



Masonville

Secondary Plan

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As Amended by OLT-21-001766





Contents

1.0	Introduction	1
1.1	Background	1
1.2	Location	3
1.3	Purpose and Use	4
1.4	Vision	5
1.5	Principles	5
2.0	Community Structure	9
2.1	Areas of Intensity	9
2.2	Areas of Sensitivity	9
2.3	Gathering Spaces	10
2.4	Transit Station	10
2.5	Moving Around	10
3.0	General Policies	13
3.1	Mobility and Public Realm	13
3.2	Green Development and Sustainable Design	21
3.3	Stormwater Management	23
3.4	Community Facilities	24
3.5	Protected Major Transit Station Area	26
3.6	Transit Station	26
3.7	Parks	27
3.8	Housing Mix and Affordability	30
3.9	Community Benefits	31

4.0	Land Use	33
4.1	General	33
4.2	Mixed-Use Area	34
4.3	Low-Rise Residential Area	34
4.4	Priority Ground Floor Uses	35
5.0	Height	37
5.1	Minimum Heights	37
5.2	High-Rise Area	37
5.2	Mid-Rise Area	38
5.2	Low-Rise Area	38
6.0	Built Form	41
6.1	General	41
6.2	High-Rise Buildings	43
6.3	Mid-Rise Buildings	45
6.4	Low-Rise Buildings	46
6.5	Ground Floor Design	46
6.6	Back of House and Loading Areas	48
7.0	Our Tools	49
8.0	Specific Policy Areas	57
9.0	Schedules	65
	Schedule 1: Plan Boundary	66
	Schedule 2: Community Structure Plan	67
	Schedule 3: Land Use	68
	Schedule 4: Heights	69
	Schedule 5: Connections	70
	Schedule 6: Priority Ground Floor Uses	71



1.0 Introduction

1.1 Background

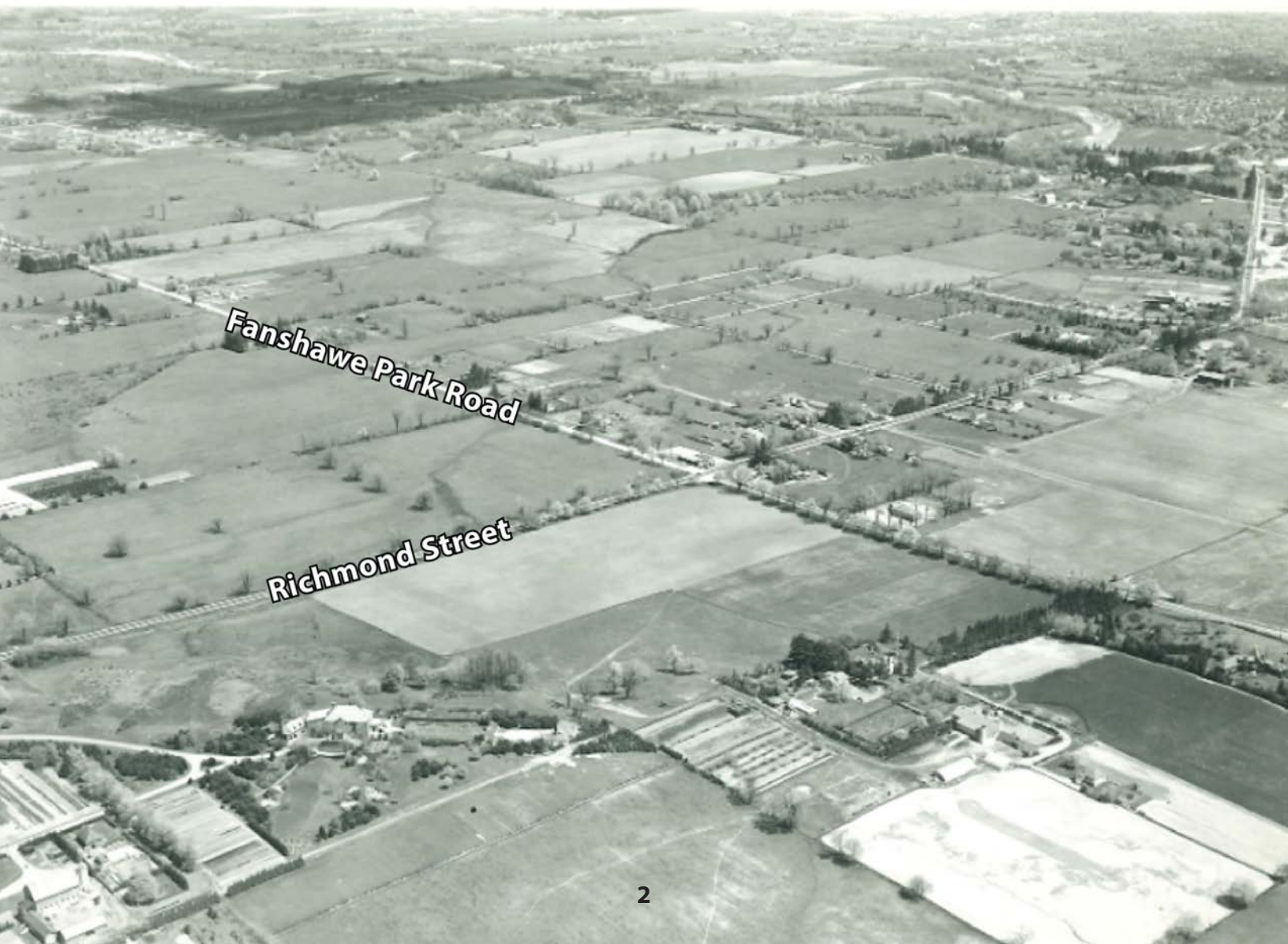
The name “Masonville” was originally attributed to a tavern named “Mason House” built in 1858 as well as a post office established in 1874 at the intersection of Highways 4 and 22 (Richmond Street and Fanshawe Park Road). Masonville was a toll gate on the Proof Line Road (now Richmond Street) making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

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

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

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

Photo Credit: City of London, 1950



1.2 Location

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

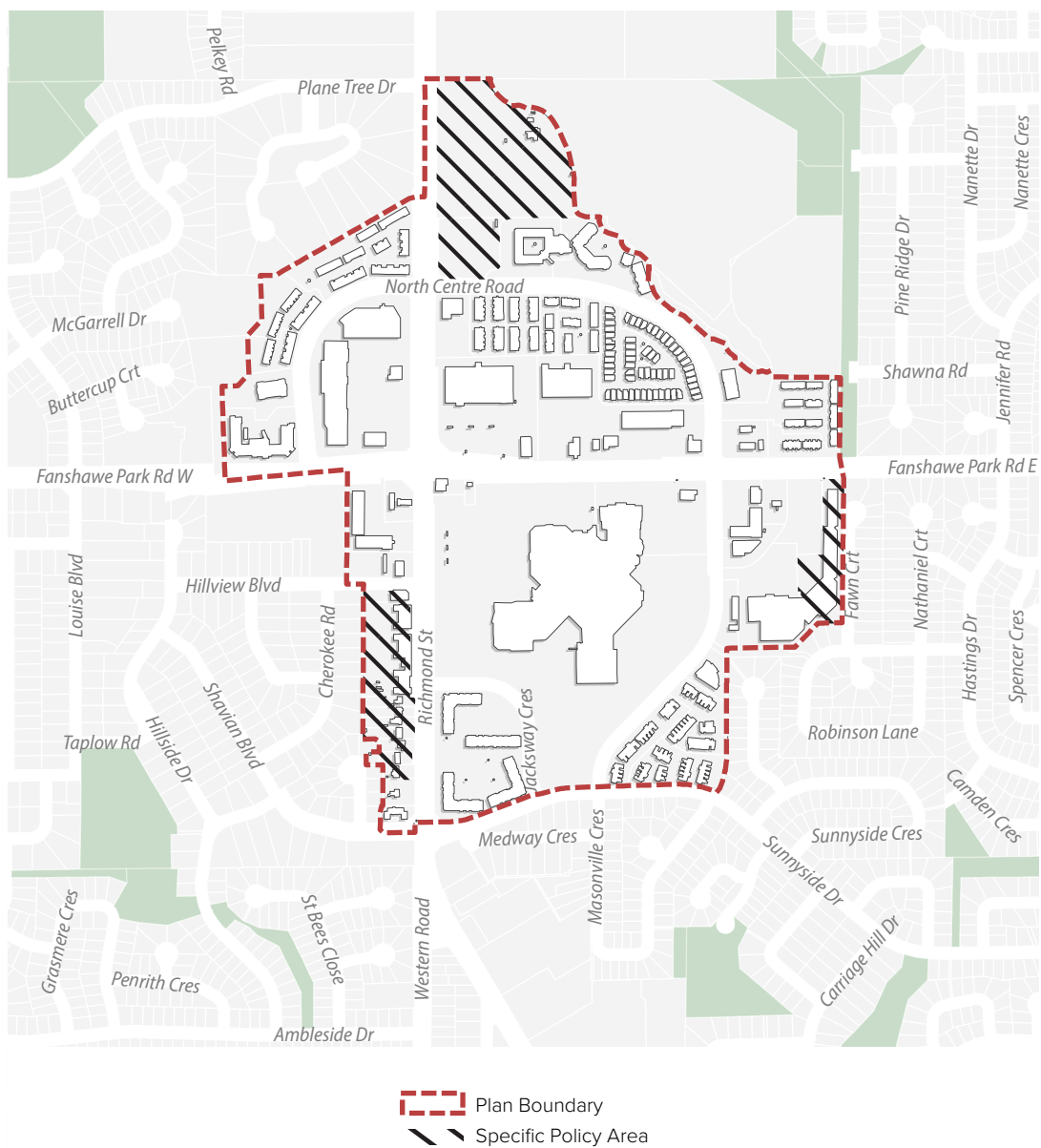


Figure 1: Boundary of Plan Area

1.3 Purpose and Use

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

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

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

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

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



1.4 Vision

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

1.5 Principles

To realize the unique vision for Masonville and create a community that is resilient to the impacts of climate change, the Secondary Plan is guided by the following principles:

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



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

iv) Principle 4: Promote exceptional design.

