square metres of commercial/office. The building is orientated to address Fanshawe Park Road West. The proposed development will be accessed from a driveway off of Fanshawe Park Road West and North Centre Road and will provide a total of 234 parking spaces through a 5-storey parking structure within the building. Additional details on the development include:

- 226 dwelling units including: 6 bachelor units, 80 x 1-bedroom units, 60 x 1-bedroom units + den, 76 x 2-bedroom units, and 4 x 3-bedroom units;
- 2527 square metres of commercial/office floor space on the first and second storeys;
- Parking within the building on the first 5 storeys with a total of 234 spaces, equivalent to 1.03 spaces per unit;
- A 22 storey tower (80 m) with a footprint of 32.3m x 32.6m = 1053m²
- Front yard setback from Richmond Street – 0m
- Rear yard setback from existing commercial – 4.43m
- Interior side yard setback to centreline fronting private road – 7.06m
- Exterior side yard to North Centre Road – 4.29m
- Amenity areas – located on the 9th floor roof top of the 8 storey building – 35.7m x 23.8 m = 849.7m² being the outdoor area; and 184m² within the interior of the building (gym); for a total amenity area of 1033.7m²
- Density – 226 units and 26 equivalent commercial units = 252 units; a total mixed-use density of 485 units per hectare

The site plan concept is shown in Figure 3. A perspective of the building is shown in Figure 4. The building renderings are shown in Figures 5-7.

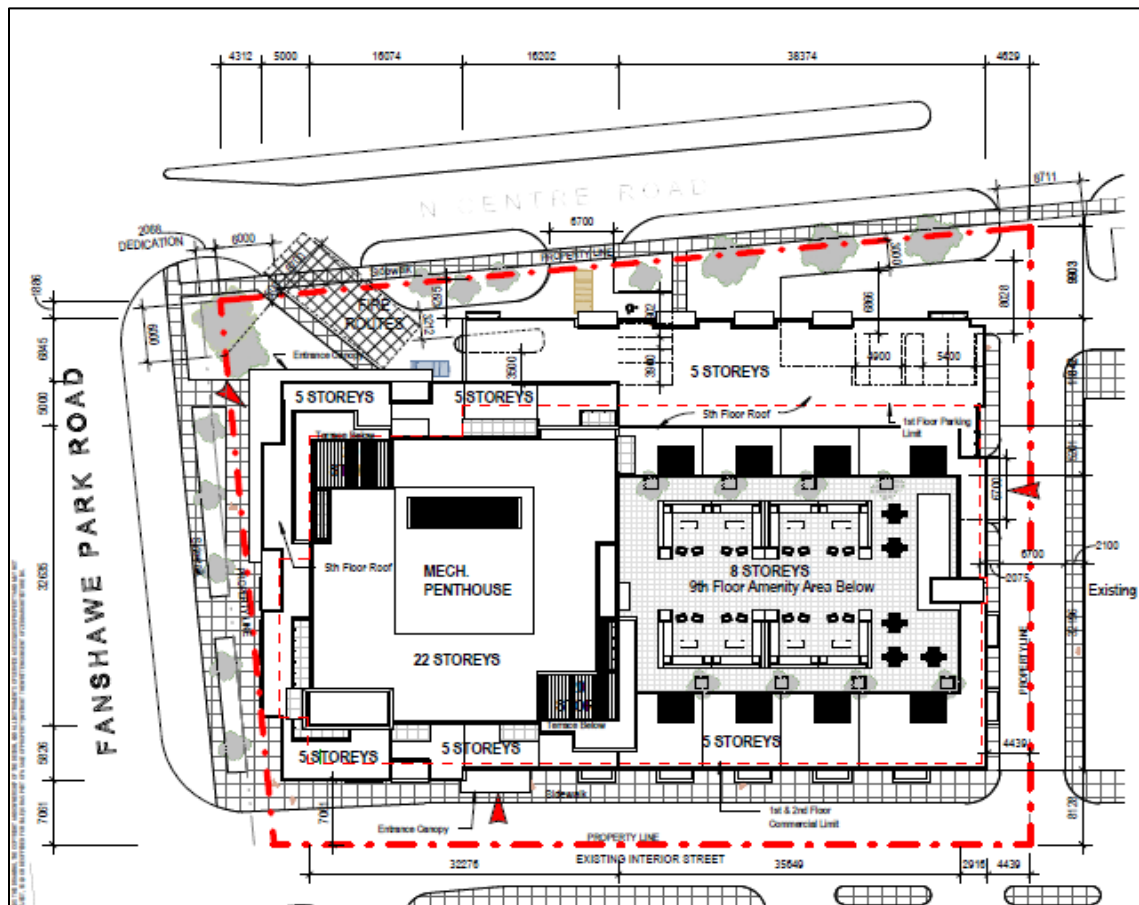


Figure 3 – Original site plan concept (February 2022)



Figure 4 - Showing perspective of proposed building and major physical elements (February 2022)



Figure 5 - Rendering Southwest corner of Fanshawe and North Centre Road (February 2022)



Figure 6 - Rendering looking north from Fanshawe Park Rd (February 2022)



Figure 7 - Rendering looking southwest from Richmond Street (February 2022)

The applicant originally requested to amend the 1989 Official Plan, to add a Chapter 10 Specific Area Policy to permit a 22 storey, mixed commercial/residential apartment building with 226 residential units and 2527 square metres of commercial, with Bonus Zoning. The intent was to align the 1989 Official Plan policies with The London Plan policies and the Council-approved Masonville Secondary Plan. The applicant also submitted a request to amend the zoning by-law on the subject site from an Associated Shopping Area Commercial Special Provision (ASA1(5)/ASA2(3)/ASA3(1)) Zone, to a Business District Commercial Special Provision Bonus (BDC1(_)*B-_) Zone. The BDC Zone is typically applied to corridors with a main street character. The following special provisions were requested:

- to permit all of the commercial and office uses on the first and second floor;
- a maximum height of 80m whereas 12m is the maximum;
- a maximum density of 485 units per hectare; and
- a reduced minimum parking of 234 spaces, whereas 353 parking spaces are required.

A Bonus Zone was requested to permit a maximum mixed-use density of 485 units per hectare and a maximum height of 22 storeys (80 metres). The facilities, services and matters proposed by the applicant to support Bonus Zoning included building design, and affordable housing.

2.2 Revised Development Proposal and Revised Amendments (July 2022)

In July, 2022, the applicant requested a revision to the application. The revised proposal is for a 22 storey, mixed commercial/residential apartment building with 276 residential units and 2107 square metres of commercial/office.

Additional details on the revised development include:

- 276 residential dwelling units including: 8 bachelor units, 20 “townhouse” units, 172 x 1-bedroom units, 72 x 2-bedroom units, and 4 x 3-bedroom units;
- 2107 square metres of commercial/office floor space on the first and second storeys;
- Parking within the building within two (2) underground levels and four above ground levels, for a total of 326 parking spaces;
- A 22 storey tower (80 m) with a footprint of approximately 1089m²
- Front yard setback from Richmond Street – 0m
- Rear yard setback from existing commercial – 4.43m
- Interior side yard setback to centreline fronting private road – 7.06m
- Exterior side yard to North Centre Road – 4.29m
- Amenity areas – Indoor and outdoor amenity areas are both on the 5th floor. Indoor area is 213 square metres and the outdoor area is 680 square metres.
- Density – 276 units and 21 equivalent commercial units = 297 units; a total mixed-use density of 571 units per hectare

Key changes to the proposal include:

- An increase in the number of residential dwelling units, from 226 to 276;
- A decrease in the amount of commercial/office space, from 2527 square metres to 2107 square metres
- An increase in the mixed-use density, from 485 units per hectare to 571 units per hectare;
- The addition of two parking levels underground, and 4 parking levels above ground, for a total of 326 parking spaces;
- An overall change in the design of the building. As per the elevation drawings indicate, podium parking levels are wrapped with residential units from three sides; the overall base/podium level is 6 storeys, with townhouse 2-storey units above the 6th storey along the west and east elevation, and 2 additional storeys step back 4.5 metres from Fanshawe Park Road, and tapering up after the 8th

storey to a 22 storey tower, located to the front of the site adjacent to Fanshawe Park Road.

The applicant also requires some minor changes to the requested zoning by-law amendment. Revised special provisions include:

- a maximum density of 571 units per hectare;
- and a reduced minimum parking of 326 spaces, whereas 353 parking spaces are required.

The revised site concept is shown in Figure 8. The revised building renderings are shown in Figures 9-15.

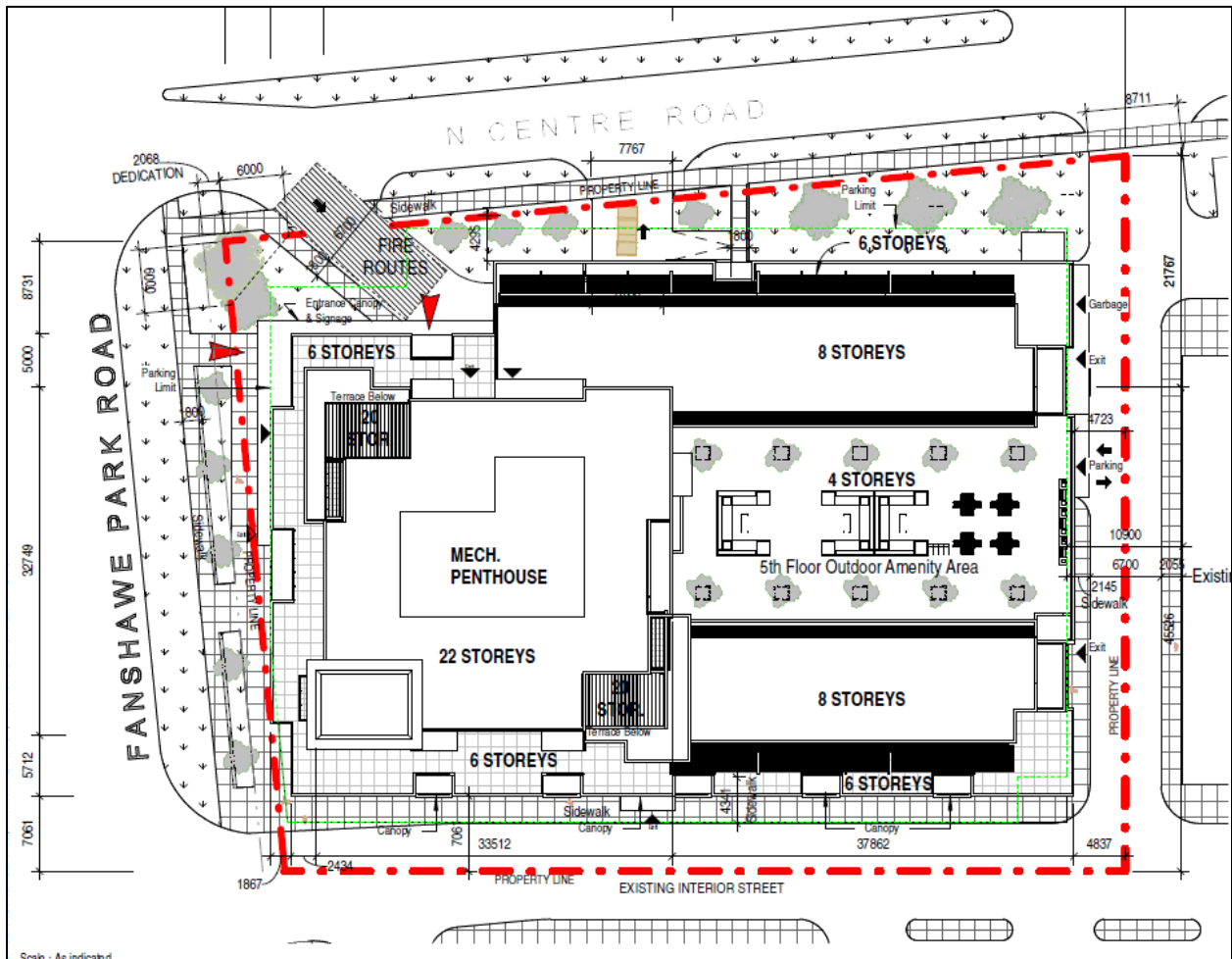


Figure 8 – revised site concept (July 2022)



Figure 9 - Rendering of building from southwest corner of Fanshawe and North Centre Road



Figure 10 - Rendering of building looking north from Fanshawe Park Rd



Figure 11 - Rendering of building looking at east side of site from Richmond Street



Figure 12 - Rendering of building looking at east side of site from Richmond and Fanshawe



Figure 13 - Rendering of building looking at west side of site from North Centre Road



Figure 14 - rendering of building detail on Fanshawe Park Road frontage



Figure 15 - rendering of building detail along east side of building

2.3 Community Engagement (see more detail in Appendix B)

Written responses were received from, or on behalf of, 17 households.

The public's concerns generally dealt with the following matters:

- Traffic volume and safety
- Noise
- Air pollution
- Construction impacts
- Wind impacts
- Lack of privacy
- Blocked views
- Shadow impacts/loss of sunlight
- Intensity
- Lack of parking
- Precedent

A Virtual Open House/Community Information Meeting was held by the Applicant on July 6, 2022. In attendance at the virtual meeting were 7 members of the public, 3 members of the consulting team, 1 member of the ownership group, as well as City staff and both Ward Councillors. The following questions were raised at the meeting:

- What will happen to the current businesses in that portion of the plaza?
- Will there be electric vehicle charging stations and bicycle parking available?
- What is the timing of the development?
- What are the expected rents?
- Does the development have to be 22 storeys?
- What is planned for affordable housing?
- Will there be an additional traffic light at North Centre Road and Fanshawe?
- Will the noise assessment review other noise concerns (i.e. snow plow noise, lawn mowers, etc.)?

2.4 Policy Context

The London Plan is the new Official Plan for the City of London. On May 25th, 2022, an Ontario Land Tribunal decision resolved all remaining policy appeals within The London Plan, effectively bring The London Plan into full force and effect. Any applications in process prior to the May 25th date should continue uninterrupted as per the “clergy principle” (the policies that were in force at the time the application was received will continue to direct that application). Both the 1989 Official Plan and The London Plan policies will be considered as part of this analysis.

Municipal Council approved the Masonville Secondary Plan in October of 2021. Following Council approval, the Secondary Plan was appealed to the Ontario Land Tribunal. Although the policies of the Masonville Secondary Plan are not yet in force and effect, the 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. Policies of the Masonville Secondary Plan under appeal are denoted with an asterix (*).

The London Plan

The London Plan provides Key Directions (54_) that must be considered to help the City effectively achieve its vision. These directions give focus and a clear path that will lead to the transformation of London that has been collectively envisioned for 2035. Under each key direction, a list of planning strategies is presented. These strategies serve as a foundation to the policies of the plan and will guide planning and development over the next 20 years. Relevant Key Directions are outlined below.

The London Plan provides direction to build a mixed-use compact city by:

- Implementing a city structure plan that focuses high-intensity, mixed-use development at strategic locations – along rapid transit corridors and within Primary Transit Area;
- Planning to achieve a compact, contiguous pattern of growth – looking “inward and upward”;
- Planning for infill and intensification of various types and forms to take advantage of existing services and facilities and to reduce our need to grow outward; and,
- Ensure a mix of housing types within our neighbourhoods so that they are complete and support aging in place. (Key Direction #5, Directions 1, 2, 4 and 5).

The London Plan also provides direction to build strong, healthy and attractive neighbourhoods for everyone by:

- Integrating affordable forms of housing in all neighbourhoods (Key Direction #7, Direction 10).

Lastly, The London Plan provides direction to make wise planning decisions by:

- Plan for sustainability – balance economic, environmental, and social considerations in all planning decisions. (Key Direction #8, Direction 1).

The site is in the Transit Village Place Type on a Main Street (Fanshawe Park Road West), as identified on Map 1 – Place Types and Map 3 – Street Classifications. Our Transit Villages will be exceptionally designed, high-density mixed-use urban neighbourhoods connected by rapid transit to the Downtown and each other. They will be occupied by extensive retail and commercial services and will allow for substantial office spaces, resulting in complete communities. Adding to their interest and vitality, Transit Villages will offer entertainment and recreational services as well as public parkettes, plazas and sitting areas. All of this will be tied together with an exceptionally designed, pedestrian-oriented form of development that connects to the centrally located transit station (806_). Second only to the Downtown in terms of the mix of uses and intensity of development that is permitted, Transit Villages are major mixed-use destinations with centrally located rapid transit stations (807_). They are intended to support the rapid transit system, by providing a higher density of people living, working, and shopping in close proximity to high-quality transit service. Through pedestrian oriented and cycling-supported development and design, Transit Villages support a healthy lifestyle and encourage the use of the City's transit system to reduce overall traffic congestion within the city (808_). We will realize our vision for Transit Villages by planning for intense, mixed-use development around transit stations, which may involve significant restructuring and redevelopment of existing, often single-use commercial complexes at these locations (810_2.). The permitted uses within the Transit Village Place Type include a broad range of residential, retail, service, office, cultural, institutional, hospitality, entertainment, recreational, and other related uses (811_1.). Mixed-use buildings will be encouraged, and where there is a mix of uses within an individual building, retail and service uses will be encouraged to front the street at grade (811_2. & 3.). Buildings will be a minimum of either two storeys or eight metres in height and will not exceed 15 storeys in height. Type 2 Bonus Zoning beyond this limit, up to 22 storeys, may be permitted in conformity with the Our Tools policies of this Plan (*813_1.).

1989 Official Plan

The subject site is designated Enclosed Regional Commercial Node (ERCN) on Schedule 'A' of the 1989 Official Plan. The ERCN designation is intended to provide for a wide range of commercial uses which meet specialized service and comparison shopping needs, and are regarded as major activity centres, based on their size and range of uses and may have trade areas that extend beyond the municipal boundary. Permitted uses include all types of large and small-scale retail and service commercial uses, community facilities, and office uses. Transit facilities and commuter parking lots are also encouraged in this designation.

**Masonville Secondary Plan*

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. The area is designated as a Protected Major Transit Station Area which will accommodate additional population and jobs in a transit-oriented format.

The two main transportation corridors of Richmond Street and Fanshawe Park Road Form a focal point of intensity (*2.1 Areas of Intensity). Lands surrounding this intersection have excellent access to current and future the transit and are well separated from existing lower density neighbourhoods. The most intensive land uses, and forms are directed to these areas to transform the intersection into a vibrant, transit-oriented, mixed-use focal point. 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.

3.0 Financial Impact/Considerations

There are no direct municipal financial expenditures associated with this application.

4.0 Key Issues and Considerations

4.1 Issue and Consideration # 1 – Provincial Policy Statement, 2020 (PPS)

The Provincial Policy Statement (PPS), 2020 provides policy direction on matters of provincial interest related to land use planning and development. In accordance with Section 3 of the Planning Act, all planning decisions “shall be consistent with” the PPS.

Section 1.1 of the PPS encourages healthy, livable and safe communities which are sustained by promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term. Healthy, liveable and safe communities are sustained by accommodating an appropriate affordable and market-based range and mix of residential, and promoting the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns, optimize transit investments, and standards to minimize land consumption and servicing costs (1.1.1. b) and e)). The PPS directs settlement areas to be the focus of growth and development, further stating that the vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities (1.1.3). As well, the PPS directs planning authorities to provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area (1.4.1). The proposed development will be located within a transitioning area, will avail of existing infrastructure, and will provide intensification and transit-oriented development to meet future lands needs. The proposed development will provide a mix and range of uses (commercial, office, residential). This development also promotes the provision of an appropriate mix of affordable and market-based residential types, which is achieved by the provision of affordable housing units that form part of the bonus zone.