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

v) Principle 5: Identify opportunities for intensification

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

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

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



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2.0 Community Structure

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

2.1 Areas of Intensity

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

2.2 Areas of Sensitivity

Surrounding the area of intensity at the Richmond and Fanshawe intersection is a transition area where mid-rise developments are permitted to step down the higher heights to more sensitive land uses like low-rise residential development and cultural heritage resources. The majority of the plan area will feature a wide variety of uses and intensities, though the plan recognizes the existing low density mature neighbourhoods that are intended to be preserved. Land use for existing lower density residential areas is generally limited to a range of low-rise, residential uses and small-scale commercial uses that are compatible with the existing neighbourhoods. New development in proximity to these areas of sensitivity will provide effective transition in built form and massing to ensure a sympathetic transition.

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

2.3 Gathering Spaces

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

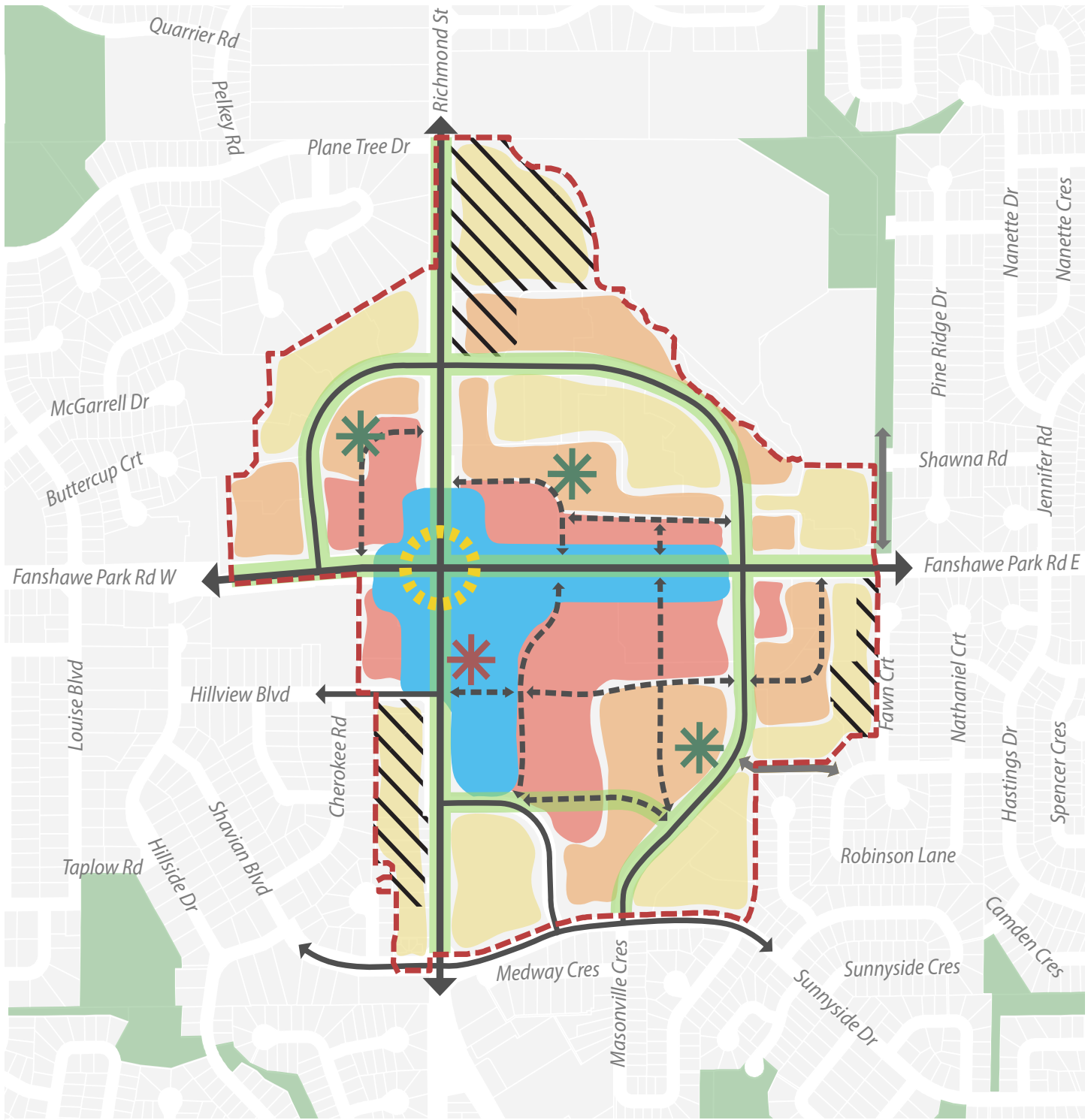
2.4 Transit Station

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

2.5 Moving Around

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

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



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

Figure 2: Community Structure Plan





3.0 General Policies

3.1 Mobility and Public Realm

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

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



3.1.1 Street Network

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

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



- v) Large development sites and/or sites that propose partial or phased development shall show new vehicular, pedestrian and cycling connections as part of a Conceptual Master Development Plan.
- vi) Future active transportation connections identified on Schedule 5 will provide additional or enhanced pedestrian and cycling linkages as 'greenways' to the existing recreational pathway network as well as providing better access throughout the plan area and surrounding the Transit Station.
- vii) All new connections surrounding the Transit Station shall be designed to provide enhanced pedestrian infrastructure such as two (2) metre minimum sidewalk widths, tree plantings and landscaping, benches and seating areas, and other features to accommodate high levels of pedestrian traffic from people using transit.
- viii) All new connections should be designed to be landscaped with tree planting and stormwater management controls to serve as greened corridors connecting park spaces, open spaces and community facilities.
- ix) The use of common elements condominiums should be considered for the ownership, use and maintenance of common laneways and private roads between multiple property owners.
- x) Variations to Schedule 5 may be considered by the City by exception based on circumstances such as topography, proposed abutting land uses, and opportunities to implement other objectives from the *Transportation Master Plan*, the *Cycling Master Plan*, the future *Mobility Master Plan* and this Secondary Plan, in accordance with the policies in section 7.9 of this Plan.
- xi) All street typologies within the plan area should provide a variety of features to support a broad range of different users.
- xii) The creation of private streets shall be in accordance with the policies in section 3.1.3.



3.1.2 Streetscape and Public Realm

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

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

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



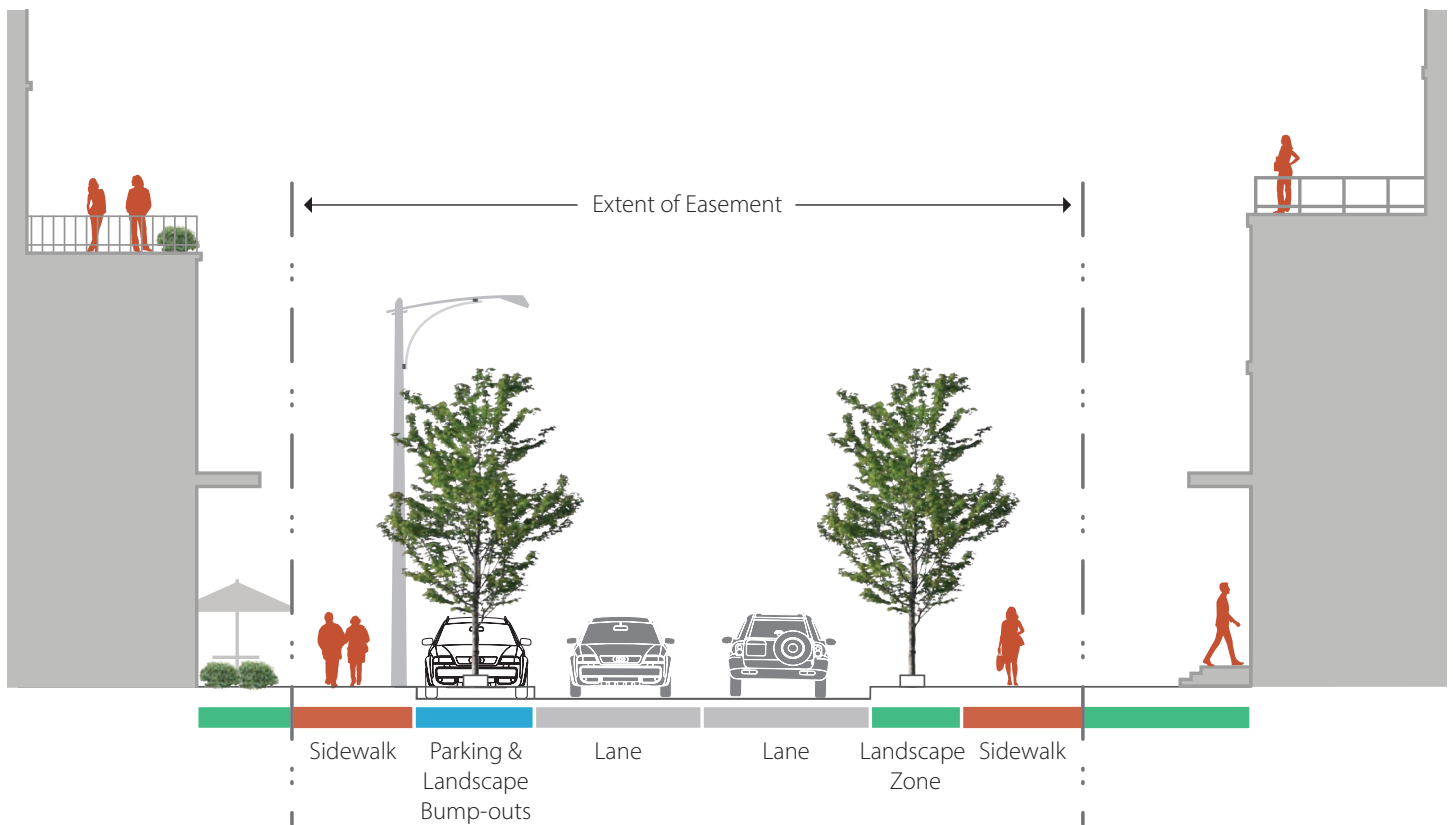


Figure 3: Typical Cross-section of a Private Street with a variety of standard and additional elements shown.

3.1.3 Private Streets

Private streets within the plan area are intended to function as publicly accessible streets for pedestrians, cyclists and motorists, while providing flexibility and efficient use of land for private owners. An easement and agreement with the City shall be entered into to secure public access over private streets at the time of partial or full construction. The design and function of private streets shall implement the following:

- i) Private streets shall be designed to provide the same function as public streets for pedestrians, cyclists and motorists.
- ii) Where new private streets are created and retained in private ownership, they shall complement the road pattern, and connect to the established grade of public roads and public sidewalks with an appropriate design that achieves minimum separation requirements for intersections and other City standards.
- iii) The private streets should provide for a streetscape and sidewalk environment designed for pedestrians, with features that include wide sidewalks, trees and feature plantings, decorative paving, and low impact development.
- iv) Private developments are permitted to utilize the space above and below private streets for such uses as aerial art fixtures, decorative lighting or underground parking, provided there is no conflict for the use of the space by vehicles, pedestrians or cyclists.

- v) Private streets may utilize alternative paving and surface materials to be flexibly designed (ie. as a woonerf) and used for festivals, events and gatherings.
 - vi) The construction of private streets and provision of a public access easement shall occur where a development parcel fronts on, is adjacent to, or requires the access of a private street identified in Schedule 5.
 - vii) Large development sites and/or sites that have partial development proposed shall show the full extent of private streets, pedestrian connections and any cycling connections as part of a Conceptual Master Development Plan.
 - viii) The east-west extension of Jacksway Crescent shall be designed at a higher standard as a major east west connector and as a major 'greenway' cycling connection to planned cycle lanes along North Centre Road.
 - ix) The east-west connection of Hillview Boulevard to the Masonville Mall entry at North Centre Road is prioritized as a future public road, if and when, the existing enclosed shopping centre redevelops.
- with the lane widths set out in the Design Specifications and Requirements Manual.
- iv) Private roads that are identified for enhanced cycle facilities shall incorporate bicycle lanes at the minimum width specified by the Design Specifications and Requirements Manual, either within the travelled portion of the street, or within the boulevard. 'Sharrows' are not an acceptable alternative where an enhanced cycling facility is identified.
 - v) The extent of private streets defined as the publicly-accessible area will be interpreted as the outer edge from one sidewalk to another. An easement over the extent of private streets shall be entered into with the City to provide public access. Streetscape elements such as lighting, street furniture and landscaping located outside of this extent will be considered as part of the landscape open space, amenity space and site design. For phased or partial development of a site, the access easement should be provided through the earliest proposed (initial) phase and the road should be constructed at a commensurate rate to the amount of development proposed. Notwithstanding the above or Policy 3.1.3, where the City determines that public access to a private street is not necessary, an easement will not be required to be entered into, to the City's satisfaction and discretion.
 - vi) Traffic calming measures may be applied to encourage low traffic speeds and volumes, to minimize conflicts between users and to discourage cut-through traffic. Where warranted, traffic calming measures are to be addressed at the time of site plan, and include, but are not limited to such features as: raised crossings, chicanes, speed cushions, and tree planting or other vertical elements located adjacent to the curb.

3.1.3.1 Standard Elements for Private Streets

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



3.1.3.2 Additional Elements for Private Streets

- i) Plantings should be installed in permanent landscaped areas, and should include tree plantings where adequate soil volumes exist.
- ii) Plantings may be incorporated in alternative forms such as landscape planters or containers where underground constraints exist, such as underground parking or utilities.
- iii) Where a private street is providing on-street parking, landscape bump-outs should be provided at all new intersections and mid-block for street segments longer than 6 parking spaces, to break up large stretches of parking areas and provide opportunities for trees and other streetscape furniture and amenities.
- iv) Landscape bump-outs should be a minimum of 25m² to provide adequate space to incorporate multiple tree planting, low-impact development and rain gardens.
- v) Pedestrian-scale lighting, street furniture and signage should be included where appropriate to improve pedestrian safety and comfort, without detracting from the function or design of the space.

3.1.4 Parking

- i) On-street parking may be provided along public and private streets within the plan area to support street-level commercial uses and residential drop-offs and deliveries, where it does not conflict with pedestrian and cycling priority or constrain transit operation.
- ii) On-street parking (parallel, perpendicular or angled) provided within the publicly-accessible extent of private streets will be counted towards any parking requirements on the adjacent development site(s).
- iii) Off-street parking shall be designed to reduce the visual impact of the parking from the public realm and should be provided as underground parking or structured parking integrated into the building and wrapped in active uses along all facades facing streets or public spaces.
- iv) Structured parking should be designed in a flexible manner with an appropriate floor to ceiling height to allow the conversion to alternative active uses in the future.
- v) Where surface parking is provided, these surface parking lots shall be environmentally responsible and well-designed to address the following:
 - a) Reduce the visual impact of surface parking lots through the use of landscaping.
 - b) Incorporate sustainable materials and technologies.
 - c) Create direct, comfortable, and safe pedestrian routes from parking to streets and buildings.





- d) Mitigate the urban heat island effect through shade tree planting and landscaping.
 - e) Manage stormwater quality and quantity on-site.
 - f) Landscape islands within parking areas should be a minimum of 25m² to provide adequate space for multiple tree plantings, low-impact development, and rain gardens.
 - g) Enhance the safety and attractiveness of the public realm.
- viii) Joint access to adjacent parking lots (above or below ground) on adjoining properties should be established where feasible.
- ix) With the exception of purpose-designed on-street parking spaces, parking should not be located between a building and a public or private street.
- x) Access to parking areas should be located on lower order streets, where possible, and driveway/laneway access points consolidated to minimize curb cuts and pedestrian conflicts.
- xi) Reduced parking standards may be considered for new developments that demonstrate offset measures such as integrated vehicle share programs for residents, shared on-site parking between different land uses, and proximity to transit.
- xii) Bicycle parking and supportive facilities such as change rooms and showers should be provided for all new development and are encouraged.



3.2 Green Development and Sustainable Design

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

3.2.1 Green Spaces

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

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



3.2.2 Green Buildings

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

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

3.3 Stormwater Management

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

- i) Stormwater will be considered as a resource to be utilized and not as a waste product for disposal.
- ii) Stormwater management facilities and LIDs should be incorporated as focal points and design features within the community and should be delivered in a way that is compatible with, and enhances the vibrant, urban character of the area.
- iii) Use of irrigation systems is discouraged. Efforts to utilize stormwater as a resource and/or the selection of native, drought tolerant plants is preferred.
- iv) Stormwater management shall be incorporated into all new development or redevelopment sites, surface parking areas and other hard surface development.
- v) Sustainable stormwater management techniques should be utilized such as enhanced use of organic cover, and/or reduced vehicle lane width to reduce the runoff and impervious area coverage and to relieve stormwater management demands.
- vi) Low Impact Development (LID) principles and practices shall be promoted and showcased to improve water quality and reduce runoff volumes through infiltration or filtration including the use of: bioretention in surface parking landscape islands, free-draining garden planters, grassed swales (depressed areas), underground infiltration systems such as third pipe-systems or infiltration galleries, green roofs, rain gardens and rain harvesting vessels/barrels.
- vii) Pathways or other public spaces should be located adjacent to naturalized and/or greened LIDs, on both public and private lands where possible.
- viii) Above ground stormwater management facilities and features will be designed to fulfill their planned function while also contributing positively to the aesthetic of the area.



3.4 Community Facilities

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

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

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

3.5 Protected Major Transit Station Area

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

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

3.6 Transit Station

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

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



3.7 Parks

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

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

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

- iii) The identification and consideration of land for future public park dedication shall be undertaken through all planning and development applications and shown as part of a Conceptual Master Development Plan. Parkland dedication will occur prior to the issuance of a building permit, or may be secured through an easement, holding provision, or agreement entered into with the City, to the City's satisfaction.
- iv) For phased development informed by a Conceptual Master Development Plan, parkland dedication will occur in a phased manner commensurate with development.
- v) New public parks will be required for the northwest, northeast and southeast quadrants of the intersection of Fanshawe Park Road and Richmond Street as conceptually shown on Schedule 2 of the Community Structure Plan, including:
 - New parkland is required in the southeast quadrant of the study area at the classification level of 'urban parks' to be delivered through 2 parks, neither of which is less than 0.5ha in size.
 - A new park is required in the northeast quadrant of the plan area at the classification level of 'urban park' with a minimum size of 0.5ha.
 - A new park is required in the northwest quadrant of the plan area at the classification level of 'urban park' with a minimum size of 0.5ha.
- vi) New open space and/or POPS will be encouraged for the southwest quadrant of the intersection of Fanshawe Park Road and Richmond Street.
- vii) New public parks shall have at least one public street frontage.





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

3.8 Housing Mix and Affordability

The Masonville Secondary Plan represents an opportunity to provide a wide range of housing options, including affordable housing for the plan area and the City as a whole. Development within the plan area will contribute to providing accessible, affordable, and quality housing options that people will want to live in. It is the objective of this Plan that a minimum 25% of all new residential development within the entire plan area meet the Provincial definition of affordable housing. A Housing Affordability Statement will be required for planning applications to identify and describe how the policies of section 3.8 have been addressed. The City will work with other government agencies, the not-for-profit sector, and private developers to promote innovative housing forms, development techniques, and incentives that will facilitate the provision of affordable housing. The following policies shall apply to all developments that include residential uses within the Masonville Secondary Plan:

- i) Provide for a range and mix of housing types, including affordable forms of housing, to achieve a balanced residential community.
- ii) Provide live/work opportunities for people to live near current or future jobs in the plan area.
- iii) New mid-rise and high-rise developments should include a mixture of unit sizes and configurations, including a mix of bachelor, 1, 2, and 3-bedroom units.