4.2 Issue and Consideration # 2 – Use

The London Plan

The Transit Village Place Type contemplates a broad range of residential, retail, service, office, cultural, recreational, institutional, hospitality and entertainment, uses (811_1, TLP). Mixed-use buildings are encouraged, as well as the provision of active (commercial, retail and service) uses on the ground floor at grade (811_2&3). The application proposes 2527 square metres of commercial/office gross floor area, to be located on the first and second floor of the development. These uses will help to activate the site and provide for local employment and shopping options. Residential units in the apartment buildings will have convenient access to nearby goods and services in a walkable environment, and convenient access to higher order transit.

The London Plan supports the provision of a variety of residential types with varying size, tenure and affordability so that a broad range of housing requirements are satisfied (830.11). The recommended amendment will result in the provision of 22 affordable housing units as part of the bonusable provisions which will be implemented through an agreement with the City of London.

**Masonville Secondary Plan*

The Mixed-Use Area encompasses most of the area plan and includes a wide variety of uses to support the development of a vibrant, mixed-use transit supportive village (*4.2 Mixed-Use Area). Permitted uses include a broad range of retail, commercial, service, cultural, entertainment, recreational and residential uses are permitted, and mixed-use buildings are the preferred form of development with active ground floor commercial uses and residential uses above (*4.2.1 Permitted Uses). New single-storey, stand-alone commercial, retail and other non-residential buildings are not permitted (*4.2.1. iii).

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.

1989 Official Plan

The subject site is designated Enclosed Regional Commercial Node (ERCN) on Schedule 'A' of the 1989 Official Plan. The ERCN designation is intended to provide for a wide range of commercial uses which meet specialized service and comparison shopping needs, and are regarded as major activity centres, based on their size and range of uses and may have trade areas that extend beyond the municipal boundary. Permitted uses include all types of large and small-scale retail and service commercial uses, community facilities, and office uses. Transit facilities and commuter parking lots are also encouraged in this designation. Several of the existing commercial nodes have sufficient vacant land areas and/or older, existing developments which are conducive to redevelopment and intensification and redevelopment within these areas should be considered where the integration of additional uses, such as residential and community facilities, with retail functions could achieve a more mixed-use commercial environment. Mixed use developments which permit a substantial residential component shall be implemented through specific zoning by-law amendments and concurrent site plan applications (4.3.3.).

4.3 Issue and Consideration # 3 – Intensity

The London Plan

The London Plan places an emphasis on growing 'inward and upward' to achieve a compact form of development. There is a greater focus on encouraging and supporting growth within the existing built-up areas of the city. The subject site is an under-utilized parcel within a prominent location in a transit village. Transit villages are "second only to the Downtown" in terms of the mix of uses and intensity permitted (807). The role of Transit Villages is to support the rapid transit system by providing a higher number of people living, working and shopping in close proximity to high-quality transit services (808).

Intensity of use is generally defined by such features as height, gross floor area, coverage, floor plate area, density in units/ha, number of bedrooms, parking, and floor area ratio (*Table 7).

The Transit Village policies recognize that there is a limited amount of land within the place type and that land should be optimized and fully utilized to support rapid transit and existing infrastructure and services (813_2). Buildings will be between 2-15 storeys with an upper maximum contemplated up to 22 storeys (813_1). The proposed development efficiently utilizes the site and provides a height of 22 storeys. Within the Transit Village, office space will be limited to no more than 20,000 square metres, with no individual building containing more than 5,000 square metres (813_5). There is a total of 2107 square metres of commercial and office space proposed, which provides a diversity of uses at an appropriate intensity without competing with the downtown as the primary office space destination.

The site is within a Protected Major Transit Station Area (PMTSA) which includes all Transit Village Place Types. These PMTSAs are planned to achieve a minimum number of 150 residents and jobs per hectare (815B), with a minimum density of 45 units per hectare for residential uses or a minimum floor area ratio of 0.5 for non-residential uses (815D). Establishing minimum intensity targets in the PMTSAs ensures that lands are efficiently utilized and provide compact development forms that support higher-order transit and stations. The site represents a total of 1056 people and jobs per hectare which contributes to achieving the intent of the PMTSA policies.

**Masonville Secondary Plan*

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. The High-Rise Area allows the greatest building height in the plan 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 (*5.2 High-Rise Area). The proposed 22 storey building will offer the greatest intensity in an area separated from low density development and will help to support current and future transit.

1989 Official Plan

In addition to the ERCN designation, there is additional intensity contemplated within all Commercial Nodes related to mixed-use developments (4.3.3.). Several of the existing commercial nodes have sufficient vacant land areas and/or older, existing developments which are conducive to redevelopment and intensification and redevelopment within these areas should be considered where the integration of additional uses, such as residential and community facilities, with retail functions could achieve a more mixed-use commercial environment. Mixed use developments which permit a substantial residential component shall be implemented through specific zoning by-law amendments and concurrent site plan applications.

Commercial development within an Enclosed Regional Commercial Node designation shall normally range in size from 50,000 square metres to 120,000 square metres gross floor area (4.3.5.5.). There is a total of 2107 square metres of office and commercial space proposed which is appropriate in a mixed-use format, and under the total amount contemplated. Residential densities within the ERCN refer to the policies of the Community Commercial Node (CCN) designation and should be consistent with the densities allowed in the Multi-Family, High Density Residential designation, which allows for a scale of development up to 150 units per hectare outside of Central London (3.4.3. OP). Proposals to allow for higher densities than would normally be permitted may be considered through a site-specific bonus zone, such as the requested amendment for the subject site. A Chapter 10 Specific Area Policy was originally contemplated for this application, to permit a 22 storey, mixed commercial/residential apartment building with 226 residential units and 2527 square metres of commercial, with Bonus Zoning. The intent was to align the 1989 Official Plan policies with The London Plan policies. However, as of May 25, 2022, the need for an amendment to the 1989 Official Plan is no longer necessary.

4.4 Issue and Consideration # 4 – Form

The London Plan

High rise buildings should be designed to express three defined components including a base, middle and top (289). The Base should establish a human-scale façade with active frontages, the middle should be visually cohesive but distinct from the base and top, and the top should provide a finishing treatment (289).

**Masonville Secondary Plan*

The Secondary Plan also contains design criteria similar to the London Plan for high rise development (*6.1 General, *6.2. High-Rise Buildings). Criteria for development included:

- All buildings shall be designed to express three defined components: a base, middle and top.
 - 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.

- the middle shall be visually cohesive with, but distinct from, the base and top.
- the top shall provide a finishing treatment, such as a roof or a cornice treatment, and will serve to hide and integrate mechanical penthouses.

Base

The base should establish a human-scale façade with active frontages including windows with transparent glass, forecourts, patios, awnings and lighting (289_1). Policies within the *Masonville Secondary Plan specific to ground floor design (*6.5) require buildings with frontages along Fanshawe Park Road to have their massing, siting and principal entrances oriented to those existing street(s) to establish an animated pedestrian-scale environment (*vi). Where a ground floor commercial use is provided, a minimum of 50% of the building frontage should include active, pedestrian-generating uses (*6.5.1). The current drawings show a 6 storey “base” with the first two storeys recessed within the building design, and encompasses the lobby, entrances and first and second floor commercial/office uses along the Fanshawe Park Road and internal east drive frontage. The building then projects forward and contains a 4 storey podium, which then steps back approximately 3.9m to a “townhouse” unit component of 2 storeys (floors 7-8) along the west and east elevations, and steps back approximately 5m from the 6th storey and provides 2 more storeys of units adjacent to Fanshawe Park Road. The podium design wraps around the Fanshawe and North Centre Road frontages, and the internal private street. The podium design along the north elevation is limited to 5 storeys, where a significant amenity area is proposed (indoor and outdoor amenity areas are both on the 5th floor; indoor area is 213 square metres and outdoor area is 680 square metres). Residential and mixed-use buildings should include outdoor amenity spaces (295). The north frontage along the private drive is used for parking access to the site and access to garbage and other building amenities. The use of a podium helps reduce the apparent height and massing of the building on the pedestrian environment, allows sunlight to penetrate into the right-of-way and reduces wind impacts (292).



Figure 16 - Rendering of base/podium along Fanshawe Park Road

Building entrances and transparent windows should be located to face the public right-of-way to reinforce the public realm establish an active frontage and provide convenient pedestrian access (291). Along the Fanshawe and east internal drive there are ground floor commercial uses proposed, which activate these frontages with pedestrian movements at the principal entrances. Along North Centre Road a proposed drop off/pick up area, landscaping and access to bicycle storage are also proposed. The

significant road width of North Centre Road, and the proposed 8 storey podium width along that frontage creates an approximate 1:1 ratio of street to building, which makes for a comfortable streetscape enclosure.

As part of site plan, the applicant will be required to explore additional improvements for the building base, ground floor, and podium:

- Articulate the podium facades further, particularly on the east and west facades, with recesses, projections, balconies and terraces, alternating brick tones, and fenestration to provide depth and variation in the built form, and to enhance the pedestrian environment and break up the massing.
- Reduce the blank wall facades on the west elevation ground level facing North Centre Road. Increase visual interest through the use of increase glazing, public wall art, additional door access, etc. Provide windows for clear sight lines facing North Centre Ave from the section of abutting parking garage where the accessibility parking space is located.
- Provide a separate key access door to the bike storage room facing North Centre Road for improved bicycle accessibility in and out of the building and improved streetscape activity.
- Connect this separate bike storage entrance to the public sidewalk.
- Utilize a decorative or public art wall feature and treatment to address the southwest corner and provide visual interest while breaking up the podium massing and establishing a sense of place through this unique feature.

Middle

The middle should be visually cohesive with, but distinct from, the base and top (289_2). The middle of the building consists of the tower portions which are set back from the podium and provide a change in materials from the base to create interest and distinction. The 'middle' of the development is comprised of the majority of the tower components above the base, which provides a change in materiality from the overall base.

The London Plan identifies that high-rise buildings should be designed to minimize massing, shadowing, visual impact and the obstructions of view from the street and neighbouring properties by providing slender towers without long axes that create an overwhelming building mass (293). A slender tower is characterized as one that has a smaller tower floor plate, typically between 750 – 1,000 sqm of GFA. The proposed 22 storey tower component of the design is approximately 1089 square metres in size. As part of the Bonus Zone, the applicant shall reduce the high-rise portion (above 8 stories) as slender towers (maximum floor plate size of up to 1000 square meters within a 1.5:1 length to width ratio) in order to reduce any possible "slab-like" appearance, shadow impacts, obstruction of sky views and to be less imposing on neighbouring properties and public spaces, as per The London Plan and the policies of the Masonville Secondary Plan (*6.2, v)). It is recognized that by reducing the floor plate, it may result in a significant reduction in units, or result in a significant reduction in unit sizes and outdoor private amenity (i.e., balconies).

Top

The top should provide a finishing treatment, such as a roof or cornice treatment, and will serve to hide and integrate mechanical penthouses (289_3). The mechanical penthouse for the towers have been clad in a "louvre aluminum closing material", which is used for screening. The top portion of the tower has been differentiated from the middle portion through the use of stepbacks and through the use of varying building materials, articulation and balconies.

1989 Official Plan

The 1989 Official Plan policies identify principles for Urban Design within Chapter 11 which provides guidance and direction for the design of buildings and sites. Most of these principles are incorporated into the policies of The London Plan, which provides greater direction and design specifications for mixed-use and commercial development. However, some of the same principles from the City's Design Guidelines for pedestrian

connections through sites to sidewalks, reducing the overall visual impact of paved parking, and having principal entrances oriented to the street is echoed in more recent direction and achieved by the site layout and built form.

A shadow analysis was submitted with the application which modelled the anticipated shadow impacts throughout the year. Shadow impacts are minimized through the proposed regulations including a maximum tower floorplate, maximum tower ratio, and building step backs that result in slender towers with shadows that move more quickly and have less of a lasting effect. Further shadow impacts and mitigation will be included in the site considerations through the bonus zone.

Other Form Considerations

Transition to Surrounding Neighbourhoods

Within Transit Villages, The London Plan requires a transition in height and intensity between transit stations and surrounding neighbourhoods (810). Permitted building heights will step down from the core of the Transit Village to any adjacent Neighbourhoods Place Type (813_3). Within the *Masonville Secondary Plan, lands on the west side of the development west of North Centre Road are also within the Transit Village Place Type but are limited in heights to a maximum of 8 storeys. This area of sensitivity is an area of transition where mid-rise developments are to be located between the higher heights and intensities of this site to the more sensitive land uses like low-rise residential development further to the west.

Connectivity

The building will be designed to be pedestrian, cycling and transit-supportive through building orientation, location of entrances, clearly marked pedestrian pathways, widened sidewalks, cycling infrastructure, and general site layout that reinforces pedestrian safety and easy navigation (814_3). The development is oriented towards Fanshawe Park Road East which will provide convenient access for residents.

Consideration should be given to providing publicly-accessible pedestrian connections through a proposed development site connecting with the pedestrian network on existing and future sites (814_5). The site facilitates pedestrian movements through the internal driveway at grade and the connections provided to the existing sidewalks surrounding the development.

As part of the overall design and intent for this site, the applicant has provided a conceptual master development plan showing possible development and future phases over the long term (28-year period) for the larger commercial site. This conceptual plan shows the ultimate location of any private roads, pedestrian connections and/or future park spaces, and aligns with the general intent of the Masonville Secondary Plan. The master concept plan is not "approved" but is used as a guideline to ensure the overall future developments have/will incorporate appropriate access and connectivity at each stage of development. As is shown on the master conceptual plan, a series of private streets will be incorporated into the overall development, including the proposed private laneway/street located to the north of this development. These future streets will be used for vehicle and pedestrian movement throughout the site and to provide connectivity to the City's road and transit network.

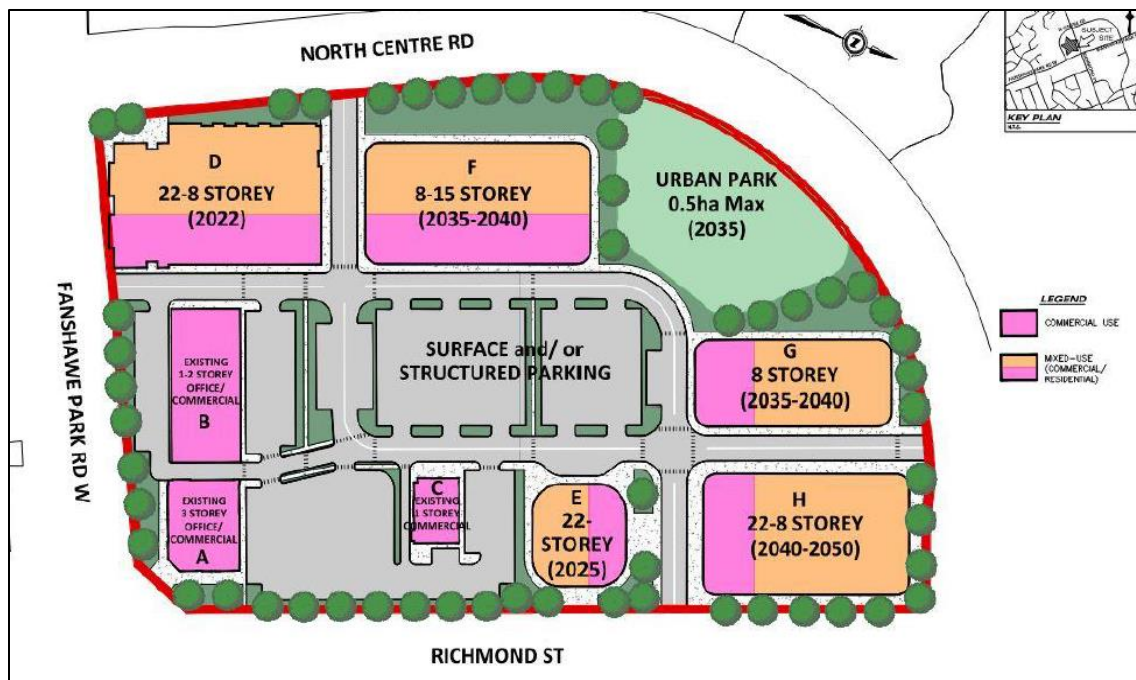


Figure 17 - Conceptual master development plan showing possible development and future phases over the long term (28-year period)

Parking

Transit villages are intended to be intensive and walkable environments with a focus on providing residents with employment, services, shopping and transit within convenient walking distances. The proposal has two levels of underground parking and four levels of structured parking located in the podium/internal of the building. Buildings should be sited to minimize the visual exposure of parking areas to the street (269). All parking associated with the development has been internalized on the site. A total of 326 parking spaces is proposed to accommodate the residential and commercial/office uses. The site is well-located to adjacent transit at Masonville Mall, where there are current and future transit services. Further, the area has a high proportion of existing retail, shopping, commercial, service and employment uses within convenient walking distance to reduce single vehicle trips and encourage more pedestrian trips. A reduction in the number of vehicle parking spaces is reasonable given the active and public transit options and will contribute to achieving the overall intent of the transit village.

Staff are recommending a slight reduction in the proposed parking (from 326 to 320). Some of the proposed parking spaces as shown on the plans may not be useable parking spaces as defined by the by-law, based on location, or based on adequate turning movements. The recommended 320 spaces still equates to 1 parking space per residential unit, plus an additional 44 units for the 2107 gross floor area of commercial and office uses.

BDC1 Zone Considerations for Intensity

Bonus zones are usually paired with a base zone that establishes the maximum regulations within which development must occur if the requirements of the more permissive Bonus (B-_) Zone are not met. The BDC Zone is typically applied to corridors with a main street character. This Zone provides for and regulates a mix of retail, restaurant, neighbourhood facility, office and residential uses located along pedestrian-oriented business districts. In the BDC Zone variations, the height and density of each apartment building over the standard zone height and/or containing units outside existing structures, will be established through a zoning by-law amendment application and be indicated on Schedule A of the Zoning Bylaw. As per the Transit Village policies, a maximum height of 15 storeys may be permitted, and as per the zoning by-law, a maximum density of 150 units per hectare is standard for high rise buildings. These will be recommended in the base zone.

Staff are recommending the following special provisions within the base BDC1() Zone:

- A prohibition on commercial parking structures and accessory parking structures within the by-law. Any parking necessary parking will be addressed through the apartment building use.
- A front yard setback from Fanshawe Park Road East of 1.0m to ensure a built form close to the street, while allowing for any patios/overhang/doors etc.

Any other special provisions will be incorporated into the ultimate Bonus Zone.

4.4 Issue and Consideration # 5 - Bonusing

The London Plan

Through the previous versions of the London Plan, Type 2 Bonus Zoning could be applied to permit greater height or density in favour of a range of facilities, services, or matters that provide significant public benefit in pursuit of the City Building goals (*1650_). However, the Bonusing provisions within the London Plan were appealed and were never in force and effect. The City has relied upon Section 19.4.4. of the 1989 Official Plan to implement bonusing. As of the May 22 OLT decision, the Bonusing provisions have been removed for the London Plan, and replaced with “maximum upper limits” for certain Place Types.

**Masonville Secondary Plan*

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 (*3.8 Housing Mix and Affordability). 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 the Plan that a minimum 25% of all new residential development within the entire plan area meet the Provincial definition of affordable housing. The Plan also speaks to providing a range and mix of housing types, and a mixture of unit sizes and configurations, including a mix of bachelor, 1, 2, and 3-bedroom units. 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.