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



3.9 Community Benefits

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

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



4.0 Land Use

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

4.1 General

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

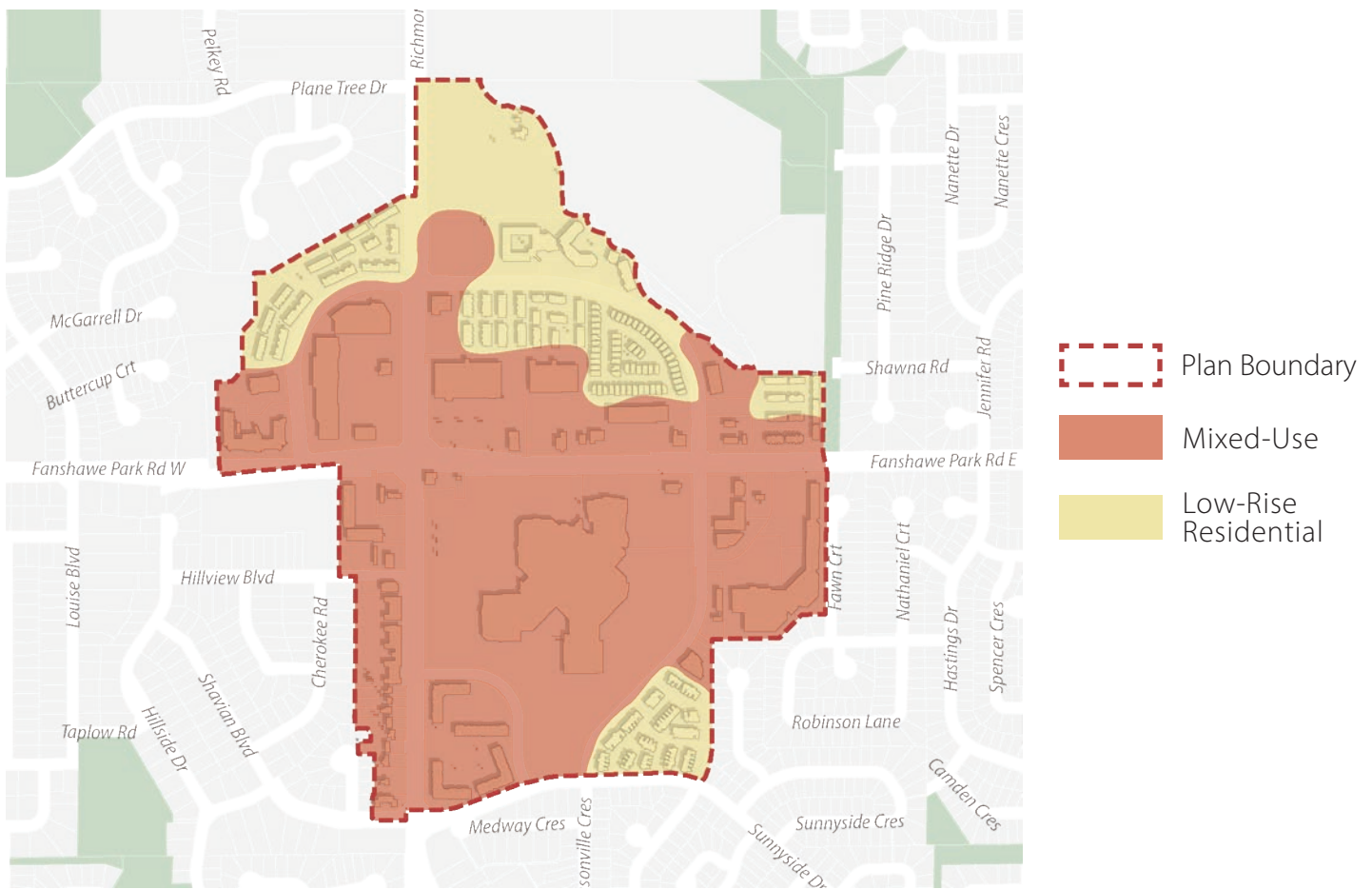


Figure 4: Land Use Areas

4.2 Mixed-Use Area

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

4.2.1 Permitted Uses

- i) A broad range of retail, commercial, service, cultural, entertainment, recreational and residential uses are permitted.
- ii) Mixed-use buildings are the preferred form of development with active ground floor commercial uses and residential uses above, unless otherwise specified in Schedule 6.

4.3 Low-Rise Residential Area

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

4.3.1 Permitted Uses

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

4.4 Priority Ground Floor Uses

4.4.1 Commercial Character Streets

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

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

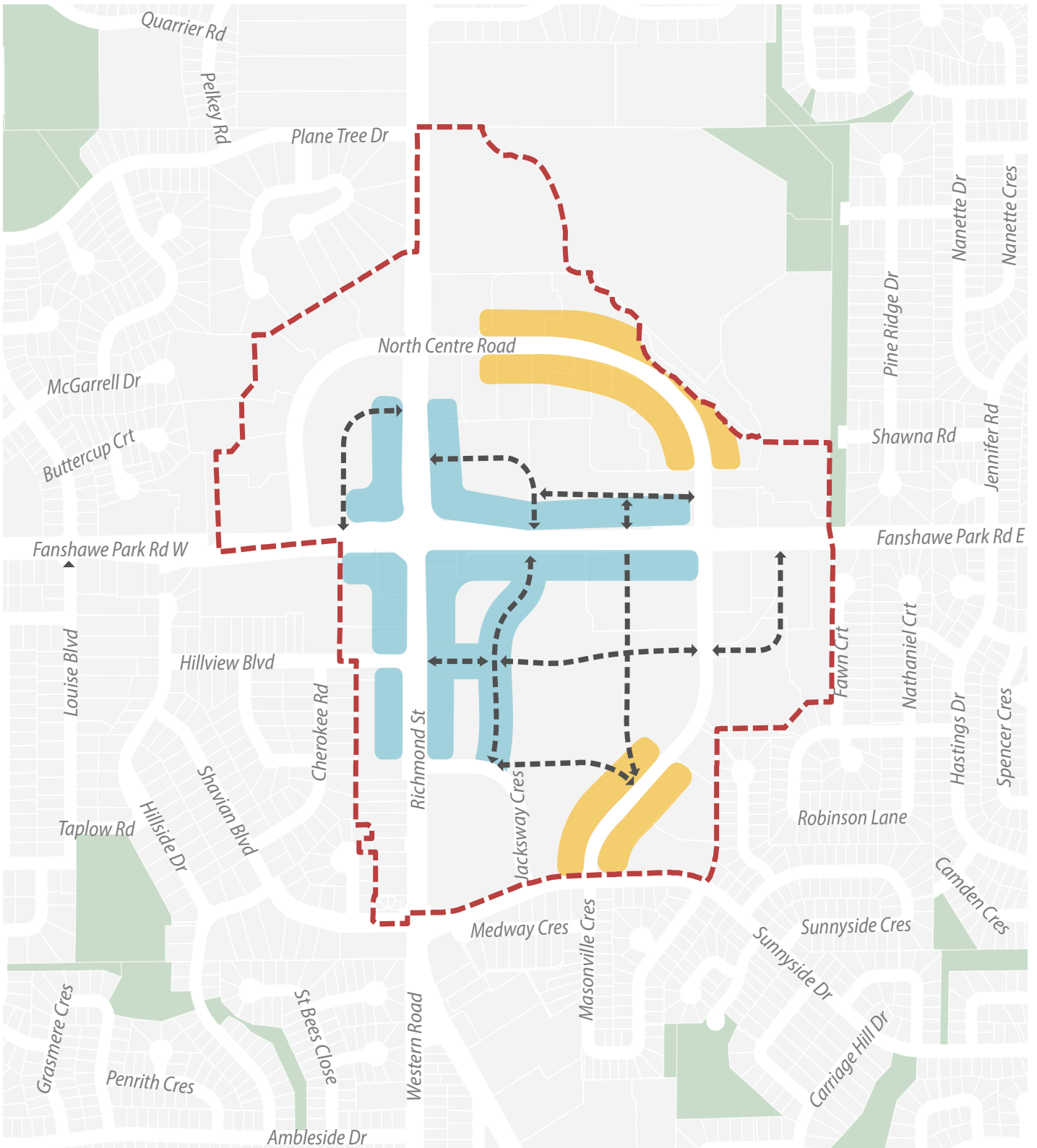
- i) Retail
- ii) Restaurant
- iii) Service
- iv) Recreational
- v) Cultural
- vi) Entertainment
- vii) Institutional
- viii) Community Facilities

4.4.2 Residential Character Streets

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

4.4.3 Flexible Character Streets

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







-  Plan Boundary
-  Residential Character Street
-  Commercial Character Street
-  Future Connections

Figure 5: Priority Streets



5.0 Height

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

5.1 Minimum Heights

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

5.2 High-Rise Area

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

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



5.3 Mid-Rise Area

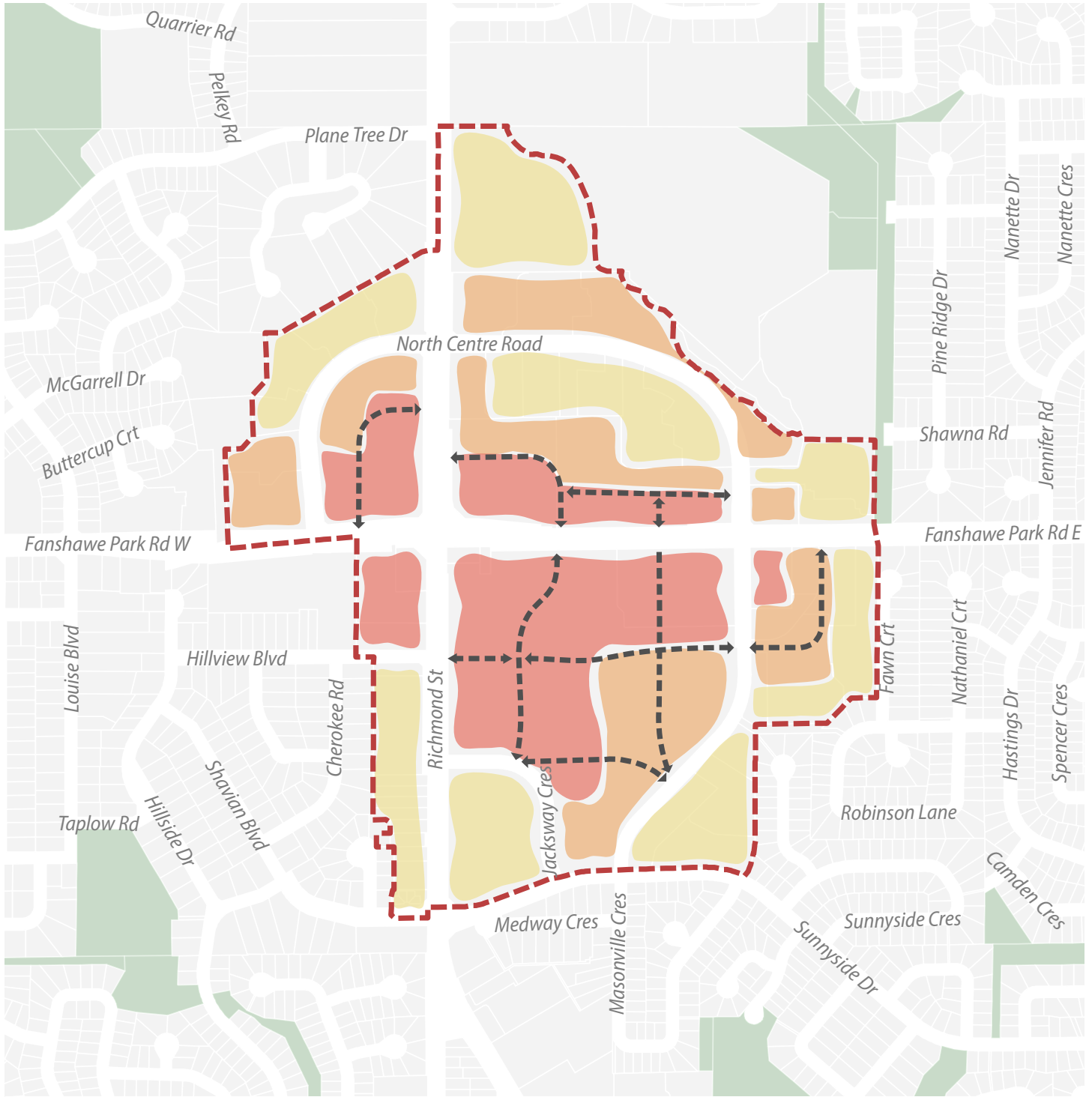
The Mid-Rise Area will provide an important transition for building heights from the High-Rise Areas to the Low-Rise Areas and existing neighbourhoods. New development will be designed to provide transitions in building height and massing, and utilize screening and buffering to provide a sensitive interface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