1989 Official Plan

Under the provisions of Policy 19.4.4, Council may allow an increase in the density above the limit otherwise permitted by the Zoning By-law in return for the provision of certain public facilities, amenities or design features (3.4.3. iv)). Chapter 19.4.4. ii) of the 1989 Official Plan establishes a number of objectives which may be achieved through Bonus Zoning. The applicant’s bonus proposal meets the objective of providing affordable housing and exceptional urban design, as detailed below.

Affordable Housing

The HDC has recommended the following:

- 10% of the “lifted” units (as defined by the City of London) be dedicated to affordable rental housing in exchange for the granting of increased height and density. To the greatest extent possible, the mix of the dedicated affordable rental units should be reflective of the unit mix for the 22-storey apartment building;
- Rents not exceeding 80% of the Average Market Rent (AMR) for the London Census Metropolitan Area as determined by the CMHC at the time of building occupancy;
- The duration of affordability set at 50 years from the point of initial occupancy;
- The proponent enter into a Tenant Placement Agreement (TPA) with the City of London to align the affordable units with priority populations;
- These conditions to be secured through an agreement registered on title with associated compliance requirements and remedies.

The calculation of the lift to determine the total number of affordable housing units was based on the base density of 150 units per hectare (uph) permitted in the 1989 Official Plan which would equate to 78 units for a 0.52 ha site. The increase in density above

the base permission is an additional 219 units for a total of 297 units. A rate of 10% of the total increase in units (10% of 219) equates to 22 units which is the “lift” and consistent approach to calculating the total number of affordable housing units through a bonus zone. The 22 units are to be representative of the mix overall and distributed evenly throughout the development to the greatest extent possible. The units will be based on 80% of the Average Market Rent for a duration of 50 years.

Bonus zoning may allow increases in the height and density beyond what is otherwise permitted in return for the provision of such facilities, services or matters set out in the bonus zone (3.4.3.iv) 89 OP). The provision of affordable housing units through bonusing is a preferred feature and a recent priority identified by Municipal Council to address the housing crisis. As part of the Roadmap to 3,000 Report, an immediate next step was identified to “*double the current rate at which affordable units are obtained through bonusing*” (p.11). This direction establishes the provision of affordable housing units above other potentially eligible bonusable features and should be the main component of the requested bonus zone. The Housing Development Corporation (HDC) staff have advised there is a need for affordable housing units and that the locational factors align with housing needs and priorities defined in the Housing Stability For All Plan and CMHC analytics related to vacancy rates and rental rates. The HDC has recommended the bonus zone provide 10% of the lift as affordable residential units.

Urban Design

As part of the Bonus zone, the revised submitted drawings, site concepts and renderings will be attached as Schedule 1 to the Zoning By-law amendment in order to facilitate the exact development as proposed. Staff are also recommending additional design considerations within the Bonus zone, to further refine the design and ensure any development meets the design policies of The London Plan and the council-approved *Masonville Secondary Plan.

Urban Design provided the following additional considerations as part of the Bonus Zone:

- Reduce the high-rise portion (above 8 stories) as a slender tower (maximum floor plate size of up to 1000 square meters within a 1.5:1 length: width ratio) in order to reduce any possible "slab-like" appearance, shadow impacts, obstruction of sky views and to be less imposing on neighbouring properties and public spaces.
- Articulate the podium facades particularly on the east and west facades with recesses, projections, balconies and terraces, alternating brick tones, fenestration to provide depth and variation in the built form and to enhance the pedestrian environment and break up the massing.
- Reduce the blank wall facades on the west elevation ground level facing North Centre Road. Increase visual interest through the use of increased glazing, public wall art, or additional door access. Provide windows for clear sight lines facing North Centre Road from the section of abutting parking garage where the accessibility parking space is located.
- Provide a separate key access door to the bike storage room facing North Centre Rd for improved bicycle accessibility in and out of the building and improved streetscape activity.
- Connect this separate bike storage entrance to the public sidewalk.
- Utilize a decorative or public art wall feature and treatment to address the southwest corner and provide visual interest while breaking up the podium massing and establishing a sense of place through this unique feature.

The following site and building design criteria are to be addressed as part of the site plan submission:

- Explore ways to reduce the tower floor plate size that can further minimize the shadow impact on the 5th floor amenity space;
- Include active ground-floor uses such as the principal building entrance, lobbies, common amenity areas, and street oriented commercial/residential units,

oriented towards the public streets with direct access to the sidewalk along Fanshawe Park Road and North Centre Road in order to activate the street edge;

- The ground floor commercial units shall provide for a store-front design with primary entrances facing Fanshawe Park Road and the internal shopping centre. This should include a higher proportion of vision glass, signage, double doors, an increase in ground floor height, and the potential for canopies and lighting to frame the entrance include direct access from the commercial unit(s) fronting the street to the City sidewalk;
- Provide functional primary entrances (double doors) for the commercial units along both Fanshawe Park Road and North Centre Road with walkways connecting the entrances to the City Sidewalk;
- Ensure common outdoor amenity space and landscaping at ground level will include additional elements such as benches and landscaping;

Site Plan has also indicated that the lay-by shown on the proposed concept should be removed, and the area restored with enhanced landscaping and pedestrian connections to North Centre Road.

Special Provisions

To ensure the development concept as shown in the renderings and drawings is “locked-in”, additional regulations have been added to the Bonus Zone:

- prohibition of commercial parking and accessory parking structures. This stand-alone use would not be permitted or encouraged within this area and based on the policies of the London Plan and the *Masonville Secondary Plan. Parking associated with the apartment buildings/commercial uses is still permitted;
- BDC commercial and office uses, limited to the first and second floor of the development;
- a front yard setback of 1.8 metres for floors 1-2, a 0 metre setback for floors 3-6, and a 4.5 metre setback for floors 7-22;
- an exterior side yard depth of 4.0 metres;
- a maximum lot coverage of 69%;
- a minimum landscape open space of 16%;
- a maximum gross floor area for commercial and office uses of 2110 square metres;
- and a minimum parking requirement of 320 spaces.

Overall, staff is satisfied the proposed public facilities, amenities, and design features is commensurate for the requested increase in height and density.

4.6 Issue and Consideration # 6 - Neighbourhood Concerns

The public’s concerns generally dealt with the following matters:

- Traffic volume and safety
- Noise
- Air pollution
- Construction impacts
- Wind impacts
- Lack of privacy
- Blocked views
- Shadow impacts/loss of sunlight
- Intensity
- Lack of parking
- Precedent

A Virtual Open House/Community Information Meeting was held by the Applicant on July 6, 2022. In attendance at the virtual meeting were 7 members of the public, 3 members of the consulting team, 1 member of the ownership group, as well as City staff and the Ward Councillor. The following questions were raised at the meeting:

- What will happen to the current businesses in that portion of the plaza?
- Will there be electric vehicle charging stations and bicycle parking available?
- What is the timing of the development?
- What are the expected rents?
- Does the development have to be 22 storeys?
- What is planned for affordable housing?
- Will there be an additional traffic light at North Centre Road and Fanshawe?
- Will the noise assessment review other noise concerns (i.e. snow plow noise, lawn mowers, etc.)?

Although many issues have been raised by the residents, many of the concerns can be generally grouped under several key headings - Traffic Impacts and Parking, Privacy/Blocked Views, Shadow/Wind and Noise Impacts, and Precedent.

Comments related to height, form, density, intensity and incompatibility have been addressed in section 4.1-4.4. of this report. Additional Planning Impact Analysis has been provided under Appendix C of this report.

Traffic Impacts and Parking

Concerns were raised about the amount of traffic that would be generated by this development. Residents in the area are concerned about negative impacts on the neighbourhood in terms of increased traffic and safety.

As part of the complete application, a traffic impact study (TIA) was required by Transportation.

In consideration of the proposed parking the readily available public transit / accessibility to essential services, the proposed residential parking spaces should adequately accommodate the proposed residential units; parking supply will not change for the proposed commercial components of the development, as the difference in additional commercial square footage is nominal.

Residents were also concerned about the reduction in parking, and possible overflow parking on local streets as a result. The proposed parking reduction is minor (6 spaces overall as per the requirements of the zoning by-law). All parking is located within the building which will help to minimize surface parking issues and impacts on adjacent properties.

Privacy/Blocked Views

Members of the public expressed concerns about the height of the building leading to loss of privacy from people looking out their windows or using their terraces or balconies. Neighbours also expressed concerns with the new development blocking views for the existing apartments.

The proposed development situates the highest portion (22 storeys) as far from abutting properties as possible. In addition to the spatial separation, the overall floor plate of the 22-storey component is limited to approximately 1,000 square metre floor plate, which minimizes the overall impact of the tower on adjacent uses.

Shadow/Wind and Noise Impacts

A shadow study was submitted as part of the submitted application. The design of the building allows the shadows to move relatively quickly, traversing across existing development within approximately 1-3 hours. Below is an excerpt from the shadow study which shows the most significant shadow impact on adjacent developments to the west occurring in December at 9am. Otherwise shadow impacts will predominately affect the existing site.

Wind studies are typically only required in more intensive situations where wind effects will be felt due to the number of highrises within an area, such as in the downtown. In this instance no wind study was completed nor identified as necessary. It is important to note that the design of the building will also assist in minimizing wind issues. The use

of podiums at the building base reduces the apparent height and mass of the building on the pedestrian environment, allows sunlight to penetrate into the right-of-way and reduces wind impacts (292).

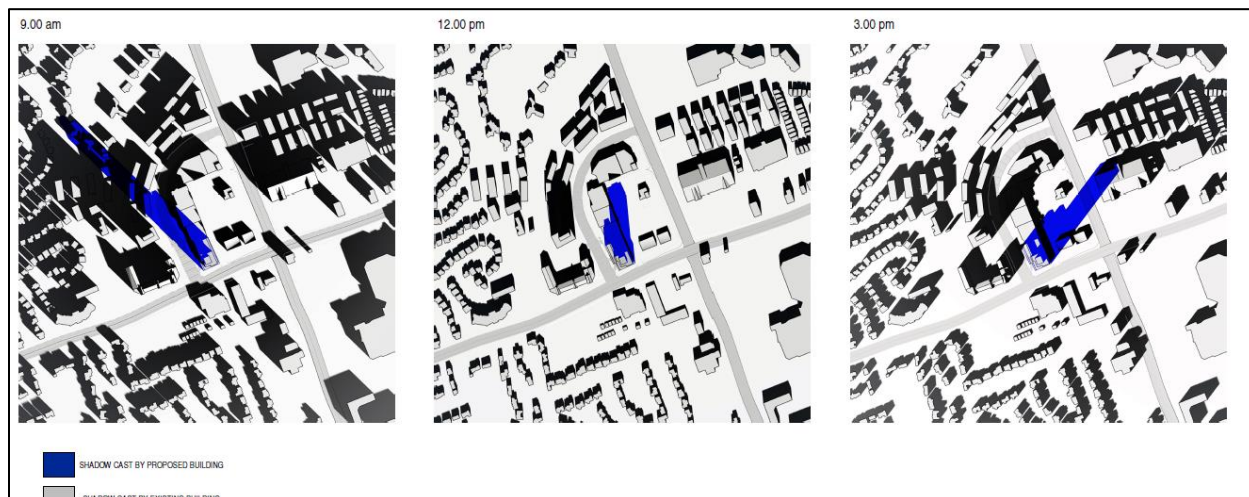


Figure 18 - Excerpt from shadow study showing shadows on existing development in December

The proposed development is not expected to generate any unacceptable noise impacts on surrounding properties. Construction noise though is likely to impact the site during the time that the development is under construction, this will be a short-term inconvenience. A noise study was submitted as part of the complete application, to address the mitigation of impacts of road noise on the new development. Recommendations from this study will be implemented into the ultimate site plan.

Precedent

This application is located within the Transit Village Place Type, and the *Masonville Secondary Plan. Higher intensity of uses and mixed-use forms are anticipated and encouraged within these areas to support the City's goals of pedestrian oriented, walkable neighbourhoods, and transit-supportive developments. It is important to note though that each application will be reviewed on its own merits as individual applications are made.

4.7 Issue and Consideration # 7 – Parkland Dedication

Through the *Masonville Secondary Plan, the intent is to establish parkland within the plan area to support existing and future residents and complement the parks in the nearby area. As development occurs, the provision of new public parks and privately owned, public spaces (POPS) is identified as a priority. 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 (*3.7 Parks). A new park is required in the northwest quadrant of the plan area at the classification level of 'urban park' with a minimum size of 0.5ha.

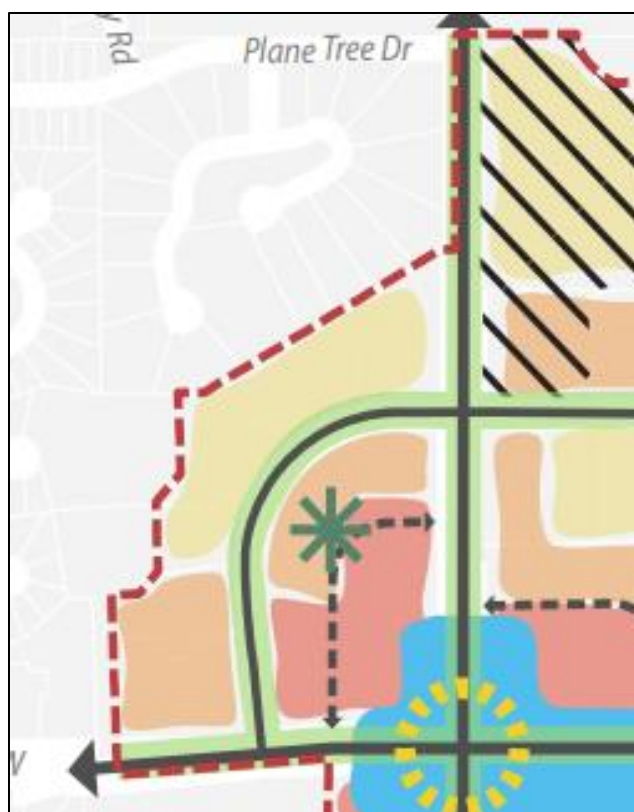


Figure 19 - Excerpt from *Masonville Secondary Plan, showing location for urban park in northwest (green asterisk)

The location for the proposed park is within an existing commercial development and would be difficult to obtain at this time. The City will be requesting that Cash in Lieu be provided through the Site Plan Approval process at this time. The future park as identified in the *Masonville Secondary Plan will be taken at the time of future phases of the redevelopment of the commercial lands.

Conclusion

The site is within a Transit Village, which is a place type that contemplates a well designed, high-density, mixed-use urban neighbourhood. The vision for this place type is for a complete community that allows for substantial commercial, office and residential uses which will support the current and future rapid transit system.

The proposed development and recommended amendments are consistent with the Provincial Policy Statement, 2020 and conform to *The London Plan* policies including but not limited to Key Directions, the City Structure Plan, growth frameworks, City Design policies, and the Transit Village Place Type. The proposal also meets the intent of the Council-approved *Masonville Secondary Plan. The recommended amendment is also in conformity with the 1989 Official Plan, including the policies related to Bonus Zoning. The recommended amendment will facilitate a form of development and intensification that is appropriate for the site and surrounding area.

Prepared by: Nancy Pasato, MCIP, RPP
Senior Planner, Planning Implementation

Reviewed by: Mike Corby, MCIP, RPP
Manager, Planning Implementation

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

Submitted by: Scott Mathers MPA, P. Eng.,
Deputy City Manager, Planning and Economic
Development

Appendix A

Bill No. (number to be inserted by Clerk's Office)
2022

By-law No. Z.-1-22_____

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 1737 Richmond Street.

WHEREAS Richmond Hyland Inc. c/o Westdell Development Corporation has applied to rezone an area of land located at 1737 Richmond Street, as shown on the map attached to this by-law, as set out below;

AND WHEREAS this rezoning conforms to the Official Plan;

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

- 1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 1737 Richmond Street, as shown on the attached map comprising part of Key Map No. A102, from an Associated Shopping Area Commercial Special Provision (ASA1(5)/ASA2(3)/ASA3(1)) Zone to a Business District Commercial Special Provision Bonus (BDC1(____)*B-(____)) Zone.
- 2) Section Number 4.3 of the General Provisions is amended by adding the following Special Provision:
 - 4.3.4) B-(____) 1737 Richmond Street

The Bonus Zone shall be implemented through one or more agreements to facilitate a high-quality development comprised of a mixed-use apartment building with a maximum height of 22 storeys (80m), and a maximum density of 571 units per hectare, which generally implements the Site Plan, Renderings, Elevations and Views attached as Schedule "1" to the amending by-law, and will also implement the following outstanding design criteria:

- 1) Additional Building and Site Design Requirements
 - i) Reduce the high-rise portion (above 8 stories) as a slender tower (maximum floor plate size of up to 1000 square meters within a 1.5:1 length: width ratio) in order to reduce any possible "slab-like" appearance, shadow impacts, obstruction of sky views and to be less imposing on neighbouring properties and public spaces.
 - ii) Articulate the podium facades particularly on the east and west facades with recesses, projections, balconies and terraces, alternating brick tones, fenestration to provide depth and variation in the built form and to enhance the pedestrian environment and break up the massing.
 - iii) Reduce the blank wall facades on the west elevation ground level facing North Centre Road. Increase visual interest through the use of increased glazing, public wall art, or additional door access. Provide windows for clear sight lines facing North Centre Road from the section of abutting parking garage where the accessibility parking space is located.
 - iv) Provide a separate key access door to the bike storage room facing North Centre Rd for improved bicycle accessibility in and out of the building and improved streetscape activity.
 - v) Connect this separate bike storage entrance to the public sidewalk.

- vi) Utilize a decorative or public art wall feature and treatment to address the southwest corner and provide visual interest while breaking up the podium massing and establishing a sense of place through this unique feature.
- 2) Provision of Affordable Housing
- i) A total of 22 units based on 10% of the “lift” of the number of units beyond 150 units per hectare (based on 297 total units) be dedicated to affordable rental housing in exchange for the granting of increased height and density. The mix of the dedicated affordable rental units should be reflective of the unit mix for the 22-storey apartment building.
 - ii) The affordable housing units should be evenly distributed throughout the individual buildings to the greatest extent possible.
 - iii) Rents not exceeding 80% of the Average Market Rent (AMR) for the London Census Metropolitan Area as determined by the CMHC at the time of building occupancy.
 - iv) The duration of affordability set at 50 years from the point of initial occupancy.
 - v) The proponent enter into a Tenant Placement Agreement (TPA) with the City of London to align the affordable units with priority populations.

These conditions to be secured through an agreement registered on title with associated compliance requirements and remedies.