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

5.4 Low-Rise Area

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

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








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

Figure 6: Permitted Heights





6.0 Built Form

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

6.1 General

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

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

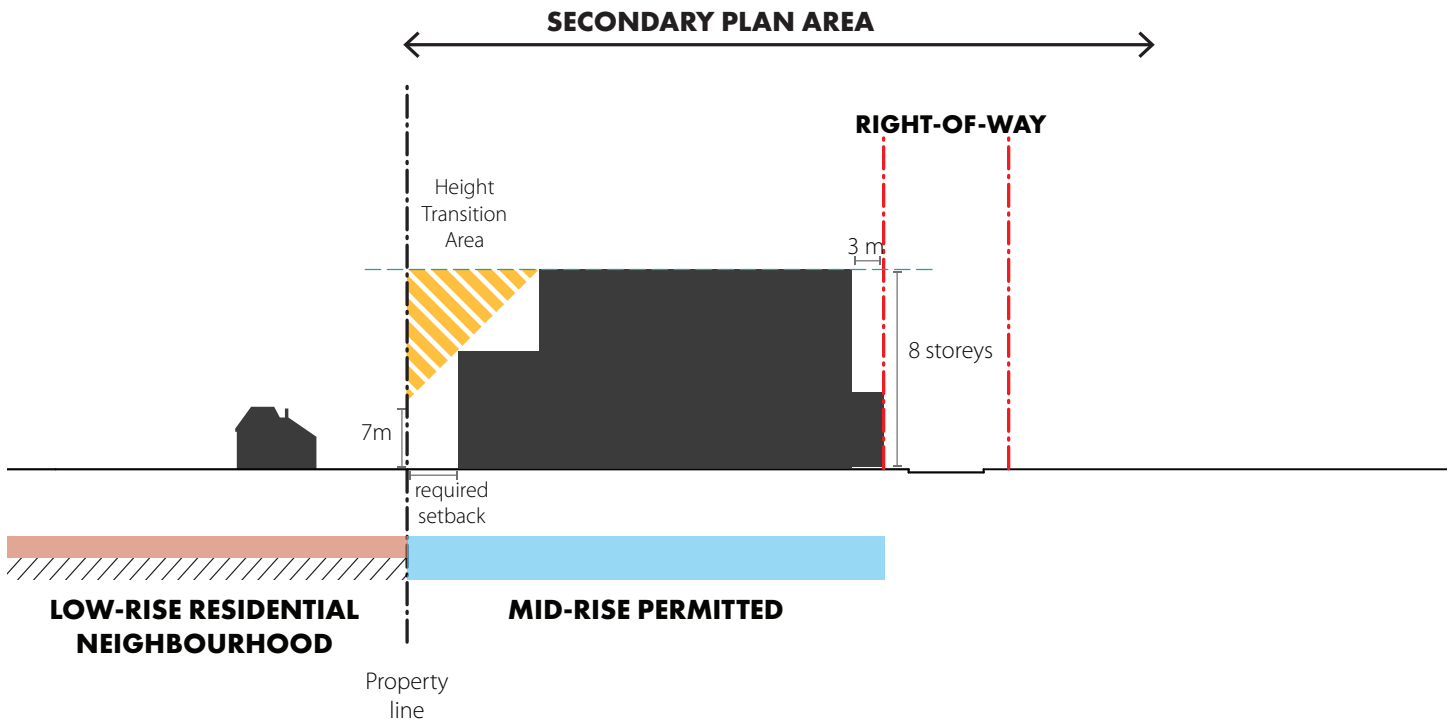


Figure 7: Neighbourhood Transition

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

6.2 High-Rise Buildings

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

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





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

6.3 Mid-Rise Buildings

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

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





6.4 Low Rise Buildings

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

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

6.5 Ground Floor Design

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

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

6.5.1 Ground Floor Commercial Design

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

6.5.2 Ground Floor Residential Design

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

6.6 Back of House and Loading Areas

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

- i) Loading docks and back of house areas should be located away from Fanshawe Park Road, Richmond Street, North Centre Road, Jacksway Crescent and the future connections identified in Schedule 5 to not detract from a pedestrian-oriented streetscape.
- ii) Loading docks and back of house areas should be enclosed, set back from the street edge and provide a screening and buffer area. The use of landscaping and building massing should be used to screen the loading docks and back of house areas. Service entrance widths should be limited to the minimum required to be functional.
- iii) Waste storage areas should be located inside buildings to mitigate their visual and odour impacts. Where outside waste disposal areas are necessary, they will be enclosed in materials complementary to the main building and screened with landscaping.



7.0 Our Tools

7.1 Implementation of the Plan

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

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

7.2 Interpretation

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

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

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

7.3 Municipal Works

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

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

7.4 Official Plan

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



7.5 Zoning By-law

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

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

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

7.7 Site Plan Approval

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

7.8 Guideline Documents

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



7.9 Street Creation

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

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

Schedule 5 shows the Conceptual Street Network. This Secondary Plan establishes a street pattern that represents the foundation for the community and establishes the framework for the layout of land uses. This Secondary Plan identifies the general alignment of roads and allows for minor changes to the street alignments to be made without amendments to this Secondary Plan provided that the general intent and objectives of this Secondary Plan and the Official Plan are maintained, and that there would not be negative impacts to connectivity, pedestrian or cycling movements. The street network may need to be modestly realigned to address constraints or opportunities such as: topography; proposed abutting land uses; enhanced site or building design; and to implement other objectives from the Transportation Master Plan, the Mobility Master Plan, the Cycling Master Plan, the Rapid Transit Environmental Assessment, and this Secondary Plan. Substantive changes or eliminations of any road alignments will require an Official Plan amendment and shall only be permitted where they are consistent with the underlying principles of the

Community Structure Plan and this Secondary Plan. Phased or partial site development informed by an accepted Conceptual Master Development Plan, permits the provision of public or private roads to occur in a phased manner commensurate with the amount of development proposed, to the satisfaction of the City.

At the subdivision and/or site plan application stage, traffic controls - including the provision of signalized intersections and turning movements - and frontages that may be subject to full or partial restrictions on individual driveway access, shall be identified within traffic studies required as part of a complete application.

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

7.10 New Parkland

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





7.11 Stormwater Management

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

- i) All efforts should be made for new and redevelopment site plans within the area to capture and infiltrate the first 25mm of stormwater onsite during all storm events.
- ii) All overland flows from 250-year flow events in new and redevelopment areas are required to be safely conveyed offsite and are not to impact neighbouring properties.
- iii) In areas that Low Impact Development (LID) cannot be accommodated (i.e., where underground parking exists), the use of oil/ grit separators should be used to achieve required total suspended solids (TSS) removal to improve water quality to the satisfaction of the City Engineer.
- iv) In accordance with established policies, the stormwater drainage system will be designed to the satisfaction of the City and all applicable approval agencies having jurisdiction. Where permitted, Permanent Private Systems (PPS) will provide water quality and/or quantity control for storm drainage. Stormwater servicing works for the subject lands will be required to be designed to the satisfaction of the City Engineer.
- v) The implementation of Best Management Practices (BMPs) is encouraged where possible, subject to favourable geotechnical conditions and land development within the plan area, all to the satisfaction of the City Engineer.
- vi) A Stormwater Management Plan may include but not be limited to conceptual stormwater plan, an Environmental Assessment, a functional Stormwater Management Plan, as determined by the City.

7.12 Required Studies

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

- Archaeological Assessments
- Affordable Housing Strategy or Statement demonstrating response to policies in section 3.8
- Conceptual Master Development Plan: which sets out development areas, development phases, new pedestrian, cycling and street connections, the extent of proposed easements for public access, and new park land in accordance with this plan
- Conceptual Site Design Plan/Building Elevations
- Construction Impact Mitigation Study
- Cultural Heritage Evaluation Report
- D-6 Guideline Compatibility Study
- Environmental Impact Studies
- Functional Servicing Plans (sewer and water)
- Geotechnical Report and/or hydrogeological investigations to support Low Impact Development features
- Green Development Statement demonstrating response to policies in section 3.2
- Heritage Impact Assessment
- Shadow Study
- Stormwater Management Plan demonstrating response to policies in section 7.11
- Storm/Drainage Servicing Report demonstrating reasonable measures to include LID and other traditional stormwater control measures.
- Traffic Impact Assessment
- Tree Inventory, Preservation, Protection and Edge Management Plans
- Urban Design Brief
- Wind Impact Assessment

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

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



EDA RICHMOND MEDICAL PHARMACY

Richmond Medical Center
Children's Allergy & Asthma Clinic
Richmond Medical Center





8.0 Specific Policy Areas

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

8.1 Richmond Street-Old Masonville

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

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

- c) In addition to the Richmond Street-Old Masonville Master Plan and Urban Design Guidelines and the key principles identified above, the following policies will provide additional guidance for the development of these lands: For the lands located at 1607, 1609, and 1611 Richmond Street, the permitted uses shall be cluster townhouses and cluster stacked townhouses. The location of the cluster stacked townhouses shall be restricted to the eastern portion of 1609 and 1611 Richmond Street, directly abutting the Richmond Street corridor, thereby locating the maximum heights and densities away from the abutting low density residential lands to the south and west. To implement these uses, a maximum net density of 45 units per hectare shall be permitted and the maximum height of the permitted uses shall be regulated by the Zoning By-law.
- i. Mutual access to Richmond Street may be required through these properties and, if so, it shall be provided for the benefit of all the subject properties identified in this specific policy.
 - ii. For the lands located at 1615, 1619, 1623, and 1627 Richmond Street, the permitted uses shall include apartment buildings and cluster townhouses. The location of the apartment buildings shall be restricted to the eastern portion of these properties, thereby locating the maximum heights and densities away from the existing single detached dwellings to the west. Notwithstanding the general Transit Village Place Type policies, a maximum net density of 150 units per hectare shall be permitted and a maximum height of four storeys shall be permitted for the apartment building, subject to the regulations of the Zoning By-law.