The following special regulations apply within the bonus zone:

a) Prohibited Uses:

- i) Commercial parking lots and structures and accessory parking lots;
- ii) Uses with drive-through facilities.

b) Regulations:

- i) All permitted commercial/office or community facility uses within the BDC 1 Zone, limited to the first and second floor of an apartment building.
- ii) Height (Maximum) 22 storeys or 80m (315 ft) whichever is less
- iii) Density (Maximum) 571 units per hectare
- iv) Front Yard Depth (Minimum) 1.8 metres (3.3 feet) (floors 1-2)
0 metre setback (floors 3-6)
4.5 metre setback (14.8 feet) (floors 7-22)
- v) Exterior Side Yard Depth (Minimum) 4.0 metres (13.1 feet)
- vi) Lot Coverage (Maximum) 69%
- vii) Landscape Open Space (Minimum) 16%

viii)	Gross floor area for commercial/office (Minimum)	2110 square metres (9816.7 square feet)
ix)	Parking (Minimum)	320 spaces
x)	Balconies on Apartment Building Setback (Minimum)	0 metres

3) Section Number 25.4 of the Business District Commercial (BDC) Zone is amended by adding the following Special Provision:

BDC1() 1737 Richmond Street

a) Prohibited Uses:

- i) Commercial parking lots and structures and accessory parking lots;
- ii) Uses with drive-through facilities.

b) Regulations:

- i) All permitted commercial/office or community facility uses within the BDC 1 Zone, limited to the first and second floor of an apartment building.
- ii) Front Yard Depth (Minimum) 1.0 metres (3.3 feet)
- iii) Height (Maximum) the lesser of 45.0 metres, or 15 storeys
- iv) Density (Maximum) 150 units per hectare

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

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

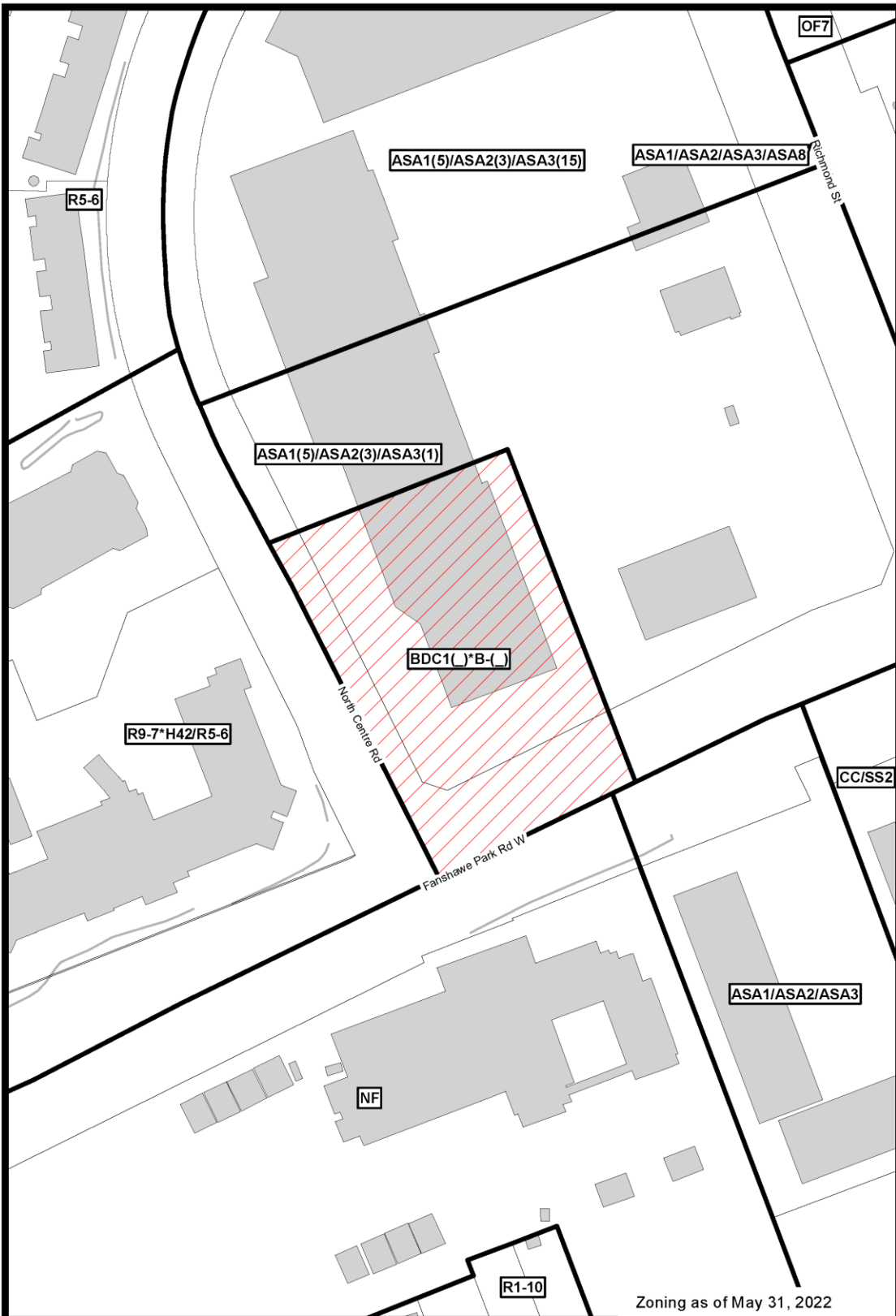
PASSED in Open Council on September 6, 2022.

Ed Holder
Mayor

Michael Schulthess
City Clerk

First Reading – September 6, 2022
Second Reading – September 6, 2022
Third Reading – September 6, 2022

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



File Number: OZ-9470
 Planner: NP
 Date Prepared: 2022/07/11
 Technician: RC
 By-Law No: Z.-1-

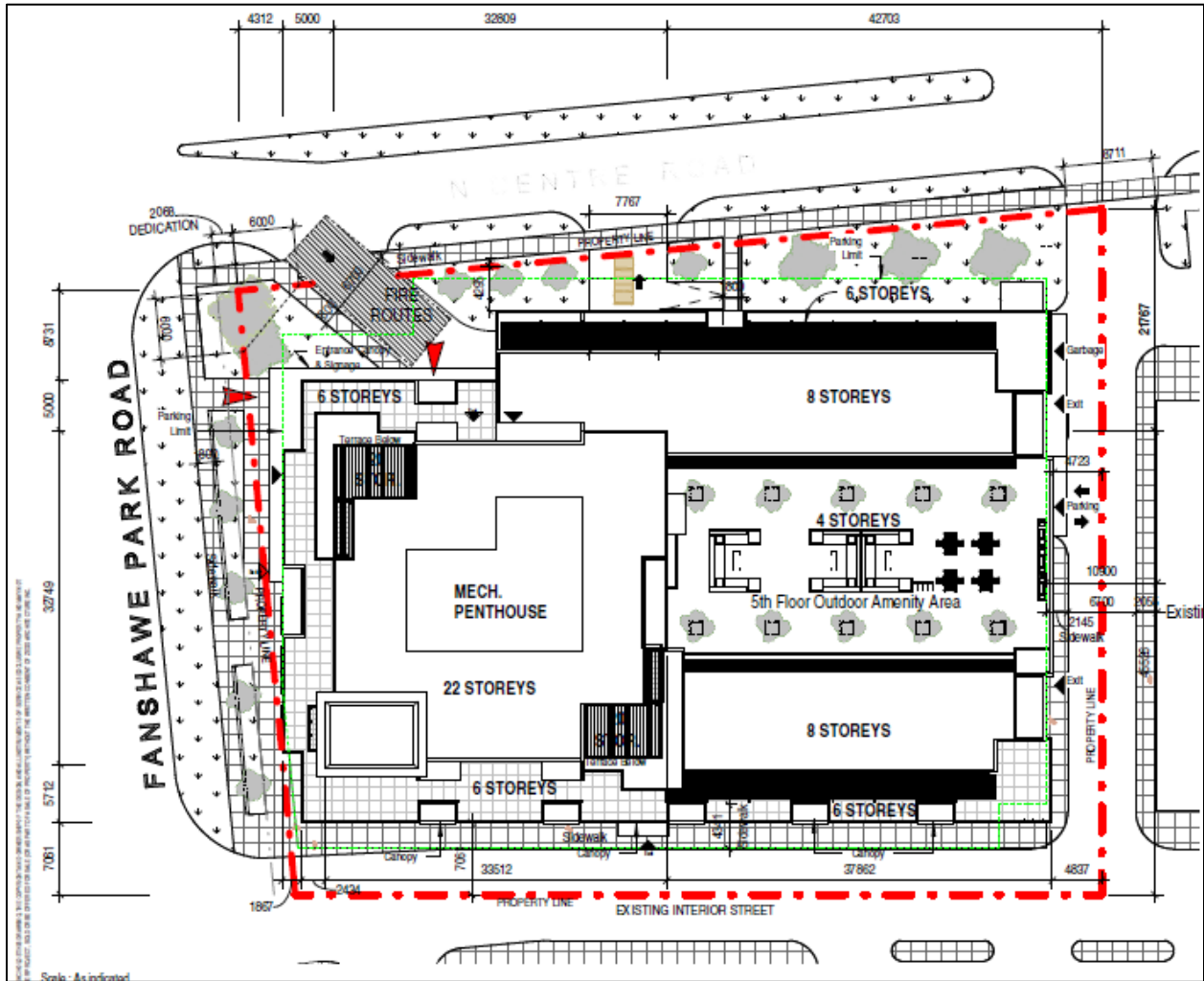
SUBJECT SITE 

1:1,500

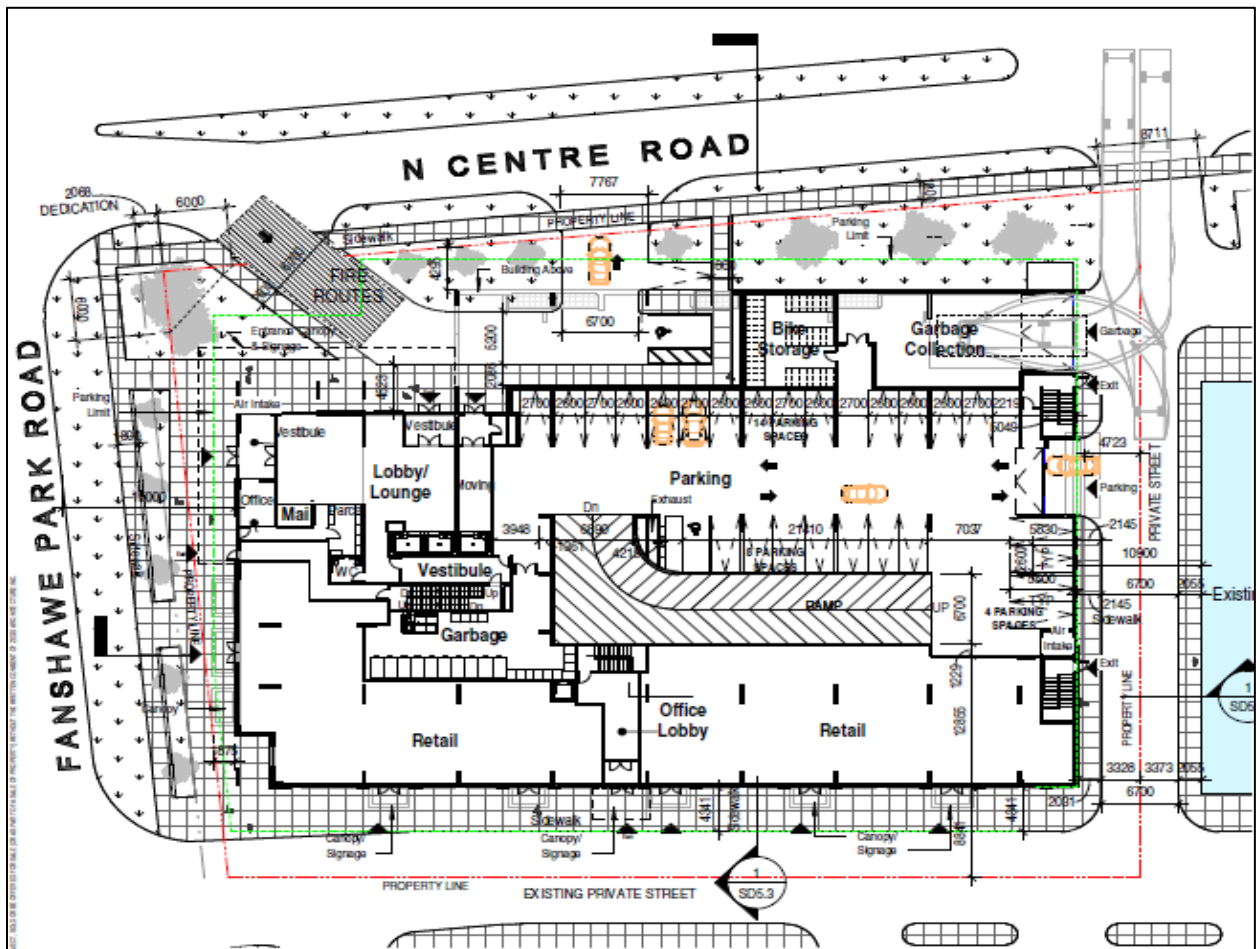
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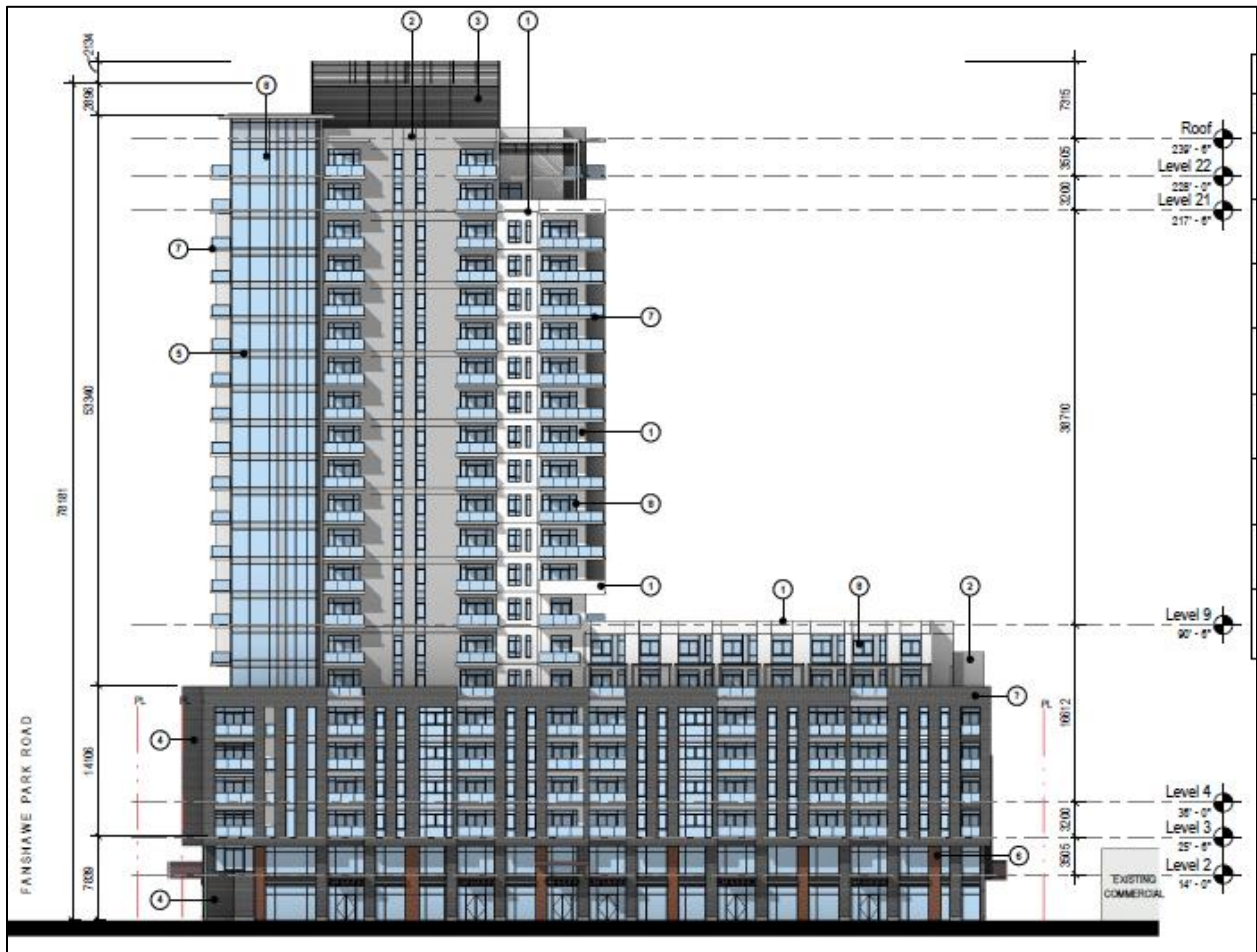
Schedule "1"



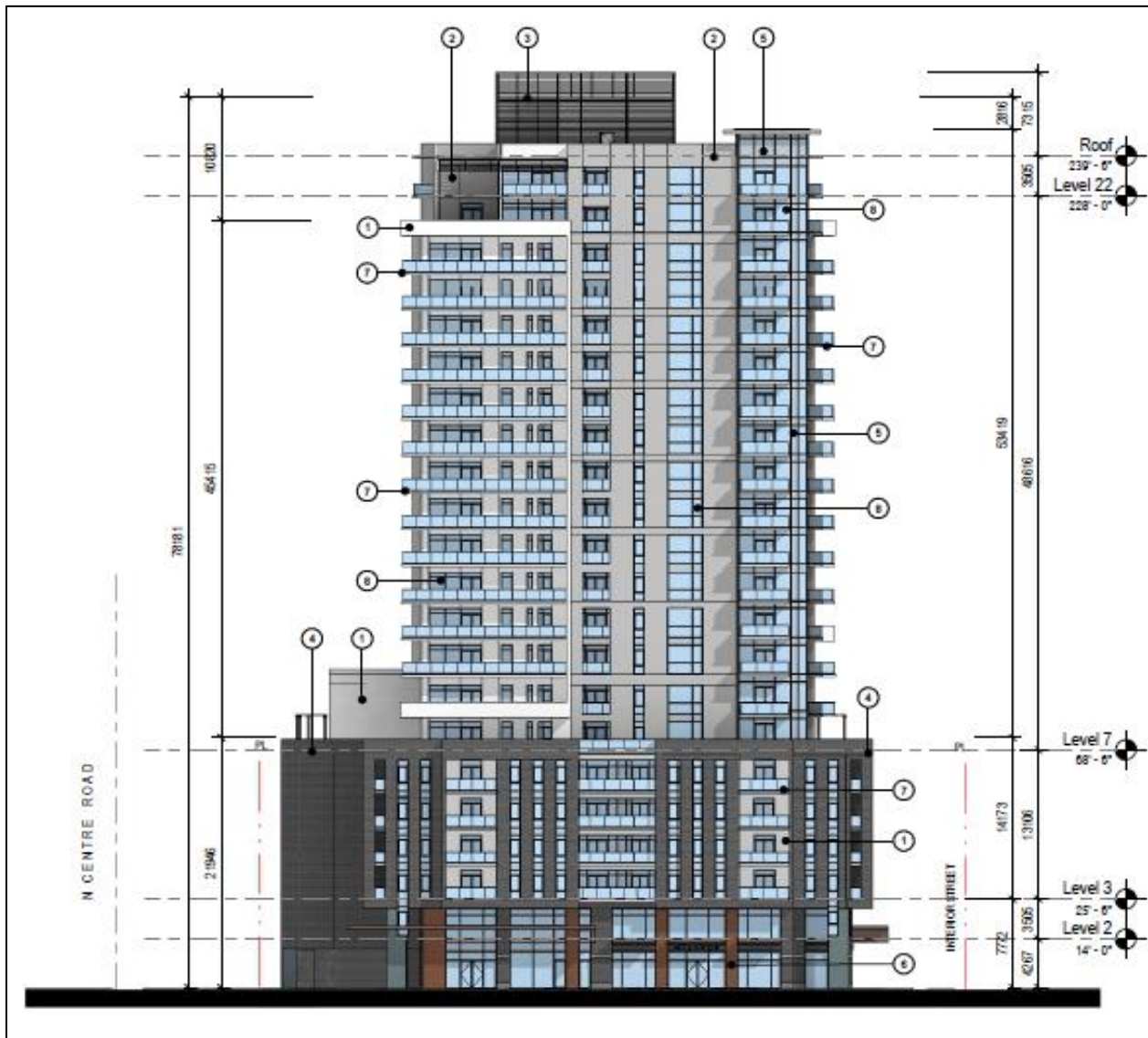
Site Plan



Site Plan 1st Floor



East Elevation



South elevation



Rendering - Southwest corner



Rendering - South view along Fanshawe Park Road



Rendering - Northeast Corner



Rendering - Southeast corner



Rendering - Northwest corner



Rendering - Fanshawe Park Road detail



Rendering – private drive east side view



Rendering - Southwest corner entrance view



Rendering - Northeast view



Rendering - Interior courtyard



Rendering - Interior courtyard looking north

Appendix B – Public Engagement

Community Engagement

Public liaison: On March 2, 2022, Notice of Application was sent to 125 property owners in the surrounding area. On April 1, 2022, Notice of Application was also sent to an expanded circulation area which included 156 property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on March 3, 2022. A “Planning Application” sign was also posted on the site.

16 replies were received.

Nature of Liaison: 1737 Richmond Street – The purpose and effect of this Official Plan and zoning change is to permit a mixed-use (commercial/office and residential) apartment building with a height of 22 storeys and 226 residential units. Possible amendment to the 1989 Official Plan to **ADD** a Chapter 10 Specific Area Policy to permit a mixed-use (commercial/office and residential) apartment building with a height of 22 storeys and 226 residential units with Bonus Zoning. The intent is to align the 1989 Official Plan policies with The London Plan policies that will apply to the site. Possible change to Zoning By-law Z.-1 **FROM** an Associated Shopping Area Commercial Special Provision (ASA1(5)/ASA2(3)/ASA3(1) Zone **TO** a Business District Commercial Special Provision Bonus (BDC1()*B-_) Zone. Permitted uses would include: animal hospitals; apartment buildings, with any or all of the other permitted uses on the first floor; bake shops; clinics; commercial recreation establishments; commercial parking structures and/or lots; day care centres; dry cleaning and laundry depots; duplicating shops; emergency care establishments; financial institutions; grocery stores; laboratories; laundromats; libraries; medical/dental offices; offices; personal service establishments; private clubs; restaurants; retail stores; service and repair establishments; studios; video rental establishments; lodging house class 2; cinemas; brewing on premises establishment; food store; animal clinic; convenience store; post office; convenience service establishments; bed and breakfast establishments; antique store; police stations; artisan workshop; craft brewery; hotels; taverns. The proposed special provisions would permit: all of the commercial and office uses on the first and second floor; a maximum height of 80m whereas 12m is the maximum; a maximum density of 485 units per hectare; and a reduced minimum parking of 234 spaces, whereas 353 parking spaces are required. The Bonus Zone would permit a maximum building height of 22 storeys (80m) and a maximum density of 485 units per hectare, in return for eligible facilities, services, and matters outlined in Section 19.4.4 of the 1989 Official Plan and policies 1638_ to 1655_ of The London Plan. The proposed facilities, services, and matters to support Bonus Zoning include enhanced urban design, roof-top amenity, and affordable housing. The City may also consider additional considerations such as a different base zone, the use of holding provisions, and/or additional special provisions.

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

Concern for:

- Traffic volume and safety
- Noise
- Air pollution
- Construction impacts
- Wind impacts
- Lack of privacy
- Blocked views
- Shadow impacts/loss of sunlight
- Intensity
- Lack of parking
- Precedent

A Virtual Open House/Community Information Meeting was held by the Applicant on July 6, 2022. In attendance at the virtual meeting were 7 members of the public, 3 members of the consulting team, 1 member of the ownership group, as well as City staff and the Ward Councillor. The following questions were raised at the meeting:

- What will happen to the current businesses in that portion of the plaza?
- Will there be electric vehicle charging stations and bicycle parking available?
- What is the timing of the development?
- What are the expected rents?
- Does the development have to be 22 storeys?
- What is planned for affordable housing?
- Will there be an additional traffic light at North Centre Road and Fanshawe?
- Will the noise assessment review other noise concerns (i.e. snow plow noise, lawn mowers, etc.)?

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

Telephone	Written
	Arthur Mustard-Thompson 27 Northcrest Drive
	Ray and Ann Dayes 707-300 North Center Road
	Agnes Mickelson 1101-300 North Centre Road
	Bill Phillips 802- 300 North Centre Road
	Rev. Carol A. Goodine and Gerald C Goodine 1102-300 North Centre Road
	Mary-Fay Green 1103-300 North Centre Road
	Caroline Nicolle 270 North Centre Rd, Unit 20
	John Noel Yeoman 1204-300 North Centre Road
	Ted & Lois Wilbee 608-300 North Centre Rd.
	Ross and Cathy Burgar 205-300 North Centre Road
	Sharron Durst 910-300 North Centre Rd
	Will Evanson 32-270 North Centre Road
	Michelle Stanescu
	Marilyn Regan
	Rob Croft
	Paula Wild

	Madonna McAdam 8-140 McGarrell Dr
	Janice Craik
	Piper Kearney

Arthur Mustard-Thompson
27 Northcrest Drive

I am contacting you regarding the proposed tower at 1737 Richmond Street. My main concern with this development is that the overall design does not fit with the surrounding neighbourhoods. I would like to see a more pedestrian-oriented development, with a series of street-facing, 3-5 storey townhouses along North Centre Road and Fanshawe that use warm-coloured brick and stone to create a more welcoming environment. What I have in mind is similar to what Drewlo is building at 667 Talbot Street, also known as Talbot Terrace. I have included a photo of this development below. I appreciate how the architects of this tower used warm-coloured brick townhouses/apartments positioned close to the sidewalk to create a building and streetscape that is more walkable and to 'human-scale.'



Ray and Ann Dayes
707-300 North Center Road

My husband and I live in the Tricar building at 300 North Center Road. We are all very upset here to think of a 22 storey building being planned so near to our building.

We trust that saner folks will prevail and get these plans changed. What is so wrong with what is there now?

Agnes Mickelson
1101-300 North Centre Road

I have resided in the Chantry Building at 300 North Centre Road for the past 18 years and it was with interest that I read the recent information that residents here received in their mail boxes on March 4th about the above proposed planning application. I didn't receive a copy of the details and the proposed images in my mailbox, and it was through borrowing a neighbour's copy that I was able to read its contents. My understanding is that a number of residents in this building did not receive a copy last Friday so there are others who probably still don't know about it.

My apartment building is across the street from the proposed site, and my unit is on the 11th floor at the front of the building facing directly east and is directly above the front entrance door so my large windows overlook North Centre Road and face Richmond, offering a good clear view of the area under consideration. Also clearly observed every day, particularly in afternoons and evenings, is the heavy traffic approaching Fanshawe and Richmond, from north, south, east and west, and I can see the number of vehicles that often are coming from Richmond north, turn right to use this section of North Centre Road in front of my building for a shortcut access to Fanshawe west, thereby avoiding the congestion at the Richmond and Fanshawe intersection.

The majority of residents in my building are retired seniors. Everyone living in the ten apartments here on the 11th floor are in their 70's or 80's and I am in my 84th year. A lot of us still drive, and we have been aware of the increased heavy traffic in this area, the extra precautions required as we exit onto North Centre Road, as cars are often coming around the corner on our street, racing toward Fanshawe Park Road. Many seniors here like to go out for walks for their daily exercise, and need to cross the street - something that is often risky with the busy traffic here.

It is therefore disturbing to know that an application is underway which if approved will add more density and traffic congestion in our area. By building a 22 storey tower with 226 residential units in a commercial/office and residential complex across the street from Masonville Manor and the Chantry building, it will bring added frustrations and problems for those retired and senior people living here.

Even though the illustrations of the proposal show that lower sections of 5 and 8 storeys will be included in the complex, it still has that towering giant coming up from it. And with that comes the increased density and congestion, and much heavier traffic, plus noise at night. The construction period would have its own frustrations and interruptions, heavy construction machinery noise, increased air pollution, all contributing to a negative effect on our quality of life here. Those of us who react with allergies to air pollution are not looking forward to problems with breathing. Increased air pollution due to changing wind and its direction is also an issue with towering buildings.

Although I have enjoyed living in this Chantry building for these 18 years and still do, If I was searching for a new apartment at this time, and was made aware of the proposal being considered across the street, I would not consider moving to 300 North Centre Road.

Surely there are better areas with less congestion in north London that could be more suitable for this type of building complex.

Bill Phillips
802- 300 North Centre Road

I feel that this application is not good, the corner of Fanshawe and Richmond street is one of the busiest in the city. The plan for a 22 storey building is going to be a problem for the tenants in the Tricar building I live in it will block our view which is not much but better than looking at a concrete wall. It will also block the sun and sunrises. A year or so

the city refused Tricar a permit to build at the North east corner of Richmond street and North centre road because it blocked the sun getting to Richmond woods building. Where the building getting the 234 parking spots I hope it's under ground the parking lot at Hyland plaza is busy since Westdell built the 4 or 5 extra buildings that have just been put up in the last year or so. Also what does the 234 cars do to the traffic grind lock at our corner, big problems.

Rev. Carol A. Goodine BA, MA, MDiv (retired)
Gerald C Goodine BSc, BEd, Dip.Th & Min, MA(Ed) MA(Counselling) (retired)
1102-300 North Centre Road

It was a shock to receive the Notice of Planning Application in our mailbox earlier this month and realize the scope and magnitude of the development planned. It has taken the past few weeks for us to reflect on this proposal in order to craft a response that was not grounded in the initial feelings of grief and sadness and anger that the liveable neighborhood we have come to call home for the majority of the last 18 years could be coming to an end.

We understand there is a demand for housing as the City of London continues to grow but we question why the character of an existing neighborhood that people have chosen to live in should be disrupted to this degree. Why would such a change in an existing neighbourhood be necessary when other new areas of high density are being constructed in the City already?

Lack of Privacy and other negative impacts

When we looked online at the proposed development of a building with 22 stories, the first impact we identified was the decrease in privacy as the building is so much higher and closer than one would expect.

As well, due to the close proximity of the building to The Chantry and the fact that our apartment faces directly on that area of the proposed development it would be greatly impacted by shade of the new building. This would directly result not just in less sunlight but also less warmth in the winter from ambient sunlight. It would also result in higher heating costs.

There would, of course, be the impact of additional noise and pollution in the construction phase and beyond. For those with asthma and other respiratory conditions this would certainly be a detriment. We should note that when the two smaller buildings were being constructed over the last while the amount of dirt that was blown on to our balcony was such that we had to keep our door shut and had to wash the heavy dirt and mud off frequently. I have no idea how much this would increase with a much larger construction project but it would be substantial.

Traffic Congestion and Safety

We read a significant part of the traffic report in the development plan. We particularly noted that the parking garage would be exiting on to North Centre Road at the same juncture as the exit from not only The Chantry building but also Masonville Manor. Although the report seems to suggest that the traffic increase would be negligible I would beg to differ. This would definitely decrease the walkability of those who on a regular basis cross the road at this point with their walkers and canes and sometimes wheelchairs.

The traffic on North Centre Road West is at times very heavy with cars passing through on a regular basis from Richmond to Fanshawe Park Road West. The pass throughs travel at an increased speed already and with the addition of the other proposed building on the corner of Richmond and North Centre Road East this is sure to increase the level of traffic. I do not see any mention of this increase of traffic in addition to the proposed development traffic. However, planning is definitely needed.

The increase in traffic leaves us with questions. Will there be a new traffic light on to Fanshawe Park Road West from North Centre Road West? Will there be a left turn light from North Centre Road West to Richmond Street? Will there be speed bumps?? Will there be a cross walk on North Centre so seniors from The Chantry and Masonville Manor can cross in safety. Will North Centre Road West snow clearing be upgraded to what it was prior to five years ago or will it remain an ongoing issue.

Liveability and Neighborhood Change

When I returned to university after raising my family in the late 1980s I was privileged to attend a political science course given by urban planner Dr. Donald Higgins who wrote a seminal book on urban planning. I wonder what he would think of this move to intensification with the creation of concrete jungles. There are so many assumptions being made that people will take the bus, will no longer drive, do not want homes for their children, will be content to live in high rises. That a few trees constitute enough green space. The amenities which are proposed in this plan may be fine for those living in that building, although we are not convinced of this. However, how this building impacts the built architecture already in place and the liveability of those who have chosen this area of London to live, remains to be seen.

With this proposed development plan, I would challenge the premise that London is a senior friendly city. For the seniors who live in The Chantry, and there are such a number that I understand it has been designated a congregate living place for the purpose of the Health Unit, this development in its current formulation will not make London more liveable or walkable or accessible. In fact, accessibility for the most vulnerable of the seniors who live at The Chantry or Masonville Manor will be diminished if not taken away altogether. Other areas of the city have three or four storied buildings such as those on Adelaide Street North. Why has the developer proposed 22 stories for this building? And, just as importantly, is this the first of three or four more buildings on this Hyland lot?

Conclusion

We have lived in rural towns and large cities in several provinces in central and eastern Canada. We are used to change and development. Change and development needs to be predicated not just on the wishes and plans of the developer, nor the plans of city planners, nor on those who will live here in the future, but also on those who already live in this time and place. I presume that is why there is public input. We would ask that modifications be made to the current plan so that the privacy, traffic and liveability concerns are addressed. That the accessibility of seniors living in this area be addressed.

Caroline Nicolle
270 North Centre Rd, Unit 20

Would you be able to provide more information on who the target age demographic would be for the 226 residential units within the new development at 1737 Richmond St? Would it be for anyone or specifically for students or old-age residents?

If it is for anyone, including young families, I do have a concern. Masonville elementary public school which is the school for that zone is already at capacity and would not be able to accommodate a huge influx of new students. I do believe elementary schools in the surrounding area are also at capacity so there would not be the option of bussing students elsewhere.

I would also have concerns if the plan was for these new units to target student accommodation. If this is the case many of these units would likely become rental units. Local residents do not want an influx of students here and most of us are home owners which could mean our properties lose value if there is a large proportion of student rentals in the area.

This is a very busy area as it is and my opinion would be that it should remain as a commercial zone without the additional residential zoning.

John Noel Yeoman
1204-300 North Centre Road

I have perused all 10 PDF documents supporting this application and the long term development of the Hyland Plaza which has to be understood in conjunction with the application.

I would like to see the following considered for inclusion in the planning stages

1. Very liberal allocation of "assigned parking spaces with electric vehicle charging circuitry" . Possibly with a premium parking space rental fee.
2. NO LEFT TURN at North Centre Road and Fanshawe Park West. With signage at Richmond Street and North Centre Road warning of the restriction.
3. Decreasing the building height to 18 stories??

It is inevitable that this application will be granted possibly with some minor alterations and I support the application in principal.

Ted & Lois Wilbee
608-300 North Centre Rd.

Concerning the 22 storey apartment building being considered on the corner of North Centre Rd & Richmond Street, we are totally in disagreement with this plan.

We are entirely against this project because of the increased traffic and decreased visibility from our apartment in the Chantry apartment building.

Please quash this plan.

Mary-Fay Green
1103-300 North Centre Road

I live at 300 North Centre Road and am extremely upset to think you would allow a 22 storey building containing 226 residential units and only have 234 parking spaces for those occupying the units.

The traffic on North Centre Road is busy, and from Richmond St. North onto North Centre Road a lot of vehicles coming south on Richmond take a trip down North Centre Road and then go onto Fanshawe Park Road West. Masonville Manor is right there on the corner of North Centre and Fanshawe, our building, The Chantry is considered a seniors residence...we all like to get out and walk, with heavy traffic and how slow the walkers move and with wheelchairs and walkers and canes....we do not need any more traffic.

Our view of the city will certainly be curbed and our sunshine from the east as well, this is not good at all.

We are a part of Tornado Alley...and a 22 storey building would be a prime target, regardless of how well it is built. The dirt from the building on the north-west corner of Richmond and Fanshawe caused us to have a whole summer of nothing but dirt and dust and made it very uncomfortable to sit out on our balconies.

Where do you think the people coming from Sunningdale Road to supposedly catch a bus downtown are going to park? Masonville Mall is private and for customers and Hyland has very few open parking spots now...with a huge building full of tenants that want guests to visit....this simply and completely does not work.

A four storey ...total four not four above parking...would be much superior and fitting for the neighbourhood.

Please listen to the people that live in this area and call it their home, we simply do not want a huge apartment building.

You want a rapid transitRichmond is 4 lanes wide...not wide enough...so simply forget the idea.

This email is concerning the proposed 22 story apartment bldg at the corner of North Centre Rd and Fanshawe Park RD, which is a totally ridiculous height for that already extremely busy corner. Along with a proposed five story parking, bldg there is no place for traffic to emerge onto Fanshawe, unless you allow right turns only.

North Centre RD is already busy with the 12 story apartment bldg, Masonville Retirement Home and the crescent of condominiums adjacent to the proposed building and leading on to this road up to Fanshawe Park.

The proposed high rise apartment building at the corner of Richmond and North Centre Rd was turned down by city council for the same reasons and there is much more space there for such a large scale residential apartment and the lot still sits empty.

Please request that council turn down this proposal or at least have the plans modified considerably.

Michelle Stanescu

A neighbour just informed me of the 1737 Richmond Street 'Notice of Planning Application'.

From the document, I see that the application information was distributed to my Ward 7 neighbours. Online, there looks to be only ONE notice submitted to the community (only Ward 7) on March 2, 2022.

I have not personally received any notice of this application in my mailbox OR via email. I am signed up for Councillor Maureen Cassidy newsletter. I live in Ward 5. With the development approx. 650 meters from my home, I believe a notice should also be distributed to all Ward 5 recipients -- as we will be directly impacted by this development.

I would like to know if a notice will be distributed to my Ward 5 neighbours. And if so, when. Additionally, will there be a second deadline for Ward 5 community members to submit comments, concerns, and/or feedback on the development proposal. I am sure several of my neighbours would like to be part of this development conversation.

Paula Wild

We are a retired couple living at 300 North Centre Road which is across North Centre Road from the proposed property named in the Zoning By- law Amendments.

The existing area of Richmond Street and Fanshawe Road is extremely busy and congested with traffic now and adding the proposed tall apartment building in this area will only add to the congestion.

A lot of elderly people live in our building who enjoy walking daily on our street, as well as the elderly people living in the Assisted Living Home on the corner. They are very cautious when walking because of the amount of traffic up and down our street to avoid Calmity Corners. Adding another high rise building in this area will only add to an already existing safety issue.

There is so much undeveloped land up Richmond Street North that would be much better suited for highrise buildings and new shopping areas.

We strongly disagree to these Amendments as I am sure most residents of the entire North Centre Road community will agree.

Ross and Cathy Burgar
205-300 North Centre Road

We OBJECT to this proposed plan for the following reasons:

- Adverse effect on the residential amenity of neighbours.
- Unreasonable high density / over-development of the property.
- Too much traffic already in this neighbourhood. This apartment tower would create even more congestion.
- Noise and disturbance from increased traffic.
- Safety concerns due to increased traffic. There are two retirement homes situated on North Centre Road. One is right across the street from this proposed tower. A number of elderly people, many using walkers, are pedestrians here.
- The Hyland Plaza just completed an expansion resulting in increased traffic and a reduction to parking. This tower would greatly increase the problem.