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

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

8.2 1643, 1649, 1653 Richmond Street

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



- i. For the lands located at 1607, 1609, and 1611 Richmond Street, the permitted uses shall be cluster townhouses and cluster stacked townhouses. The location of the cluster stacked townhouses shall be restricted to the eastern portion of 1609 and 1611 Richmond Street, directly abutting the Richmond Street corridor, thereby locating the maximum heights and densities away from the abutting low density residential lands to the south and west. To implement these uses, a maximum net density of 45 units per hectare shall be permitted and the maximum height of the permitted uses shall be regulated by the Zoning By-law.
- ii. Notwithstanding the general Transit Village Place Type policies, a maximum density of 200 units per hectare and a maximum height of up to six storeys shall be permitted subject to the regulations of the Zoning By-law.
- iii. The development of the subject lands will occur in a comprehensive manner wherein internal driveway connections are required to connect various phases of development and redevelopment as well as properties to the south including 1607-1639 Richmond Street. Similarly, mutual access to underground parking facilities may be provided to properties within this block to connect various phases of development. Mutual access to Hillview Boulevard shall be provided through these properties for the benefit of all of the subject properties identified in this specific policy as well as all properties located south of the subject lands, on the west side of Richmond Street including 1607-1639 Richmond Street.
- iv. Applications for zoning by-law amendments will require the submission of a comprehensive block development plan which shall include a site plan and conceptual building elevations, which conform to the policies of this section. Holding provisions may be utilized to ensure a development agreement is entered into with the City of London which provides assurances that the ultimate form of development be in accordance with the conceptual block development plan. The requirement to provide a conceptual block development plan is intended to ensure that development, which may occur in phases over time, generally appears and functions as a comprehensive development.
- v. Other principles that will guide the development of the conceptual block development plan and the associated zoning regulations include:
 - 1. Minimum setback distances from low density residential properties to the west shall be specified in the Zoning By-law in order to provide for significant buffering opportunities.
 - 2. The construction of below-grade parking shall be required. Limited opportunities for surface parking may be provided. Above-grade parking structures shall not be permitted. Additional below-grade parking shall be encouraged to reduce the amount of surface parking area and, if required, to maintain the lot coverage and landscaped open space requirements specified in the Zoning By-law.

3. The maximum height of townhouse dwellings and restrictions regarding the above-grade height of basements shall be implemented through the zoning provisions to ensure the visual impacts on adjacent low density properties to the west are minimized.
4. Apartment buildings shall include primary entrances oriented toward the Richmond Street corridor. Primary entrances may be oriented toward the corner of Richmond Street and Hillview Boulevard along the northern portion of the site.
5. Yard depths from the apartment buildings to Richmond Street and Hillview Boulevard shall be minimized.
6. Existing vegetation along the western property line shall be retained to the greatest extent possible with additional vegetation maximized to provide for privacy between the subject lands and the abutting low density residential uses to the west.
7. The number of townhouse dwellings shall be limited to four per block to break up the visual massing.





8.3 230 North Centre Road

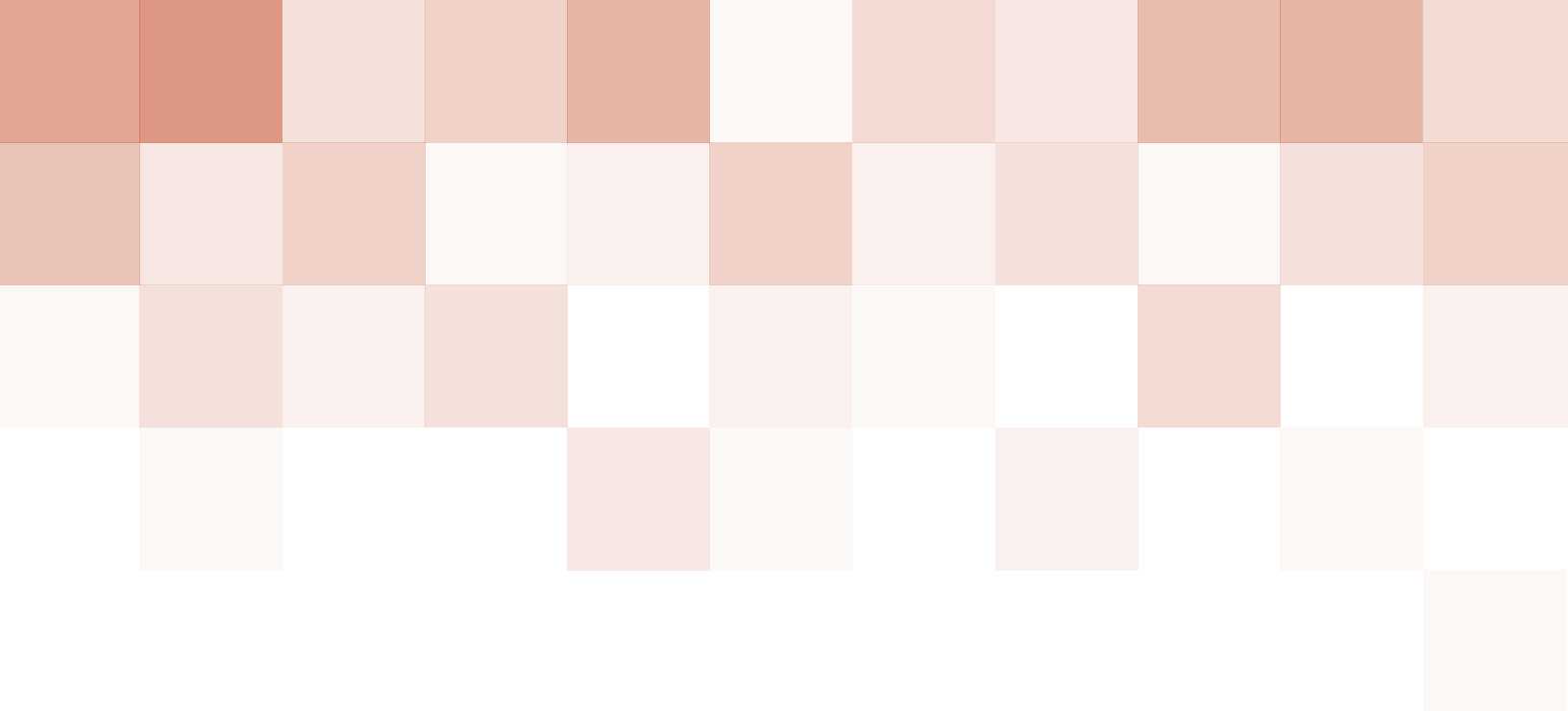
- i) A maximum density of 192 units per hectare and a maximum height of 15 storeys shall be permitted subject to the regulations of the Zoning By-law.

8.4 1836 Richmond Street

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

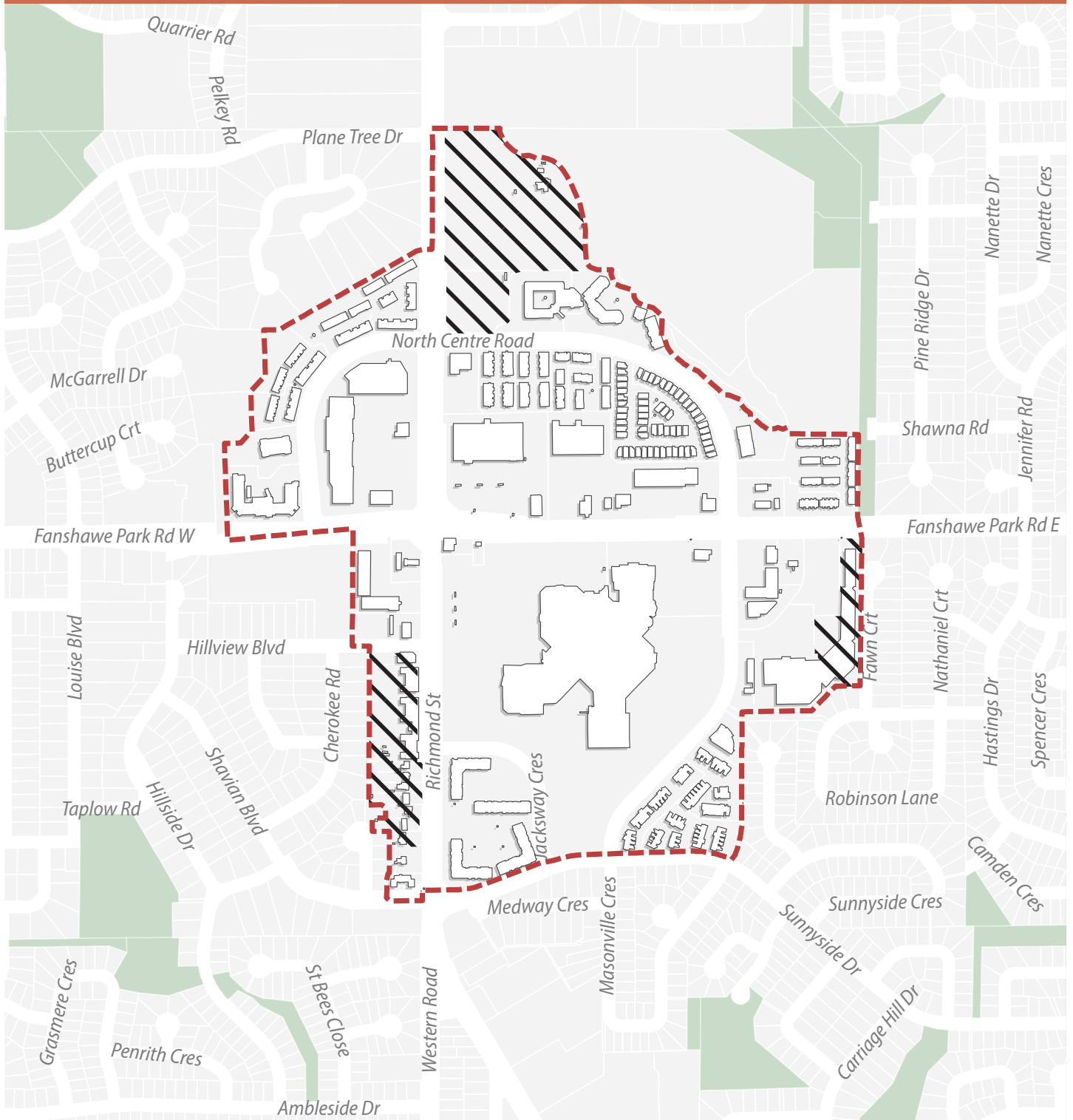
8.5 109 Fanshawe Park Road East



- i) Any future redevelopment should provide enhanced buffering, screening and landscaping along the eastern boundary of the site at the western edge of Fawn Court.