We are seniors who walk to and from local retail. We also walk for fresh air and exercise. We invite you both to come walk with us to see how busy the traffic is already in this neighbourhood.

Rob Croft

With regards to Planning Application OZ-9470:

I am not a resident that will be directly impacted by this application, but I am opposed to a super tall building on this site and believe it should be no more than 10 storeys. Here is a chance to implement sound planning practices for the good of Masonville's long term future.

- 1) Page 38 of The Masonville Secondary Plan (5.3) talks about "new development will be designed to provide transitions in building height and massing". The proposed 22 storey building together with the 8 storey block is hardly a step-down in height from the existing buildings, especially the 3 storey seniors' apartments at Masonville Manor and the newly constructed 2 storey commercial building right across from the proposed building. The footprint also appears to leave very little room for vehicular traffic between the existing commercial buildings and the entrance/exit of the parking lot. The 15 storey building at 300 North Centre Road is a good example of poor planning decisions, being right next to 2 storey condos. The same mistake must not be made.
- 2) The application is not considering the many seniors living right across the road who will have views cut off and will be overshadowed by an 80 meter behemoth.
- 3) The artist's rendering showing the building height is very deceiving, making it appear to fit in with the surrounding area. It appears to be drawn out of scale with the 3 storey seniors residence shown in the southwest corner view. On the south view looking

north, the people and cars are completely out of scale with the building. Using the car as scale, the building height in the rendering is about half of the proposed 80 meters! This deception could make city staff and the public more accepting of the size of the project.

4) Buildings of this height should be saved for the downtown core where human scale, mass and height transitioning is not as critical. If this application is approved as is, the concern is a precedent will be set for more non-compatible developments in the Masonville area.

Sharron Durst
910-300 North Centre Rd

As a resident of 300 North Centre Rd I am registering my objection to Westdell's proposed building at 1737 Richmond St. Such a building would negatively impact my quality of life. It would impair my view of the neighbourhood & create more traffic in the area, & create disruption with noise & dust & debris of construction.

Will Evanson
32-270 North Centre Road

My apologies for not submitting these comments earlier. I thought I'd share my 2-cents anyways. I hope you will consider my input below.

Progress and improvements are important to the city and our economy, but not at the expense of quality-of-life for nearby residents. In particular the dear seniors living directly across the street from the proposed monstrosity. We are the ones that have to live through the disturbance, dust, and noise of construction, and the loss of view and sunshine in our immediate area.

Developers will always propose the absolute maximum they can get away with, just to see if there's push-back. Over 20 storeys seems like overkill to me (and other residents I've spoken to as well). That size of building will obliterate the view of many residents in the area and blot-out their morning sun entirely. I assume there will be an impact study done for the loss of view and sunshine for residents?

Wind dynamics will change drastically in the immediate area. The condo that's already there (Chantry Place) causes intensified ground-level winds down the street already. It actually can cause loss of breath on very windy days as the wind speed increases by several km/hour due to the building's effect on air flow physics. This effect will be significantly increased if the proposed building is constructed.

Improvements to the area (e.g. pedestrian crossings are dangerous right now) are more than welcome, but within reason. Honestly when I first looked at the building renderings in the mailed document, my first thought was, "Wow, that's obscene!" If it gets built, it'll set a precedent for size, and eventually everyone along North Centre Rd. will have an obscured, sun-blocked view with intensified traffic and poor pedestrian safety at all crossings.

Madonna McAdam
8-140 McGarrell Dr

I was away on vacation and just read this Notice. I am very concerned as I purchased my home on McGarrell Dr in 2009 for the view I overlook the city as my condo is on the ridge at approximately 4 -5 stories above North Centre Rd. If this apartment is built it will block my view substantially. I will be facing a wall of apartments. My property value will greatly decrease with this new complex. I am sure we won't have control to stop the building of the apartment but hopefully we can control the height of the building.

This area is already so busy with traffic. It will be an intersection that I will avoid due to congestion.

I would like to know how many feet from Fanshawe Park Rd will the apartment building end? Will it be before Best Buy?

Are there already plans to complete a 2nd apartment building where Best Buy is now located?

I wish to be notified of any updates concerning this Notice.

Ross and Cathy Burgar
205-300 North Centre Road,

We received your invitation to attend the Virtual Open House regarding development of 1737 Richmond Street. We certainly are interested and would attend, but we will be away on vacation at that time, and even though the meeting will be virtual, the timing just will not work.

We do wish to make comments though.

In March when we first received notification of this application we did send emails to Nancy Pasato at the City of London, and also London Councillor Josh Morgan stating our objections.

I will repeat them here:

We OBJECT to this proposed plan for the following reasons:

- Adverse effect on the residential amenity of neighbours.
- Unreasonable high density / over-development of the property.
- Too much traffic already in this neighbourhood. This apartment tower would create even more congestion.
- Noise and disturbance from increased traffic.
- Safety concerns due to increased traffic. There are two retirement homes situated on North Centre Road. One (Masonville Manor) is directly across the street from this proposed tower. A number of elderly people, many using walkers, are pedestrians here.
- The Hyland Plaza just completed an expansion that has created more traffic and a reduction to parking space. This tower would only increase these problems.

We are seniors who walk to and from local retail. We also walk for fresh air and exercise. Simona, we invite you to come and join us on a walk soon so that you can see for yourself the concerns that we have.

Thanks for the opportunity to comment.

Janice Craik

Thank you for providing the link to the detailed planning application for 1737 Richmond Street during the online meeting July 4, 2022. The following are my comments and questions.

Personal Perspective

I am in favour of the City of London's general plan for urban infill development. I am considering the specific proposal by Westdell at the Hyland Centre as a neighbour, and as a potential home for myself, family or friends. Currently, I live at 300 North Centre Road in Tricar's The Chantry apartment building.

Height

The shadow study diagrams of the proposed building do not clearly convey the impact on The Chantry. Residents' concerns are that the Westdell building will block the sun/sunrise and the horizon view.

Can Westdell/Zedd Architecture create clearer images or a simple animation showing views of the sun/horizon at 6:00 am to noon in March, June and December, from the

perspective of an apartment at The Chantry, perhaps from the 6th floor? The impact might not be as negative as it currently seems.

The current view from The Chantry of the rooftops at Hyland Centre is not attractive. A comparison of the current view and a potential view with the buildings and an urban park, perhaps from the 3rd and 9th floors of The Chantry, might alleviate some concerns.

Will Westdell present renderings of a 15-storey building for comparison to the 22-storey building if the bonus zoning is not granted? A narrower, taller 'tower' might be preferred if the two options can be visualized.

Contextual Note: Tricar's renderings of a proposed 18-storey residential building at 230 North Centre Road was not as appealing as their proposed 22-storey building. The 18-storey building had a larger footprint, less landscaping, and greater visual blockage.

Traffic

Increased traffic from the proposed development at Westdell's Hyland Centre raises concerns about safety and noise.

The site plan indicates a new internal east-west road, which will also provide access to the parking entrance for the proposed apartment building. As well, there is a driveway near the main entrance of the apartment building. Thus, there will be 3 road openings at the southwesterly corner on North Centre Road (NCR) near Fanshawe Park Road (FPR).

It seems obvious that the driveway will be one-way, with only right turns entering from FPR to NCR to the apartment's main entrance, and exiting onto NCR.

Will egress from the east-west internal road permit both left and right turns?

Where is the internal road opening in relation to the median and to the shared driveway to Masonville Manor and The Chantry?

Since an additional traffic light is not feasible, is a crosswalk on NCR at the internal east-west road a possibility?

What strategies will be used to make the east-west internal road between buildings a safe, pleasant route for pedestrians, cyclists? (e.g., lighting, landscaping, cameras, bollards, curb cuts, prioritized snow removal, etc.)

The Master Plan Development Concept includes a Green Development Statement with "Aims to reduce auto dependence", and under Parking Facilities notes that "if the public Transit Service becomes more robust...some phases would have no or very minimal parking for autos".

What are Westdell's strategies to contribute to this vision?

Will pedestrian/cycling routes have easy access to public transit?

Will the pedestrian/cycling routes be the first priority for snow removal?

How will scooters be accommodated?

Will sufficient rapid charging stations be available for all types of electric vehicles (scooters, bikes, vehicles) for both residents and customers?

Will Westdell consider partnering with a vehicle share program to provide convenient access to an auto or bike which will reduce the number of parking spaces?

Noise

The noise assessment by Acoustics Ltd. seemed to measure only vehicular noise.

Will further studies be done and will they include anticipated development on North Centre Road and Masonville Place?

Will the assessment include other foreseeable noise sources impacting Westdell's residents and neighbours (e.g., generators, air conditioning units, garbage collection, service vehicles, landscaping and snow removal - especially from gas-powered two-stroke equipment with high decibel and pollution, etc.)

Urban Park

It is not clear if there will be an urban park or if there will be cash in lieu.

When and how will this be decided?

If there is an urban park, will it be owned/maintained by the City of London or by Westdell?

Will a community garden be an option?

Residents at The Chantry, and likely other neighbouring residents, will very much appreciate a nearby park. It could compensate for the proposed 'towers'.

Affordable Housing

Westdell must meet significant criteria to be granted bonus zoning to allow 22 stories instead of 15 stories. The additional height accommodates 66 bonus units. However, only 7 units will be designated for affordable housing.

Eighty-five percent of the average market rent may not be affordable for those most in need. This could be a situation where cash in lieu is more applicable than allocating a few units. London's Housing Development Corporation might more effectively provide affordable housing if Westdell and other developers contribute the 15% subsidy each year for 50 years. (~\$10,000/year/apartment building?)

Next Steps

It is understood that as the planning process progresses, there will be ongoing consultations, especially regarding affordable housing, an urban park, transportation, and sanitary sewer and storm water capacity, in conjunction with simultaneous development at Masonville Place. Will this information be public, and if so, where will it be posted?

Will Westdell provide more opportunities for public consultations as they further refine the building plans?

Is August 22, 2022 confirmed as the date for the public meeting regarding this proposal?

Please let me know if any of my comments or questions should be redirected.

Thank you for your consideration.

Community Information Meeting – July 4, 2022 – attended by 12 residents, Consultants (3), Applicant (1), City staff (1) and Ward Councillor (1)

***see Section 4.6 of report for overview of comments**

Additional comments:

Ross and Cathy Burgar
205-300 North Centre Road,
London, ON N6G 5H2

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Thanks for the opportunity to comment.

Agency/Departmental Comments

Housing Development Corporation (August 3, 2022)

Background:

Housing Development Corporation, London (HDC) was engaged to work with Richmond Hyland Inc. c/o Westdell Development Corporation (the “Proponent”) and their consultant (STRIK BALDINELLI MONIZ or “sbm”) to provide a fair recommendation to the Director, City of London Development Services in response to an Official Plan and Zoning By-law Amendment application (OZ-9470) for height and density “bonusing” in exchange for the provision of affordable housing. The Official Plan and Zoning By-law Amendment application (revised July 27th, 2022) would provide for the development of a 22-storey mixed-use building containing 276 residential units and 2107 square metres of commercial floor space.

RECOMMENDATION:

It is the recommendation of the HDC that the following elements constitute the affordable housing bonus zone:

1. 10% of the “lifted” units (as defined by the City of London) be dedicated to affordable rental housing in exchange for the granting of increased height and density. To the greatest extent possible, the mix of the dedicated affordable rental units should be reflective of the unit mix for the 22-storey apartment building;

2. “Affordability” for the purpose of an agreement be defined as rent not exceeding 80% of the Canada Mortgage and Housing Corporation (CMHC) Average Market Rent (AMR) for units where:

- AMR is defined at the applicable (one-bedroom, two-bedroom, three-bedroom, etc.) rate for the London Census Metropolitan Area by CMHC at the time of building occupancy;
- the identified units will be mixed throughout and not otherwise identifiable within the building; and
- Rents for the affordable rental housing units shall only be increased to the allowable maximum, once per 12-month period in accordance with the *Residential Tenancy Act* or any successor legislation but not to exceed 80% of the CMHC AMR.

3. The duration of the affordability period be set at 50 years calculated from initial occupancy of each unit and for each month thereafter that the unit is occupied. At the conclusion of the agreement period, any sitting tenants within associated affordable units shall retain security of tenure and rental rates until the end of their tenancy. The rights of tenancy and affordability in the dedicated units shall not be allowed to be assigned or sublet during or after the agreement.

4. The Proponent be required to enter a Tenant Placement Agreement (TPA) with the City of London. This action aligns the affordable rental housing units with priority populations vetted and referred to the Proponent or their agent by the City. The owner retains final tenant selection in accordance with the *Residential Tenancy Act*, subject to the established eligibility and compliance requirements.

5. These conditions be secured through an agreement registered on title with associated compliance requirements and remedies. This recommendation ensures the retained value of each affordable rental housing unit within the Bonus Zone for the 50-year affordability period. Compliance will be monitored in a similar fashion as is conducted with other agreements and shall include conditions related to default and remedy.

Rationale for Affordable Housing Bonus:

Guiding Policy: Housing affordability is recognized as one of the City’s principle planning challenges. The City’s new London Plan states that planning activities will provide for a mixture of dwelling types and integrated mixtures of housing affordability.
Location and Application Considerations: The subject lands are on located on the west side of Richmond Street, north of Fanshawe Park Road West. The subject lands are proximate to a broad range of residential, commercial, office, retail and institutional uses. The Richmond Street corridor includes the Masonville transit hub and transit supportive infrastructure (transit stops bus shelters, sidewalks and pedestrian crosswalks, streetlights).

Alignment to Need: The locational attributes of the site align with factors used by HDC to advance affordable rental housing. The recommendations align with housing needs and priorities defined within the *Housing Stability for All Plan* and CMHC analytics related to vacancy rates and rental rates.

Conclusion:

The *Planning Act* provides municipalities the ability to advance public facilities, services or matters in exchange for additional height and density above existing zoning permissions. The ability to utilize this important tool as a mechanism to advance affordable rental housing aligns with a critical need in London.

This recommendation recognizes Council’s expressed interest to seek “...options for implementing and coordinating [planning] tools to be most effective...” to “...promote the development of affordable housing in London” (4.4/12/PEC, July 25, 2018).

Ecology (March 17, 2022)

This e-mail is to confirm that there are currently no ecological planning issues related to this property and/or associated study requirements.

Major issues identified

- No Natural Heritage Features on, or adjacent to the site have been identified on Map 5 of the London Plan or based on current aerial photo interpretation.

Ecology – complete application requirements

- None.

Notes

- None.

Parks Planning – March 30, 2022

Parks Planning and Design staff have reviewed the submitted notice of application and offer the following comments:

- The proposed development is within the Council approved Masonville Secondary Plan.
- The Secondary Plan identifies a need for parkland within this development parcel.
- PP&D Section would be interested in discussing opportunities, with the landowner, to incorporate parkland into this property that supports the intent of the Secondary Plan and Transit Village policies of the London Plan (and as required by Planning Act and City of London By-law CP-9).

- The balance of required Parkland Dedication will be taken in the form of Cash in Lieu as per Bylaw CP-9

Parks Planning – additional comments (June 1, 2022)

The City will be requesting that Cash in Lieu be provided. Cash in lieu will be finalized through the site plan approval process. The future park as identified in the Masonville Secondary Plan will be taken at the time of the future phases of the redevelopment of the commercial lands.

London Hydro (March 7, 2022)

This site is presently serviced by London Hydro. Contact the Engineering Dept. if a service upgrade is required to facilitate the new building. Any new and/or relocation of existing infrastructure will be at the applicant's expense, maintaining safe clearances from L.H. infrastructure is mandatory. Note: Transformation lead times are minimum 16weeks. Contact the Engineering Dept. to confirm requirements & availability.

Urban Design (March 28, 2022)

The design of the site should implement the following features as part of the bonus zone as demonstrated in the submitted plans, elevations and renderings.

- A built form located along the Fanshawe Park Road and internal private street that establishes a built edge with primary building entrance, street oriented commercial units and active ground floor uses along those frontages.
- An active above-ground podium floors with street oriented residential units along Fanshawe Park Road, North Centre Road and partially along internal private street.
- An appropriately massed building with a 5 storey podium and built form above that transition from high-rise(22-storeys) to 8-storey mid-rise and also locating higher built form at the intersection of Fanshawe Park Road and North Centre Road.
- A step-back and terracing of minimum 5m above the 5th storey for the building along all street frontages and at the intersections providing a human-scale along the street(s).
- A building with high-rise (above 8 stories) as slender towers (maximum floor plate size of up to 1000 square meters within a 1.5:1 length: width ratio) in order to reduce "slab-like" appearance of the towers, shadow impacts, obstruction of sky views and to be less imposing on neighbouring properties and public spaces. Consider lowering the rear portion of the building to be 8 stories or less, in keeping with a mid-rise form to reduce the visual mass.
- A building with a mid-rise portion(8 stories or less) to the rear portion away from the Fanshawe Park Road to reduce the visual mass along North Centre Road as well as internal streets.
- Articulated facades including recesses, projections, balconies and terraces to provide depth and variation in the built form to enhance the pedestrian environment.
- A variety of materials, textures and articulation along building façade(s) to highlight different architectural elements and provide interest and human-scale rhythm along the street frontages.
- Common outdoor amenity space using rooftop terraces(Level 6)adjacent to internal amenity spaces.
- Locates majority of the parking integrated in the building and away from the street.

As this application contemplates a bonus zone, please include the following revisions and improvements consistent with the previous staff and panel comments:

- Please provide a detailed response to the Urban Design Peer Review Panel that explains how the Panel comments have been addressed.
- Include a minimum 1-2m setback from the Fanshawe Park Road frontage in order to avoid the requirement for encroachment agreements for building elements such as canopies, balconies, opening of doors, etc. Consider the incorporation of patio or forecourt space that spills out into the setback to further activate the space and provide an amenity for tenant businesses.
- Active building façade should be directed to public streets as a priority.
- Active uses with principal entrances and commercial units along Fanshawe Park Road are acknowledged.
- Design the North Centre Road façade/interface should with active uses such as amenity areas, residential units etc. at grade with direct access from the public street as opposed to the grade level parking proposed along that frontage to animate the street and support pedestrian and residential character along North Centre Road.
- Internalize the drop-off areas with additional residential units in order to activate that street edge and create a more enclosing streetwall.
- Relocate the mail room and administrative offices proposed along North Centre Road to be internal and extend lobby or amenity spaces along that street frontage for activation of the pedestrian realm.
- Back of house, service, garage and loading areas are to be accessed from internal streets / drive aisles, incorporated internal to the building as much as possible and screened from view.
- Relocate the location of service road to better manage vehicular circulations and avoid additional curb cuts off North Centre Road.
- Integrate and locate the garbage collection internal to the building as opposed to along North Centre Road.
- Provide for a more urban streetscape treatment with landscaping and trees (large planter beds with edge curb) along FPR.
- Amenity spaces provided as roof top amenity areas are acknowledged. Utilize fifth storey rooftop areas along North Centre Road to provide additional greenspace and/or amenity space on site.
- Parking for the high-rise development should be provided mainly underground, or where that is not possible, located in the podium and wrapped with active uses along street frontages. Also provide a treatment which allows for windows and views into the building's interior areas disguising the parking garage where active uses are not envisaged especially along internal streets. Please note that exceptional urban design must be provided for the bonus zone development.
- The active uses such as residential units wrapping the above ground structured parking along FPR and North Center Road are acknowledged. Similar treatment should be proposed on all walls of the above ground parking structure which are visible from public realm.
- The attempt to provide an interesting architectural treatment for podium parking screen is acknowledged; however, more information regarding this treatment is required. Incorporate opportunities to further investigate and integrate the above ground/mezzanine parking screen to blend with the proposed design than stand out.
- Include the following additional design guidelines/criteria as an appendix to bonus zone to be met in addition to the bonus zone features as demonstrated in the submitted plans, elevations and renderings.
 - Include a minimum 1-2m setback from the Fanshawe Park Road frontage in order to avoid the requirement for encroachment agreements for building elements such as canopies, balconies, opening of doors, etc. Consider the incorporation of patio or forecourt space that spills out into the setback to further activate the space and provide an amenity for tenant businesses.
 - Active building façade should be directed to public streets as a priority.

- Design the North Centre Road façade/interface should with active uses such as amenity areas, residential units etc. at grade with direct access from the public street as opposed to the grade level parking proposed along that frontage to animate the street and support pedestrian and residential character along North Centre Road.
- Back of house, service, garage and loading areas are to be accessed from internal streets / drive aisles, incorporated internal to the building as much as possible and screened from view.
- Provide for a more urban streetscape treatment with landscaping and trees (large planter beds with edge curb) along Fanshawe Park Road.
- Parking for the high-rise development should be provided mainly underground, or where that is not possible, located in the podium and wrapped with active uses along street frontages. Also provide a treatment which allows for windows and views into the building's interior areas disguising the parking garage where active uses are not envisaged especially along internal streets and visible from the public realm.

Urban Design – additional comments (July 28, 2022)

Outstanding urban design comments for bonus zoning:

- Reduce the high-rise portion (above 8 stories) as slender towers (maximum floor plate size of up to 1000 square meters within a 1.5:1 length: width ratio) in order to reduce any possible "slab-like" appearance, shadow impacts, obstruction of sky views and to be less imposing on neighbouring properties and public spaces [MSP 6.2, v]. Explore ways to reduce the tower floor plate size that can further minimize the shadow impact on the 5th floor amenity space.
- Explore ways to articulate the podium facades particularly on the east and west facades with recesses, projections, balconies and terraces, alternating brick tones, fenestration to provide depth and variation in the built form to enhance the pedestrian environment and break up the massing.
- Explore ways to reduce the blank wall facades on the west elevation ground level facing North Centre Rd. Increase visual interest through the use of increase glazing, public wall art, additional door access, etc. Provide windows for clear sight lines facing North Centre Ave from the section of abutting parking garage where the accessibility parking space is located.
- Provide a separate key access door to the bike storage room facing North Centre Rd for improved bicycle accessibility in and out of the building and improved streetscape activity.
- Connect this separate bike storage entrance to the public sidewalk;
- Utilize a decorative or public art wall feature and treatment to address the southwest corner and provide visual interest while breaking up the podium massing and establishing a sense of place through this unique feature.

Additional site and building design criteria, not shown on the proposed renderings, will also be addressed as part of the site plan submission:

- Include active ground-floor uses such as the principal building entrance, lobbies, common amenity areas, and street oriented commercial/residential units, oriented towards the public streets with direct access to the sidewalk along Fanshawe Park Road and North Centre Road in order to activate the street edge.
- For the ground floor commercial units, provide for a store-front design with primary entrances facing Fanshawe Park Road and the internal shopping centre. This should include a higher proportion of vision glass, signage, double doors, an increase in ground floor height, and the potential for canopies and lighting to frame the entrance include

direct access from the commercial unit(s) fronting the street to the City sidewalk.

- Provide functional primary entrances (double doors) for the commercial units along both Fanshawe Park Road and North Centre Road with walkways connecting the entrances to the City Sidewalk.
- Ensure common outdoor amenity space and landscaping at ground level will include additional elements such as benches and potted plants.

Engineering (April 5, 2022)

The City of London's Environmental and Engineering Services Department offers the following comments with respect to the aforementioned Zoning By-Law Amendment:

Sanitary

- When SBM substituted the population of 369 into the design sheet to replace the 603, it appears that they didn't put the north half of block 1 back into their design sheet.
SBM also did not consider the newer area plan and design sheet dated 2008 from Whitney Engineering (attached pdf) which includes the 29.6l/s we are now taking from Arva.
Sewer Engineering has considered both these things and while the 450mm sanitary on Richmond gets a bit more full and closer to its capacity, this development can still be accommodated.
Sewer Engineering asks SBM add the north half of block 1 back into their analysis, and that the flow shown from the attached 2008 pdf and revised populations within each block in this pdf be substituted as the flows that are contributing from Richmond St. into manhole 100 at the intersection of Richmond and Fanshawe.
- SBM should revise their sanitary servicing report to reflect and include the overall build out plan as submitted by SBM for the entire Hyland Plaza, noting that there is limited capacity in the 200mm sanitary sewer on Richmond St. at this time.
Servicing assumptions and outlets for the future buildings on this site should be addressed as part of this sanitary servicing report so that SED has one comprehensive report to review.

Transportation (April 1, 2022)

I have completed the review and it is recommended to follow the recommendations outlined in the study. There are no further comments at this time.

Water (March 10, 2022)

The applicant has to confirm if the municipal water main on the North Center Rd is adequate for the new development or not as a part of the site plan application.

Engineering – additional comments (July 11, 2022)

I've reviewed the revised submission. I see that the 5 storey podiums around the main 22 storey building have increased to 8 storeys, adding about 1l/s of peak flow from the site. However, I have no concerns with the revised report.

As this block develops SED asks that SBM revises this report for each additional proposed future buildings.

Site Plan (April 5, 2022)

- Dimension the sidewalk widths around the proposed building
- Provide a site plan, similar to SD1.1, clearly showing what is parking (dimensioned), fire routes and signage, all access points
- The sidewalk coming off of North Centre is to be minimum 1.8 metres

- Remove the proposed parallel-parking within the parking structure. These do not function well.

Additional comments will be provided under separate cover.

Site Plan (August 10, 2022)

As per Transportation preliminary comments, the lay-by is to be removed and that area restored with enhanced landscaping and pedestrian connections to North Centre Road.

Landscape Architecture (April 5, 2022)

The City's Landscape Architect has reviewed the Tree Preservation Plan and the Tree Assessment Report for 1737 Richmond St and has no concerns with regards to the completeness and accuracy of the assessment. The following comments are consistent with the Official Plan, applicable by-laws and specifications.

- As identified in the Tree Assessment Report, the applicant must contact Forestry Operations regarding the removal of 6 City of London Boulevard trees. Forestry Operations is the City Department that oversees and enforces the City's Boulevard Tree Protection Bylaw. All trees located on City of London Boulevards (including their root zones) are protected from any activities which may cause damage to them or cause them to be removed. To request the removal of a city tree or to obtain consent to cause injury to a boulevard tree, contact Forestry Dispatcher at trees@london.ca .
- Thirteen on-site trees are proposed for removal. No endangered species were identified. All are below 50cm dbh and do not require a Tree Removal Permit.
- No boundary trees were identified



Appendix C – Planning Impact Analysis and Evaluation of Our Tools

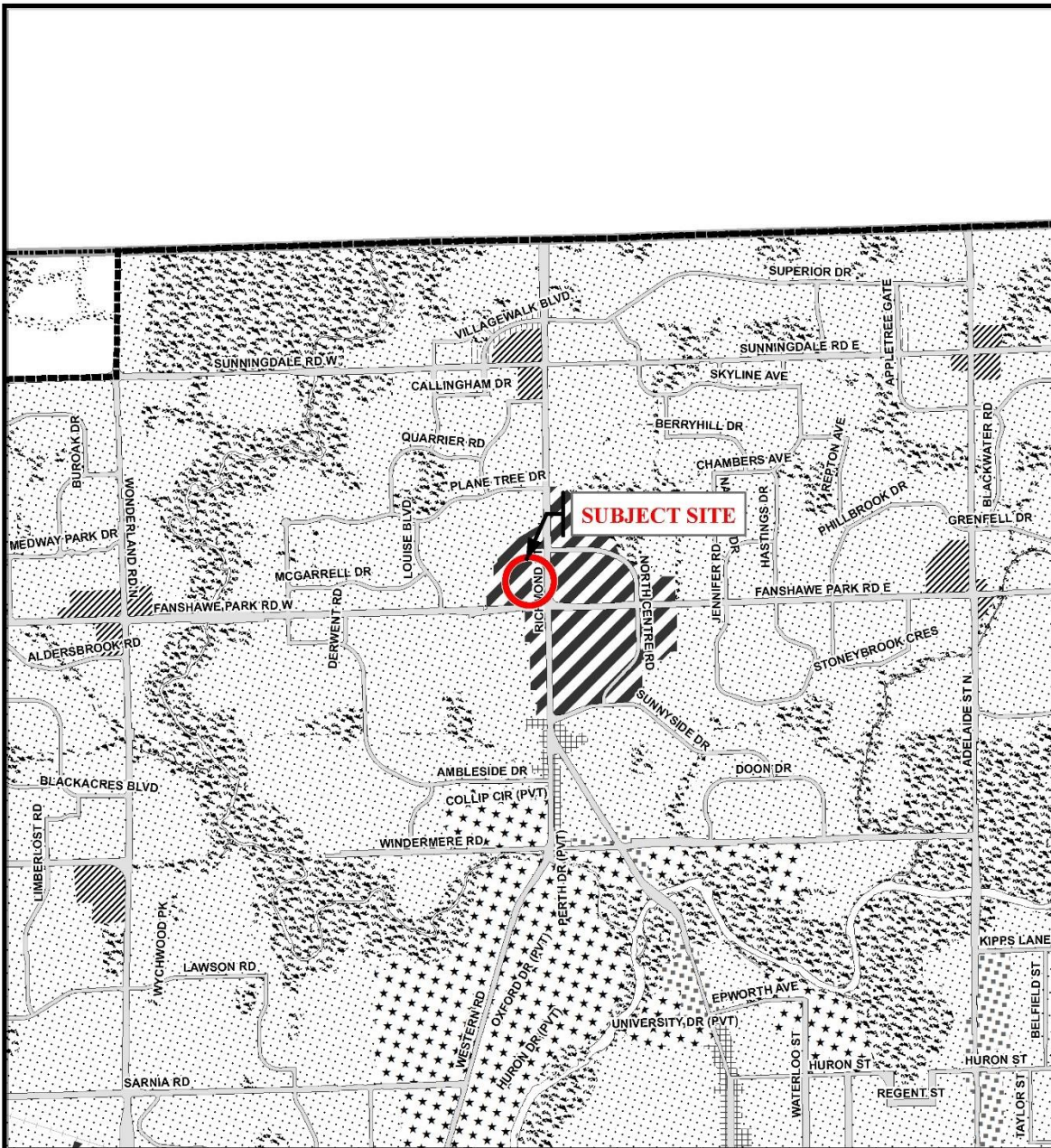
Planning Impact Analysis (3.7) and Evaluation of Our Tools Planning and Development Applications (1578)

Criteria	Response
3.7.a) Compatibility of proposed uses with surrounding land uses, and the likely impact of the proposed development on present and future land uses in the area;	The proposed land use is contemplated in the current designation and place type. The site is in a location with convenient access to services, shopping and public transit. The proposed development and recommended regulations result in a compatible form to existing and future land uses. The site is not directly adjacent to any low-rise residential uses.
b) The size and shape of the parcel of land on which a proposal is to be located, and the ability of the site to accommodate the intensity of the proposed use;	The site is of an adequate size and shape to accommodate higher densities and the mix of uses proposed. Special provisions are recommended to ensure any future development and design (such as landscape open space and coverage) can be accommodated fully on site.
c) The supply of vacant land in the area which is already designated and/or zoned for the proposed use;	The Transit Village Place Type in this location is characterized by a variety of existing large scale commercial uses. The intent of the Transit Village Place Type is to intensify areas, such as large parking areas associated with the commercial developments, and provide alternative forms of development, such as mixed-use apartment buildings. These surface parking lots can facilitate redevelopment and intensification. The subject site is a good opportunity to accommodate additional population in a location within close proximity to existing and future transit.
d) The proximity of any proposal for medium or high density residential development to public open space and recreational facilities, community facilities, and transit services, and the adequacy of these facilities and services;	The site is located in fairly close proximity to open space (Uplands Trail) opportunities and parks (Virginia Park, Plane Tree Park). There are existing transit services available close by at Masonville Mall. Community facilities such as libraries (Masonville Branch) are also available in fairly close proximity (along North Centre Road).
e) The need for affordable housing in the area, and in the City as a whole, as determined by the policies of Chapter 12 – Housing;	Affordable housing is a need identified City-wide, and any bonusing of development on the site should provide for affordable housing units within the parameters provided by the HDC.
f) The height, location and spacing of any buildings in the proposed development, and any potential impacts on surrounding land uses; 1578_6) g) privacy 1578_6) h) shadowing	The greatest height is located along the frontage of Fanshawe Park Road. There are no low-rise residential uses directly adjacent to this development. Low rise residential is located approximately 100m away from the site. Impacts such as shadowing, visual impact and privacy

<p>1578_6) i) visual impact 1578_7) f) height 1578_7) g) density 1578_7) h) massing 1578_7) i) scale 1578_7) j) placement of buildings 1578_7) k) setback and step-back 1578_7) l) relationship to adjacent buildings</p>	<p>therefore will be minimized. The ultimate use of building podiums and stepbacks will provide for a compatible transition to the existing neighbourhood, and minimizes the visual impact, shadow impacts and overall massing and scale.</p>
<p>g) The extent to which the proposed development provides for the retention of any desirable vegetation or natural features that contribute to the visual character of the surrounding area; 1578_6) m) natural heritage features and areas 1578_6) k) trees and canopy cover 1578_6) n) natural resources 1578_7) p) landscaping and trees</p>	<p>The existing site is a developed commercial plaza with no natural heritage features or substantial tree canopy. A landscape plan will be required through site plan to provide screening, buffering, green space and plantings.</p>
<p>h) The location of vehicular access points and their compliance with the City's road access policies and Site Plan Control By-law, and the likely impact of traffic generated by the proposal on City streets, on pedestrian and vehicular safety, and on surrounding properties; 1578_6) a) traffic and access management 1578_7) q) coordination of access points and connections</p>	<p>Vehicular access is proposed from an existing internal driveway accessed from Fanshawe Park Road which also services the existing commercial development. A new private laneway/access is proposed from North Centre Road and will provide the main access point for vehicles into the proposed development. A Transportation Impact Assessment (TIA) was provided as part of the application submission. Transportation Planning and Design staff are satisfied with the access arrangement and the conclusions of the TIA. Easements and access will further be refined at the site plan approval stage.</p>
<p>i) The exterior design in terms of the bulk, scale, and layout of buildings, and the integration of these uses with present and future land uses in the area; 1578_7) c) neighbourhood character 1578_7) d) streetscape character 1578_7) e) street wall 1578_7) m) proposed architectural attributes such as windows, doors and rooflines</p>	<p>The proposed development provides a large setback (over 100m) from existing low-rise residential uses to the west. The height and scale of the development is focused along the Fanshawe and east interior frontage which will help to minimize impacts. The existing neighbourhood character is comprised of low rise commercial developments, a mid-rise seniors home to the west, and a high-rise apartment building to the west. The proposed first floor commercial units accessed from Fanshawe and the interior private drive, will provide for active uses along the street, add to the streetscape character and provide a street wall to assist with the pedestrian environment. Additional architectural considerations will be added to the Bonus Zone for urban</p>

	design and will be further refined through site plan.
<p>j) The potential impact of the development on surrounding natural features and heritage resources;</p> <p>1578_6) l) cultural heritage resources</p> <p>1578_7) o) relationship to cultural heritage resources on the site and adjacent to it</p>	The site does not contain any heritage significance and is not abutting or adjacent to any properties with heritage significance.
<p>k) Constraints posed by the environment, including but not limited to locations where adverse effects from landfill sites, sewage treatment plants, methane gas, contaminated soils, noise, ground borne vibration and rail safety may limit development;</p> <p>1578_6) b) Noise</p> <p>1578_6) d) emissions generated by the use such as odour, dust or other airborne emissions</p>	The site is located on a major road which has potential noise impacts for future residents. A noise study was required as part of the complete application, and mitigation measures will be implemented into the ultimate development agreement. No other environmental constraints have been identified.
<p>l) Compliance of the proposed development with the provisions of the City's <i>Official Plan (1989)</i>, Zoning By-law, Site Plan Control By-law, and Sign Control By-law;</p> <p>1578_6) e) lighting</p> <p>1578_6) f) garbage generated by the use</p>	<p>The proposed development is generally in compliance with the 1989 Official Plan and the policies within the London Plan. An amendment to the Zoning by-law is required to facilitate the use and intensity. The development will also be required to comply with the requirements of the City's Site Plan Control By-law.</p> <p>There are garbage storage facilities within the ground floor of the building. Detailed functional aspects of lighting and garbage would be addressed as part of standard site plan review.</p>
<p>m) Measures planned by the applicant to mitigate any adverse impacts on surrounding land uses and streets which have been identified as part of the Planning Impact Analysis;</p>	Additional regulations proposed by staff will improve and enhance the design and mitigate certain visual impacts and shadowing.
<p>3.7) n) Impacts of the proposed change on the transportation system, including transit</p> <p>1578_6) c) Parking on streets or adjacent properties</p>	The intensification of the site is within an identified location for growth within an identified Transit Village. The proposed intensification on this site will support and benefit from the transit system. Parking is proposed on site within 2 levels of underground, and 4 levels above ground, that will provide adequate parking spaces to cater to personal vehicle trips and storage.