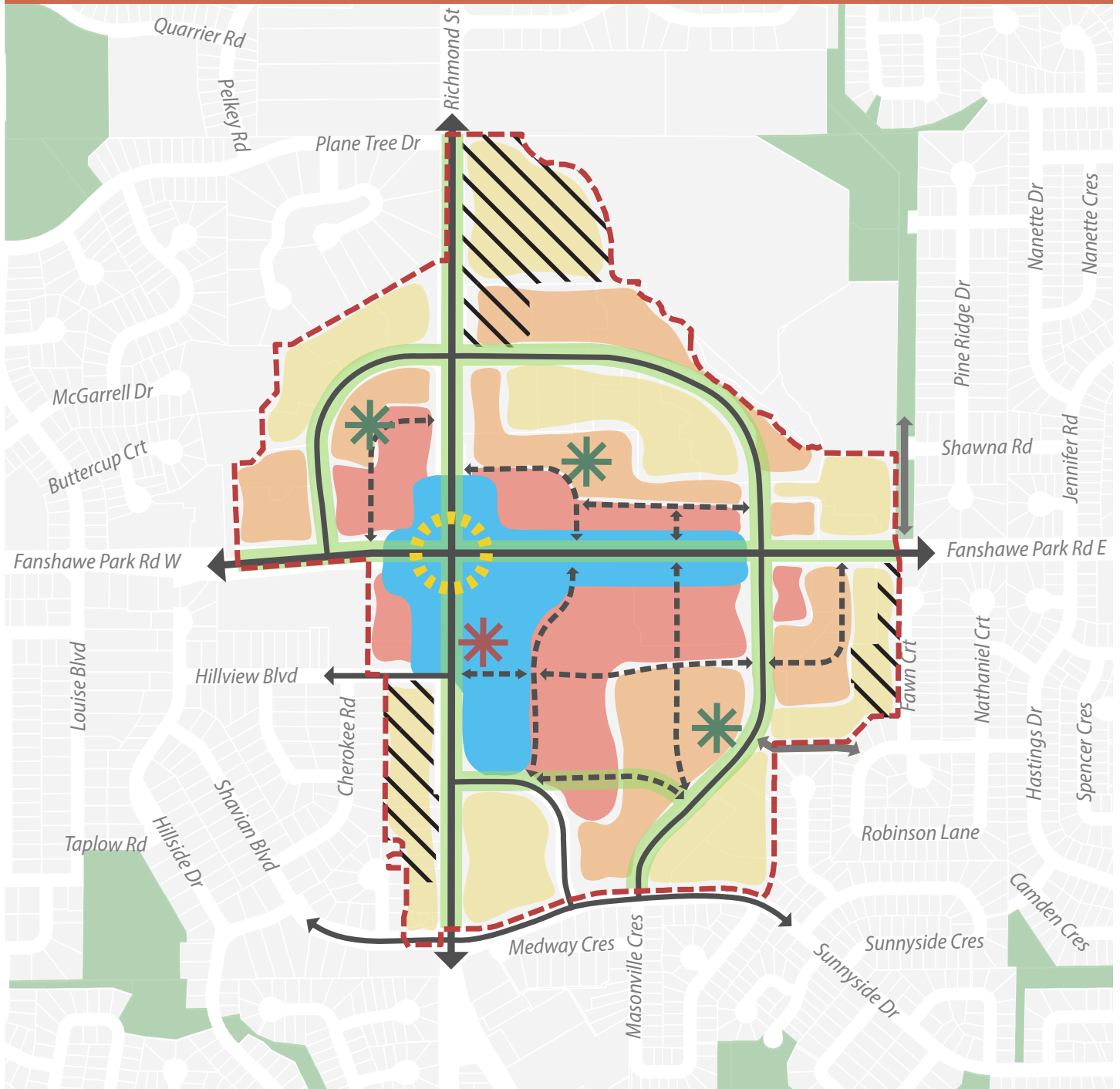
9.0 Schedules

SCHEDULE 1 - PLAN BOUNDARY



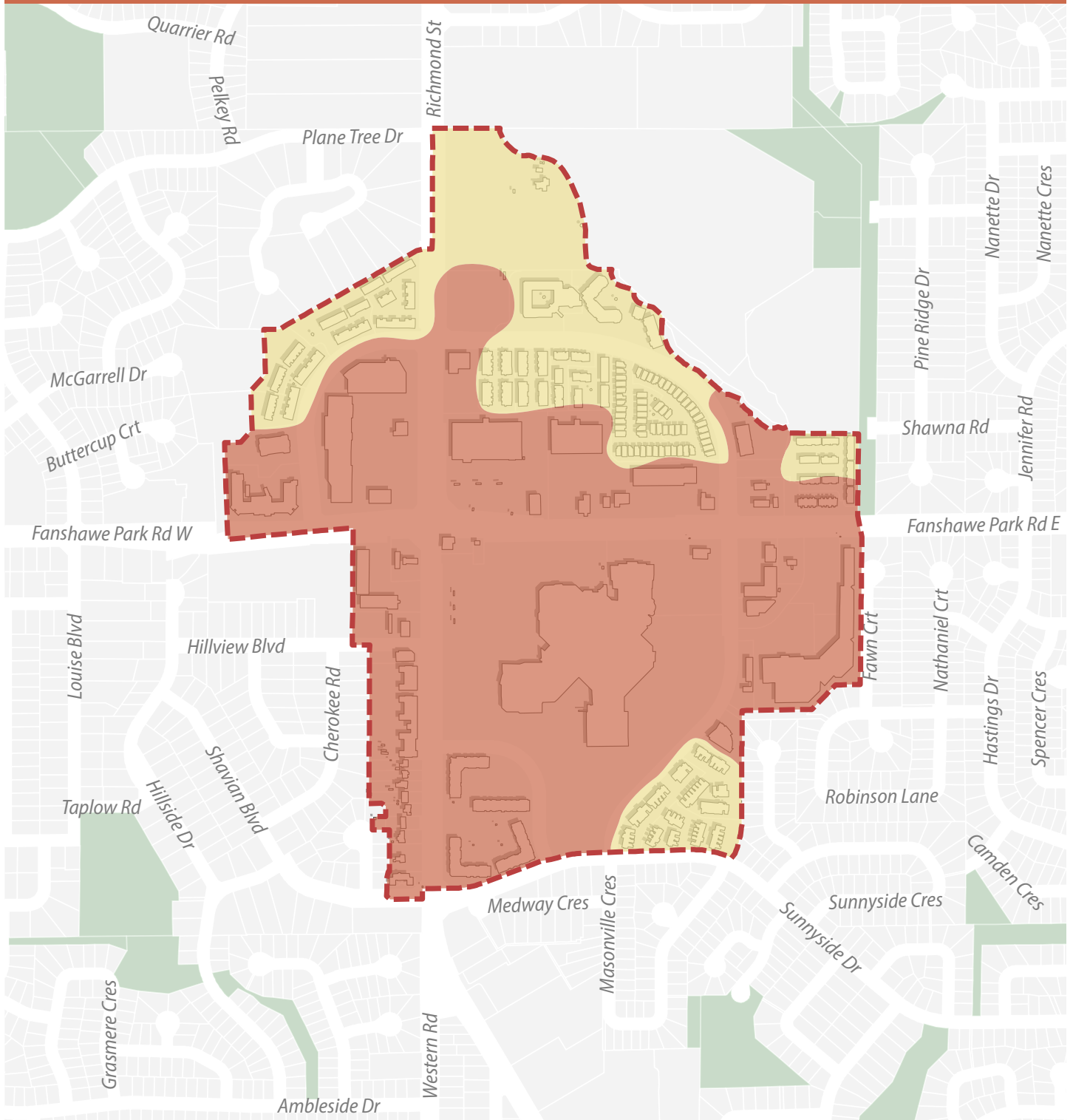
-  Plan Boundary
-  Specific Policy Area




SCHEDULE 2 - COMMUNITY STRUCTURE PLAN



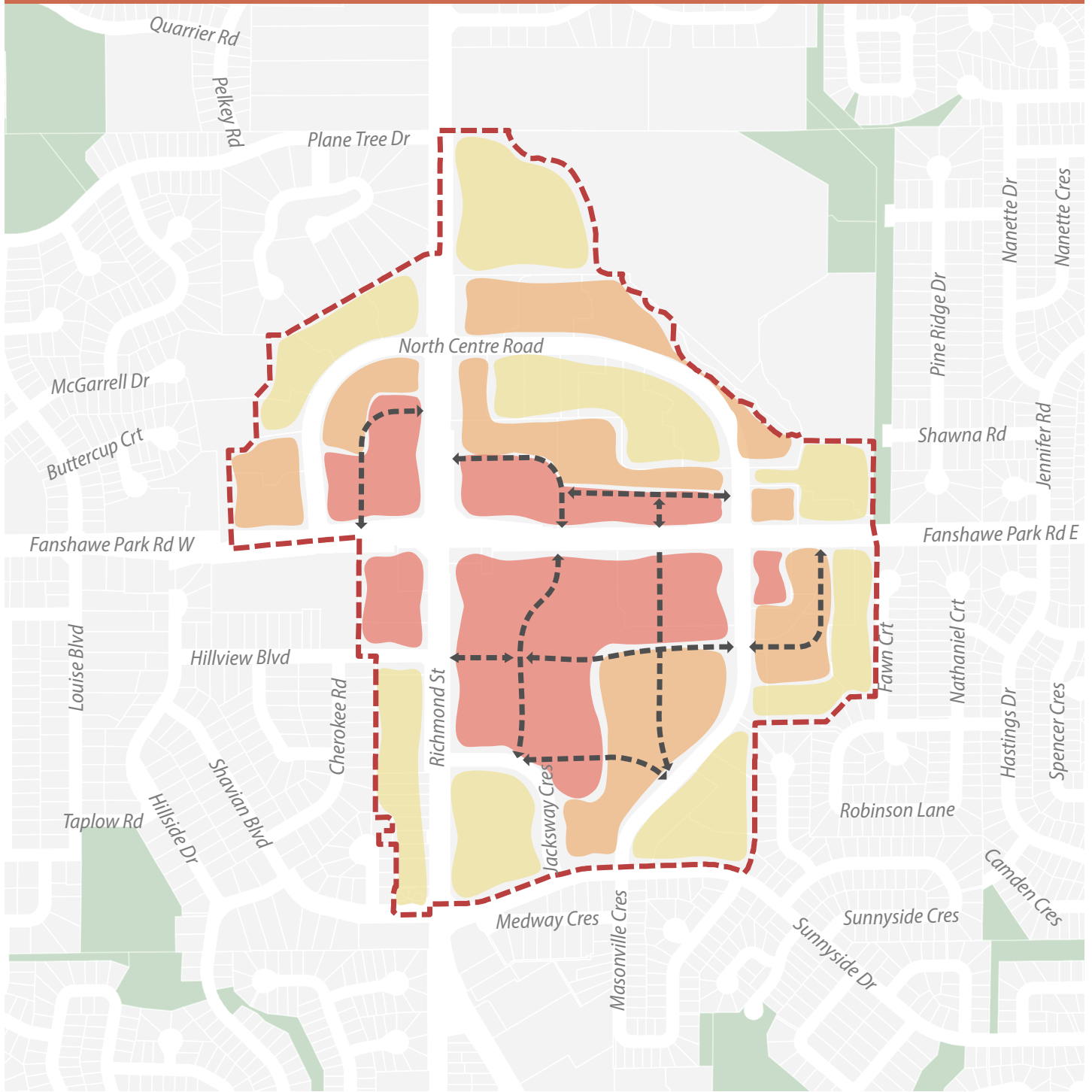
- Plan Boundary
- Commercial Priority Area
- High-rise
- Mid-rise
- Low-rise
- Enhanced Cycle Routes
- Specific Policy Area
- Main Intersection
- Transit Station
- Parks
- Future Connections
- Existing Active Transportation Connections