Appendix D – Relevant Background



Legend

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

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

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

CITY OF LONDON

Planning Services /
Development Services

LONDON PLAN MAP 1 - PLACE TYPES -

PREPARED BY: Planning Services



Scale 1:30,000

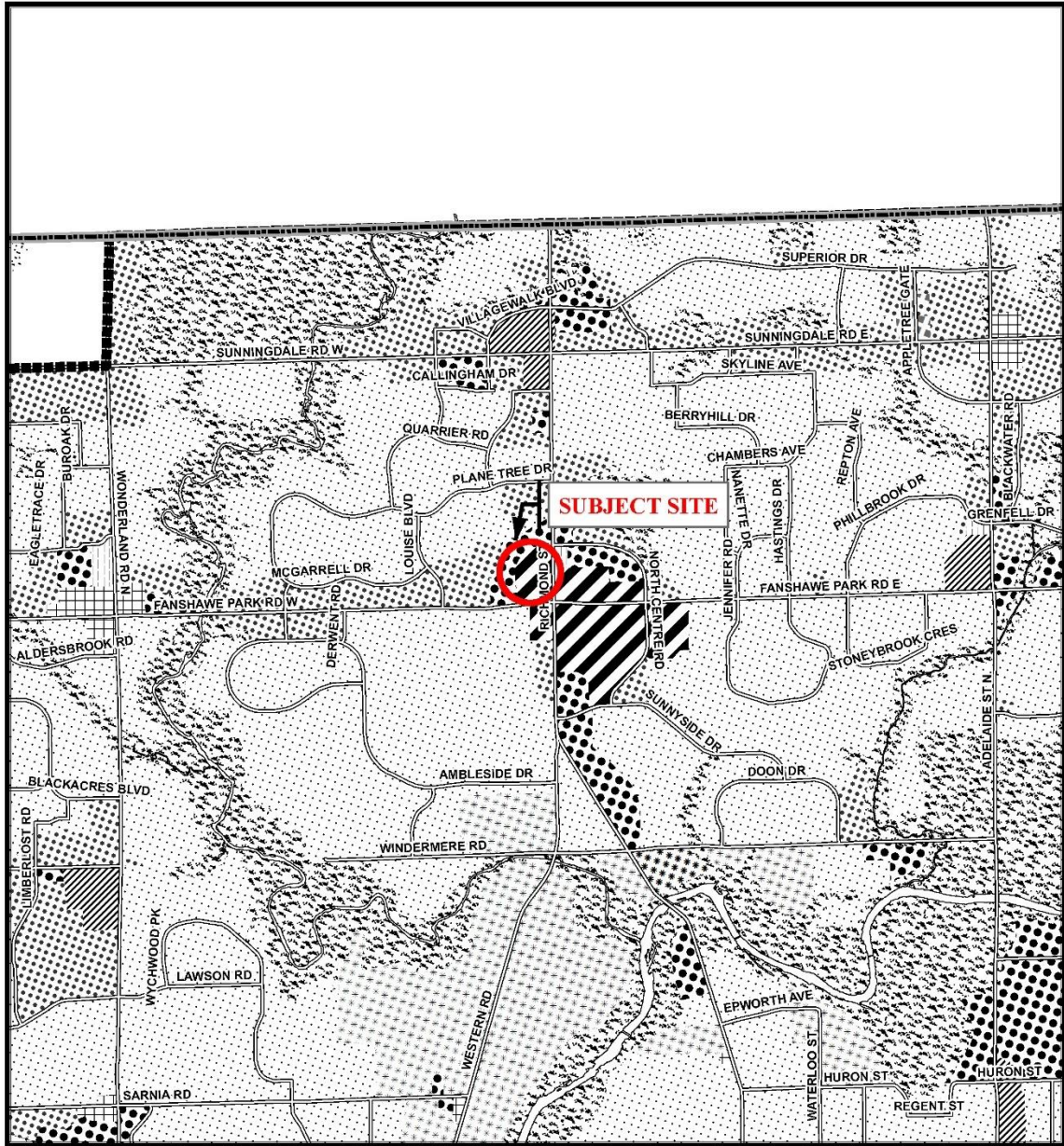


File Number: OZ-9470

Planner: NP

Technician: RC

Date: May 20, 2022



Legend

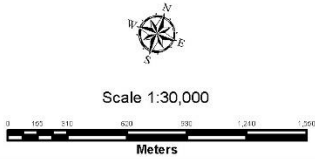
- | | | |
|---|--|-------------------------|
| Downtown | Multi-Family, Medium Density Residential | Office Business Park |
| Wonderland Road Community Enterprise Corridor | Low Density Residential | General Industrial |
| Enclosed Regional Commercial Node | Office Area | Light Industrial |
| New Format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

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OFFICIAL PLAN SCHEDULE A
- LANDUSE -

PREPARED BY: Graphics and Information Services

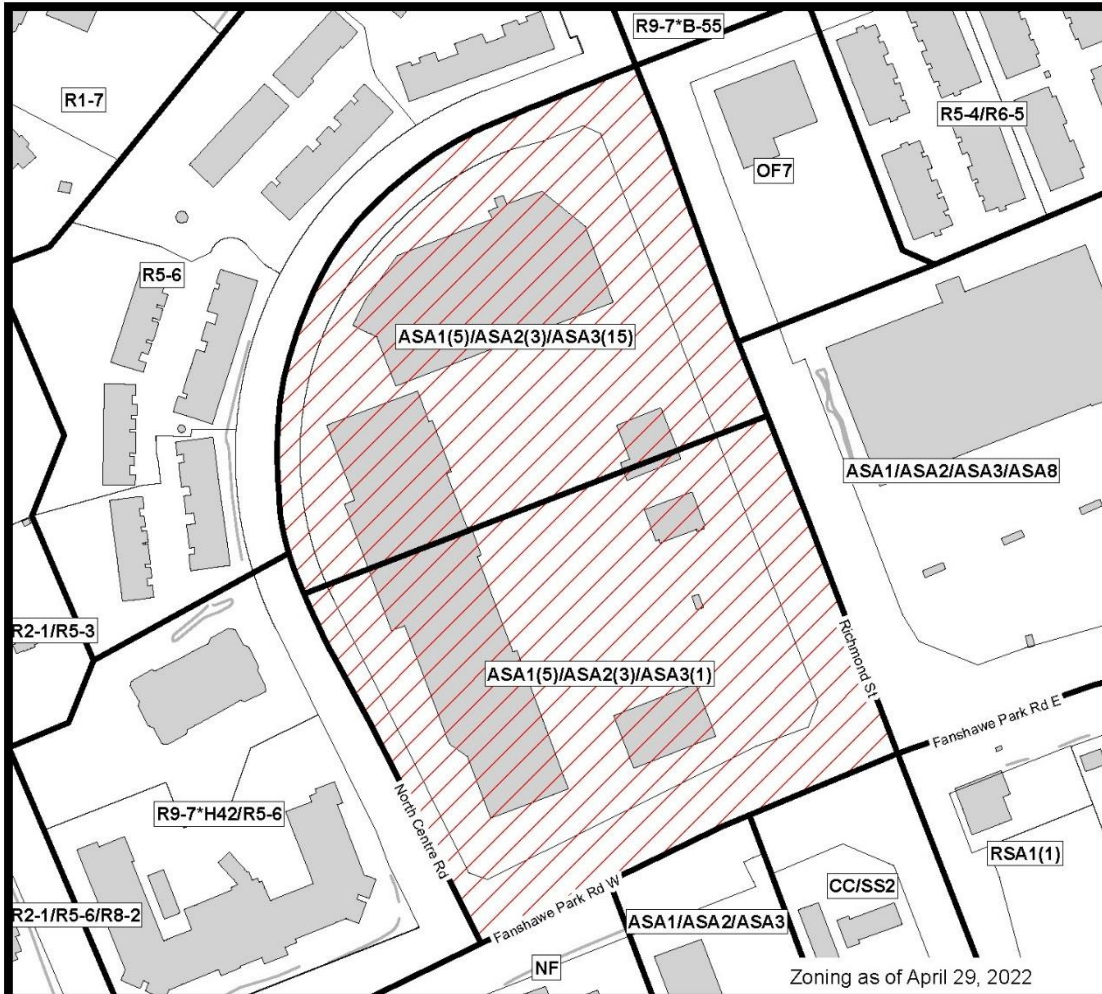


FILE NUMBER: OZ-9470

PLANNER: NP

TECHNICIAN: RC

DATE: 2022/05/20



Zoning as of April 29, 2022



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:

1) **LEGEND FOR ZONING BY-LAW Z-1**

- R1 - SINGLE DETACHED DWELLINGS
- R2 - SINGLE AND TWO UNIT DWELLINGS
- R3 - SINGLE TO FOUR UNIT DWELLINGS
- R4 - STREET TOWNHOUSE
- R5 - CLUSTER TOWNHOUSE
- R6 - CLUSTER HOUSING ALL FORMS
- R7 - SENIOR'S HOUSING
- R8 - MEDIUM DENSITY/LOW RISE APTS.
- R9 - MEDIUM TO HIGH DENSITY APTS.
- R10 - HIGH DENSITY APARTMENTS
- R11 - LODGING HOUSE

- DA - DOWNTOWN AREA
- RSA - REGIONAL SHOPPING AREA
- CSA - COMMUNITY SHOPPING AREA
- NSA - NEIGHBOURHOOD SHOPPING AREA
- BDC - BUSINESS DISTRICT COMMERCIAL
- AC - ARTERIAL COMMERCIAL
- HS - HIGHWAY SERVICE COMMERCIAL
- RSC - RESTRICTED SERVICE COMMERCIAL
- CC - CONVENIENCE COMMERCIAL
- SS - AUTOMOBILE SERVICE STATION
- ASA - ASSOCIATED SHOPPING AREA COMMERCIAL

- OR - OFFICE/RESIDENTIAL
- OC - OFFICE CONVERSION
- RO - RESTRICTED OFFICE
- OF - OFFICE

- RF - REGIONAL FACILITY
- CF - COMMUNITY FACILITY
- NF - NEIGHBOURHOOD FACILITY
- HER - HERITAGE
- DC - DAY CARE

- OS - OPEN SPACE
- CR - COMMERCIAL RECREATION
- ER - ENVIRONMENTAL REVIEW

- OB - OFFICE BUSINESS PARK
- LI - LIGHT INDUSTRIAL
- GI - GENERAL INDUSTRIAL
- HI - HEAVY INDUSTRIAL
- EX - RESOURCE EXTRACTIVE
- UR - URBAN RESERVE

- AG - AGRICULTURAL
- AGC - AGRICULTURAL COMMERCIAL
- RRC - RURAL SETTLEMENT COMMERCIAL
- TGS - TEMPORARY GARDEN SUITE
- RT - RAIL TRANSPORTATION

- "h" - HOLDING SYMBOL
- "D" - DENSITY SYMBOL
- "H" - HEIGHT SYMBOL
- "B" - BONUS SYMBOL
- "T" - TEMPORARY USE SYMBOL

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

**ZONING
BY-LAW NO. Z-1
SCHEDULE A**



THIS MAP IS AN UNOFFICIAL EXTRACT FROM THE ZONING BY-LAW WITH ADDED NOTATIONS

FILE NO:

OZ-9470

NP

MAP PREPARED:

2022/05/20

RC

1:2,500

0 12.5 25 50 75 100 Meters

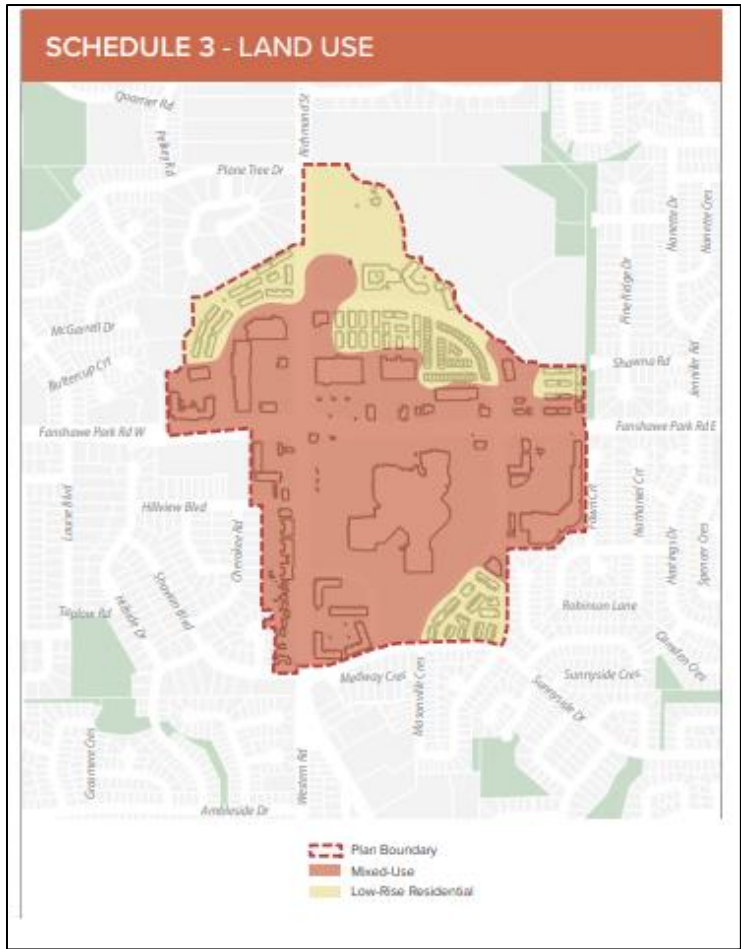


Figure 8 - Masonville Secondary Plan - Schedule 3 Land Use (under appeal)

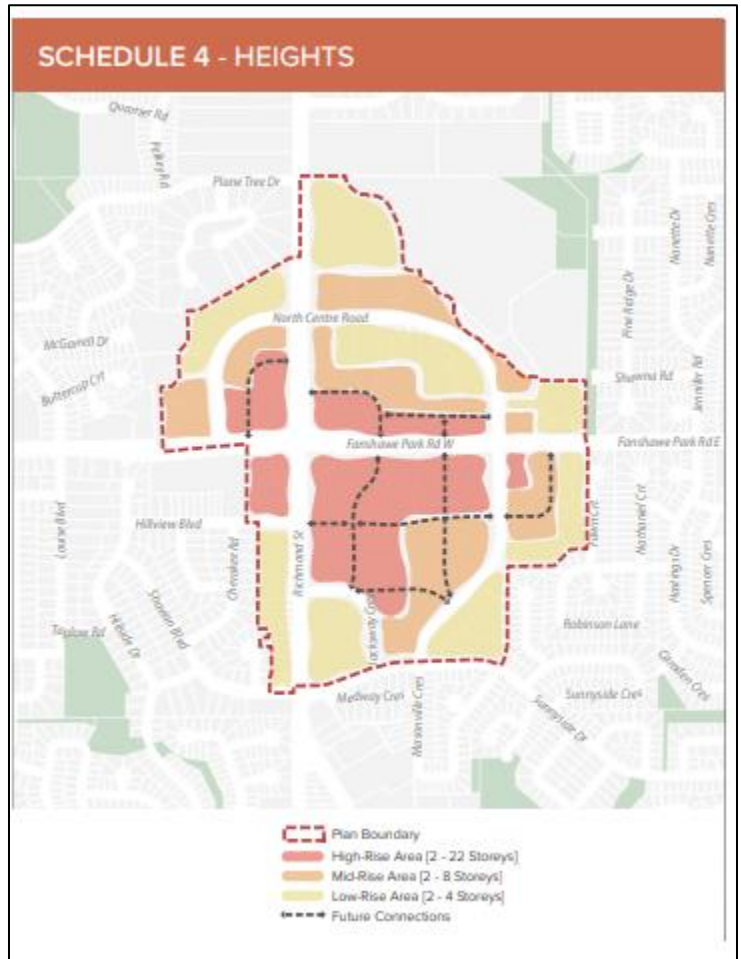


Figure 9 - Masonville Secondary Plan - Schedule 4 Heights (under appeal)

Appendix E – Applicant’s Reply to UDPRP Comments

Comment:

The panel commends the applicant for providing an infill intensification development adjacent to a main transit corridor.

Applicant Response:

Acknowledged, thank you!

Comment:

The panel commends the applicant for providing an appropriate massing strategy with the appropriate transition from the tower to an 8-storey mid-rise.

Applicant Response:

Acknowledged, thank you!

Comment:

The panel recommends that the applicant consider incorporating underground parking into the proposed development as identified in the Masonville Secondary Plan. Further discussions with City Staff on opportunities for bonus density might be beneficial to provide additional design opportunities and solutions.

Applicant Response:

We incorporated two (2) underground parking levels as recommended in addition to four (4) podium parking levels wrapped with residential units along the street frontages from three (3) sides.

Comment:

While the panel appreciates that the applicant undertook several design studies to articulate the parking garage screen, the panel notes that the screen may have a greater opportunity to succeed if the intent is to blend rather than stand out.

Applicant Response:

We redesigned the building to screen the podium parking levels with residential units from three (3) sides. The podium parking levels are partially exposed on the north side, however similar materials and opaque windows are applied to ensure the continuity of the podium façade treatments.

Comment:

The panel notes that North Centre Road should be a well-landscaped, animated street that supports pedestrian and residential character as prescribed in the Masonville Secondary Plan. This includes but is not limited to large canopy trees, generous plantings, and street furniture.

Applicant Response:

The at-grade parking spaces and garbage collection area along North Centre Road were removed and replaced with landscaped area.

Comment:

The panel notes an arborist report and tree preservation plan were not included with the submitted urban design brief. The panel recommends a detailed arborist report and tree preservation plan should be conducted for the site, with precedence given to the preservation of existing trees where possible, particularly along North Centre Road. In areas where tree removals are necessary due to conflicts with proposed development, the panel recommends a phased removals approach be undertaken.

Applicant Response:

Tree Preservation Plan & Tree Assessment Report were submitted under separate cover and reviewed by City Landscape Architecture staff – no concerns were identified.

Comment:

The panel notes that Building D will be the first component of a larger, phased development build-out and recommends the applicant provide technical details of how the Masonville Secondary Plan policies are intended to be implemented at the master-plan scale. A detailed site master plan, landscape plan, parks facility fit plan and typical road cross-section(s) are recommended prior to approvals to demonstrate that the development will produce a high quality, holistic, master-planned community promoting the cohesive principles of design excellence.

Applicant Response:

Based on the submission record provided to me by Laverne Kirkness, a drawing entitled "Master Plan Development Concept" was submitted showing the proposed redevelopment of the Highland Centre site over several years (i.e., different phases) up to the year 2050. The Master Plan Development Concept is meant to show intended approximate building locations, uses and heights, and provides a conceptual picture of the future build-out. The applicant is currently not able to provide additional details beyond this conceptual plan.

Comment:

The panel acknowledges the long-term lease obligations posed by existing buildings and their tenants but recommends that refinements be made to the development timelines construction phasing schedule to provide the future ½ ha urban park earlier than Phase 3 (2035-2040). The panel notes significant densification proposed for the site, with Building D anticipated to be constructed in 2022 (Phase 1) and Building E in 2025 (Phase 2). Buildings F, G and the future urban park (Phase 3) were anticipated from 2035-2040 creating additional pressures on a neighbourhood which is currently identified as being parkland deficient.

Applicant Response:

Acknowledged and has been discussed with the applicant. It should be noted that the applicant is not looking for approval of the master plan and no comments were provided by City Planning/Urban Design staff in response to its submission.

Comment:

The panel commends the applicant for the provision of a 9th floor communal rooftop amenity terrace and its adjacency to the indoor gym. The panel recommends the applicant explore design opportunities to utilize the 5th storey rooftop areas along North Centre Road to provide additional greenspace and/or amenity space on site.

Applicant Response:

We provided amenity spaces at the 5th level which spills out to an outdoor terrace court where people can socialize. This cozy outdoor space features plenty of potted plants and contemporary furnishings.

Comment:

The panel commends the materiality and design of the podium but recommends a simplification of the tower articulation and fenestration.

Applicant Response:

Your comment was considered, and the tower façade design was simplified. The southeast corner projection was eliminated, the tower corner glazing feature was extended to the podium level.

Comment:

The panel suggests a revision of the ground floor to explore a connection between the residential and commercial lobbies to allow for more direct and pedestrian oriented access for residents wishing to access the commercial space. Consider relocating the mail room and administration offices to initiate more activity and animation along the North Centre Road façade.

Applicant Response:

The lobby area was redesigned. Mail room and administration office were relocated providing more exposure to the outside.

Comment:

The panel recommends that the garbage collection point be internalized and located within the envelope of the building.

Applicant Response:

Garbage collection area was relocated and integrated internally to the building.

Comment:

The center median will limit vehicular maneuvers to a "right in right out" condition off North Centre Road which may result in traffic backing up onto Fanshawe Road. The panel recommends locating the drop-off area off an interior road to avoid congestion.

Applicant Response:

The drop off area provided is for quick delivery and moving. Additional drop off area is available through the first floor parking level.

Comment:

The panel suggests exploring other locations for the service road to better manage vehicular circulations and avoid additional curb cuts off North Centre Road.

Applicant Response:

Appreciated! We explored other options and we believe that the location of internal private service road is best suitable for this project.