SCHEDULE 3 - LAND USE



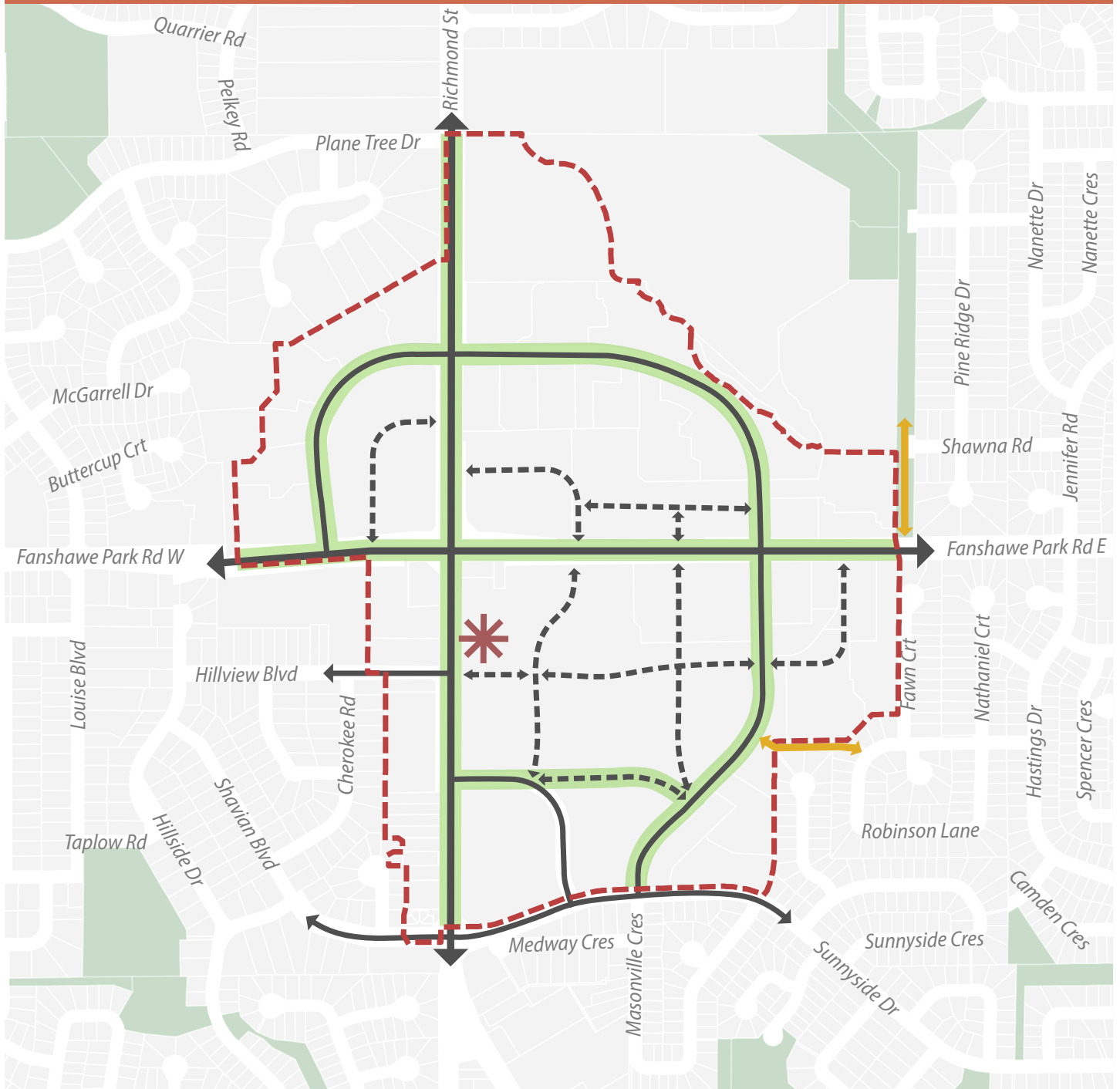
-  Plan Boundary
-  Mixed-Use
-  Low-Rise Residential





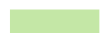

SCHEDULE 4 - HEIGHTS



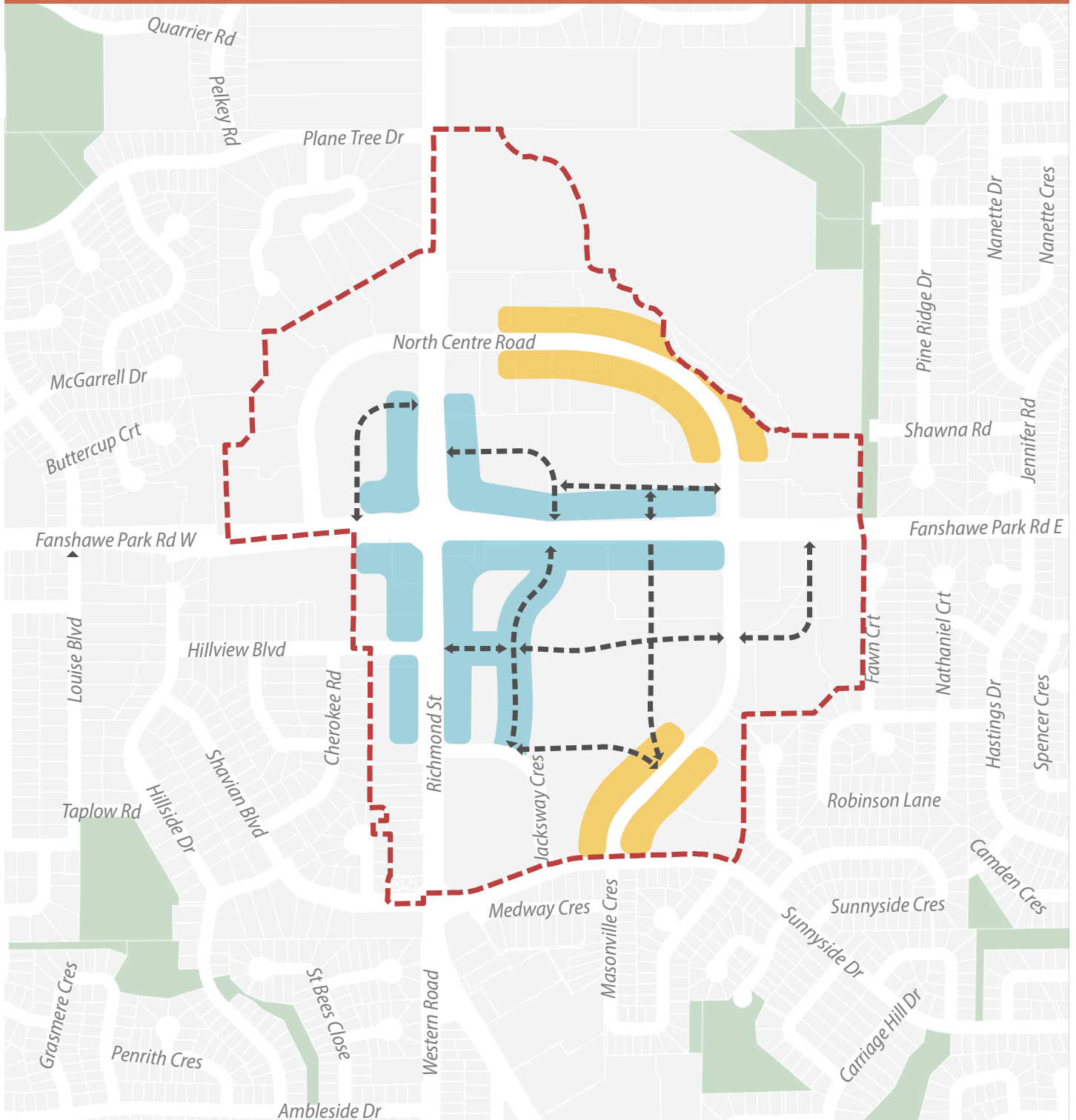
-  Plan Boundary
-  High-Rise Area [2 - 22 Storeys]
-  Mid-Rise Area [2 - 8 Storeys]
-  Low-Rise Area [2 - 4 Storeys]
-  Future Connections





SCHEDULE 5 - CONNECTIONS



-  Plan Boundary
-  Existing Streets
-  Future Connections
-  Existing Active Transportation Connections
-  Enhanced Cycle Routes
-  Transit Station

SCHEDULE 6 - PRIORITY GROUND FLOOR USES



-  Plan Boundary
-  Residential Character Street
-  Commercial Character Street
-  Future Connections



Planning and Development
October 2021

